Appendix G

Noise Reports

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November 11, 2008
Job No. 05-58810

Iain Holt, Acting Senior Planner
City of Ventura
501 Poli Street
Ventura, CA 93001

Subject: Noise Barrier Analysis for Parklands Specific Plan Residential Development Ventura, California

Dear Mr. Holt:

This barrier analysis was prepared for the Parklands Specific Plan EIR to evaluate options that would keep the proposed soundwall out of the floodplain. Three different types/combinations of walls were modeled, all of which achieve modeled noise levels of less than 65 dBA for exterior usable spaces assuming 2025 traffic conditions.

Methodology

Field Measurements. Field measurements were conducted using a Larson-Davis Model 720 (ANSI Type 2) integrating sound level meter and statistical data logger. Instantaneous sound levels were measured, integrated, and recorded by the sound level meter in 0.1-second intervals. Six (6) 20 minute field measurements were taken at or near the site; three along the site boundary adjacent to Blackburn Road including one near the Country Estates Mobil Home Park, and three along Wells Road including one near Bonaventure Senior Housing at Telegraph Road and one near Las Clinicas medical building. Figures 1-3 show the location of each measurement and the measurement data is attached. The sound level data collected included date, time, duration of measurement (in seconds), L_{eq}, SEL, statistical sound levels (L_{90}, L_{50}, L_{33} and L_{10}), L_{max}, L_{min}, and peak (A-weighted). Noise pass-by events exceeding 70 dBA and time history (current sound power level every 10 seconds) were also logged by the sound level meter. The sound level meter logs the data, which is then transferred to a computer. The set-up consisted of mounting the sound level meter on a tripod with the microphone top approximately three feet above the ground surface level as measured with a tape measure. Calibration of the sound level meter prior to measurements was performed using a Larson-Davis Acoustic Calibrator CAL150 using a sound power level of 94 dBA at a frequency of 1,000 Hz. Calibration level was also checked at the end of the measurement period to ensure accurate results.

Forecast meteorological conditions were checked prior to the field measurement to determine if acceptable conditions would prevail throughout the measurement period, with the measurement conducted on a day without measurable precipitation and wind speeds

generally below 3 miles per hour. Wind speeds were checked prior to field set-up with a Kestrel 1000 hand-held anemometer.

Data Collection. Six (6) 20-minute noise measurements were taken at and near the project site on July 29, 2008 between the hours of 9:30 AM and 12:30 PM for the purpose of documenting existing sound levels associated with traffic on Wells Road, Blackburn Road and State Route 126 (SR 126), which would be utilized to calibrate the TNM® model. Measurements were taken at the ground level of the project site and roadways. Three of the measurements were taken on site along the southeast site boundary. The first of these measurements was taken near the proposed lot 178 adjacent to the existing Country Estates Mobile Home park; the second onsite measurement was taken at the proposed location of the Road J entrance off Blackburn Road; the third onsite measurement was taken at the proposed location of the airspace condominium units at lot 145. All the measurements were taken approximately 50 feet from centerline of Blackburn Road. Onsite conditions were favorable for noise measurements, with the temperature at about 72°F with negligible wind and clear skies.

Traffic Sound Level Modeling. Traffic was modeled using the Federal Highway Administration Traffic Noise Model® (TNM, ver 2.5) based on data provided by Associated Transportation Engineers (ATE) in the approved traffic report for the project and freeway data provided by Caltrans. Peak hour traffic estimates for the segment of Highway 101 near the project site, Wells Road, and Blackburn Road, including the proposed project generated traffic combined with the existing traffic and future traffic generated by cumulative development in the area were used for the TNM® modeling. The future modeled year is 2025.

The TNM® uses algorithms based on speed to calculate the average sound level produced by the three vehicle types of concern (autos, medium-duty trucks, and heavy-duty trucks). The analysis used average speeds of 70 mph for cars 65 mph for medium trucks and 60 mph for heavy trucks on the freeway, 45 to 50 mph for vehicles on the on-and off-ramps, 40 mph for vehicles on Wells Road, and 35 mph for vehicles on Blackburn.

The location of road lanes, existing barriers, and houses were digitized into the TNM® from the AUTOCAD site plans (DTR Engineering, July 2008). Topographical elevations were also taken from the site plans. The results of the noise model and the basic input data files required are attached.

The noise model was checked for calibration based on the field noise measurements conducted at the site. The field measurements yielded values that varied from the TNM® calculated level for peak hour by approximately 3.1 to 3.3 dBA. The difference in the measured sound levels and the modeled sound levels can be attributed to the variability of traffic volumes. It is noted that a difference of 3 dBA is just audible, whereas increases of less than 3dBA are not audible to the human ear.

The field measurements and the TNM® are subject to various errors. Field measurements are essentially a "snapshot" in time and are indicative of the environmental conditions and travel patterns that existed on the day of the measurements, and these can vary substantially from day to day and season to season. The noise model is subject to the limitations of the data readily available, including the accuracy of elevations taken from the digital and paper maps as compared to actual field conditions, and the inaccuracies created

by digitizing from paper sources. Therefore, the accuracy of the sound levels reported in this study is considered to be in the ± 2 dB range.

Noise Conditions. The primary noise sources at the project site are traffic on SR 126 and the Wells Road/SR 126 interchange. Secondary noise sources at the project site are traffic on Wells Road and Blackburn Road. Based on modeling exercises, it was determined that the combination of Wells Road, the interchange ramps and Blackburn Road contribute nearly as much noise to the ambient environment as SR 126 by itself. These multiple noise sources in association with site topography, which is about seven feet higher at the southwestern end of the plan area all contribute to resultant noise levels.

Based on the TNM® results (attached) exterior noise levels at the residences closest to the noise sources (traffic on US 101, the on ramp and Blackburn Road) would be approximately 73 dBA CNEL with out the incorporation of noise barriers. Results of the TNM® show that noise levels at all the residences adjacent to Blackburn Road near the on ramp would be range between approximately 70 and 73 dBA CNEL without noise barriers. Noise levels at exterior living space of residences at the Parklands Specific Plan area adjacent to Blackburn Road, Highway 101 and the on ramp would exceed the City's threshold of 65 dBA CNEL for exterior residential uses. Therefore, given standard construction materials, it is possible that interior noise levels with windows facing the freeway would have unacceptably high sound levels (exceed 45 dBA CNEL for interior uses).

Barriers. The model was run for three different potential sound barrier scenarios. These included: (1) modeling the proposed garden wall along the site boundary adjacent to Blackburn Road at various heights; (2) incorporation of a previously proposed soundwall along the southeastern side of Blackburn, across the road from the project site, while maintaining the proposed "garden wall" at 6-feet in height; (3) modeling the soundwall at various heights without the inclusion of the proposed "garden wall". These barriers and the resultant noise levels under 2025 conditions are shown on Figures 1 -3.

Garden Wall Only. This wall is shown on Figure 1. The model results show that the proposed "garden wall" along the Blackburn Road boundary would serve to reduce sound levels from nearby traffic; however at six feet the wall would not be sufficient to reduce the levels below 65 dBA CNEL. The model further indicates that increasing the height of the "garden wall" to seven feet would be sufficient to reduce noise levels below the threshold for all the residences except for the proposed residences located on lot 146 near the proposed Road I entrance. At this location an eight foot wall would be required to reduce sound levels below the threshold. It is also noted that this configuration lies entirely outside of the proposed 100-year flood boundary. Please see Figure 1.

Six Foot Tall Garden Wall Plus Variable Height Soundwall. These walls are shown on Figure 2. The model results indicate that maintaining the proposed 6-foot "garden wall" and constructing a soundwall along the southeastern side of Blackburn road would also achieve sufficient noise reduction. The soundwall would need to be constructed to seven feet tall along the majority of the roadway, with one section adjacent to lot 146 near the proposed Road I entrance requiring an eight foot tall wall to achieve sufficient noise reduction. This option shows that a portion of the soundwall (about 150 feet on the eastern end as shown in Figure 2) overlaps with the boundary of the 100-year flood zone. Please

see Figure 2.

SR 126 Soundwall Only. This wall is shown in Figure 3. The model results indicate that constructing a soundwall along the southeastern boundary of Blackburn Road, across the road from the project site, without constructing the proposed garden wall could achieve sufficient noise reduction. However, the size of the wall required would be larger then the other two options. As illustrated in Figure 3, the wall would have to be 14 feet opposite the condominium lot 145, and would need to progressively increase in height as it extends farther from the Wells Road interchange. Wall heights would need to be 16 feet and 18 feet opposite residential lot 146 and would need to be 19 feet opposite the existing residence, with a 21 foot wall for the remainder of the plan area frontage to the Country Estates Mobile Home Park lot line (see Figure 3). It is noted that the wall height under this scenario is required to be taller due to the distance between the noise source and the receptor, whereas the garden walls as proposed above attenuate noise at the ground level within proposed exterior spaces at a lower height because they would be constructed much closer to the receptors. Additionally, this configuration would result in about 200 feet of wall within the 100 year flood zone, while about 150 additional linear feet overlap with the boundary of the 100-year flood zone. Figure 3 shows the flood zone boundary in relationship to the soundwall.

Recommendations. Under 2025 conditions, the exterior spaces and side yards of the nearest residences would be exposed to Blackburn Road, SR 126 on ramp and through-traffic sound levels of about 70-73 dBA CNEL; therefore, to meet the City's exterior standard of 65 dBA CNEL, adequate noise attenuation is needed. Construction of any one of the mitigation scenarios shown on Figures 1 through 3 would result in noise levels that are below the exterior 65 dBA CNEL standard at exterior usable spaces within the Parklands project.

The second floor of residences that face southeast and are exposed to noise generated along Blackburn Road, the on ramp, and the freeway will also require attenuation. Second floor elevations may not be afforded attenuation by a sound wall if the line of sight between windows and the noise source is not interrupted. Noise from local freeway traffic would be disturbing to the future occupants. Therefore, the following measures are recommended to reduce exterior and interior noise levels.

> **Interior Noise Attenuation.** Plans submitted to the Inspection Services Division for purposes of obtaining building permits shall illustrate that residences fronting Blackburn Road/SR 126 shall ultimately be constructed to include the following:
>
> a) Windows facing the street shall be dual pane, laminated with a Sound Transmission Class (STC) rating of at least 40;
>
> b) Windows facing the street on multiple-family structures shall be minimized and non-opening.
>
> c) Exterior walls facing the street shall be constructed of staggered wood studs, or equipped with a resilient channel between the studs and

wallboard, or any other wall system with an STC rating of at least 50;

d) Exterior doors facing the street shall be of a sound insulating design with a STC rating of at least 38; and

e) All exterior doors and windows shall be installed with proper weather stripping.

f) Roof construction of concrete tile with 15/32-inch plywood, R-30 batt insulation in the attic, and a layer of ½-inch thick gypsum board separating the attic from living areas;

With construction of walls such as those shown on Figures 1 through 3 and incorporation of the above design features to reduce interior second story noise levels to 45 dBA, future residences fronting Blackburn Road and SR 126 would not experience noise levels in excess of the allowable residential noise standards.

The analysis herein is based on the existing topography of the site and site plans prepared for the site and provided to Rincon Consultants. Changes in the final grading and pad elevations would alter the model predicted results contained herein.

If you have any questions about this analysis, please call Patrick Nichols at 805-641-1000 ext 16.

Sincerely,

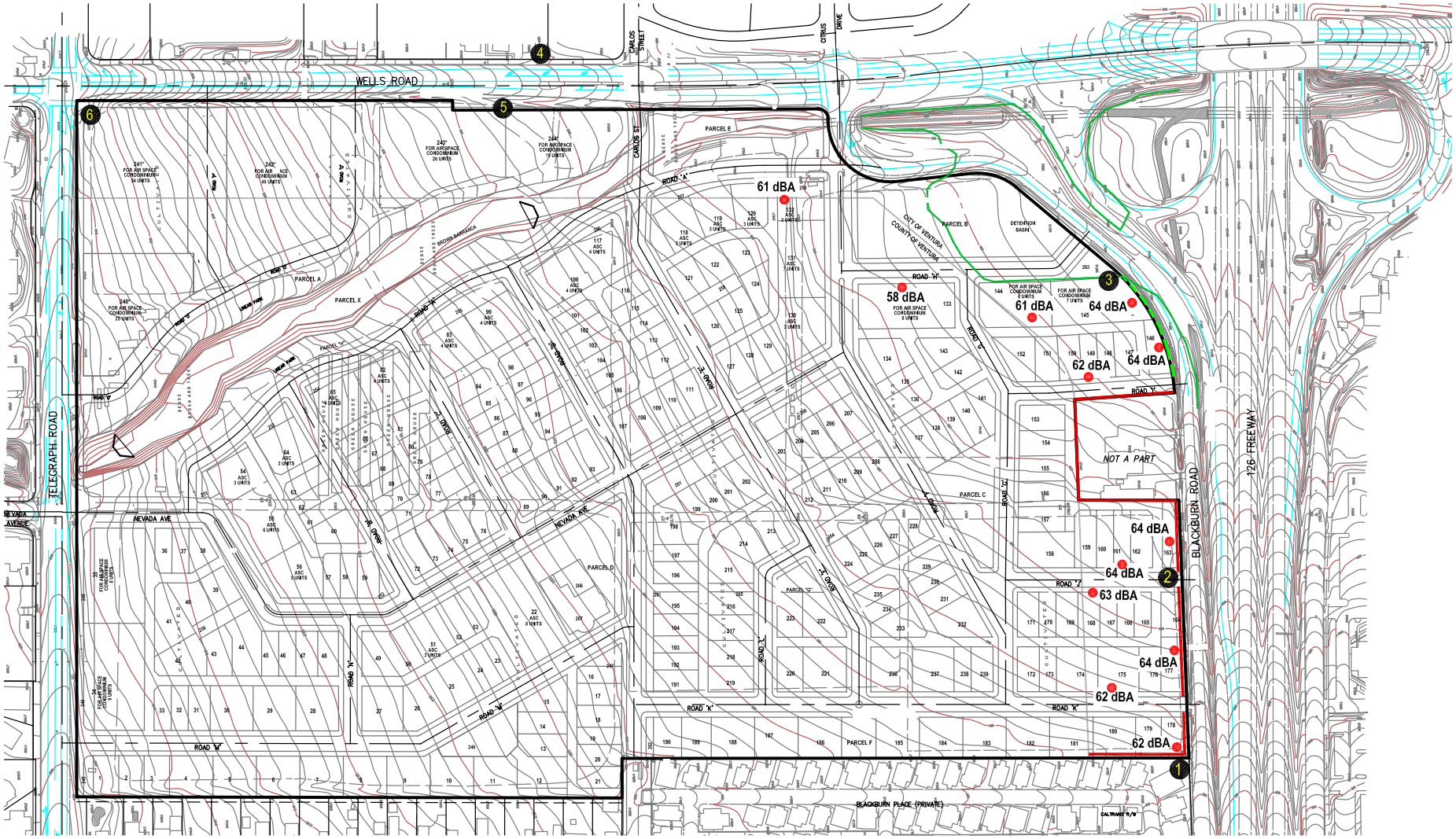
RINCON CONSULTANTS, INC.

Patrick Nichols
Environmental Planner

Cori Thomas
Project Manager

Attachment A

Figures



LEGEND

- PROPOSED 7 FOOT GARDEN WALL
- PROPOSED 8 FOOT GARDEN WALL
- PROPOSED 100 YEAR FLOOD ZONE
- dBA NOISE LEVEL AT RECEPTOR
- 1 NOISE MAESUREMENT LOCATION

N

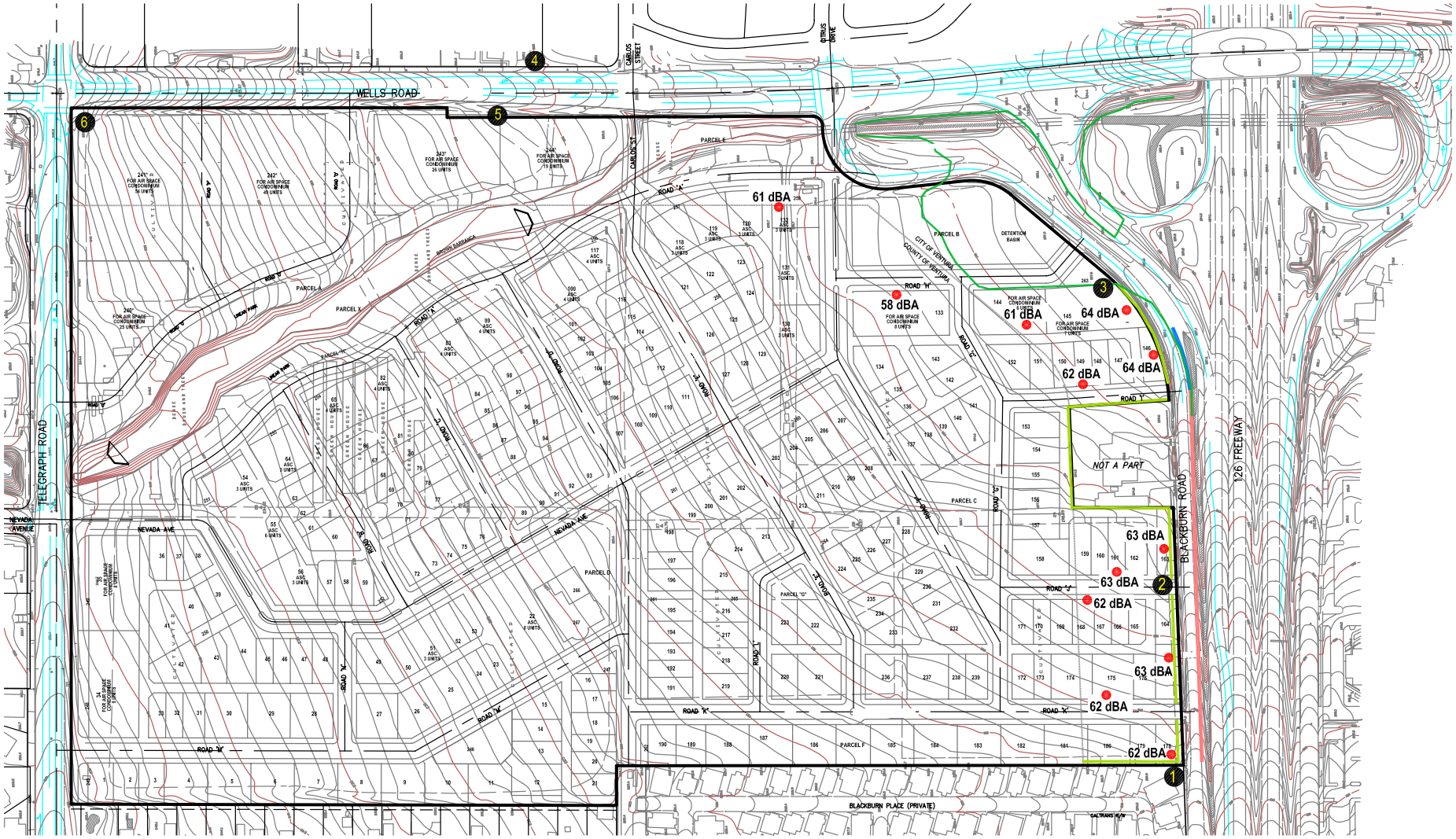
0 100 200 Feet

2025 Modeled Noise Levels
Variable Height Garden Wall

Basemap Source: Padre Associates, Inc., April 2007.

Figure 1

City of Ventura



LEGEND

- PROPOSED 6 FOOT GARDEN WALL
- PROPOSED 7 FOOT SOUNDWALLL
- PROPOSED 8 FOOT SOUNDWALL
- PROPOSED 100 YEAR FLOOD ZONE
- dBA NOISE LEVEL AT RECEPTOR
- 1 NOISE MEASUREMENT LOCATION

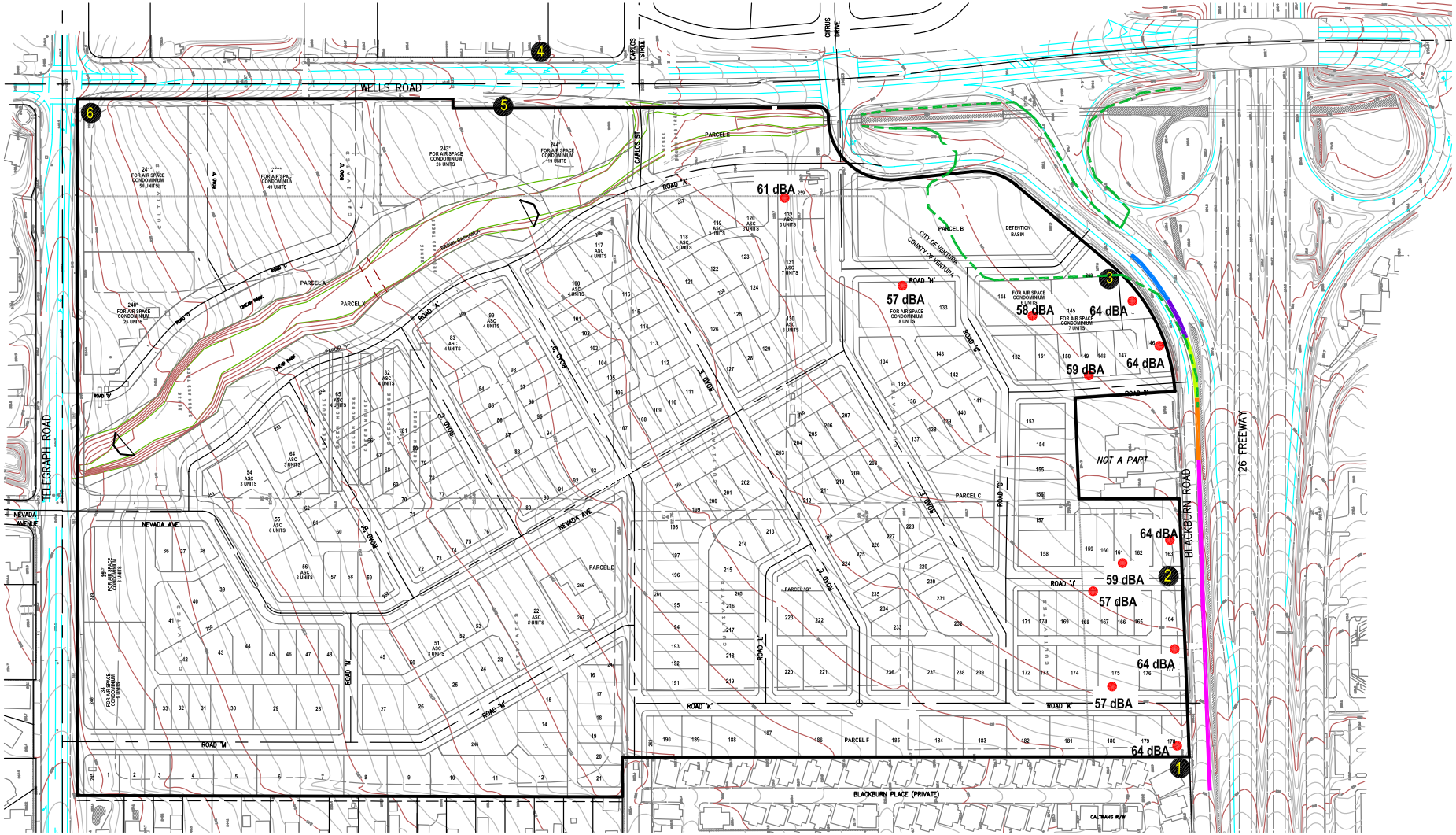
N

0 100 200 Feet

2025 Modeled Noise Levels
Six Foot Garden Wall and
Variable Height Soundwall

Figure 2

Basemap Source: Padre Associates, Inc., April 2007.



LEGEND

PROPOSED SOUND WALLS
- 14 FOOT HEIGHT
- 16 FOOT HEIGHT
- 18 FOOT HEIGHT
- 19 FOOT HEIGHT
- 21 FOOT HEIGHT
- PROPOSED 100 YEAR FLOOD ZONE
- **dBA** NOISE LEVEL AT RECEPTOR
- (1) NOISE MEASUREMENT LOCATION

N

0 100 200 Feet

2025 Modeled Noise Levels
Variable Height Soundwall

Figure 3

Basemap Source: Padre Associates, Inc., April 2007.

City of Ventura

Attachment B

TNM® Model Results

Rincon Consultants, Inc
P. K. Nichols

18 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(7ft grdn wall) w/8ft section
BARRIER DESIGN: unsaved

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.6	66	61.6	10	----	61.4	0.2	8	-7.8
Road H pad 133	11	1	0.0	59.2	66	59.2	10	----	58.4	0.8	8	-7.2
Road G pad 144	12	1	0.0	62.4	66	62.4	10	----	61.3	1.1	8	-6.9
Road G pad 145	13	1	0.0	69.7	66	69.7	10	Snd Lvl	63.7	6.0	8	-2.0
Road I pad 146	14	1	0.0	70.4	66	70.4	10	Snd Lvl	64.0	6.4	8	-1.6
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	63.8	8.8	8	0.8
Road K pad 177	16	1	0.0	72.5	66	72.5	10	Snd Lvl	63.8	8.7	8	0.7
Road K pad 178	17	1	0.0	71.0	66	71.0	10	Snd Lvl	63.2	7.8	8	-0.2
Measurment location2	18	1	0.0	72.3	66	72.3	10	Snd Lvl	72.1	0.2	8	-7.8
Road T front of pad 149	22	1	0.0	66.0	66	66.0	10	Snd Lvl	62.3	3.7	8	-4.3
Road J front of pad 161	23	1	0.0	67.0	66	67.0	10	Snd Lvl	64.0	3.0	8	-5.0
Road J front of pad 168	24	1	0.0	65.2	66	65.2	10	----	63.0	2.2	8	-5.8
Road K front of pad 175	25	1	0.0	65.1	66	65.1	10	----	62.9	2.2	8	-5.8

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.2	3.9	8.8
All Impacted	8	0.2	5.6	8.8
All that meet NR Goal	2	8.7	8.8	8.8

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(6ft grdn wall)
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.6	66	61.6	10	----	61.4	0.2	8	-7.8
Road H pad 133	11	1	0.0	59.2	66	59.2	10	----	58.5	0.7	8	-7.3
Road G pad 144	12	1	0.0	62.4	66	62.4	10	----	61.5	0.9	8	-7.1
Road G pad 145	13	1	0.0	69.7	66	69.7	10	Snd Lvl	64.8	4.9	8	-3.1
Road I pad 146	14	1	0.0	70.4	66	70.4	10	Snd Lvl	65.7	4.7	8	-3.3
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	65.6	7.0	8	-1.0
Road K pad 177	16	1	0.0	72.5	66	72.5	10	Snd Lvl	65.7	6.8	8	-1.2
Road K pad 178	17	1	0.0	71.0	66	71.0	10	Snd Lvl	64.8	6.2	8	-1.8
Measurment location2	18	1	0.0	72.3	66	72.3	10	Snd Lvl	72.1	0.2	8	-7.8
Road T front of pad 149	22	1	0.0	66.0	66	66.0	10	Snd Lvl	63.1	2.9	8	-5.1
Road J front of pad 161	23	1	0.0	67.0	66	67.0	10	Snd Lvl	64.4	2.6	8	-5.4
Road J front of pad 168	24	1	0.0	65.2	66	65.2	10	----	63.4	1.8	8	-6.2
Road K front of pad 175	25	1	0.0	65.1	66	65.1	10	----	63.3	1.8	8	-6.2

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.2	3.1	7.0
All Impacted	8	0.2	4.4	7.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(7ft grdn wall)
BARRIER DESIGN: unsaved
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver												
Name	No.	#DUs	Existing 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
Road G pad 145	13	1	0.0	69.7	66	69.7	10	Snd Lvl	63.8	5.9	8	-2.1
Road I pad 146	14	1	0.0	70.4	66	70.4	10	Snd Lvl	64.6	5.8	8	-2.2
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	63.8	8.8	8	0.8
Road K pad 177	16	1	0.0	72.5	66	72.5	10	Snd Lvl	63.8	8.7	8	0.7
Road K pad 178	17	1	0.0	71.0	66	71.0	10	Snd Lvl	63.2	7.8	8	-0.2

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	5	5.8	7.4	8.8
All Impacted	5	5.8	7.4	8.8
All that meet NR Goal	2	8.7	8.8	8.8

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(8ft grdn wall)
BARRIER DESIGN: unsaved
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	No Barrier LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Road G pad 145	13	1	0.0	69.7	66	69.7	10	Snd Lvl	62.9	6.8	8	-1.2
Road I pad 146	14	1	0.0	70.4	66	70.4	10	Snd Lvl	63.9	6.5	8	-1.5
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	62.6	10.0	8	2.0
Road K pad 177	16	1	0.0	72.5	66	72.5	10	Snd Lvl	62.4	10.1	8	2.1
Road K pad 178	17	1	0.0	71.0	66	71.0	10	Snd Lvl	62.0	9.0	8	1.0
Measurment location2	18	1	0.0	72.3	66	72.3	10	Snd Lvl	72.0	0.3	8	-7.7

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	6	0.3	7.1	10.1
All Impacted	6	0.3	7.1	10.1
All that meet NR Goal	3	9.0	9.7	10.1

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(8ft grdn wall)

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									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Wells Rd Southbound N of Blackburn	12.0	point1	1	1,282.2	2,454.6	201.00				Average	
		point232	232	1,331.8	2,453.7	200.00				Average	
		point2	2	1,402.8	2,453.7	199.00				Average	
		point3	3	1,527.8	2,454.0	198.00				Average	
		point4	4	1,587.4	2,456.9	197.00				Average	
		point5	5	1,644.1	2,460.8	196.50					
Wells Rd Southbound S of Blackburn	12.0	point6	6	1,674.5	2,462.7	195.50	Signal	0.00	100	Average	
		point7	7	1,743.6	2,467.7	195.00				Average	
		point8	8	1,858.0	2,475.6	194.00				Average	
		point9	9	1,949.1	2,483.2	193.00				Average	
		point495	495	2,000.9	2,488.3	192.00				Average	
		point10	10	2,052.7	2,493.5	193.00				Average	
		point11	11	2,124.1	2,500.0	194.00				Average	
		point12	12	2,198.1	2,507.8	195.00				Average	
		point13	13	2,324.6	2,518.5	200.00				Average	
		point14	14	2,387.6	2,524.4	201.00				Average	Y
		point15	15	2,454.9	2,528.0	202.00				Average	Y
		point16	16	2,609.2	2,529.9	202.00				Average	Y
		point17	17	2,684.5	2,533.5	201.00				Average	
		point18	18	2,713.6	2,533.7	200.00				Average	
		point19	19	2,762.3	2,534.4	199.00				Average	
		point20	20	2,796.4	2,534.8	198.00				Average	
		point21	21	2,821.4	2,535.3	197.00				Average	
		point22	22	2,873.7	2,535.8	195.00					
SR 126 Westbound On Ramp	12.0	point23	23	1,849.5	2,461.2	194.00				Average	

		point24	24	1,937.8	2,459.5	193.00				Average	
		point25	25	2,009.9	2,435.7	192.00				Average	
		point26	26	2,049.1	2,412.6	191.70				Average	
		point27	27	2,074.6	2,376.6	191.20				Average	
		point28	28	2,112.8	2,315.4	191.00				Average	
		point29	29	2,134.7	2,270.7	190.50				Average	
		point30	30	2,168.0	2,225.9	190.00				Average	
		point31	31	2,205.0	2,194.3	189.50				Average	
		point32	32	2,248.5	2,159.9	189.00				Average	
		point33	33	2,289.9	2,125.5	188.20				Average	
		point34	34	2,338.2	2,073.6	188.00				Average	
		point35	35	2,372.0	2,021.4	187.80				Average	
		point36	36	2,388.2	1,987.3	187.70				Average	
		point37	37	2,409.5	1,916.3	187.60				Average	
		point38	38	2,418.0	1,876.2	187.00				Average	
		point39	39	2,420.1	1,845.6	188.00					
SR 126 Westbound On Ramp2	12.0	point40	40	2,420.7	1,844.3	188.00				Average	
		point41	41	2,419.4	1,802.5	190.00				Average	
		point42	42	2,421.1	1,771.1	191.00				Average	
		point43	43	2,422.1	1,729.1	192.00				Average	
		point44	44	2,424.3	1,688.4	193.00				Average	
		point45	45	2,427.0	1,650.8	194.00				Average	
		point46	46	2,429.9	1,615.1	195.00				Average	
		point47	47	2,431.5	1,584.0	196.00				Average	
		point48	48	2,432.0	1,550.6	197.00				Average	
		point49	49	2,432.2	1,504.8	198.00				Average	
		point50	50	2,430.5	1,459.6	199.00				Average	
		point51	51	2,431.3	1,403.7	200.00				Average	
		point52	52	2,439.4	1,337.3	201.00				Average	
		point53	53	2,447.7	1,297.6	202.00				Average	
		point54	54	2,451.4	1,268.4	203.00				Average	
		point55	55	2,455.1	1,229.8	204.00				Average	
		point56	56	2,457.9	1,194.5	205.00				Average	
		point57	57	2,459.2	1,163.9	206.00				Average	
		point58	58	2,461.3	1,122.3	207.00				Average	
		point59	59	2,463.6	1,085.0	208.00					
Blackburn Rd Westbound	12.0	point60	60	1,646.7	2,443.3	196.50	Signal	0.00	100	Average	
		point61	61	1,648.5	2,375.8	195.50				Average	

		point62	62	1,663.1	2,344.2	195.00				Average	
		point63	63	1,677.4	2,324.5	194.50				Average	
		point64	64	1,701.6	2,308.1	194.00				Average	
		point65	65	1,725.7	2,298.8	193.50				Average	
		point66	66	1,745.7	2,294.0	193.00				Average	
		point67	67	1,783.3	2,293.2	192.50				Average	
		point68	68	1,824.1	2,299.7	192.00				Average	
		point69	69	1,874.9	2,305.0	191.00				Average	
		point70	70	1,923.7	2,308.9	190.50				Average	
		point71	71	1,953.8	2,309.4	190.00				Average	
		point72	72	1,993.2	2,297.2	189.50				Average	
		point73	73	2,014.4	2,288.4	189.00				Average	
		point74	74	2,098.6	2,219.2	188.00				Average	
		point75	75	2,156.9	2,171.3	187.00				Average	
		point76	76	2,255.8	2,083.7	187.40				Average	
		point77	77	2,306.5	2,022.1	187.60				Average	
		point78	78	2,322.2	1,988.9	187.10				Average	
		point79	79	2,339.5	1,944.1	188.00				Average	
		point81	81	2,349.3	1,909.2	188.50				Average	
		point82	82	2,357.3	1,848.6	189.00				Average	
		point83	83	2,359.5	1,795.2	190.00				Average	
		point84	84	2,359.8	1,774.8	191.00				Average	
		point85	85	2,362.2	1,730.7	192.00				Average	
		point86	86	2,362.8	1,693.0	193.00				Average	
		point87	87	2,366.3	1,647.4	194.00				Average	
		point88	88	2,366.6	1,613.2	195.00				Average	
		point89	89	2,368.7	1,574.9	196.00				Average	
		point90	90	2,371.2	1,533.0	197.00				Average	
		point91	91	2,372.5	1,489.0	198.00				Average	
		point92	92	2,373.5	1,444.5	199.00				Average	
		point93	93	2,374.6	1,403.5	200.00				Average	
		point94	94	2,374.4	1,364.0	201.00				Average	
		point95	95	2,377.6	1,289.8	203.00				Average	
		point96	96	2,379.1	1,247.4	204.00				Average	
		point97	97	2,382.7	1,209.8	205.00				Average	
		point98	98	2,384.5	1,154.5	206.00				Average	
		point99	99	2,383.8	1,128.6	207.00				Average	
		point100	100	2,384.8	1,084.0	208.00				Average	

		point101	101	2,383.5	1,038.2	208.50					
Blackburn Rd Eastbound	12.0	point102	102	2,394.5	1,043.9	208.50				Average	
		point103	103	2,396.9	1,089.1	208.00				Average	
		point104	104	2,394.4	1,128.8	207.00				Average	
		point105	105	2,394.5	1,159.4	206.00				Average	
		point106	106	2,393.8	1,208.5	205.00				Average	
		point107	107	2,389.4	1,248.2	204.00				Average	
		point108	108	2,389.4	1,290.0	203.00				Average	
		point110	110	2,385.9	1,365.6	201.00				Average	
		point111	111	2,385.0	1,405.4	200.00				Average	
		point112	112	2,384.4	1,448.5	199.00				Average	
		point113	113	2,382.3	1,489.5	198.00				Average	
		point114	114	2,381.1	1,535.6	197.00				Average	
		point115	115	2,378.7	1,576.2	196.00				Average	
		point116	116	2,375.4	1,614.9	195.00				Average	
		point117	117	2,376.1	1,651.3	194.00				Average	
		point118	118	2,373.3	1,699.0	193.00				Average	
		point119	119	2,373.9	1,734.4	192.00				Average	
		point120	120	2,372.0	1,778.6	191.00				Average	
		point121	121	2,370.7	1,801.6	190.00				Average	
		point122	122	2,368.2	1,858.8	189.00				Average	
		point123	123	2,359.3	1,919.8	188.50				Average	
		point124	124	2,349.4	1,951.8	188.00				Average	
		point125	125	2,330.2	1,998.1	187.10				Average	
		point126	126	2,315.4	2,028.6	187.60				Average	
		point128	128	2,262.7	2,091.9	187.40				Average	
		point130	130	2,160.4	2,183.6	187.00				Average	
		point131	131	2,102.5	2,233.1	188.00				Average	
		point132	132	2,037.4	2,289.3	189.00				Average	
		point133	133	2,008.5	2,306.3	189.50				Average	
		point134	134	1,974.9	2,316.2	190.00				Average	
		point135	135	1,945.2	2,320.0	190.50				Average	
		point136	136	1,899.8	2,320.1	191.00				Average	
		point137	137	1,819.0	2,311.2	192.00				Average	
		point138	138	1,742.6	2,308.4	193.00				Average	
		point139	139	1,713.3	2,317.2	193.50				Average	
		point140	140	1,695.6	2,328.2	194.00				Average	
		194.5	141	1,676.8	2,352.0	194.50				Average	

		point142	142	1,666.9	2,373.6	195.00				Average	
		point143	143	1,661.8	2,392.9	195.40				Average	
		point144	144	1,660.9	2,443.4	196.30					
Wells Rd Northbound S of Blackburn	12.0	point148	148	2,908.2	2,584.8	191.00				Average	
		point149	149	2,852.3	2,584.3	195.00				Average	
		point150	150	2,724.8	2,582.2	200.00				Average	
		point151	151	2,695.5	2,581.3	201.00				Average	
		point152	152	2,660.8	2,580.1	202.00				Average	Y
		point153	153	2,590.9	2,576.8	203.00				Average	Y
		point154	154	2,484.0	2,572.5	204.00				Average	Y
		point155	155	2,370.0	2,561.9	203.00				Average	Y
		point156	156	2,337.3	2,559.4	202.00				Average	
		point157	157	2,303.3	2,555.6	204.00				Average	
		point158	158	2,276.6	2,554.3	205.00				Average	
		point159	159	2,234.8	2,550.0	198.00				Average	
		point160	160	2,196.7	2,546.2	197.00				Average	
		point161	161	2,166.3	2,544.0	196.00				Average	
		point162	162	2,131.6	2,540.8	195.00				Average	
		point163	163	2,081.6	2,537.0	194.00				Average	
		point164	164	2,031.0	2,531.7	193.00				Average	
		point496	496	1,973.9	2,525.5	192.00				Average	
		point165	165	1,933.7	2,521.1	193.00				Average	
		point166	166	1,845.8	2,515.0	194.00				Average	
		point167	167	1,778.8	2,510.2	195.00				Average	
		point168	168	1,673.7	2,502.5	195.50					
Wells Rd Southbound S of Blackburn2	12.0	point169	169	2,873.8	2,535.8	195.00				Average	
		point170	170	2,891.0	2,536.5	194.00				Average	
		point171	171	2,904.9	2,536.9	193.00					
SR 126 Westbound Off Ramp	12.0	point174	174	2,423.9	2,620.9	182.20				Average	
		point175	175	2,422.5	2,484.1	182.50				Average	
		point176	176	2,423.0	2,447.0	183.00				Average	
		point177	177	2,419.9	2,322.1	183.10				Average	
		point178	178	2,405.1	2,282.8	184.00				Average	
		point179	179	2,367.6	2,241.3	185.00				Average	
		point180	180	2,319.2	2,219.3	186.00				Average	
		point181	181	2,249.4	2,219.0	187.00				Average	
		point182	156	2,191.2	2,250.7	188.00				Average	
		point183	183	2,158.2	2,295.4	189.00				Average	

		point184	184	2,149.4	2,334.0	190.00				Average	
		point185	185	2,149.8	2,374.8	191.00				Average	
		point186	186	2,166.1	2,420.5	192.00				Average	
		point187	187	2,191.5	2,452.0	193.20				Average	
		point188	188	2,214.2	2,470.3	194.00				Average	
		point189	189	2,252.0	2,485.2	195.00				Average	
		point190	190	2,267.6	2,488.5	196.00				Average	
		point191	191	2,281.6	2,491.5	197.00				Average	
		point192	192	2,309.0	2,497.5	198.00				Average	
		point193	193	2,327.4	2,501.7	199.00				Average	
		point194	194	2,352.4	2,507.8	200.00				Average	
		point195	195	2,386.9	2,518.6	201.00				Average	Y
		point196	196	2,454.6	2,527.4	202.00					
Wells Rd Northbound N of Blackburn	12.0	point226	226	1,648.3	2,502.1	196.00	Signal	0.00	100	Average	
		point227	227	1,565.4	2,496.7	197.00				Average	
		point228	228	1,483.2	2,498.5	198.00				Average	
		point229	229	1,412.1	2,498.0	199.00				Average	
		point230	230	1,326.0	2,498.6	200.00				Average	
		point231	231	1,279.7	2,498.4	201.30					
126 West On/Off Lane	12.0	point321	321	2,432.7	2,628.0	182.20				Average	
		point322	322	2,434.6	2,358.5	183.70				Average	
		point323	323	2,433.7	2,069.3	185.00				Average	
		point324	324	2,433.3	1,980.9	186.00				Average	
		point325	325	2,432.9	1,895.4	188.00				Average	
		point326	326	2,432.9	1,852.1	189.00				Average	
		point327	327	2,433.6	1,805.6	190.00				Average	
		point328	328	2,432.1	1,776.0	191.00				Average	
		point329	329	2,431.5	1,732.5	192.00				Average	
		point330	330	2,431.3	1,694.8	193.00				Average	
		point331	331	2,430.4	1,657.2	194.00					
SR 126 West Lane 1	12.0	point332	332	2,472.3	2,638.2	182.90				Average	
		point333	333	2,471.5	2,477.3	183.00				Average	
		point334	334	2,470.6	2,233.1	184.00				Average	
		point335	335	2,470.6	2,032.1	185.00				Average	
		point336	336	2,469.7	1,970.6	186.00				Average	
		point337	337	2,469.7	1,921.3	187.00				Average	
		point338	338	2,469.9	1,880.5	188.00				Average	
		point339	339	2,469.8	1,831.4	189.00				Average	

		point340	340	2,469.9	1,794.9	190.00				Average	
		point341	341	2,469.7	1,755.1	191.00				Average	
		point342	342	2,470.1	1,711.2	192.00				Average	
		point343	343	2,469.2	1,673.7	193.00				Average	
		point344	344	2,469.7	1,636.3	194.00				Average	
		point345	345	2,469.3	1,594.3	195.00				Average	
		point346	346	2,468.9	1,553.4	196.00				Average	
		point347	347	2,468.5	1,516.6	197.00				Average	
		point348	348	2,468.9	1,474.7	198.00				Average	
		point349	349	2,468.0	1,435.5	199.00				Average	
		point350	350	2,468.3	1,399.8	200.00				Average	
		point351	351	2,467.2	1,355.0	201.00				Average	
		point352	352	2,467.4	1,314.8	202.00				Average	
		point353	353	2,467.3	1,280.5	203.00				Average	
		point354	354	2,466.4	1,239.6	204.00				Average	
		point355	355	2,466.8	1,212.3	205.00				Average	
		point356	356	2,467.1	1,168.8	206.00				Average	
		point357	357	2,466.1	1,128.6	207.00				Average	
		point358	358	2,466.4	1,084.1	208.00				Average	
		point359	359	2,466.7	1,048.9	208.50					
SR 126 West Lane 2	12.0	point360	360	2,498.4	2,638.9	182.30				Average	
		point361	361	2,496.7	2,462.7	183.00				Average	
		point362	362	2,494.9	2,205.3	184.00				Average	
		point363	363	2,493.7	2,010.9	185.00				Average	
		point364	364	2,494.6	1,948.9	186.00				Average	
		point365	365	2,493.3	1,905.0	187.00				Average	
		point366	366	2,491.9	1,870.6	188.00				Average	
		point367	367	2,491.6	1,828.8	189.00				Average	
		point368	368	2,492.2	1,794.5	190.00				Average	
		point369	369	2,492.2	1,754.6	191.00				Average	
		point370	370	2,491.0	1,710.1	192.00				Average	
		point371	371	2,491.9	1,673.0	193.00				Average	
		point372	372	2,492.4	1,629.4	194.00				Average	
		point373	373	2,491.7	1,600.1	195.00				Average	
		point374	374	2,491.1	1,556.9	196.00				Average	
		point375	375	2,491.4	1,522.7	197.00				Average	
		point376	376	2,490.9	1,471.8	198.00				Average	
		point377	377	2,490.6	1,430.7	199.00				Average	

		point378	378	2,490.7	1,401.9	200.00				Average	
		point379	379	2,489.7	1,348.6	201.00				Average	
		point380	380	2,490.1	1,304.7	202.00				Average	
		point381	381	2,490.6	1,275.7	203.00				Average	
		point382	382	2,489.7	1,231.7	204.00				Average	
		point383	383	2,490.4	1,209.8	205.00				Average	
		point384	384	2,489.1	1,158.4	206.00				Average	
		point385	385	2,489.1	1,122.3	207.00				Average	
		point386	386	2,488.6	1,084.2	208.00				Average	
		point387	387	2,487.8	1,047.3	209.00					
SR 126 East Lane 2	12.0	point388	388	2,536.2	1,059.6	208.50				Average	
		point389	389	2,536.8	1,103.4	208.00				Average	
		point390	390	2,536.1	1,128.8	207.00				Average	
		point391	391	2,536.9	1,169.9	206.00				Average	
		point392	392	2,537.2	1,257.1	204.00				Average	
		point393	393	2,537.3	1,291.5	203.00				Average	
		point394	394	2,537.9	1,324.4	202.00				Average	
		point395	395	2,537.6	1,365.8	201.00				Average	
		point396	396	2,537.5	1,404.9	200.00				Average	
		point397	397	2,538.2	1,438.9	199.00				Average	
		point398	398	2,538.1	1,469.6	198.00				Average	
		point399	399	2,538.4	1,512.9	197.00				Average	
		point400	400	2,538.0	1,554.1	196.00				Average	
		point401	401	2,538.4	1,588.5	195.00				Average	
		point402	402	2,538.5	1,631.2	194.00				Average	
		point403	403	2,538.9	1,667.7	193.00				Average	
		point404	404	2,538.8	1,703.0	192.00				Average	
		point405	405	2,538.8	1,750.9	191.00				Average	
		point406	406	2,538.6	1,792.1	190.00				Average	
		point407	407	2,538.7	1,838.7	189.00				Average	
		point408	408	2,539.1	1,878.6	188.00				Average	
		point409	409	2,538.5	1,933.8	187.00				Average	
		point410	410	2,539.0	1,997.3	186.00				Average	
		point411	411	2,538.9	2,066.5	185.00				Average	
		point412	412	2,540.6	2,253.2	184.00				Average	
		point413	413	2,541.6	2,475.7	183.00				Average	
		point414	414	2,542.0	2,642.0	182.40					
SR 126 East Lane 1	12.0	point415	415	2,560.7	1,059.7	208.50				Average	

		point416	416	2,560.5	1,102.2	208.00				Average	
		point417	417	2,559.9	1,124.9	207.00				Average	
		point418	418	2,560.7	1,164.7	206.00				Average	
		point419	419	2,561.2	1,204.0	205.00				Average	
		point420	420	2,561.1	1,249.2	204.00				Average	
		point421	421	2,561.0	1,284.8	203.00				Average	
		point422	422	2,560.7	1,317.0	202.00				Average	
		point423	423	2,561.3	1,352.6	201.00				Average	
		point424	424	2,562.0	1,389.7	200.00				Average	
		point425	425	2,562.4	1,427.3	199.00				Average	
		point426	426	2,562.6	1,469.2	198.00				Average	
		point427	427	2,562.5	1,511.7	197.00				Average	
		point428	428	2,562.5	1,558.7	196.00				Average	
		point429	429	2,562.8	1,587.9	195.00				Average	
		point430	430	2,563.2	1,627.1	194.00				Average	
		point431	431	2,562.5	1,666.1	193.00				Average	
		point432	432	2,562.9	1,706.0	192.00				Average	
		point433	433	2,563.5	1,752.8	191.00				Average	
		point434	434	2,564.5	1,785.1	190.00				Average	
		point435	435	2,564.4	1,841.1	189.00				Average	
		point436	436	2,565.5	1,867.2	188.00				Average	
		point437	437	2,566.0	1,898.8	187.00				Average	
		point438	438	2,565.5	1,956.6	186.00				Average	
		point439	439	2,566.0	1,999.4	185.00				Average	
		point440	440	2,565.9	2,115.7	184.00				Average	
		point441	441	2,568.2	2,438.1	183.00				Average	
		point442	442	2,569.4	2,641.0	182.40					
SR 126 East Off Ramp	12.0	point444	444	2,562.7	1,446.2	198.50				Average	
		point445	445	2,563.6	1,467.2	198.00				Average	
		point446	446	2,566.9	1,506.4	197.00				Average	
		point447	447	2,569.6	1,544.3	196.00				Average	
		point448	448	2,572.0	1,576.5	195.00				Average	
		point449	449	2,575.5	1,613.6	194.00				Average	
		point450	450	2,577.7	1,652.4	193.00				Average	
		point451	451	2,580.9	1,683.7	192.00				Average	
		point452	452	2,583.8	1,719.8	191.00				Average	
		point453	453	2,586.2	1,754.4	190.00				Average	
		point454	454	2,589.3	1,807.3	189.00				Average	

		point455	455	2,592.2	1,843.4	188.00				Average	
		point456	456	2,596.6	1,875.7	187.00				Average	
		point457	457	2,604.3	1,947.2	186.60				Average	
		point458	458	2,620.4	1,989.9	186.00				Average	
		point459	459	2,646.6	2,049.3	185.50				Average	
		point460	460	2,686.3	2,106.9	185.00				Average	
		point461	461	2,733.0	2,154.5	184.00				Average	
		point462	462	2,777.5	2,187.7	184.00				Average	
		point463	463	2,852.0	2,241.6	185.00				Average	
		point464	464	2,877.5	2,273.7	186.00				Average	
		point465	465	2,899.4	2,316.8	187.00				Average	
		point466	466	2,906.4	2,361.1	188.00				Average	
		point467	467	2,905.1	2,401.2	189.00				Average	
		point468	468	2,907.0	2,453.0	190.00				Average	
		point469	469	2,908.4	2,530.4	193.00					
SR 126 East On Ramp	12.0	point470	470	2,610.7	2,528.6	202.00				Average	Y
		point471	471	2,680.9	2,515.5	201.00				Average	
		point472	472	2,707.0	2,512.3	200.00				Average	
		point473	473	2,746.7	2,508.4	199.00				Average	
		point474	474	2,772.7	2,503.6	198.00				Average	
		point475	475	2,797.2	2,496.0	197.00				Average	
		point476	476	2,806.8	2,490.1	196.00				Average	
		point477	477	2,823.6	2,481.7	195.00				Average	
		point478	478	2,833.5	2,473.5	194.00				Average	
		point479	479	2,846.8	2,458.5	193.00				Average	
		point480	480	2,857.5	2,448.6	192.00				Average	
		point481	481	2,864.0	2,436.8	191.00				Average	
		point482	482	2,871.5	2,415.7	190.00				Average	
		point483	483	2,877.0	2,394.0	189.00				Average	
		point484	484	2,879.5	2,374.5	188.00				Average	
		point485	485	2,874.3	2,328.7	187.00				Average	
		point486	486	2,865.5	2,297.9	186.00				Average	
		point487	487	2,844.2	2,265.0	185.00				Average	
		point488	488	2,800.9	2,229.3	184.40				Average	
		point489	489	2,718.5	2,215.0	184.00				Average	
		point490	490	2,649.2	2,239.3	183.60				Average	
		point491	491	2,598.6	2,301.5	183.60				Average	
		point492	492	2,591.2	2,433.4	183.00				Average	

		point493	493	2,594.2	2,639.7	182.40					

Rincon Consultants, Inc 13 August 2008
P. K. Nichols TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(8ft grdn wall)

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
Wells Rd Southbound N of Blackburn	point1	1	994	40	31	40	21	40	0	0	0	0
	point232	232	994	40	31	40	21	40	0	0	0	0
	point2	2	994	40	31	40	21	40	0	0	0	0
	point3	3	994	40	31	40	21	40	0	0	0	0
	point4	4	994	40	31	40	21	40	0	0	0	0
	point5	5										
Wells Rd Southbound S of Blackburn	point6	6	1393	40	44	40	29	40	0	0	0	0
	point7	7	1393	40	44	40	29	40	0	0	0	0
	point8	8	998	40	32	40	21	40	0	0	0	0
	point9	9	998	40	32	40	21	40	0	0	0	0
	point495	495	998	40	32	40	21	40	0	0	0	0
	point10	10	998	40	32	40	21	40	0	0	0	0
	point11	11	998	40	32	40	21	40	0	0	0	0
	point12	12	998	40	00	40	21	40	0	0	0	0
	point13	13	998	40	32	40	21	40	0	0	0	0
	point14	14	998	40	32	40	21	40	0	0	0	0
	point15	15	2603	40	82	40	55	40	0	0	0	0
	point16	16	2527	40	80	40	53	40	0	0	0	0
	point17	17	2527	40	80	40	53	40	0	0	0	0
	point18	18	2527	40	80	40	53	40	0	0	0	0
	point19	19	2527	40	80	40	53	40	0	0	0	0
	point20	20	2527	40	80	40	53	40	0	0	0	0

	point21	21	2527	40	80	40	53	40	0	0	0	0
	point22	22										
SR 126 Westbound On Ramp	point23	23	399	50	13	45	8	45	0	0	0	0
	point24	24	399	50	13	45	8	45	0	0	0	0
	point25	25	399	50	13	45	8	45	0	0	0	0
	point26	26	399	50	13	45	8	45	0	0	0	0
	point27	27	399	50	13	45	8	45	0	0	0	0
	point28	28	399	50	13	45	8	45	0	0	0	0
	point29	29	399	50	13	45	8	45	0	0	0	0
	point30	30	399	50	13	45	8	45	0	0	0	0
	point31	31	399	50	13	45	8	45	0	0	0	0
	point32	32	399	50	13	45	8	45	0	0	0	0
	point33	33	399	50	13	45	8	45	0	0	0	0
	point34	34	399	50	13	45	8	45	0	0	0	0
	point35	39	399	50	13	45	8	45	0	0	0	0
	point36	36	399	50	13	45	8	45	0	0	0	0
	point37	37	399	50	13	45	8	45	0	0	0	0
	point38	38	399	50	13	45	8	45	0	0	0	0
	point39	39										
SR 126 Westbound On Ramp2	point40	40	399	65	13	65	8	65	0	0	0	0
	point41	41	399	65	13	65	8	65	0	0	0	0
	point42	42	399	65	13	65	8	65	0	0	0	0
	point43	43	399	65	13	65	8	65	0	0	0	0
	point44	44	399	65	13	65	8	65	0	0	0	0
	point45	45	789	65	25	65	17	65	0	0	0	0
	point46	46	789	65	25	65	17	65	0	0	0	0
	point47	47	789	65	25	65	17	65	0	0	0	0
	point48	48	789	65	25	65	17	65	0	0	0	0
	point49	49	789	65	25	65	17	65	0	0	0	0
	point50	50	789	65	25	65	17	65	0	0	0	0
	point51	51	789	65	25	65	17	65	0	0	0	0
	point52	52	789	65	25	65	17	65	0	0	0	0
	point53	53	789	65	25	65	17	65	0	0	0	0
	point54	54	789	65	25	65	17	65	0	0	0	0

	point55	55	789	65	25	65	17	65	0	0	0	0
	point56	56	789	65	25	65	17	65	0	0	0	0
	point57	57	789	65	25	65	17	65	0	0	0	0
	point58	58	789	65	25	65	17	65	0	0	0	0
	point59	59										
Blackburn Rd Westbound	point60	60	166	35	5	35	4	35	0	0	0	0
	point61	61	166	35	5	35	4	35	0	0	0	0
	point62	62	166	35	5	35	4	35	0	0	0	0
	point63	63	166	35	5	35	4	35	0	0	0	0
	point64	64	166	35	5	35	4	35	0	0	0	0
	point65	65	166	35	5	35	4	35	0	0	0	0
	point66	66	166	35	5	35	4	35	0	0	0	0
	point67	67	166	35	5	35	4	35	0	0	0	0
	point68	68	166	35	5	35	4	35	0	0	0	0
	point69	69	166	35	5	35	4	35	0	0	0	0
	point70	70	166	35	5	35	4	35	0	0	0	0
	point71	71	166	35	5	35	4	35	0	0	0	0
	point72	72	166	35	5	35	4	35	0	0	0	0
	point73	73	166	35	5	35	4	35	0	0	0	0
	point74	74	166	35	5	35	4	35	0	0	0	0
	point75	75	166	35	5	35	4	35	0	0	0	0
	point76	76	166	35	5	35	4	35	0	0	0	0
	point77	77	166	35	5	35	4	35	0	0	0	0
	point78	05	166	35	5	35	4	35	0	0	0	0
	point79	79	166	35	5	35	4	35	0	0	0	0
	point81	81	166	35	5	35	4	35	0	0	0	0
	point82	82	166	35	5	35	4	35	0	0	0	0
	point83	83	166	35	5	35	4	35	0	0	0	0
	point84	84	166	35	5	35	4	35	0	0	0	0
	point85	85	166	35	5	35	4	35	0	0	0	0
	point86	86	166	35	5	35	4	35	0	0	0	0
	point87	87	166	35	5	35	4	35	0	0	0	0
	point88	88	166	35	5	35	4	35	0	0	0	0
	point89	89	166	35	5	35	4	35	0	0	0	0

	point90	90	166	35	5	35	4	35	0	0	0	0
	point91	91	166	35	5	35	4	35	0	0	0	0
	point92	92	166	35	5	35	4	35	0	0	0	0
	point93	93	166	35	5	35	4	35	0	0	0	0
	point94	94	166	35	5	35	4	35	0	0	0	0
	point95	95	166	35	5	35	4	35	0	0	0	0
	point96	96	166	35	5	35	4	35	0	0	0	0
	point97	97	166	35	5	35	4	35	0	0	0	0
	point98	98	166	35	5	35	4	35	0	0	0	0
	point99	99	166	35	5	35	4	35	0	0	0	0
	point100	100	166	35	5	35	4	35	0	0	0	0
	point101	101										
Blackburn Rd Eastbound	point102	102	165	35	5	35	3	35	0	0	0	0
	point103	103	165	35	5	35	3	35	0	0	0	0
	point104	104	165	35	5	35	3	35	0	0	0	0
	point105	105	165	35	5	35	3	35	0	0	0	0
	point106	106	165	35	5	35	3	35	0	0	0	0
	point107	0□[	165	35	5	35	3	35	0	0	0	0
	point108	108	165	35	5	35	3	35	0	0	0	0
	point110	110	165	35	5	35	3	35	0	0	0	0
	point111	111	165	35	5	35	3	35	0	0	0	0
	point112	112	165	35	5	35	3	35	0	0	0	0
	point113	113	165	35	5	35	3	35	0	0	0	0
	point114	114	165	35	5	35	3	35	0	0	0	0
	point115	115	165	35	5	35	3	35	0	0	0	0
	point116	116	165	35	5	35	3	35	0	0	0	0
	point117	117	165	35	5	35	3	35	0	0	0	0
	point118	118	165	35	5	35	3	35	0	0	0	0
	point119	119	165	35	5	35	3	35	0	0	0	0
	point120	120	165	35	5	35	3	35	0	0	0	0
	point121	121	165	35	5	35	3	35	0	0	0	0
	point122	122	165	35	5	35	3	35	0	0	0	0
	point123	123	165	35	5	35	3	35	0	0	0	0
	point124	124	165	35	5	35	3	35	0	0	0	0

	point125	125	165	35	5	35	3	35	0	0	0	0
	point126	126	165	35	5	35	3	35	0	0	0	0
	point128	128	165	35	5	35	3	35	0	0	0	0
	point130	130	165	35	5	35	3	35	0	0	0	0
	point131	131	165	35	5	35	3	35	0	0	0	0
	point132	132	165	35	5	35	3	35	0	0	0	0
	point133	133	165	35	5	35	3	35	0	0	0	0
	point134	134	165	35	5	35	3	35	0	0	0	0
	point135	135	165	35	5	35	3	35	0	0	0	0
	point136	136	165	35	5	35	3	35	0	0	0	0
	point137	137	165	35	5	35	3	35	0	0	0	0
	point138	138	165	35	5	35	3	35	0	0	0	0
	point139	139	165	35	5	35	3	35	0	0	0	0
	point140	140	165	35	5	35	3	35	0	0	0	0
	194.5	141	165	35	5	35	3	35	0	0	0	0
	point142	142	165	35	5	35	3	35	0	0	0	0
	point143	143	165	35	5	35	3	35	0	0	0	0
	point144	144										
Wells Rd Northbound S of Blackburn	point148	148	893	40	28	40	19	40	0	0	0	0
	point149	149	893	40	28	40	19	40	0	0	0	0
	point150	150	893	40	28	40	19	40	0	0	0	0
	point151	151	893	40	28	40	19	40	0	0	0	0
	point152	152	893	40	28	40	19	40	0	0	0	0
	point153	153	893	40	28	40	19	40	0	0	0	0
	point154	154	893	40	28	40	19	40	0	0	0	0
	point155	155	893	40	28	40	19	40	0	0	0	0
	point156	156	504	40	16	40	11	40	0	0	0	0
	point157	157	504	40	16	40	11	40	0	0	0	0
	point158	158	504	40	16	40	11	40	0	0	0	0
	point159	159	504	40	16	40	11	40	0	0	0	0
	point160	160	504	40	16	40	11	40	0	0	0	0
	point161	161	504	40	16	40	11	40	0	0	0	0
	point162	162	504	40	16	40	11	40	0	0	0	0
	point163	163	504	40	16	40	11	40	0	0	0	0

	point164	164	504	40	16	40	11	40	0	0	0	0
	point496	496	504	40	16	40	11	40	0	0	0	0
	point165	165	696	40	22	40	15	40	0	0	0	0
	point166	166	696	40	22	40	15	40	0	0	0	0
	point167	167	696	40	22	40	15	40	0	0	0	0
	point168	168										
Wells Rd Southbound S of Blackburn2	point169	169	2527	40	80	40	53	40	0	0	0	0
	point170	170	2527	40	80	40	53	40	0	0	0	0
	point171	171										
SR 126 Westbound Off Ramp	point174	174	1606	45	51	45	34	45	0	0	0	0
	point175	175	1606	45	51	45	34	45	0	0	0	0
	point176	176	1606	45	51	45	34	45	0	0	0	0
	point177	177	1606	45	51	45	34	45	0	0	0	0
	point178	178	1606	45	51	45	34	45	0	0	0	0
	point179	179	1606	45	51	45	34	45	0	0	0	0
	point180	180	1606	45	51	45	34	45	0	0	0	0
	point181	181	1606	45	51	45	34	45	0	0	0	0
	point182	182	1606	45	51	45	34	45	0	0	0	0
	point183	183	1606	45	51	45	34	45	0	0	0	0
	point184	184	1606	45	51	45	34	45	0	0	0	0
	point185	185	1606	45	51	45	34	45	0	0	0	0
	point186	186	1606	45	51	45	34	45	0	0	0	0
	point187	187	1606	45	51	45	34	45	0	0	0	0
	point188	188	1606	45	51	45	34	45	0	0	0	0
	point189	189	1606	45	51	45	34	45	0	0	0	0
	point190	190	1606	45	51	45	34	45	0	0	0	0
	point191	191	1606	45	51	45	34	45	0	0	0	0
	point192	192	1606	45	51	45	34	45	0	0	0	0
	point193	193	1606	45	51	45	34	45	0	0	0	0
	point194	194	1606	45	51	45	34	45	0	0	0	0
	point195	195	1606	45	51	45	34	45	0	0	0	0
	point196	196										
Wells Rd Northbound N of Blackburn	point226	226	414	40	13	40	9	40	0	0	0	0
	point227	227	414	40	13	40	9	40	0	0	0	0

	point228	228	414	40	13	40	9	40	0	0	0	0
	point229	229	414	40	13	40	9	40	0	0	0	0
	point230	230	414	40	13	40	9	40	0	0	0	0
	point231	231										
126 West On/Off Lane	point321	321	390	55	12	55	8	55	0	0	0	0
	point322	322	390	55	12	55	8	55	0	0	0	0
	point323	323	390	55	12	55	8	55	0	0	0	0
	point324	324	390	55	12	55	8	55	0	0	0	0
	point325	325	390	55	12	55	8	55	0	0	0	0
	point326	326	390	55	12	55	8	55	0	0	0	0
	point327	327	390	55	12	55	8	55	0	0	0	0
	point328	328	390	55	12	55	8	55	0	0	0	0
	point329	329	390	55	12	55	8	55	0	0	0	0
	point330	330	390	55	12	55	8	55	0	0	0	0
	point331	331										
SR 126 West Lane 1	point332	332	1161	70	65	65	65	60	0	0	0	0
	point333	333	1161	70	65	65	65	60	0	0	0	0
	point334	334	03 4	70	65	65	65	60	0	0	0	0
	point335	335	1161	70	65	65	65	60	0	0	0	0
	point336	336	1161	70	65	65	65	60	0	0	0	0
	point337	337	1161	70	65	65	65	60	0	0	0	0
	point338	338	1161	70	65	65	65	60	0	0	0	0
	point339	339	1161	70	65	65	65	60	0	0	0	0
	point340	340	1161	70	65	65	65	60	0	0	0	0
	point341	341	1161	70	65	65	65	60	0	0	0	0
	point342	342	1161	70	65	65	65	60	0	0	0	0
	point343	343	1161	70	65	65	65	60	0	0	0	0
	point344	344	1161	70	65	65	65	60	0	0	0	0
	point345	345	1161	70	65	65	65	60	0	0	0	0
	point346	346	1161	70	65	65	65	60	0	0	0	0
	point347	347	1161	70	65	65	65	60	0	0	0	0
	point348	348	1161	70	65	65	65	60	0	0	0	0
	point349	349	1161	70	65	65	65	60	0	0	0	0
	point350	350	1161	70	65	65	65	60	0	0	0	0

	point351	351	1161	70	65	65	65	60	0	0	0	0
	point352	352	1161	70	65	65	65	60	0	0	0	0
	point353	353	1161	70	65	65	65	60	0	0	0	0
	point354	354	1161	70	65	65	65	60	0	0	0	0
	point355	355	1161	70	65	65	65	60	0	0	0	0
	point356	356	1161	70	65	65	65	60	0	0	0	0
	point357	357	1161	70	65	65	65	60	0	0	0	0
	point358	358	1161	70	65	65	65	60	0	0	0	0
	point359	359										
SR 126 West Lane 2	point360	360	1161	70	65	65	65	60	0	0	0	0
	point361	361	1161	70	65	65	65	60	0	0	0	0
	point362	362	1161	70	65	65	65	60	0	0	0	0
	point363	363	1161	70	65	65	65	60	0	0	0	0
	point364	364	1161	70	65	65	65	60	0	0	0	0
	point365	365	1161	70	65	65	65	60	0	0	0	0
	point366	366	1161	70	65	65	65	60	0	0	0	0
	point367	367	1161	70	65	65	65	60	0	0	0	0
	point368	368	1161	70	65	65	65	60	0	0	0	0
	point369	369	1161	70	65	65	65	60	0	0	0	0
	point370	370	1161	70	65	65	65	60	0	0	0	0
	point371	371	1161	70	65	65	65	60	0	0	0	0
	point372	372	1161	70	65	65	65	60	0	0	0	0
	point373	373	1161	70	65	65	65	60	0	0	0	0
	point374	374	1161	70	65	65	65	60	0	0	0	0
	point375	375	1161	70	65	65	65	60	0	0	0	0
	point376	376	1161	70	65	65	65	60	0	0	0	0
	point377	377	1161	70	65	65	65	60	0	0	0	0
	point378	378	1161	70	65	65	65	60	0	0	0	0
	point379	379	1161	70	65	65	65	60	0	0	0	0
	point380	380	1161	70	65	65	65	60	0	0	0	0
	point381	381	1161	70	65	65	65	60	0	0	0	0
	point382	382	1161	70	65	65	65	60	0	0	0	0
	point383	383	1161	70	65	65	65	60	0	0	0	0
	point384	384	1161	70	65	65	65	60	0	0	0	0

	point385	385	1161	70	65	65	65	60	0	0	0	0
	point386	386	1161	70	65	65	65	60	0	0	0	0
	point387	387										
SR 126 East Lane 2	point388	388	1161	70	65	65	65	60	0	0	0	0
	point389	389	1161	70	65	65	65	60	0	0	0	0
	point390	390	1161	70	65	65	65	60	0	0	0	0
	point391	391	1161	70	65	65	65	60	0	0	0	0
	point392	392	1161	70	65	65	65	60	0	0	0	0
	point393	393	1161	70	65	65	65	60	0	0	0	0
	point394	394	1161	70	65	65	65	60	0	0	0	0
	point395	395	1161	70	65	65	65	60	0	0	0	0
	point396	396	1161	70	65	65	65	60	0	0	0	0
	point397	397	1161	70	65	65	65	60	0	0	0	0
	point398	398	1161	70	65	65	65	60	0	0	0	0
	point399	399	1161	70	65	65	65	60	0	0	0	0
	point400	400	1161	70	65	65	65	60	0	0	0	0
	point401	401	1161	70	65	65	65	60	0	0	0	0
	point402	402	1161	70	65	65	65	60	0	0	0	0
	point403	403	1161	70	65	65	65	60	0	0	0	0
	point404	404	1161	70	65	65	65	60	0	0	0	0
	point405	405	1161	70	65	65	65	60	0	0	0	0
	point406	406	1161	70	65	65	65	60	0	0	0	0
	point407	407	1161	70	65	65	65	60	0	0	0	0
	point408	408	1161	70	65	65	65	60	0	0	0	0
	point409	409	1161	70	65	65	65	60	0	0	0	0
	point410	410	1161	70	65	65	65	60	0	0	0	0
	point411	411	1161	70	65	65	65	60	0	0	0	0
	point412	412	1161	70	65	65	65	60	0	0	0	0
	point413	413	1161	70	65	65	65	60	0	0	0	0
	point414	414										
SR 126 East Lane 1	point415	415	1161	70	65	65	65	60	0	0	0	0
	point416	416	1161	70	65	65	65	60	0	0	0	0
	point417	417	1161	70	65	65	65	60	0	0	0	0
	point418	418	1161	70	65	65	65	60	0	0	0	0

	point419	419	1161	70	65	65	65	60	0	0	0	0
	point420	420	1161	70	65	65	65	60	0	0	0	0
	point421	421	1161	70	65	65	65	60	0	0	0	0
	point422	422	1161	70	65	65	65	60	0	0	0	0
	point423	423	1161	70	65	65	65	60	0	0	0	0
	point424	424	1161	70	65	65	65	60	0	0	0	0
	point425	425	1161	70	65	65	65	60	0	0	0	0
	point426	426	1161	70	65	65	65	60	0	0	0	0
	point427	427	1161	70	65	65	65	60	0	0	0	0
	point428	428	1161	70	65	65	65	60	0	0	0	0
	point429	429	1161	70	65	65	65	60	0	0	0	0
	point430	430	1161	70	65	65	65	60	0	0	0	0
	point431	431	1161	70	65	65	65	60	0	0	0	0
	point432	432	1161	70	65	65	65	60	0	0	0	0
	point433	433	1161	70	65	65	65	60	0	0	0	0
	point434	434	1161	70	65	65	65	60	0	0	0	0
	point435	435	1161	70	65	65	65	60	0	0	0	0
	point436	436	1161	70	65	65	65	60	0	0	0	0
	point437	437	1161	70	65	65	65	60	0	0	0	0
	point438	438	1161	70	65	65	65	60	0	0	0	0
	point439	439	1161	70	65	65	65	60	0	0	0	0
	point440	440	1161	70	65	65	65	60	0	0	0	0
	point441	441	1161	70	65	65	65	60	0	0	0	0
	point442	442										
SR 126 East Off Ramp	point444	444	238	45	8	45	5	45	0	0	0	0
	point445	445	238	45	8	45	5	45	0	0	0	0
	point446	446	238	45	8	45	5	45	0	0	0	0
	point447	447	238	45	8	45	5	45	0	0	0	0
	point448	448	238	45	8	45	5	45	0	0	0	0
	point449	449	238	45	8	45	5	45	0	0	0	0
	point450	450	238	45	8	45	5	45	0	0	0	0
	point451	451	238	45	8	45	5	45	0	0	0	0
	point452	452	238	45	8	45	5	45	0	0	0	0
	point453	453	238	45	8	45	5	45	0	0	0	0

	point454	454	238	45	8	45	5	45	0	0	0	0
	point455	455	238	45	8	45	5	45	0	0	0	0
	point456	456	238	45	8	45	5	45	0	0	0	0
	point457	457	238	45	8	45	5	45	0	0	0	0
	point458	458	238	45	8	45	5	45	0	0	0	0
	point459	459	238	45	8	45	5	05	0	0	0	0
	point460	460	238	45	8	45	5	45	0	0	0	0
	point461	461	238	45	8	45	5	45	0	0	0	0
	point462	462	238	45	8	45	5	45	0	0	0	0
	point463	463	238	45	8	45	5	45	0	0	0	0
	point464	464	238	45	8	45	5	45	0	0	0	0
	point465	465	238	45	8	45	5	45	0	0	0	0
	point466	466	238	45	8	45	5	45	0	0	0	0
	point467	467	238	45	8	45	5	45	0	0	0	0
	point468	468	238	45	8	45	5	45	0	0	0	0
	point469	469										
SR 126 East On Ramp	point470	470	76	45	2	45	2	45	0	0	0	0
	point471	471	76	45	2	45	2	45	0	0	0	0
	point472	472	76	45	2	45	2	45	0	0	0	0
	point473	473	76	45	2	45	2	45	0	0	0	0
	point474	474	76	45	2	45	2	45	0	0	0	0
	point475	475	76	45	2	45	2	45	0	0	0	0
	point476	476	76	45	2	45	2	45	0	0	0	0
	point477	477	76	45	2	45	2	45	0	0	0	0
	point478	478	76	45	2	45	2	45	0	0	0	0
	point479	479	76	45	2	45	2	45	0	0	0	0
	point480	480	76	45	2	45	2	45	0	0	0	0
	point481	481	76	45	2	45	2	45	0	0	0	0
	point482	482	76	45	2	45	2	45	0	0	0	0
	point483	483	76	45	2	45	2	45	0	0	0	0
	point484	484	76	45	2	45	2	45	0	0	0	0
	point485	485	76	45	2	45	2	45	0	0	0	0
	point486	486	76	45	2	45	2	45	0	0	0	0
	point487	487	76	45	2	45	2	45	0	0	0	0

	point488	488	76	45	2	45	2	45	0	0	0	0
	point489	489	76	45	2	45	2	45	0	0	0	0
	point490	490	76	45	2	45	2	45	0	0	0	0
	point491	491	76	45	2	45	2	45	0	0	0	0
	point492	492	76	45	2	45	2	45	0	0	0	0
	point493	493										

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(8ft grdn wall)

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	
Road A pad 132	10	1	1,563.8	2,249.2	201.60	4.92	0.00	66	10.0	8.0	Y
Road H pad 133	11	1	1,702.3	2,058.8	194.60	4.92	0.00	66	10.0	8.0	Y
Road G pad 144	12	1	1,947.3	2,054.4	192.80	4.92	0.00	66	10.0	8.0	Y
Road G pad 145	13	1	2,253.5	2,026.5	190.90	4.92	0.00	66	10.0	8.0	Y
Road I pad 146	14	1	2,296.5	1,946.8	190.70	4.92	0.00	66	10.0	8.0	Y
Raod J pad 163	15	1	2,343.3	1,546.8	198.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 177	16	1	2,352.0	1,329.2	201.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 178	17	1	2,355.4	1,117.1	207.30	4.92	0.00	66	10.0	8.0	Y
Measurment location2	18	1	2,346.9	1,462.0	198.00	4.92	0.00	66	10.0	8.0	Y
Road T front of pad 149	22	1	2,184.2	1,873.5	191.40	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 161	23	1	2,227.5	1,497.8	199.60	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 168	24	1	2,159.2	1,438.1	203.60	4.92	0.00	66	10.0	8.0	Y
Road K front of pad 175	25	1	2,207.6	1,236.6	203.50	4.92	0.00	66	10.0	8.0	Y

Rincon Consultants, Inc
P. K. Nichols

13 August 2008
TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP No Soundwall(8ft grdn wall)

Barrier									Points										
Name	Type	Height		If Wall	If Berm			Add'tnl	Name	No.	Coordinates (bottom)			Height	Segment				
		Min	Max	$ per Unit Area	$ per Unit Vol.	Top Width	Run:Rise	$ per Unit Length			X	Y	Z	at Point	Seg Ht Incre-ment	Perturbs #Up	#Dn	On Struct?	Important Reflec-tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Garden Wall 1	W	0.00	99.99	0.00				0.00	point10	10	2,166.2	2,146.0	187.80	6.00	1.00	8	6		
									point11	11	2,235.3	2,083.0	190.90	6.00	1.00	8	6		
									point12	12	2,280.2	2,029.4	190.90	6.00	1.00	8	6		
									point13	13	2,306.3	1,982.3	190.70	6.00	1.00	8	6		
									point14	14	2,327.4	1,919.9	190.70	6.00	1.00	8	6		
									point15	15	2,336.1	1,883.3	190.70	6.00					
Garden Wall 2	W	0.00	99.99	0.00				0.00	point16	16	2,336.0	1,847.1	190.70	6.00	1.00	8	6		
									point17	17	2,131.8	1,832.7	194.50	6.00	1.00	8	6		
									point18	18	2,141.0	1,626.9	200.00	6.00	1.00	8	6		
									point19	19	2,347.5	1,625.5	198.50	6.00	1.00	8	6		
									point20	20	2,352.4	1,487.3	198.50	6.00					
Garden Wall 3	W	0.00	99.99	0.00				0.00	point21	21	2,355.0	1,447.1	201.50	6.00	1.00	8	6		
									point22	22	2,362.8	1,231.0	201.50	6.00					
Garden Wall 4	W	0.00	99.99	0.00				0.00	point23	23	2,362.4	1,190.1	207.30	6.00	1.00	8	6		
									point24	24	2,366.6	1,101.6	207.30	6.00	1.00	8	6		
									point25	25	2,170.7	1,101.0	206.40	6.00					

Rincon Consultants, Inc
P. K. Nichols

18 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP 7ft w/8ft section
RUN: Parklands SP Soundwall (6ft garden wall)
BARRIER DESIGN: unsaved

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.5	66	61.5	10	----	61.2	0.3	8	-7.7
Road H pad 133	11	1	0.0	58.5	66	58.5	10	----	57.8	0.7	8	-7.3
Road G pad 144	12	1	0.0	61.5	66	61.5	10	----	60.5	1.0	8	-7.0
Road G pad 145	13	1	0.0	64.8	66	64.8	10	----	63.7	1.1	8	-6.9
Road I pad 146	14	1	0.0	65.8	66	65.8	10	----	64.1	1.7	8	-6.3
Raod J pad 163	15	1	0.0	65.6	66	65.6	10	----	63.3	2.3	8	-5.7
Road K pad 177	16	1	0.0	65.7	66	65.7	10	----	62.9	2.8	8	-5.2
Road K pad 178	17	1	0.0	64.6	66	64.6	10	----	62.4	2.2	8	-5.8
Measurment location2	18	1	0.0	72.1	66	72.1	10	Snd Lvl	67.7	4.4	8	-3.6
Road T front of pad 149	22	1	0.0	63.1	66	63.1	10	----	61.5	1.6	8	-6.4
Road J front of pad 161	23	1	0.0	64.3	66	64.3	10	----	62.8	1.5	8	-6.5
Road J front of pad 168	24	1	0.0	63.3	66	63.3	10	----	62.2	1.1	8	-6.9
Road K front of pad 175	25	1	0.0	63.2	66	63.2	10	----	61.7	1.5	8	-6.5

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.3	1.7	4.4
All Impacted	1	4.4	4.4	4.4
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

12 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP 7A+
RUN: Parklands SP Soundwall (6ft garden wall)
BARRIER DESIGN: unsaved
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	No Barrier LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Road A pad 132	10	1	0.0	61.5	66	61.5	10	----	61.2	0.3	8	-7.7
Road H pad 133	11	1	0.0	58.5	66	58.5	10	----	57.8	0.7	8	-7.3
Road G pad 144	12	1	0.0	61.5	66	61.5	10	----	60.6	0.9	8	-7.1
Road G pad 145	13	1	0.0	64.8	66	64.8	10	----	64.1	0.7	8	-7.3
Road I pad 146	14	1	0.0	65.8	66	65.8	10	----	64.6	1.2	8	-6.8
Raod J pad 163	15	1	0.0	65.6	66	65.6	10	----	63.3	2.3	8	-5.7
Road K pad 177	16	1	0.0	65.7	66	65.7	10	----	62.9	2.8	8	-5.2
Road K pad 178	17	1	0.0	64.6	66	64.6	10	----	62.4	2.2	8	-5.8
Measurment location2	18	1	0.0	72.1	66	72.1	10	Snd Lvl	67.7	4.4	8	-3.6
Road T front of pad 149	22	1	0.0	63.1	66	63.1	10	----	61.7	1.4	8	-6.6
Road J front of pad 161	23	1	0.0	64.3	66	64.3	10	----	62.8	1.5	8	-6.5
Road J front of pad 168	24	1	0.0	63.3	66	63.3	10	----	62.2	1.1	8	-6.9
Road K front of pad 175	25	1	0.0	63.2	66	63.2	10	----	61.7	1.5	8	-6.5

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	13	0.3	1.6	4.4
All Impacted	1	4.4	4.4	4.4
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

12 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (6ft garden wall)
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.5	66	61.5	10	----	61.0	0.5	8	-7.5
Road H pad 133	11	1	0.0	58.5	66	58.5	10	----	57.7	0.8	8	-7.2
Road G pad 144	12	1	0.0	61.5	66	61.5	10	----	60.1	1.4	8	-6.6
Road G pad 145	13	1	0.0	64.8	66	64.8	10	----	62.7	2.1	8	-5.9
Road I pad 146	14	1	0.0	65.8	66	65.8	10	----	63.0	2.8	8	-5.2
Raod J pad 163	15	1	0.0	65.6	66	65.6	10	----	61.4	4.2	8	-3.8
Road K pad 177	16	1	0.0	65.7	66	65.7	10	----	61.2	4.5	8	-3.5
Road K pad 178	17	1	0.0	64.6	66	64.6	10	----	60.9	3.7	8	-4.3
Measurment location2	18	1	0.0	72.1	66	72.1	10	Snd Lvl	65.6	6.5	8	-1.5
Road T front of pad 149	22	1	0.0	63.1	66	63.1	10	----	61.6	1.5	8	-6.5
Road J front of pad 161	23	1	0.0	64.3	66	64.3	10	----	62.3	2.0	8	-6.0
Road J front of pad 168	24	1	0.0	63.3	66	63.3	10	----	62.1	1.2	8	-6.8
Road K front of pad 175	25	1	0.0	63.2	66	63.2	10	----	60.6	2.6	8	-5.4

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.5	2.6	6.5
All Impacted	1	6.5	6.5	6.5
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

12 August 2008
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (6ft garden wall)

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	%		
Wells Rd Southbound N of Blackburn	12.0	point1	1	1,282.2	2,454.6	201.00				Average	
		point232	232	1,331.8	2,453.7	200.00				Average	
		point2	2	1,402.8	2,453.7	199.00				Average	
		point3	3	1,527.8	2,454.0	198.00				Average	
		point4	4	1,587.4	2,456.9	197.00				Average	
		point5	5	1,644.1	2,460.8	196.50					
Wells Rd Southbound S of Blackburn	12.0	point6	6	1,674.5	2,462.7	195.50	Signal	0.00	100	Average	
		point7	7	1,743.6	2,467.7	195.00				Average	
		point8	8	1,858.0	2,475.6	194.00				Average	
		point9	9	1,949.1	2,483.2	193.00				Average	
		point495	495	2,000.9	2,488.3	192.00				Average	
		point10	10	2,052.7	2,493.5	193.00				Average	
		point11	11	2,124.1	2,500.0	194.00				Average	
		point12	12	2,198.1	2,507.8	195.00				Average	
		point13	13	2,324.6	2,518.5	200.00				Average	
		point14	14	2,387.6	2,524.4	201.00				Average	Y
		point15	15	2,454.9	2,528.0	202.00				Average	Y
		point16	16	2,609.2	2,529.9	202.00				Average	Y
		point17	17	2,684.5	2,533.5	201.00				Average	
		point18	18	2,713.6	2,533.7	200.00				Average	
		point19	19	2,762.3	2,534.4	199.00				Average	
		point20	20	2,796.4	2,534.8	198.00				Average	
		point21	21	2,821.4	2,535.3	197.00				Average	
		point22	22	2,873.7	2,535.8	195.00					
SR 126 Westbound On Ramp	12.0	point23	23	1,849.5	2,461.2	194.00				Average	

		point24	24	1,937.8	2,459.5	193.00				Average	
		point25	25	2,009.9	2,435.7	192.00				Average	
		point26	26	2,049.1	2,412.6	191.70				Average	
		point27	27	2,074.6	2,376.6	191.20				Average	
		point28	28	2,112.8	2,315.4	191.00				Average	
		point29	29	2,134.7	2,270.7	190.50				Average	
		point30	30	2,168.0	2,225.9	190.00				Average	
		point31	31	2,205.0	2,194.3	189.50				Average	
		point32	32	2,248.5	2,159.9	189.00				Average	
		point33	33	2,289.9	2,125.5	188.20				Average	
		point34	34	2,338.2	2,073.6	188.00				Average	
		point35	35	2,372.0	2,021.4	187.80				Average	
		point36	36	2,388.2	1,987.3	187.70				Average	
		point37	37	2,409.5	1,916.3	187.60				Average	
		point38	38	2,418.0	1,876.2	187.00				Average	
		point39	39	2,420.1	1,845.6	188.00					
SR 126 Westbound On Ramp2	12.0	point40	40	2,420.7	1,844.3	188.00				Average	
		point41	41	2,419.4	1,802.5	190.00				Average	
		point42	42	2,421.1	1,771.1	191.00				Average	
		point43	43	2,422.1	1,729.1	192.00				Average	
		point44	44	2,424.3	1,688.4	193.00				Average	
		point45	45	2,427.0	1,650.8	194.00				Average	
		point46	46	2,429.9	1,615.1	195.00				Average	
		point47	47	2,431.5	1,584.0	196.00				Average	
		point48	48	2,432.0	1,534.1	197.00				Average	
		point49	49	2,432.2	1,498.5	198.00				Average	
		point50	50	2,430.5	1,453.3	199.00				Average	
		point51	51	2,431.3	1,403.7	200.00				Average	
		point52	52	2,436.6	1,350.4	201.00				Average	
		point53	53	2,443.1	1,318.7	202.00				Average	
		point54	54	2,448.0	1,287.7	203.00				Average	
		point55	55	2,455.1	1,229.8	204.00				Average	
		point56	56	2,457.9	1,194.5	205.00				Average	
		point57	57	2,459.2	1,170.7	206.00				Average	
		point58	58	2,461.3	1,129.1	206.50				Average	
		point59	59	2,464.2	1,103.8	207.00					
Blackburn Rd Westbound	12.0	point60	60	1,646.7	2,443.3	196.50	Signal	0.00	100	Average	
		point61	61	1,648.5	2,375.8	195.50				Average	

		point62	62	1,663.1	2,344.2	195.00				Average	
		point63	63	1,677.4	2,324.5	194.50				Average	
		point64	64	1,701.6	2,308.1	194.00				Average	
		point65	65	1,725.7	2,298.8	193.50				Average	
		point66	66	1,745.7	2,294.0	193.00				Average	
		point67	67	1,783.3	2,293.2	192.50				Average	
		point68	68	1,824.1	2,299.7	192.00				Average	
		point69	69	1,902.8	2,307.3	191.00				Average	
		point70	70	1,927.7	2,308.9	190.50				Average	
		point71	71	1,954.4	2,307.1	190.00				Average	
		point72	72	1,985.2	2,301.2	190.00				Average	
		point73	73	2,028.6	2,278.7	189.00				Average	
		point74	74	2,098.6	2,219.2	188.00				Average	
		point75	75	2,156.9	2,171.3	187.00				Average	
		point76	76	2,243.9	2,097.9	187.00				Average	
		point77	77	2,303.1	2,027.8	187.60				Average	
		point78	78	2,322.2	1,988.9	187.60				Average	
		point80	80	2,342.8	1,929.7	188.00				Average	
		point81	81	2,353.9	1,887.1	188.50				Average	
		point82	82	2,357.3	1,848.6	189.00				Average	
		point83	83	2,359.5	1,795.2	190.00				Average	
		point84	84	2,359.8	1,774.8	191.00				Average	
		point85	85	2,362.2	1,730.7	192.00				Average	
		point86	86	2,362.8	1,693.0	193.00				Average	
		point87	87	2,366.3	1,647.4	194.00				Average	
		point88	88	2,366.6	1,613.2	195.00				Average	
		point89	89	2,368.7	1,574.9	196.00				Average	
		point90	90	2,371.2	1,533.0	197.00				Average	
		point91	91	2,372.5	1,489.0	198.00				Average	
		point92	92	2,373.5	1,444.5	199.00				Average	
		point93	93	2,374.6	1,403.5	200.00				Average	
		point94	94	2,374.4	1,364.0	201.00				Average	
		point95	95	2,377.6	1,289.8	203.00				Average	
		point96	96	2,379.1	1,247.4	204.00				Average	
		point97	97	2,382.7	1,209.8	205.00				Average	
		point98	98	2,384.5	1,154.5	206.00				Average	
		point99	99	2,383.8	1,104.7	207.00				Average	
		point100	100	2,384.8	1,074.9	208.00				Average	

		point101	101	2,383.5	1,038.2	209.00					
Blackburn Rd Eastbound	12.0	point102	102	2,394.5	1,038.2	209.00				Average	
		point103	103	2,396.9	1,083.0	208.00				Average	
		point104	104	2,394.4	1,111.2	207.00				Average	
		point105	105	2,394.5	1,159.4	206.00				Average	
		point106	106	2,393.8	1,208.5	205.00				Average	
		point107	107	2,389.4	1,248.2	204.00				Average	
		point108	108	2,389.4	1,290.0	203.00				Average	
		point109	109	2,386.3	1,329.4	202.00				Average	
		point110	110	2,385.9	1,365.6	201.00				Average	
		point111	111	2,385.0	1,405.4	200.00				Average	
		point112	112	2,384.4	1,448.5	199.00				Average	
		point113	113	2,382.3	1,489.5	198.00				Average	
		point114	114	2,381.1	1,535.6	197.00				Average	
		point115	115	2,378.7	1,576.2	196.00				Average	
		point116	116	2,375.4	1,614.9	195.00				Average	
		point117	117	2,376.1	1,651.3	194.00				Average	
		point118	118	2,373.3	1,699.0	193.00				Average	
		point119	119	2,373.9	1,734.4	192.00				Average	
		point120	120	2,370.9	1,779.2	191.00				Average	
		point121	121	2,370.7	1,801.6	190.00				Average	
		point122	122	2,371.0	1,847.3	189.00				Average	
		point123	123	2,364.4	1,895.3	188.50				Average	
		point124	124	2,354.0	1,941.0	188.00				Average	
		point125	125	2,331.3	1,998.1	187.60				Average	
		point126	126	2,312.0	2,037.7	187.60				Average	
		187	129	2,248.7	2,108.9	187.00				Average	
		point130	130	2,160.4	2,183.6	187.00				Average	
		point131	131	2,102.5	2,233.1	188.00				Average	
		point132	132	2,037.4	2,289.3	189.00				Average	
		point133	133	2,008.5	2,306.3	189.50				Average	
		point134	134	1,984.0	2,315.1	190.00				Average	
		point135	135	1,945.2	2,320.0	190.50				Average	
		point136	136	1,899.8	2,320.1	191.00				Average	
		point137	137	1,819.0	2,311.2	192.00				Average	
		point138	138	1,742.6	2,308.4	193.00				Average	
		point139	139	1,713.3	2,317.2	193.50				Average	
		point140	140	1,695.6	2,328.2	194.00				Average	

		194.5	141	1,676.8	2,352.0	194.50				Average	
		point142	142	1,666.9	2,373.6	195.00				Average	
		point143	143	1,661.8	2,392.9	195.40				Average	
		point144	144	1,660.9	2,443.4	196.30					
Wells Rd Northbound S of Blackburn	12.0	point148	148	2,908.2	2,584.8	191.00				Average	
		point149	149	2,852.3	2,584.3	195.00				Average	
		point150	150	2,724.8	2,582.2	200.00				Average	
		point151	151	2,695.5	2,581.3	201.00				Average	
		point152	152	2,660.8	2,580.1	202.00				Average	Y
		point153	153	2,590.9	2,576.8	203.00				Average	Y
		point154	154	2,484.0	2,572.5	204.00				Average	Y
		point155	155	2,370.0	2,561.9	203.00				Average	Y
		point156	156	2,337.3	2,559.4	202.00				Average	
		point157	157	2,303.3	2,555.6	204.00				Average	
		point158	158	2,276.6	2,554.3	205.00				Average	
		point159	159	2,234.8	2,550.0	198.00				Average	
		point160	160	2,196.7	2,546.2	197.00				Average	
		point161	161	2,166.3	2,544.0	196.00				Average	
		point162	162	2,131.6	2,540.8	195.00				Average	
		point163	163	2,081.6	2,537.0	194.00				Average	
		point164	164	2,031.0	2,531.7	193.00				Average	
		point496	496	1,973.9	2,525.5	192.00				Average	
		point165	165	1,933.7	2,521.1	193.00				Average	
		point166	166	1,845.8	2,515.0	194.00				Average	
		point167	167	1,778.8	2,510.2	195.00				Average	
		point168	168	1,673.7	2,502.5	195.50					
Wells Rd Southbound S of Blackburn2	12.0	point169	169	2,873.8	2,535.8	195.00				Average	
		point170	170	2,891.0	2,536.5	194.00				Average	
		point171	171	2,904.9	2,536.9	193.00					
SR 126 Westbound Off Ramp	12.0	point174	174	2,423.9	2,620.9	182.20				Average	
		point175	175	2,422.5	2,484.1	182.50				Average	
		point176	176	2,423.0	2,447.0	183.00				Average	
		point177	177	2,419.9	2,322.1	183.10				Average	
		point178	178	2,405.1	2,282.8	184.00				Average	
		point179	179	2,367.6	2,241.3	185.00				Average	
		point180	180	2,319.2	2,219.3	186.00				Average	
		point181	181	2,249.4	2,219.0	187.00				Average	
		point182	182	2,191.2	2,250.7	188.00				Average	

		point183	183	2,158.2	2,295.4	189.00				Average	
		point184	184	2,149.4	2,334.0	190.00				Average	
		point185	185	2,149.8	2,374.8	191.00				Average	
		point186	186	2,166.1	2,420.5	192.00				Average	
		point187	187	2,191.5	2,452.0	193.20				Average	
		point188	188	2,214.2	2,470.3	194.00				Average	
		point189	189	2,252.0	2,485.2	195.00				Average	
		point190	190	2,267.6	2,488.5	196.00				Average	
		point191	191	2,281.6	2,491.5	197.00				Average	
		point192	192	2,309.0	2,497.5	198.00				Average	
		point193	193	2,327.4	2,501.7	199.00				Average	
		point194	194	2,352.4	2,507.8	200.00				Average	
		point195	195	2,386.9	2,518.6	201.00				Average	Y
		point196	196	2,454.6	2,527.4	202.00					
Wells Rd Northbound N of Blackburn	12.0	point226	226	1,648.3	2,502.1	196.00	Signal	0.00	100	Average	
		point227	227	1,565.4	2,496.7	197.00				Average	
		point228	228	1,483.2	2,498.5	198.00				Average	
		point229	229	1,412.1	2,498.0	199.00				Average	
		point230	230	1,326.0	2,498.6	200.00				Average	
		point231	231	1,279.7	2,498.4	201.30					
126 West On/Off Lane	12.0	point321	321	2,432.7	2,628.0	182.20				Average	
		point322	322	2,434.6	2,358.5	183.70				Average	
		point323	323	2,433.7	2,069.3	185.00				Average	
		point324	324	2,433.3	1,980.9	186.00				Average	
		point325	325	2,432.9	1,895.4	188.00				Average	
		point326	326	2,432.9	1,852.1	189.00				Average	
		point327	327	2,433.6	1,805.6	190.00				Average	
		point328	328	2,432.1	1,776.0	191.00				Average	
		point329	329	2,431.5	1,732.5	192.00				Average	
		point330	330	2,431.3	1,694.8	193.00				Average	
		point331	331	2,430.4	1,657.2	194.00					
SR 126 West Lane 1	12.0	point332	332	2,472.3	2,638.2	182.90				Average	
		point333	333	2,471.5	2,477.3	183.00				Average	
		point334	334	2,470.6	2,233.1	184.00				Average	
		point335	335	2,470.6	2,032.1	185.00				Average	
		point336	336	2,469.7	1,970.6	186.00				Average	
		point337	337	2,469.7	1,921.3	187.00				Average	
		point338	338	2,469.9	1,889.6	188.00				Average	

		point339	339	2,469.8	1,840.5	189.00				Average	
		point340	340	2,469.9	1,794.9	190.00				Average	
		point341	341	2,469.7	1,755.1	191.00				Average	
		point342	342	2,470.1	1,711.2	192.00				Average	
		point343	343	2,469.2	1,673.7	193.00				Average	
		point344	344	2,469.7	1,636.3	194.00				Average	
		point345	345	2,469.3	1,594.3	195.00				Average	
		point346	346	2,467.2	1,572.2	196.00				Average	
		point347	347	2,467.9	1,528.5	197.00				Average	
		point348	348	2,468.9	1,474.7	198.00				Average	
		point349	349	2,468.0	1,441.2	199.00				Average	
		point350	350	2,468.3	1,399.8	200.00				Average	
		point351	351	2,467.2	1,355.0	201.00				Average	
		point352	352	2,467.4	1,314.8	202.00				Average	
		point353	353	2,467.3	1,280.5	203.00				Average	
		point354	354	2,466.4	1,239.6	204.00				Average	
		point355	355	2,466.8	1,212.3	205.00				Average	
		point356	356	2,467.1	1,168.8	206.00				Average	
		point357	357	2,466.1	1,128.6	206.50				Average	
		point358	358	2,466.4	1,101.6	207.00				Average	
		point359	359	2,466.7	1,064.1	208.50					
SR 126 West Lane 2	12.0	point360	360	2,498.4	2,638.9	182.30				Average	
		point361	361	2,496.7	2,462.7	183.00				Average	
		point362	362	2,494.9	2,205.3	184.00				Average	
		point363	363	2,493.7	2,010.9	185.00				Average	
		point364	364	2,494.6	1,962.0	186.00				Average	
		point365	365	2,493.3	1,915.2	187.00				Average	
		point366	366	2,491.9	1,884.8	188.00				Average	
		point367	367	2,491.6	1,836.8	189.00				Average	
		point368	368	2,492.2	1,794.5	190.00				Average	
		point369	369	2,492.2	1,754.6	191.00				Average	
		point370	370	2,491.0	1,710.1	192.00				Average	
		point371	371	2,491.9	1,673.0	193.00				Average	
		point372	372	2,492.4	1,629.4	194.00				Average	
		point373	373	2,491.7	1,600.1	195.00				Average	
		point374	374	2,491.1	1,556.9	196.00				Average	
		point375	375	2,491.4	1,522.7	197.00				Average	
		point376	376	2,490.9	1,471.8	198.00				Average	

		point377	377	2,491.2	1,441.5	199.00				Average	
		point378	378	2,491.3	1,412.7	200.00				Average	
		point379	379	2,489.7	1,348.6	201.00				Average	
		point380	380	2,490.1	1,304.7	202.00				Average	
		point381	381	2,490.6	1,275.7	203.00				Average	
		point382	382	2,489.7	1,231.7	204.00				Average	
		point383	383	2,490.4	1,209.8	205.00				Average	
		point384	384	2,489.1	1,158.4	206.00				Average	
		point385	385	2,489.1	1,130.8	206.50				Average	
		point386	386	2,488.0	1,100.7	207.00				Average	
		point387	387	2,488.6	1,062.5	208.50					
SR 126 East Lane 2	12.0	point388	388	2,536.2	1,059.6	208.50				Average	
		point389	389	2,536.8	1,103.4	207.00				Average	
		point390	390	2,536.1	1,128.8	206.50				Average	
		point391	391	2,536.9	1,161.9	206.00				Average	
		point392	392	2,537.2	1,249.1	204.00				Average	
		point393	393	2,537.3	1,284.1	203.00				Average	
		point394	394	2,537.9	1,324.4	202.00				Average	
		point395	395	2,537.6	1,365.8	201.00				Average	
		point396	396	2,537.5	1,404.9	200.00				Average	
		point397	397	2,538.2	1,438.9	199.00				Average	
		point398	398	2,538.1	1,469.6	198.00				Average	
		point399	399	2,538.4	1,512.9	197.00				Average	
		point400	400	2,538.0	1,554.1	196.00				Average	
		point401	401	2,538.4	1,588.5	195.00				Average	
		point402	402	2,538.5	1,631.2	194.00				Average	
		point403	403	2,538.9	1,667.7	193.00				Average	
		point404	404	2,538.8	1,703.0	192.00				Average	
		point405	405	2,538.8	1,750.9	191.00				Average	
		point406	406	2,538.6	1,792.1	190.00				Average	
		point407	407	2,538.7	1,838.7	189.00				Average	
		point408	408	2,539.1	1,878.6	188.00				Average	
		point409	409	2,538.5	1,933.8	187.00				Average	
		point410	410	2,539.0	1,997.3	186.00				Average	
		point411	411	2,538.9	2,066.5	185.00				Average	
		point412	412	2,540.6	2,253.2	184.00				Average	
		point413	413	2,541.6	2,475.7	183.00				Average	
		point414	414	2,542.0	2,642.0	182.40					

SR 126 East Lane 1	12.0	point415	415	2,560.7	1,059.7	208.50				Average	
		point416	416	2,560.5	1,099.1	207.00				Average	
		point417	417	2,560.7	1,129.7	206.50				Average	
		point418	418	2,560.7	1,154.1	206.00				Average	
		point419	419	2,561.2	1,204.0	205.00				Average	
		point420	420	2,561.1	1,239.3	204.00				Average	
		point421	421	2,561.0	1,285.3	203.00				Average	
		point422	422	2,560.7	1,314.7	202.00				Average	
		point423	423	2,561.3	1,352.6	201.00				Average	
		point424	424	2,562.0	1,389.7	200.00				Average	
		point425	425	2,562.4	1,427.3	199.00				Average	
		point426	426	2,562.6	1,469.2	198.00				Average	
		point427	427	2,562.5	1,511.7	197.00				Average	
		point428	428	2,562.5	1,558.7	196.00				Average	
		point429	429	2,562.8	1,587.9	195.00				Average	
		point430	430	2,563.2	1,627.1	194.00				Average	
		point431	431	2,562.5	1,666.1	193.00				Average	
		point432	432	2,562.9	1,706.0	192.00				Average	
		point433	433	2,563.5	1,752.8	191.00				Average	
		point434	434	2,564.5	1,785.1	190.00				Average	
		point435	435	2,564.4	1,841.1	189.00				Average	
		point436	436	2,564.4	1,878.0	188.00				Average	
		point437	437	2,564.3	1,921.0	187.00				Average	
		point438	438	2,565.5	1,956.6	186.00				Average	
		point439	439	2,566.0	1,999.4	185.00				Average	
		point440	440	2,565.9	2,115.7	184.00				Average	
		point441	441	2,568.2	2,438.1	183.00				Average	
		point442	442	2,569.4	2,641.0	182.40					
SR 126 East Off Ramp	12.0	point444	444	2,562.7	1,446.2	198.50				Average	
		point445	445	2,563.6	1,467.2	198.00				Average	
		point446	446	2,566.9	1,506.4	197.00				Average	
		point447	447	2,569.6	1,544.3	196.00				Average	
		point448	448	2,572.0	1,576.5	195.00				Average	
		point449	449	2,575.5	1,613.6	194.00				Average	
		point450	450	2,577.7	1,652.4	193.00				Average	
		point451	451	2,580.9	1,683.7	192.00				Average	
		point452	452	2,583.8	1,719.8	191.00				Average	
		point453	453	2,586.2	1,754.4	190.00				Average	

		point454	454	2,589.3	1,807.3	189.00				Average	
		point455	455	2,592.2	1,843.4	188.00				Average	
		point456	456	2,596.6	1,875.7	187.00				Average	
		point457	457	2,604.3	1,947.2	186.60				Average	
		point458	458	2,620.4	1,989.9	186.00				Average	
		point459	459	2,646.6	2,049.3	185.50				Average	
		point460	460	2,686.3	2,106.9	185.00				Average	
		point461	461	2,733.0	2,154.5	184.00				Average	
		point462	462	2,777.5	2,187.7	184.00				Average	
		point463	463	2,852.0	2,241.6	185.00				Average	
		point464	464	2,877.5	2,273.7	186.00				Average	
		point465	465	2,899.4	2,316.8	187.00				Average	
		point466	466	2,906.4	2,361.1	188.00				Average	
		point467	467	2,905.1	2,401.2	189.00				Average	
		point468	468	2,907.0	2,453.0	190.00				Average	
		point469	469	2,908.4	2,530.4	193.00					
SR 126 East On Ramp	12.0	point470	470	2,610.7	2,528.6	202.00				Average	Y
		point471	471	2,680.9	2,515.5	201.00				Average	
		point472	472	2,707.0	2,512.3	200.00				Average	
		point473	473	2,746.7	2,508.4	199.00				Average	
		point474	474	2,772.7	2,503.6	198.00				Average	
		point475	475	2,797.2	2,496.0	197.00				Average	
		point476	476	2,806.8	2,490.1	196.00				Average	
		point477	477	2,823.6	2,481.7	195.00				Average	
		point478	478	2,833.5	2,473.5	194.00				Average	
		point479	479	2,846.8	2,458.5	193.00				Average	
		point480	480	2,857.5	2,448.6	192.00				Average	
		point481	481	2,864.0	2,436.8	191.00				Average	
		point482	482	2,871.5	2,415.7	190.00				Average	
		point483	483	2,877.0	2,394.0	189.00				Average	
		point484	484	2,879.5	2,374.5	188.00				Average	
		point485	485	2,874.3	2,328.7	187.00				Average	
		point486	486	2,865.5	2,297.9	186.00				Average	
		point487	487	2,844.2	2,265.0	185.00				Average	
		point488	488	2,800.9	2,229.3	184.40				Average	
		point489	489	2,718.5	2,215.0	184.00				Average	
		point490	490	2,649.2	2,239.3	183.60				Average	
		point491	491	2,598.6	2,301.5	183.60				Average	

		point492	492	2,591.2	2,433.4	183.00				Average	
		point493	493	2,594.2	2,639.7	182.40					

Rincon Consultants, Inc 12 August 2008
P. K. Nichols TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (6ft garden wall)

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
Wells Rd Southbound N of Blackburn	point1	1	994	40	31	40	21	40	0	0	0	0
	point232	232	994	40	31	40	21	40	0	0	0	0
	point2	2	994	40	31	40	21	40	0	0	0	0
	point3	3	994	40	31	40	21	40	0	0	0	0
	point4	4	994	40	31	40	21	40	0	0	0	0
	point5	5										
Wells Rd Southbound S of Blackburn	point6	6	1393	40	44	40	29	40	0	0	0	0
	point7	7	1393	40	44	40	29	40	0	0	0	0
	point8	8	998	40	32	40	21	40	0	0	0	0
	point9	9	998	40	32	40	21	40	0	0	0	0
	point495	495	998	40	32	40	21	40	0	0	0	0
	point10	10	998	40	32	40	21	40	0	0	0	0
	point11	11	998	40	32	40	21	40	0	0	0	0
	point12	12	998	40	32	40	21	40	0	0	0	0
	point13	13	998	40	32	40	21	40	0	0	0	0
	point14	14	998	40	32	40	21	40	0	0	0	0
	point15	15	2603	40	82	40	55	40	0	0	0	0
	point16	16	2527	40	80	40	53	40	0	0	0	0
	point17	17	2527	40	80	40	53	40	0	0	0	0
	point18	18	2527	40	80	40	53	40	0	0	0	0
	point19	19	2527	40	80	40	53	40	0	0	0	0
	point20	20	2527	40	80	40	53	40	0	0	0	0

	point21	21	2527	40	80	40	53	40	0	0	0	0
	point22	22										
SR 126 Westbound On Ramp	point23	23	399	50	13	45	8	45	0	0	0	0
	point24	24	399	50	13	45	8	45	0	0	0	0
	point25	25	399	50	13	45	8	45	0	0	0	0
	point26	26	399	50	13	45	8	45	0	0	0	0
	point27	27	399	50	13	45	8	45	0	0	0	0
	point28	28	399	50	13	45	8	45	0	0	0	0
	point29	29	399	50	13	45	8	45	0	0	0	0
	point30	30	399	50	13	45	8	45	0	0	0	0
	point31	31	399	50	13	45	8	45	0	0	0	0
	point32	32	399	50	13	45	8	45	0	0	0	0
	point33	33	399	50	13	45	8	45	0	0	0	0
	point34	34	399	50	13	45	8	45	0	0	0	0
	point35	35	399	50	13	45	8	45	0	0	0	0
	point36	36	399	50	00	45	8	45	0	0	0	0
	point37	37	399	50	13	45	8	45	0	0	0	0
	point38	38	399	50	13	45	8	45	0	0	0	0
	point39	39										
SR 126 Westbound On Ramp2	point40	40	399	65	13	65	8	65	0	0	0	0
	point41	41	399	65	13	65	8	65	0	0	0	0
	point42	42	399	65	13	65	8	65	0	0	0	0
	point43	43	399	65	13	65	8	65	0	0	0	0
	point44	44	399	65	13	65	8	65	0	0	0	0
	point45	45	789	65	25	65	17	65	0	0	0	0
	point46	46	789	65	25	65	17	65	0	0	0	0
	point47	47	789	65	25	65	17	65	0	0	0	0
	point48	48	789	65	25	65	17	65	0	0	0	0
	point49	49	789	65	25	65	17	65	0	0	0	0
	point50	50	789	65	25	65	17	65	0	0	0	0
	point51	51	789	65	25	65	17	65	0	0	0	0
	point52	52	789	65	25	65	17	65	0	0	0	0
	point53	53	789	65	25	65	17	65	0	0	0	0
	point54	54	789	65	25	65	17	65	0	0	0	0

	point55	55	789	65	25	65	17	65	0	0	0	0
	point56	56	789	65	25	65	17	65	0	0	0	0
	point57	57	789	65	25	65	17	65	0	0	0	0
	point58	58	789	65	25	65	17	65	0	0	0	0
	point59	59										
Blackburn Rd Westbound	point60	60	166	35	5	35	4	35	0	0	0	0
	point61	61	166	35	5	35	4	35	0	0	0	0
	point62	62	166	35	5	35	4	35	0	0	0	0
	point63	63	166	35	5	35	4	35	0	0	0	0
	point64	64	166	35	5	35	4	35	0	0	0	0
	point65	65	166	35	5	35	4	35	0	0	0	0
	point66	66	166	35	5	35	4	35	0	0	0	0
	point67	67	166	35	5	35	4	35	0	0	0	0
	point68	68	166	35	5	35	4	35	0	0	0	0
	point69	69	166	35	5	35	4	35	0	0	0	0
	point70	70	166	35	5	35	4	35	0	0	0	0
	point71	71	166	35	5	35	4	35	0	0	0	0
	point72	72	166	35	5	35	4	35	0	0	0	0
	point73	73	166	35	5	35	4	35	0	0	0	0
	point74	74	166	35	5	35	4	35	0	0	0	0
	point75	75	166	35	5	35	4	35	0	0	0	0
	point76	76	166	35	5	35	4	35	0	0	0	0
	point77	77	166	35	5	35	4	35	0	0	0	0
	point78	78	166	35	5	35	4	35	0	0	0	0
	point80	80	166	35	5	35	4	35	0	0	0	0
	point81	81	166	35	5	35	4	35	0	0	0	0
	point82	82	166	35	5	35	4	35	0	0	0	0
	point83	83	166	35	5	35	4	35	0	0	0	0
	point84	84	166	35	5	35	4	35	0	0	0	0
	point85	85	166	35	5	35	4	35	0	0	0	0
	point86	86	166	35	5	35	4	35	0	0	0	0
	point87	87	166	35	5	35	4	35	0	0	0	0
	point88	88	166	35	5	35	4	35	0	0	0	0
	point89	89	166	35	5	35	4	35	0	0	0	0

	point90	90	166	35	5	35	4	35	0	0	0	0
	point91	91	166	35	5	35	4	35	0	0	0	0
	point92	92	166	35	5	35	4	35	0	0	0	0
	point93	93	166	35	5	35	4	35	0	0	0	0
	point94	94	166	35	5	35	4	35	0	0	0	0
	point95	95	166	35	5	35	4	35	0	0	0	0
	point96	96	166	35	5	35	4	35	0	0	0	0
	point97	97	166	35	5	35	4	35	0	0	0	0
	point98	98	166	35	5	35	4	35	0	0	0	0
	point99	99	166	35	5	35	4	35	0	0	0	0
	point100	100	166	35	5	35	4	35	0	0	0	0
	point101	101										
Blackburn Rd Eastbound	point102	102	165	35	5	35	3	35	0	0	0	0
	point103	103	165	35	5	35	3	35	0	0	0	0
	point104	104	165	35	5	35	3	35	0	0	0	0
	point105	105	165	35	5	35	3	35	0	0	0	0
	point106	106	165	35	5	35	3	35	0	0	0	0
	point107	107	165	35	5	35	3	35	0	0	0	0
	point108	108	165	35	5	35	3	35	0	0	0	0
	point109	109	165	35	5	35	3	35	0	0	0	0
	point110	110	165	35	5	35	3	35	0	0	0	0
	point111	111	165	35	5	35	3	35	0	0	0	0
	point112	112	165	35	5	35	3	35	0	0	0	0
	point113	113	165	35	5	35	3	35	0	0	0	0
	point114	114	165	35	5	35	3	35	0	0	0	0
	point115	115	165	35	5	35	3	35	0	0	0	0
	point116	116	165	35	5	35	3	35	0	0	0	0
	point117	117	165	35	5	35	3	35	0	0	0	0
	point118	118	165	35	5	35	3	35	0	0	0	0
	point119	119	165	35	5	35	3	35	0	0	0	0
	point120	120	165	35	5	35	3	35	0	0	0	0
	point121	121	165	35	5	35	3	35	0	0	0	0
	point122	122	165	35	5	35	3	35	0	0	0	0
	point123	123	165	35	5	35	3	35	0	0	0	0

	point124	124	165	35	5	35	3	35	0	0	0	0
	point125	125	165	35	5	35	3	35	0	0	0	0
	point126	126	165	35	5	35	3	35	0	0	0	0
	187	129	165	35	5	35	3	35	0	0	0	0
	point130	130	165	35	5	35	3	35	0	0	0	0
	point131	131	165	35	5	35	3	35	0	0	0	0
	point132	132	165	35	5	35	3	35	0	0	0	0
	point133	133	165	35	5	35	3	35	0	0	0	0
	point134	134	165	35	5	35	3	35	0	0	0	0
	point135	135	165	35	5	35	3	35	0	0	0	0
	point136	136	165	35	5	35	3	35	0	0	0	0
	point137	137	165	35	5	35	3	35	0	0	0	0
	point138	138	165	35	5	35	3	35	0	0	0	0
	point139	139	165	35	5	35	3	35	0	0	0	0
	point140	140	165	35	5	35	3	35	0	0	0	0
	194.5	141	165	35	5	35	3	35	0	0	0	0
	point142	142	165	35	5	35	3	35	0	0	0	0
	point143	143	165	35	5	35	3	35	0	0	0	0
	point144	144										
Wells Rd Northbound S of Blackburn	point148	148	893	40	28	40	19	40	0	0	0	0
	point149	149	893	40	28	40	19	40	0	0	0	0
	point150	150	893	40	28	40	19	40	0	0	0	0
	point151	151	893	40	28	40	19	40	0	0	0	0
	point152	152	893	40	28	40	19	40	0	0	0	0
	point153	153	893	40	28	40	19	40	0	0	0	0
	point154	154	893	40	28	40	19	40	0	0	0	0
	point155	155	893	40	28	40	19	40	0	0	0	0
	point156	156	504	40	16	40	11	40	0	0	0	0
	point157	157	504	40	16	40	11	40	0	0	0	0
	point158	158	504	40	16	40	11	40	0	0	0	0
	point159	159	504	40	16	40	11	40	0	0	0	0
	point160	160	504	40	16	40	11	40	0	0	0	0
	point161	161	504	40	16	40	11	40	0	0	0	0
	point162	162	504	40	16	40	11	40	0	0	0	0

	point163	163	504	40	16	40	11	40	0	0	0	0
	point164	164	504	40	16	40	11	40	0	0	0	0
	point496	496	504	40	16	40	11	40	0	0	0	0
	point165	165	696	40	22	40	15	40	0	0	0	0
	point166	166	696	40	22	40	15	40	0	0	0	0
	point167	167	696	40	22	40	15	40	0	0	0	0
	point168	168										
Wells Rd Southbound S of Blackburn2	point169	169	2527	40	80	40	53	40	0	0	0	0
	point170	170	2527	40	80	40	53	40	0	0	0	0
	point171	171										
SR 126 Westbound Off Ramp	point174	174	1606	45	51	45	34	45	0	0	0	0
	point175	175	1606	45	51	45	34	45	0	0	0	0
	point176	176	1606	45	51	45	34	45	0	0	0	0
	point177	177	1606	45	51	45	34	45	0	0	0	0
	point178	178	1606	45	51	45	34	45	0	0	0	0
	point179	179	1606	45	51	45	34	45	0	0	0	0
	point180	180	1606	45	51	45	34	45	0	0	0	0
	point181	181	1606	45	51	45	34	45	0	0	0	0
	point182	182	1606	45	51	45	34	45	0	0	0	0
	point183	183	1606	45	51	45	34	45	0	0	0	0
	point184	184	1606	45	51	45	05	45	0	0	0	0
	point185	185	1606	45	51	45	34	45	0	0	0	0
	point186	186	1606	45	51	45	34	45	0	0	0	0
	point187	187	1606	45	51	45	34	45	0	0	0	0
	point188	188	1606	45	51	45	34	45	0	0	0	0
	point189	189	1606	45	51	45	34	45	0	0	0	0
	point190	190	1606	45	51	45	34	45	0	0	0	0
	point191	191	1606	45	51	45	34	45	0	0	0	0
	point192	192	1606	45	51	45	34	45	0	0	0	0
	point193	193	1606	45	51	45	34	45	0	0	0	0
	point194	194	1606	45	51	45	34	45	0	0	0	0
	point195	195	1606	45	51	45	34	45	0	0	0	0
	point196	196										
Wells Rd Northbound N of Blackburn	point226	226	414	40	13	40	9	40	0	0	0	0

	point227	227	414	40	13	40	9	40	0	0	0	0
	point228	228	414	40	13	40	9	40	0	0	0	0
	point229	229	414	40	13	40	9	40	0	0	0	0
	point230	230	414	40	13	40	9	40	0	0	0	0
	point231	231										
126 West On/Off Lane	point321	321	390	55	12	55	8	55	0	0	0	0
	point322	322	390	55	12	55	8	55	0	0	0	0
	point323	323	390	55	12	55	8	55	0	0	0	0
	point324	324	390	55	12	55	8	55	0	0	0	0
	point325	325	390	55	12	55	8	55	0	0	0	0
	point326	326	390	55	12	55	8	55	0	0	0	0
	point327	327	390	55	12	55	8	55	0	0	0	0
	point328	328	390	55	12	55	8	55	0	0	0	0
	point329	329	390	55	12	55	8	55	0	0	0	0
	point330	330	390	55	12	55	8	55	0	0	0	0
	point331	331										
SR 126 West Lane 1	point332	332	1161	70	65	65	65	60	0	0	0	0
	point333	333	1161	70	65	65	65	60	0	0	0	0
	point334	334	1161	70	65	65	65	60	0	0	0	0
	point335	335	1161	70	65	65	65	60	0	0	0	0
	point336	336	1161	70	65	65	65	60	0	0	0	0
	point337	337	1161	70	65	65	65	60	0	0	0	0
	point338	338	1161	70	65	65	65	60	0	0	0	0
	point339	339	1161	70	65	65	65	60	0	0	0	0
	point340	340	1161	70	65	65	65	05	0	0	0	0
	point341	341	1161	70	65	65	65	60	0	0	0	0
	point342	342	1161	70	65	65	65	60	0	0	0	0
	point343	343	1161	70	65	65	65	60	0	0	0	0
	point344	344	1161	70	65	65	65	60	0	0	0	0
	point345	345	1161	70	65	65	65	60	0	0	0	0
	point346	346	1161	70	65	65	65	60	0	0	0	0
	point347	347	1161	70	65	65	65	60	0	0	0	0
	point348	348	1161	70	65	65	65	60	0	0	0	0
	point349	349	1161	70	65	65	65	60	0	0	0	0

	point350	350	1161	70	65	65	65	60	0	0	0	0
	point351	351	1161	70	65	65	65	60	0	0	0	0
	point352	352	1161	70	65	65	65	60	0	0	0	0
	point353	353	1161	70	65	65	65	60	0	0	0	0
	point354	354	1161	70	65	65	65	60	0	0	0	0
	point355	355	1161	70	65	65	65	60	0	0	0	0
	point356	356	1161	70	65	65	65	60	0	0	0	0
	point357	357	1161	70	65	65	65	60	0	0	0	0
	point358	358	1161	70	65	65	65	60	0	0	0	0
	point359	359										
SR 126 West Lane 2	point360	360	1161	70	65	65	65	60	0	0	0	0
	point361	361	1161	70	65	65	65	60	0	0	0	0
	point362	362	1161	70	65	65	65	60	0	0	0	0
	point363	363	1161	70	65	65	65	60	0	0	0	0
	point364	364	1161	70	65	65	65	60	0	0	0	0
	point365	365	1161	70	65	65	65	60	0	0	0	0
	point366	366	1161	70	65	65	65	60	0	0	0	0
	point367	367	1161	70	65	65	65	60	0	0	0	0
	point368	368	1161	70	65	65	65	60	0	0	0	0
	point369	369	1161	70	65	65	65	60	0	0	0	0
	point370	370	1161	70	65	65	65	60	0	0	0	0
	point371	371	1161	70	65	65	65	60	0	0	0	0
	point372	372	1161	70	65	65	65	60	0	0	0	0
	point373	373	1161	70	65	65	65	60	0	0	0	0
	point374	374	1161	70	65	65	65	60	0	0	0	0
	point375	375	1161	70	65	65	65	60	0	0	0	0
	point376	376	1161	70	65	65	65	60	0	0	0	0
	point377	377	1161	70	65	65	65	60	0	0	0	0
	point378	378	1161	70	65	65	65	60	0	0	0	0
	point379	379	1161	70	65	65	65	60	0	0	0	0
	point380	380	1161	70	65	65	65	60	0	0	0	0
	point381	381	1161	70	65	65	65	60	0	0	0	0
	point382	382	1161	70	65	65	65	60	0	0	0	0
	point383	383	1161	70	65	65	65	60	0	0	0	0

	point384	384	1161	70	65	65	65	60	0	0	0	0
	point385	385	1161	70	65	65	65	60	0	0	0	0
	point386	386	1161	70	65	65	65	60	0	0	0	0
	point387	387										
SR 126 East Lane 2	point388	388	1161	70	65	65	65	60	0	0	0	0
	point389	389	1161	70	65	65	65	60	0	0	0	0
	point390	390	1161	70	65	65	65	60	0	0	0	0
	point391	391	1161	70	65	65	65	60	0	0	0	0
	point392	392	1161	70	65	65	65	60	0	0	0	0
	point393	393	1161	70	65	65	65	60	0	0	0	0
	point394	394	1161	70	65	65	65	60	0	0	0	0
	point395	395	1161	70	65	65	65	60	0	0	0	0
	point396	396	1161	70	65	65	65	60	0	0	0	0
	point397	397	1161	70	65	65	65	60	0	0	0	0
	point398	398	1161	70	65	65	65	60	0	0	0	0
	point399	399	1161	70	65	65	65	60	0	0	0	0
	point400	400	1161	70	65	65	65	60	0	0	0	0
	point401	401	1161	70	65	65	65	60	0	0	0	0
	point402	402	1161	70	65	65	65	60	0	0	0	0
	point403	403	1161	70	65	65	65	60	0	0	0	0
	point404	404	1161	70	65	65	65	60	0	0	0	0
	point405	405	1161	70	65	65	65	60	0	0	0	0
	point406	406	1161	70	65	65	65	60	0	0	0	0
	point407	407	1161	70	65	65	65	60	0	0	0	0
	point408	408	1161	70	65	65	65	60	0	0	0	0
	point409	409	1161	70	65	65	65	60	0	0	0	0
	point410	410	1161	70	65	65	65	60	0	0	0	0
	point411	411	1161	70	65	65	65	60	0	0	0	0
	point412	412	1161	70	65	65	65	60	0	0	0	0
	point413	413	1161	70	65	65	65	60	0	0	0	0
	point414	414										
SR 126 East Lane 1	point415	415	1161	70	65	65	65	60	0	0	0	0
	point416	416	1161	70	65	65	65	60	0	0	0	0
	point417	417	1161	70	65	65	65	60	0	0	0	0

	point418	418	1161	70	65	65	65	60	0	0	0	0
	point419	419	1161	70	65	65	65	60	0	0	0	0
	point420	420	1161	70	65	65	65	60	0	0	0	0
	point421	421	1161	70	65	65	65	60	0	0	0	0
	point422	422	1161	70	65	65	65	60	0	0	0	0
	point423	423	1161	70	65	65	65	60	0	0	0	0
	point424	424	1161	70	65	65	65	60	0	0	0	0
	point425	425	1161	70	65	65	65	60	0	0	0	0
	point426	426	1161	70	65	65	65	60	0	0	0	0
	point427	427	1161	70	65	65	65	60	0	0	0	0
	point428	428	1161	70	65	65	65	60	0	0	0	0
	point429	429	1161	70	65	65	65	60	0	0	0	0
	point430	430	1161	70	65	65	65	60	0	0	0	0
	point431	431	1161	70	65	65	65	60	0	0	0	0
	point432	432	1161	70	65	65	65	60	0	0	0	0
	point433	433	1161	70	65	65	65	60	0	0	0	0
	point434	434	1161	70	65	65	65	60	0	0	0	0
	point435	435	1161	70	65	65	65	60	0	0	0	0
	point436	436	1161	70	65	65	65	60	0	0	0	0
	point437	437	1161	70	65	65	65	60	0	0	0	0
	point438	438	1161	70	65	65	65	60	0	0	0	0
	point439	439	1161	70	65	65	65	60	0	0	0	0
	point440	440	1161	70	65	65	65	60	0	0	0	0
	point441	441	1161	70	65	65	65	60	0	0	0	0
	point442	442										
SR 126 East Off Ramp	point444	444	238	45	8	45	5	45	0	0	0	0
	point445	445	238	45	8	45	5	45	0	0	0	0
	point446	446	238	45	8	45	5	45	0	0	0	0
	point447	447	238	45	8	45	5	45	0	0	0	0
	point448	448	238	45	8	45	5	45	0	0	0	0
	point449	449	238	45	8	45	5	45	0	0	0	0
	point450	450	238	45	8	45	5	45	0	0	0	0
	point451	451	238	45	8	45	5	45	0	0	0	0
	point452	452	238	45	8	45	5	45	0	0	0	0

	point453	453	238	45	8	45	5	45	0	0	0	0
	point454	454	238	45	8	45	5	45	0	0	0	0
	point455	455	238	45	8	45	5	45	0	0	0	0
	point456	456	238	45	8	45	5	45	0	0	0	0
	point457	457	238	45	8	45	5	45	0	0	0	0
	point458	458	238	45	8	45	5	45	0	0	0	0
	point459	459	238	45	8	45	5	45	0	0	0	0
	point460	460	238	45	8	45	5	45	0	0	0	0
	point461	461	238	45	8	45	5	45	0	0	0	0
	point462	462	238	45	8	45	5	45	0	0	0	0
	point463	463	238	45	8	45	5	45	0	0	0	0
	point464	464	238	45	8	45	5	45	0	0	0	0
	point465	465	238	45	8	45	5	45	0	0	0	0
	point466	466	238	45	8	45	5	45	0	0	0	0
	point467	467	238	45	8	45	5	45	0	0	0	0
	point468	468	238	45	8	45	5	45	0	0	0	0
	point469	469										
SR 126 East On Ramp	point470	470	76	45	2	45	2	45	0	0	0	0
	point471	471	76	45	2	45	2	45	0	0	0	0
	point472	472	76	45	2	45	2	45	0	0	0	0
	point473	473	76	45	2	45	2	45	0	0	0	0
	point474	474	76	45	2	45	2	45	0	0	0	0
	point475	475	76	45	2	45	2	45	0	0	0	0
	point476	476	76	45	2	45	2	45	0	0	0	0
	point477	477	76	45	2	45	2	45	0	0	0	0
	point478	478	76	45	2	45	2	45	0	0	0	0
	point479	479	76	45	2	45	2	45	0	0	0	0
	point480	480	76	45	2	45	2	45	0	0	0	0
	point481	481	76	45	2	45	2	45	0	0	0	0
	point482	482	76	45	2	45	2	45	0	0	0	0
	point483	483	76	45	2	45	2	45	0	0	0	0
	point484	484	76	45	2	45	2	45	0	0	0	0
	point485	485	76	45	2	45	2	45	0	0	0	0
	point486	486	76	45	2	45	2	45	0	0	0	0

	point487	487	76	45	2	45	2	45	0	0	0	0
	point488	488	76	45	2	45	2	45	0	0	0	0
	point489	489	76	45	2	45	2	45	0	0	0	0
	point490	490	76	45	2	45	2	45	0	0	0	0
	point491	491	76	45	2	45	2	45	0	0	0	0
	point492	492	76	45	2	45	2	45	0	0	0	0
	point493	493										

Rincon Consultants, Inc
P. K. Nichols

12 August 2008
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (6ft garden wall)

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	
Road A pad 132	10	1	1,563.8	2,249.2	201.60	4.92	0.00	66	10.0	8.0	Y
Road H pad 133	11	1	1,702.3	2,058.8	194.60	4.92	0.00	66	10.0	8.0	Y
Road G pad 144	12	1	1,947.3	2,054.4	192.80	4.92	0.00	66	10.0	8.0	Y
Road G pad 145	13	1	2,253.5	2,026.5	190.90	4.92	0.00	66	10.0	8.0	Y
Road I pad 146	14	1	2,296.5	1,946.8	190.70	4.92	0.00	66	10.0	8.0	Y
Raod J pad 163	15	1	2,343.3	1,546.8	198.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 177	16	1	2,352.0	1,329.2	201.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 178	17	1	2,355.4	1,117.1	207.30	4.92	0.00	66	10.0	8.0	Y
Measurment location2	18	1	2,346.9	1,462.0	198.00	4.92	0.00	66	10.0	8.0	Y
Road T front of pad 149	22	1	2,184.2	1,873.5	191.40	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 161	23	1	2,227.5	1,497.8	199.60	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 168	24	1	2,159.2	1,438.1	203.60	4.92	0.00	66	10.0	8.0	Y
Road K front of pad 175	25	1	2,207.6	1,236.6	203.50	4.92	0.00	66	10.0	8.0	Y

Rincon Consultants, Inc 12 August 2008
P. K. Nichols TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (6ft garden wall)

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	If Berm Top Width	If Berm Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Increment	Perturbs #Up	Perturbs #Dn	On Struct?	Important Reflections?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Garden Wall 1	W	0.00	99.99	0.00				0.00	point10	10	2,166.2	2,146.0	187.80	6.00	0.00	0	0		
									point11	11	2,235.3	2,083.0	190.90	6.00	0.00	0	0		
									point12	12	2,280.2	2,029.4	190.90	6.00	0.00	0	0		
									point13	13	2,306.3	1,982.3	190.70	6.00	0.00	0	0		
									point14	14	2,327.4	1,919.9	190.70	6.00	0.00	0	0		
									point15	15	2,336.1	1,883.3	190.70	6.00					
Garden Wall 2	W	0.00	99.99	0.00				0.00	point16	16	2,336.0	1,847.1	190.70	6.00	0.00	0	0		
									point17	17	2,131.8	1,832.7	194.50	6.00	0.00	0	0		
									point18	18	2,141.0	1,626.9	200.00	6.00	0.00	0	0		
									point19	19	2,347.5	1,625.5	198.50	6.00	0.00	0	0		
									point20	20	2,352.4	1,487.3	198.50	6.00					
Garden Wall 3	W	0.00	99.99	0.00				0.00	point21	21	2,355.0	1,447.1	201.50	6.00	0.00	0	0		
									point22	22	2,362.8	1,231.0	201.50	6.00					
Garden Wall 4	W	0.00	99.99	0.00				0.00	point23	23	2,362.4	1,190.1	207.30	6.00	0.00	0	0		
									point24	24	2,366.6	1,101.6	207.30	6.00	0.00	0	0		
									point25	25	2,170.7	1,101.0	206.40	6.00					
Barrier13	W	0.00	99.99	0.00				0.00	point26	26	1,681.2	2,420.5	195.00	10.00	1.00	10	10		
									point27	27	1,682.6	2,379.1	194.00	10.00	1.00	10	10		
									point28	28	1,697.7	2,354.6	193.00	10.00	1.00	10	10		
									point29	29	1,725.8	2,328.7	192.00	10.00	1.00	10	10		
									point30	30	1,766.6	2,319.6	192.00	10.00	1.00	10	10		
									point31	31	1,821.9	2,323.7	192.00	10.00	1.00	10	10		
									point32	32	1,908.6	2,331.8	191.00	10.00	1.00	10	10		
									point33	33	1,992.9	2,326.8	190.00	10.00	1.00	10	10		
									point34	34	2,046.1	2,298.1	189.00	10.00	1.00	10	10		
									point35	35	2,111.9	2,239.0	188.00	10.00	1.00	10	10		
									point36	36	2,261.9	2,112.4	187.00	10.00	1.00	10	10		
									point37	37	2,323.1	2,039.3	187.60	10.00	1.00	10	10		
									point38	38	2,344.6	1,994.9	187.60	10.00	1.00	10	10		
									point39	39	2,367.4	1,947.6	188.00	10.00	1.00	10	10		
									point40	40	2,384.7	1,899.6	188.50	10.00	1.00	10	10		
									point41	41	2,386.9	1,856.7	189.00	10.00	1.00	10	10		
									point42	42	2,392.0	1,774.2	191.00	10.00	1.00	10	10		
									point43	43	2,398.5	1,533.2	197.00	10.00	1.00	10	10		
									point44	44	2,406.6	1,286.2	203.00	10.00	1.00	10	10		

									point45	45	2,414.2	1,101.3	207.00	10.00					

Rincon Consultants, Inc
P. K. Nichols

18 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)
BARRIER DESIGN: unsaved
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.7	66	61.7	10	----	60.8	0.9	8	-7.1
Road H pad 133	11	1	0.0	59.4	66	59.4	10	----	56.5	2.9	8	-5.1
Road G pad 144	12	1	0.0	62.7	66	62.7	10	----	57.8	4.9	8	-3.1
Road G pad 145	13	1	0.0	69.8	66	69.8	10	Snd Lvl	64.0	5.8	8	-2.2
Road I pad 146	14	1	0.0	70.6	66	70.6	10	Snd Lvl	64.0	6.6	8	-1.4
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	64.4	8.2	8	0.2
Road K pad 177	16	1	0.0	72.4	66	72.4	10	Snd Lvl	64.1	8.3	8	0.3
Road K pad 178	17	1	0.0	70.9	66	70.9	10	Snd Lvl	63.5	7.4	8	-0.6
Measurment location2	18	1	0.0	72.4	66	72.4	10	Snd Lvl	63.9	8.5	8	0.5
Road T front of pad 149	22	1	0.0	66.4	66	66.4	10	Snd Lvl	59.3	7.1	8	-0.9
Road J front of pad 161	23	1	0.0	67.2	66	67.2	10	Snd Lvl	58.5	8.7	8	0.7
Road J front of pad 168	24	1	0.0	65.2	66	65.2	10	----	57.3	7.9	8	-0.1
Road K front of pad 175	25	1	0.0	65.1	66	65.1	10	----	57.1	8.0	8	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.9	6.6	8.7
All Impacted	8	5.8	7.6	8.7
All that meet NR Goal	5	8.0	8.3	8.7

Rincon Consultants, Inc
P. K. Nichols

14 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)
BARRIER DESIGN: unsaved
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
7ft Road A pad 132	10	1	0.0	61.7	66	61.7	10	----	60.8	0.9	8	-7.1
12-13ft Road H pad 133	11	1	0.0	59.4	66	59.4	10	----	56.5	2.9	8	-5.1
14ft Road G pad 144	12	1	0.0	62.7	66	62.7	10	----	57.9	4.8	8	-3.2
Road G pad 145	13	1	0.0	69.8	66	69.8	10	Snd Lvl	64.2	5.6	8	-2.4
14-16ft Road I pad 146	14	1	0.0	70.6	66	70.6	10	Snd Lvl	64.2	6.4	8	-1.6
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	64.4	8.2	8	0.2
Road K pad 177	16	1	0.0	72.4	66	72.4	10	Snd Lvl	64.1	8.3	8	0.3
21ft Road K pad 178	17	1	0.0	70.9	66	70.9	10	Snd Lvl	65.4	5.5	8	-2.5
Measurment location2	18	1	0.0	72.4	66	72.4	10	Snd Lvl	63.9	8.5	8	0.5
Road T front of pad 149	22	1	0.0	66.4	66	66.4	10	Snd Lvl	59.5	6.9	8	-1.1
Road J front of pad 161	23	1	0.0	67.2	66	67.2	10	Snd Lvl	58.6	8.6	8	0.6
Road J front of pad 168	24	1	0.0	65.2	66	65.2	10	-----	57.5	7.7	8	-0.3
Road K front of pad 175	25	1	0.0	65.1	66	65.1	10	----	57.0	8.1	8	0.1

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.9	6.3	8.6
All Impacted	8	5.5	7.3	8.6
All that meet NR Goal	5	8.1	8.3	8.6

Rincon Consultants, Inc
P. K. Nichols

11 August 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	61.7	66	61.7	10	----	60.9	0.8	8	-7.2
Road H pad 133	11	1	0.0	59.4	66	59.4	10	----	57.7	1.7	8	-6.3
Road G pad 144	12	1	0.0	62.7	66	62.7	10	----	60.1	2.6	8	-5.4
Road G pad 145	13	1	0.0	69.8	66	69.8	10	Snd Lvl	66.0	3.8	8	-4.2
Road I pad 146	14	1	0.0	70.6	66	70.6	10	Snd Lvl	66.2	4.4	8	-3.6
Raod J pad 163	15	1	0.0	72.6	66	72.6	10	Snd Lvl	67.3	5.3	8	-2.7
Road K pad 177	16	1	0.0	72.4	66	72.4	10	Snd Lvl	66.3	6.1	8	-1.9
Road K pad 178	17	1	0.0	70.9	66	70.9	10	Snd Lvl	66.9	4.0	8	-4.0
Measurment location2	18	1	0.0	72.4	66	72.4	10	Snd Lvl	66.2	6.2	8	-1.8
Road T front of pad 149	22	1	0.0	66.4	66	66.4	10	Snd Lvl	62.6	3.8	8	-4.2
Road J front of pad 161	23	1	0.0	67.2	66	67.2	10	Snd Lvl	63.2	4.0	8	-4.0
Road J front of pad 168	24	1	0.0	65.2	66	65.2	10	----	62.4	2.8	8	-5.2
Road K front of pad 175	25	1	0.0	65.1	66	65.1	10	----	61.1	4.0	8	-4.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.8	3.8	6.2
All Impacted	8	3.8	4.7	6.2
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

11 August 2008
TNM 2.5

INPUT: ROADWAYS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)

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)			Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
				X	Y	Z					
	ft			ft	ft	ft		mph	%		
Wells Rd Southbound N of Blackburn	12.0	point1	1	1,282.2	2,454.6	201.00				Average	
		point232	232	1,331.8	2,453.7	200.00				Average	
		point2	2	1,402.8	2,453.7	199.00				Average	
		point3	3	1,527.8	2,454.0	198.00				Average	
		point4	4	1,587.4	2,456.9	197.00				Average	
		point5	5	1,644.1	2,460.8	196.50					
Wells Rd Southbound S of Blackburn	12.0	point6	6	1,674.5	2,462.7	195.50	Signal	0.00	100	Average	
		point7	7	1,743.6	2,467.7	195.00				Average	
		point8	8	1,858.0	2,475.6	194.00				Average	
		point9	9	1,949.1	2,483.2	193.00				Average	
		point495	495	2,000.9	2,488.3	192.00				Average	
		point10	10	2,052.7	2,493.5	193.00				Average	
		point11	11	2,124.1	2,500.0	194.00				Average	
		point12	12	2,198.1	2,507.8	195.00				Average	
		point13	13	2,324.6	2,518.5	200.00				Average	
		point14	14	2,387.6	2,524.4	201.00				Average	Y
		point15	15	2,454.9	2,528.0	202.00				Average	Y
		point16	16	2,609.2	2,529.9	202.00				Average	Y
		point17	17	2,684.5	2,533.5	201.00				Average	
		point18	18	2,713.6	2,533.7	200.00				Average	
		point19	19	2,762.3	2,534.4	199.00				Average	
		point20	20	2,796.4	2,534.8	198.00				Average	
		point21	21	2,821.4	2,535.3	197.00				Average	
		point22	22	2,873.7	2,535.8	195.00					
SR 126 Westbound On Ramp	12.0	point23	23	1,849.5	2,461.2	194.00				Average	

		point24	24	1,937.8	2,459.5	193.00				Average	
		point25	25	2,009.9	2,435.7	192.00				Average	
		point26	26	2,049.1	2,412.6	191.70				Average	
		point27	27	2,074.6	2,376.6	191.20				Average	
		point28	28	2,112.8	2,315.4	191.00				Average	
		point29	29	2,134.7	2,270.7	190.50				Average	
		point30	30	2,168.0	2,225.9	190.00				Average	
		point31	31	2,205.0	2,194.3	189.50				Average	
		point32	32	2,248.5	2,159.9	189.00				Average	
		point33	33	2,289.9	2,125.5	188.20				Average	
		point34	34	2,338.2	2,073.6	188.00				Average	
		point35	35	2,372.0	2,021.4	187.80				Average	
		point36	36	2,388.2	1,987.3	187.70				Average	
		point37	37	2,409.5	1,916.3	187.60				Average	
		point38	38	2,418.0	1,876.2	187.00				Average	
		point39	39	2,420.1	1,845.6	188.00					
SR 126 Westbound On Ramp2	12.0	point40	40	2,420.7	1,844.3	188.00				Average	
		point41	41	2,419.4	1,802.5	190.00				Average	
		point42	42	2,421.1	1,771.1	191.00				Average	
		point43	43	2,422.1	1,729.1	192.00				Average	
		point44	44	2,424.3	1,688.4	193.00				Average	
		point45	45	2,427.0	1,650.8	194.00				Average	
		point46	46	2,429.9	1,615.1	195.00				Average	
		point47	47	2,431.5	1,584.0	196.00				Average	
		point48	48	2,432.0	1,534.1	197.00				Average	
		point49	49	2,432.2	1,498.5	198.00				Average	
		point50	50	2,430.5	1,453.3	199.00				Average	
		point51	51	2,431.3	1,403.7	200.00				Average	
		point52	52	2,436.6	1,350.4	201.00				Average	
		point53	53	2,443.1	1,318.7	202.00				Average	
		point54	54	2,448.0	1,287.7	203.00				Average	
		point55	55	2,455.1	1,229.8	204.00				Average	
		point56	56	2,457.9	1,194.5	205.00				Average	
		point57	57	2,459.2	1,170.7	206.00				Average	
		point58	58	2,461.3	1,129.1	206.50				Average	
		point59	59	2,464.2	1,103.8	207.00					
Blackburn Rd Westbound	12.0	point60	60	1,646.7	2,443.3	196.50	Signal	0.00	100	Average	
		point61	61	1,648.5	2,375.8	195.50				Average	

		point62	62	1,663.1	2,344.2	195.00				Average	
		point63	63	1,677.4	2,324.5	194.50				Average	
		point64	64	1,701.6	2,308.1	194.00				Average	
		point65	65	1,725.7	2,298.8	193.50				Average	
		point66	66	1,745.7	2,294.0	193.00				Average	
		point67	67	1,783.3	2,293.2	192.50				Average	
		point68	68	1,824.1	2,299.7	192.00				Average	
		point69	69	1,902.8	2,307.3	191.00				Average	
		point70	70	1,927.7	2,308.9	190.50				Average	
		point71	71	1,954.4	2,307.1	190.00				Average	
		point72	72	1,985.2	2,301.2	190.00				Average	
		point73	73	2,028.6	2,278.7	189.00				Average	
		point74	74	2,098.6	2,219.2	188.00				Average	
		point75	75	2,156.9	2,171.3	187.00				Average	
		point76	76	2,243.9	2,097.9	187.00				Average	
		point77	77	2,303.1	2,027.8	187.60				Average	
		point78	78	2,322.2	1,988.9	187.60				Average	
		point80	80	2,342.8	1,929.7	188.00				Average	
		point81	81	2,353.9	1,887.1	188.50				Average	
		point82	82	2,357.3	1,848.6	189.00				Average	
		point83	83	2,359.5	1,795.2	190.00				Average	
		point84	84	2,359.8	1,774.8	191.00				Average	
		point85	85	2,362.2	1,730.7	192.00				Average	
		point86	86	2,362.8	1,693.0	193.00				Average	
		point87	87	2,366.3	1,647.4	194.00				Average	
		point88	88	2,366.6	1,613.2	195.00				Average	
		point89	89	2,368.7	1,574.9	196.00				Average	
		point90	90	2,371.2	1,533.0	197.00				Average	
		point91	91	2,372.5	1,489.0	198.00				Average	
		point92	92	2,373.5	1,444.5	199.00				Average	
		point93	93	2,374.6	1,403.5	200.00				Average	
		point94	94	2,374.4	1,364.0	201.00				Average	
		point95	95	2,377.6	1,289.8	203.00				Average	
		point96	96	2,379.1	1,247.4	204.00				Average	
		point97	97	2,382.7	1,209.8	205.00				Average	
		point98	98	2,384.5	1,154.5	206.00				Average	
		point99	99	2,383.8	1,104.7	207.00				Average	
		point100	100	2,384.8	1,074.9	208.00				Average	

		point101	101	2,383.5	1,038.2	209.00					
Blackburn Rd Eastbound	12.0	point102	102	2,394.5	1,038.2	209.00				Average	
		point103	103	2,396.9	1,083.0	208.00				Average	
		point104	104	2,394.4	1,111.2	207.00				Average	
		point105	105	2,394.5	1,159.4	206.00				Average	
		point106	106	2,393.8	1,208.5	205.00				Average	
		point107	107	2,389.4	1,248.2	204.00				Average	
		point108	108	2,389.4	1,290.0	203.00				Average	
		point109	109	2,386.3	1,329.4	202.00				Average	
		point110	110	2,385.9	1,365.6	201.00				Average	
		point111	111	2,385.0	1,405.4	200.00				Average	
		point112	112	2,384.4	1,448.5	199.00				Average	
		point113	113	2,382.3	1,489.5	198.00				Average	
		point114	114	2,381.1	1,535.6	197.00				Average	
		point115	115	2,378.7	1,576.2	196.00				Average	
		point116	116	2,375.4	1,614.9	195.00				Average	
		point117	117	2,376.1	1,651.3	194.00				Average	
		point118	118	2,373.3	1,699.0	193.00				Average	
		point119	119	2,373.9	1,734.4	192.00				Average	
		point120	120	2,370.9	1,779.2	191.00				Average	
		point121	121	2,370.7	1,801.6	190.00				Average	
		point122	122	2,371.0	1,847.3	189.00				Average	
		point123	123	2,364.4	1,895.3	188.50				Average	
		point124	124	2,354.0	1,941.0	188.00				Average	
		point125	125	2,331.3	1,998.1	187.60				Average	
		point126	126	2,312.0	2,037.7	187.60				Average	
		187	129	2,248.7	2,108.9	187.00				Average	
		point130	130	2,160.4	2,183.6	187.00				Average	
		point131	131	2,102.5	2,233.1	188.00				Average	
		point132	132	2,037.4	2,289.3	189.00				Average	
		point133	133	2,008.5	2,306.3	189.50				Average	
		point134	134	1,984.0	2,315.1	190.00				Average	
		point135	135	1,945.2	2,320.0	190.50				Average	
		point136	136	1,899.8	2,320.1	191.00				Average	
		point137	137	1,819.0	2,311.2	192.00				Average	
		point138	138	1,742.6	2,308.4	193.00				Average	
		point139	139	1,713.3	2,317.2	193.50				Average	
		point140	140	1,695.6	2,328.2	194.00				Average	

		194.5	141	1,676.8	2,352.0	194.50				Average	
		point142	142	1,666.9	2,373.6	195.00				Average	
		point143	143	1,661.8	2,392.9	195.40				Average	
		point144	144	1,660.9	2,443.4	196.30					
Wells Rd Northbound S of Blackburn	12.0	point148	148	2,908.2	2,584.8	191.00				Average	
		point149	149	2,852.3	2,584.3	195.00				Average	
		point150	150	2,724.8	2,582.2	200.00				Average	
		point151	151	2,695.5	2,581.3	201.00				Average	
		point152	152	2,660.8	2,580.1	202.00				Average	Y
		point153	153	2,590.9	2,576.8	203.00				Average	Y
		point154	154	2,484.0	2,572.5	204.00				Average	Y
		point155	155	2,370.0	2,561.9	203.00				Average	Y
		point156	156	2,337.3	2,559.4	202.00				Average	
		point157	157	2,303.3	2,555.6	204.00				Average	
		point158	158	2,276.6	2,554.3	205.00				Average	
		point159	159	2,234.8	2,550.0	198.00				Average	
		point160	160	2,196.7	2,546.2	197.00				Average	
		point161	161	2,166.3	2,544.0	196.00				Average	
		point162	162	2,131.6	2,540.8	195.00				Average	
		point163	163	2,081.6	2,537.0	194.00				Average	
		point164	164	2,031.0	2,531.7	193.00				Average	
		point496	496	1,973.9	2,525.5	192.00				Average	
		point165	165	1,933.7	2,521.1	193.00				Average	
		point166	166	1,845.8	2,515.0	194.00				Average	
		point167	167	1,778.8	2,510.2	195.00				Average	
		point168	168	1,673.7	2,502.5	195.50					
Wells Rd Southbound S of Blackburn2	12.0	point169	169	2,873.8	2,535.8	195.00				Average	
		point170	170	2,891.0	2,536.5	194.00				Average	
		point171	171	2,904.9	2,536.9	193.00					
SR 126 Westbound Off Ramp	12.0	point174	174	2,423.9	2,620.9	182.20				Average	
		point175	175	2,422.5	2,484.1	182.50				Average	
		point176	176	2,423.0	2,447.0	183.00				Average	
		point177	177	2,419.9	2,322.1	183.10				Average	
		point178	178	2,405.1	2,282.8	184.00				Average	
		point179	179	2,367.6	2,241.3	185.00				Average	
		point180	180	2,319.2	2,219.3	186.00				Average	
		point181	181	2,249.4	2,219.0	187.00				Average	
		point182	182	2,191.2	2,250.7	188.00				Average	

		point183	183	2,158.2	2,295.4	189.00				Average	
		point184	184	2,149.4	2,334.0	190.00				Average	
		point185	185	2,149.8	2,374.8	191.00				Average	
		point186	186	2,166.1	2,420.5	192.00				Average	
		point187	187	2,191.5	2,452.0	193.20				Average	
		point188	188	2,214.2	2,470.3	194.00				Average	
		point189	189	2,252.0	2,485.2	195.00				Average	
		point190	190	2,267.6	2,488.5	196.00				Average	
		point191	191	2,281.6	2,491.5	197.00				Average	
		point192	192	2,309.0	2,497.5	198.00				Average	
		point193	193	2,327.4	2,501.7	199.00				Average	
		point194	194	2,352.4	2,507.8	200.00				Average	
		point195	195	2,386.9	2,518.6	201.00				Average	Y
		point196	196	2,454.6	2,527.4	202.00					
Wells Rd Northbound N of Blackburn	12.0	point226	226	1,648.3	2,502.1	196.00	Signal	0.00	100	Average	
		point227	227	1,565.4	2,496.7	197.00				Average	
		point228	228	1,483.2	2,498.5	198.00				Average	
		point229	229	1,412.1	2,498.0	199.00				Average	
		point230	230	1,326.0	2,498.6	200.00				Average	
		point231	231	1,279.7	2,498.4	201.30					
126 West On/Off Lane	12.0	point321	321	2,432.7	2,628.0	182.20				Average	
		point322	322	2,434.6	2,358.5	183.70				Average	
		point323	323	2,433.7	2,069.3	185.00				Average	
		point324	324	2,433.3	1,980.9	186.00				Average	
		point325	325	2,432.9	1,895.4	188.00				Average	
		point326	326	2,432.9	1,852.1	189.00				Average	
		point327	327	2,433.6	1,805.6	190.00				Average	
		point328	328	2,432.1	1,776.0	191.00				Average	
		point329	329	2,431.5	1,732.5	192.00				Average	
		point330	330	2,431.3	1,694.8	193.00				Average	
		point331	331	2,430.4	1,657.2	194.00					
SR 126 West Lane 1	12.0	point332	332	2,472.3	2,638.2	182.90				Average	
		point333	333	2,471.5	2,477.3	183.00				Average	
		point334	334	2,470.6	2,233.1	184.00				Average	
		point335	335	2,470.6	2,032.1	185.00				Average	
		point336	336	2,469.7	1,970.6	186.00				Average	
		point337	337	2,469.7	1,921.3	187.00				Average	
		point338	338	2,469.9	1,889.6	188.00				Average	

		point339	339	2,469.8	1,840.5	189.00				Average	
		point340	340	2,469.9	1,794.9	190.00				Average	
		point341	341	2,469.7	1,755.1	191.00				Average	
		point342	342	2,470.1	1,711.2	192.00				Average	
		point343	343	2,469.2	1,673.7	193.00				Average	
		point344	344	2,469.7	1,636.3	194.00				Average	
		point345	345	2,469.3	1,594.3	195.00				Average	
		point346	346	2,467.2	1,572.2	196.00				Average	
		point347	347	2,467.9	1,528.5	197.00				Average	
		point348	348	2,468.9	1,474.7	198.00				Average	
		point349	349	2,468.0	1,441.2	199.00				Average	
		point350	350	2,468.3	1,399.8	200.00				Average	
		point351	351	2,467.2	1,355.0	201.00				Average	
		point352	352	2,467.4	1,314.8	202.00				Average	
		point353	353	2,467.3	1,280.5	203.00				Average	
		point354	354	2,466.4	1,239.6	204.00				Average	
		point355	355	2,466.8	1,212.3	205.00				Average	
		point356	356	2,467.1	1,168.8	206.00				Average	
		point357	357	2,466.1	1,128.6	206.50				Average	
		point358	358	2,466.4	1,101.6	207.00				Average	
		point359	359	2,466.7	1,064.1	208.50					
SR 126 West Lane 2	12.0	point360	360	2,498.4	2,638.9	182.30				Average	
		point361	361	2,496.7	2,462.7	183.00				Average	
		point362	362	2,494.9	2,205.3	184.00				Average	
		point363	363	2,493.7	2,010.9	185.00				Average	
		point364	364	2,494.6	1,962.0	186.00				Average	
		point365	365	2,493.3	1,915.2	187.00				Average	
		point366	366	2,491.9	1,884.8	188.00				Average	
		point367	367	2,491.6	1,836.8	189.00				Average	
		point368	368	2,492.2	1,794.5	190.00				Average	
		point369	369	2,492.2	1,754.6	191.00				Average	
		point370	370	2,491.0	1,710.1	192.00				Average	
		point371	371	2,491.9	1,673.0	193.00				Average	
		point372	372	2,492.4	1,629.4	194.00				Average	
		point373	373	2,491.7	1,600.1	195.00				Average	
		point374	374	2,491.1	1,556.9	196.00				Average	
		point375	375	2,491.4	1,522.7	197.00				Average	
		point376	376	2,490.9	1,471.8	198.00				Average	

		point377	377	2,491.2	1,441.5	199.00				Average	
		point378	378	2,491.3	1,412.7	200.00				Average	
		point379	379	2,489.7	1,348.6	201.00				Average	
		point380	380	2,490.1	1,304.7	202.00				Average	
		point381	381	2,490.6	1,275.7	203.00				Average	
		point382	382	2,489.7	1,231.7	204.00				Average	
		point383	383	2,490.4	1,209.8	205.00				Average	
		point384	384	2,489.1	1,158.4	206.00				Average	
		point385	385	2,489.1	1,130.8	206.50				Average	
		point386	386	2,488.0	1,100.7	207.00				Average	
		point387	387	2,488.6	1,062.5	208.50					
SR 126 East Lane 2	12.0	point388	388	2,536.2	1,059.6	208.50				Average	
		point389	389	2,536.8	1,103.4	207.00				Average	
		point390	390	2,536.1	1,128.8	206.50				Average	
		point391	391	2,536.9	1,161.9	206.00				Average	
		point392	392	2,537.2	1,249.1	204.00				Average	
		point393	393	2,537.3	1,284.1	203.00				Average	
		point394	394	2,537.9	1,324.4	202.00				Average	
		point395	395	2,537.6	1,365.8	201.00				Average	
		point396	396	2,537.5	1,404.9	200.00				Average	
		point397	397	2,538.2	1,438.9	199.00				Average	
		point398	398	2,538.1	1,469.6	198.00				Average	
		point399	399	2,538.4	1,512.9	197.00				Average	
		point400	400	2,538.0	1,554.1	196.00				Average	
		point401	401	2,538.4	1,588.5	195.00				Average	
		point402	402	2,538.5	1,631.2	194.00				Average	
		point403	403	2,538.9	1,667.7	193.00				Average	
		point404	404	2,538.8	1,703.0	192.00				Average	
		point405	405	2,538.8	1,750.9	191.00				Average	
		point406	406	2,538.6	1,792.1	190.00				Average	
		point407	407	2,538.7	1,838.7	189.00				Average	
		point408	408	2,539.1	1,878.6	188.00				Average	
		point409	409	2,538.5	1,933.8	187.00				Average	
		point410	410	2,539.0	1,997.3	186.00				Average	
		point411	411	2,538.9	2,066.5	185.00				Average	
		point412	412	2,540.6	2,253.2	184.00				Average	
		point413	413	2,541.6	2,475.7	183.00				Average	
		point414	414	2,542.0	2,642.0	182.40					

SR 126 East Lane 1	12.0	point415	415	2,560.7	1,059.7	208.50				Average	
		point416	416	2,560.5	1,099.1	207.00				Average	
		point417	417	2,560.7	1,129.7	206.50				Average	
		point418	418	2,560.7	1,154.1	206.00				Average	
		point419	419	2,561.2	1,204.0	205.00				Average	
		point420	420	2,561.1	1,239.3	204.00				Average	
		point421	421	2,561.0	1,285.3	203.00				Average	
		point422	422	2,560.7	1,314.7	202.00				Average	
		point423	423	2,561.3	1,352.6	201.00				Average	
		point424	424	2,562.0	1,389.7	200.00				Average	
		point425	425	2,562.4	1,427.3	199.00				Average	
		point426	426	2,562.6	1,469.2	198.00				Average	
		point427	427	2,562.5	1,511.7	197.00				Average	
		point428	428	2,562.5	1,558.7	196.00				Average	
		point429	429	2,562.8	1,587.9	195.00				Average	
		point430	430	2,563.2	1,627.1	194.00				Average	
		point431	431	2,562.5	1,666.1	193.00				Average	
		point432	432	2,562.9	1,706.0	192.00				Average	
		point433	433	2,563.5	1,752.8	191.00				Average	
		point434	434	2,564.5	1,785.1	190.00				Average	
		point435	435	2,564.4	1,841.1	189.00				Average	
		point436	436	2,564.4	1,878.0	188.00				Average	
		point437	437	2,564.3	1,921.0	187.00				Average	
		point438	438	2,565.5	1,956.6	186.00				Average	
		point439	439	2,566.0	1,999.4	185.00				Average	
		point440	440	2,565.9	2,115.7	184.00				Average	
		point441	441	2,568.2	2,438.1	183.00				Average	
		point442	442	2,569.4	2,641.0	182.40					
SR 126 East Off Ramp	12.0	point444	444	2,562.7	1,446.2	198.50				Average	
		point445	445	2,563.6	1,467.2	198.00				Average	
		point446	446	2,566.9	1,506.4	197.00				Average	
		point447	447	2,569.6	1,544.3	196.00				Average	
		point448	448	2,572.0	1,576.5	195.00				Average	
		point449	449	2,575.5	1,613.6	194.00				Average	
		point450	450	2,577.7	1,652.4	193.00				Average	
		point451	451	2,580.9	1,683.7	192.00				Average	
		point452	452	2,583.8	1,719.8	191.00				Average	
		point453	453	2,586.2	1,754.4	190.00				Average	

		point454	454	2,589.3	1,807.3	189.00				Average	
		point455	455	2,592.2	1,843.4	188.00				Average	
		point456	456	2,596.6	1,875.7	187.00				Average	
		point457	457	2,604.3	1,947.2	186.60				Average	
		point458	458	2,620.4	1,989.9	186.00				Average	
		point459	459	2,646.6	2,049.3	185.50				Average	
		point460	460	2,686.3	2,106.9	185.00				Average	
		point461	461	2,733.0	2,154.5	184.00				Average	
		point462	462	2,777.5	2,187.7	184.00				Average	
		point463	463	2,852.0	2,241.6	185.00				Average	
		point464	464	2,877.5	2,273.7	186.00				Average	
		point465	465	2,899.4	2,316.8	187.00				Average	
		point466	466	2,906.4	2,361.1	188.00				Average	
		point467	467	2,905.1	2,401.2	189.00				Average	
		point468	468	2,907.0	2,453.0	190.00				Average	
		point469	469	2,908.4	2,530.4	193.00					
SR 126 East On Ramp	12.0	point470	470	2,610.7	2,528.6	202.00				Average	Y
		point471	471	2,680.9	2,515.5	201.00				Average	
		point472	472	2,707.0	2,512.3	200.00				Average	
		point473	473	2,746.7	2,508.4	199.00				Average	
		point474	474	2,772.7	2,503.6	198.00				Average	
		point475	475	2,797.2	2,496.0	197.00				Average	
		point476	476	2,806.8	2,490.1	196.00				Average	
		point477	477	2,823.6	2,481.7	195.00				Average	
		point478	478	2,833.5	2,473.5	194.00				Average	
		point479	479	2,846.8	2,458.5	193.00				Average	
		point480	480	2,857.5	2,448.6	192.00				Average	
		point481	481	2,864.0	2,436.8	191.00				Average	
		point482	482	2,871.5	2,415.7	190.00				Average	
		point483	483	2,877.0	2,394.0	189.00				Average	
		point484	484	2,879.5	2,374.5	188.00				Average	
		point485	485	2,874.3	2,328.7	187.00				Average	
		point486	486	2,865.5	2,297.9	186.00				Average	
		point487	487	2,844.2	2,265.0	185.00				Average	
		point488	488	2,800.9	2,229.3	184.40				Average	
		point489	489	2,718.5	2,215.0	184.00				Average	
		point490	490	2,649.2	2,239.3	183.60				Average	
		point491	465	2,598.6	2,301.5	183.60				Average	

		point492	492	2,591.2	2,433.4	183.00				Average	
		point493	493	2,594.2	2,639.7	182.40					

Rincon Consultants, Inc
P. K. Nichols

11 August 2008
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Volumes
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)

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
Wells Rd Southbound N of Blackburn	point1	1	994	40	31	40	21	40	0	0	0	0
	point232	232	994	40	31	40	21	40	0	0	0	0
	point2	2	994	40	31	40	21	40	0	0	0	0
	point3	3	994	40	31	40	21	40	0	0	0	0
	point4	4	994	40	31	40	21	40	0	0	0	0
	point5	5										
Wells Rd Southbound S of Blackburn	point6	6	1393	40	44	40	29	40	0	0	0	0
	point7	7	1393	40	44	40	29	40	0	0	0	0
	point8	8	998	40	32	40	21	40	0	0	0	0
	point9	9	998	40	32	40	21	40	0	0	0	0
	point495	495	998	40	32	40	21	40	0	0	0	0
	point10	10	998	40	32	40	21	40	0	0	0	0
	point11	11	998	40	32	40	21	40	0	0	0	0
	point12	12	998	40	32	40	21	40	0	0	0	0
	point13	13	998	40	32	40	21	40	0	0	0	0
	point14	14	998	40	32	40	21	40	0	0	0	0
	point15	15	2603	40	82	40	55	40	0	0	0	0
	point16	16	2527	40	80	40	53	40	0	0	0	0
	point17	17	2527	40	80	40	53	40	0	0	0	0
	point18	18	2527	40	80	40	53	40	0	0	0	0
	point19	19	2527	40	80	40	53	40	0	0	0	0
	point20	20	2527	40	80	40	53	40	0	0	0	0

	point21	21	2527	40	80	40	53	40	0	0	0	0
	point22	22										
SR 126 Westbound On Ramp	point23	23	399	50	13	45	8	45	0	0	0	0
	point24	24	399	50	13	45	8	45	0	0	0	0
	point25	25	399	50	13	45	8	45	0	0	0	0
	point26	26	399	50	13	45	8	45	0	0	0	0
	point27	27	399	50	13	45	8	45	0	0	0	0
	point28	28	399	50	13	45	8	45	0	0	0	0
	point29	29	399	50	13	45	8	45	0	0	0	0
	point30	30	399	50	13	45	8	45	0	0	0	0
	point31	31	399	50	13	45	8	45	0	0	0	0
	point32	32	399	50	13	45	8	45	0	0	0	0
	point33	33	399	50	13	45	8	45	0	0	0	0
	point34	34	399	50	13	45	8	45	0	0	0	0
	point35	35	399	50	13	45	8	45	0	0	0	0
	point36	36	399	50	13	45	8	45	0	0	0	0
	point37	37	399	50	13	45	8	45	0	0	0	0
	point38	38	399	50	13	45	8	45	0	0	0	0
	point39	39										
SR 126 Westbound On Ramp2	point40	40	399	65	13	65	8	65	0	0	0	0
	point41	41	399	65	13	65	8	65	0	0	0	0
	point42	42	399	65	13	65	8	65	0	0	0	0
	point43	43	399	65	13	65	8	65	0	0	0	0
	point44	44	399	65	13	65	8	65	0	0	0	0
	point45	45	789	65	25	65	17	65	0	0	0	0
	point46	46	789	06	25	65	17	65	0	0	0	0
	point47	47	789	65	25	65	17	65	0	0	0	0
	point48	48	789	65	25	65	17	65	0	0	0	0
	point49	49	789	65	25	65	17	65	0	0	0	0
	point50	50	789	65	25	65	17	65	0	0	0	0
	point51	51	789	65	25	65	17	65	0	0	0	0
	point52	52	789	65	25	65	17	65	0	0	0	0
	point53	53	789	65	25	65	17	65	0	0	0	0
	point54	54	789	65	25	65	17	65	0	0	0	0

	point55	55	789	65	25	65	17	65	0	0	0	0
	point56	56	789	65	25	65	17	65	0	0	0	0
	point57	57	789	65	25	65	17	65	0	0	0	0
	point58	58	789	65	25	65	17	65	0	0	0	0
	point59	59										
Blackburn Rd Westbound	point60	60	166	35	5	35	4	35	0	0	0	0
	point61	61	166	35	5	35	4	35	0	0	0	0
	point62	62	166	35	5	35	4	35	0	0	0	0
	point63	63	166	35	5	35	4	35	0	0	0	0
	point64	64	166	35	5	35	4	35	0	0	0	0
	point65	65	166	35	5	35	4	35	0	0	0	0
	point66	66	166	35	5	35	4	35	0	0	0	0
	point67	67	166	35	5	35	4	35	0	0	0	0
	point68	68	166	35	5	35	4	35	0	0	0	0
	point69	69	166	35	5	35	4	35	0	0	0	0
	point70	70	166	35	5	35	4	35	0	0	0	0
	point71	71	166	35	5	35	4	35	0	0	0	0
	point72	72	166	35	5	35	4	35	0	0	0	0
	point73	73	166	35	5	35	4	35	0	0	0	0
	point74	74	166	35	5	35	4	35	0	0	0	0
	point75	75	166	35	5	35	4	35	0	0	0	0
	point76	76	166	35	5	35	4	35	0	0	0	0
	point77	77	166	35	5	35	4	35	0	0	0	0
	point78	78	166	35	5	35	4	35	0	0	0	0
	point80	80	166	35	5	35	4	35	0	0	0	0
	point81	81	166	35	5	35	4	35	0	0	0	0
	point82	82	166	35	5	35	4	35	0	0	0	0
	point83	83	166	35	5	35	4	35	0	0	0	0
	point84	84	166	35	5	35	4	35	0	0	0	0
	point85	85	166	35	5	35	4	35	0	0	0	0
	point86	86	166	35	5	35	4	35	0	0	0	0
	point87	87	166	35	5	35	4	35	0	0	0	0
	point88	88	166	35	5	35	4	35	0	0	0	0
	point89	89	166	35	5	35	4	35	0	0	0	0

	point90	90	166	35	5	35	4	35	0	0	0	0
	point91	91	166	35	5	35	4	35	0	0	0	0
	point92	92	166	35	5	35	4	35	0	0	0	0
	point93	93	166	35	5	35	4	35	0	0	0	0
	point94	94	166	35	5	35	4	35	0	0	0	0
	point95	95	166	35	5	35	4	35	0	0	0	0
	point96	96	166	35	5	35	4	35	0	0	0	0
	point97	97	166	35	5	35	4	35	0	0	0	0
	point98	98	166	35	5	35	4	35	0	0	0	0
	point99	99	166	35	5	35	4	35	0	0	0	0
	point100	100	166	35	5	35	4	35	0	0	0	0
	point101	101										
Blackburn Rd Eastbound	point102	102	165	35	5	35	3	35	0	0	0	0
	point103	103	165	35	5	35	3	35	0	0	0	0
	point104	104	165	35	5	35	3	35	0	0	0	0
	point105	105	165	35	5	35	3	35	0	0	0	0
	point106	106	165	35	5	35	3	35	0	0	0	0
	point107	107	165	35	5	35	3	35	0	0	0	0
	point108	108	165	35	5	35	3	35	0	0	0	0
	point109	109	165	35	5	35	3	35	0	0	0	0
	point110	110	165	35	5	35	3	35	0	0	0	0
	point111	111	165	35	5	35	3	35	0	0	0	0
	point112	112	165	35	5	35	3	35	0	0	0	0
	point113	113	165	35	5	35	3	35	0	0	0	0
	point114	114	165	35	5	35	3	35	0	0	0	0
	point115	115	165	35	5	35	3	35	0	0	0	0
	point116	116	165	35	5	35	3	35	0	0	0	0
	point117	117	165	35	5	35	3	35	0	0	0	0
	point118	118	165	35	5	35	3	35	0	0	0	0
	point119	119	165	35	5	35	3	35	0	0	0	0
	point120	120	165	35	5	35	3	35	0	0	0	0
	point121	121	165	35	5	35	3	35	0	0	0	0
	point122	122	165	35	5	35	3	35	0	0	0	0
	point123	123	165	35	5	35	3	35	0	0	0	0

	point124	124	165	35	5	35	3	35	0	0	0	0
	point125	125	165	35	5	35	3	35	0	0	0	0
	point126	126	165	35	5	35	3	35	0	0	0	0
	187	129	165	35	5	35	3	35	0	0	0	0
	point130	130	165	35	5	35	3	35	0	0	0	0
	point131	131	165	35	5	35	3	35	0	0	0	0
	point132	132	165	35	5	35	3	35	0	0	0	0
	point133	133	165	35	5	35	3	35	0	0	0	0
	point134	134	165	35	5	35	3	35	0	0	0	0
	point135	135	165	35	5	35	3	35	0	0	0	0
	point136	136	165	35	5	35	3	35	0	0	0	0
	point137	137	165	35	5	35	3	35	0	0	0	0
	point138	138	165	35	5	35	3	35	0	0	0	0
	point139	139	165	35	5	35	3	35	0	0	0	0
	point140	140	165	35	5	35	3	35	0	0	0	0
	194.5	141	165	35	5	35	3	35	0	0	0	0
	point142	142	165	35	5	35	3	35	0	0	0	0
	point143	143	165	35	5	35	3	35	0	0	0	0
	point144	144										
Wells Rd Northbound S of Blackburn	point148	148	893	40	28	40	19	40	0	0	0	0
	point149	149	893	40	28	40	19	40	0	0	0	0
	point150	150	893	40	28	40	19	40	0	0	0	0
	point151	151	893	40	28	40	19	40	0	0	0	0
	point152	152	893	40	28	40	19	40	0	0	0	0
	point153	153	893	40	28	40	19	40	0	0	0	0
	point154	154	893	40	28	40	19	40	0	0	0	0
	point155	155	893	40	28	40	19	40	0	0	0	0
	point156	156	504	40	16	40	11	40	0	0	0	0
	point157	157	504	40	16	40	11	40	0	0	0	0
	point158	158	504	40	16	40	11	40	0	0	0	0
	point159	159	504	40	16	40	11	40	0	0	0	0
	point160	160	504	40	16	40	11	40	0	0	0	0
	point161	161	504	40	16	40	11	40	0	0	0	0
	point162	162	504	40	16	40	11	40	0	0	0	0

	point163	163	504	40	16	40	11	40	0	0	0	0
	point164	164	504	40	16	40	11	40	0	0	0	0
	point496	496	504	40	16	40	11	40	0	0	0	0
	point165	165	696	40	22	40	15	40	0	0	0	0
	point166	166	696	40	22	40	15	40	0	0	0	0
	point167	167	696	40	22	40	15	40	0	0	0	0
	point168	168										
Wells Rd Southbound S of Blackburn2	point169	169	2527	40	80	40	53	40	0	0	0	0
	point170	170	2527	40	80	40	53	40	0	0	0	0
	point171	171										
SR 126 Westbound Off Ramp	point174	174	1606	45	51	45	34	45	0	0	0	0
	point175	175	1606	45	51	45	34	45	0	0	0	0
	point176	176	1606	45	51	45	34	45	0	0	0	0
	point177	177	1606	45	51	45	34	45	0	0	0	0
	point178	178	1606	45	51	45	34	45	0	0	0	0
	point179	179	1606	45	51	45	34	45	0	0	0	0
	point180	180	1606	45	51	45	34	45	0	0	0	0
	point181	181	1606	45	51	45	34	45	0	0	0	0
	point182	182	1606	45	51	45	34	45	0	0	0	0
	point183	183	1606	45	51	45	34	45	0	0	0	0
	point184	184	1606	45	51	45	34	45	0	0	0	0
	point185	185	1606	45	51	45	34	45	0	0	0	0
	point186	186	1606	45	51	45	34	45	0	0	0	0
	point187	187	1606	45	51	45	34	45	0	0	0	0
	point188	188	1606	45	51	45	34	45	0	0	0	0
	point189	189	1606	45	51	45	34	45	0	0	0	0
	point190	190	1606	45	51	45	34	45	0	0	0	0
	point191	191	1606	45	51	45	34	45	0	0	0	0
	point192	192	1606	45	51	45	34	45	0	0	0	0
	point193	193	1606	45	51	45	34	45	0	0	0	0
	point194	194	1606	45	51	45	34	45	0	0	0	0
	point195	195	1606	45	51	45	34	45	0	0	0	0
	point196	196										
Wells Rd Northbound N of Blackburn	point226	226	414	40	13	40	9	40	0	0	0	0

	point227	227	414	40	13	40	9	40	0	0	0	0
	point228	228	414	40	13	40	9	40	0	0	0	0
	point229	229	414	40	13	40	9	40	0	0	0	0
	point230	230	414	40	13	40	9	40	0	0	0	0
	point231	231										
126 West On/Off Lane	point321	321	390	55	12	55	8	55	0	0	0	0
	point322	322	390	55	12	55	8	55	0	0	0	0
	point323	323	390	55	12	55	8	55	0	0	0	0
	point324	324	390	55	12	55	8	55	0	0	0	0
	point325	325	390	55	12	55	8	55	0	0	0	0
	point326	326	390	55	12	55	8	55	0	0	0	0
	point327	327	390	55	12	55	8	55	0	0	0	0
	point328	328	390	55	12	55	8	55	0	0	0	0
	point329	329	390	55	12	55	8	55	0	0	0	0
	point330	330	390	55	12	55	8	55	0	0	0	0
	point331	331										
SR 126 West Lane 1	point332	332	1161	70	65	65	65	60	0	0	0	0
	point333	333	1161	70	65	65	65	60	0	0	0	0
	point334	334	1161	70	65	65	65	60	0	0	0	0
	point335	335	1161	70	65	65	65	60	0	0	0	0
	point336	336	1161	70	65	65	65	60	0	0	0	0
	point337	337	1161	70	65	65	65	60	0	0	0	0
	point338	338	1161	70	65	65	65	60	0	0	0	0
	point339	339	1161	70	65	65	65	60	0	0	0	0
	point340	340	1161	70	65	65	65	60	0	0	0	0
	point341	341	1161	70	65	65	65	60	0	0	0	0
	point342	342	1161	70	65	65	65	60	0	0	0	0
	point343	343	1161	70	65	65	65	60	0	0	0	0
	point344	344	1161	70	65	65	65	60	0	0	0	0
	point345	345	1161	70	65	65	65	60	0	0	0	0
	point346	346	1161	70	65	65	65	60	0	0	0	0
	point347	347	1161	70	65	65	65	60	0	0	0	0
	point348	348	1161	70	65	65	65	60	0	0	0	0
	point349	349	1161	70	65	65	65	60	0	0	0	0

	point350	350	1161	70	65	65	65	60	0	0	0	0
	point351	351	1161	70	65	65	65	60	0	0	0	0
	point352	352	1161	70	65	65	65	60	0	0	0	0
	point353	353	1161	70	65	65	65	60	0	0	0	0
	point354	354	1161	70	65	65	65	60	0	0	0	0
	point355	355	1161	70	65	65	65	60	0	0	0	0
	point356	356	1161	70	65	65	65	60	0	0	0	0
	point357	357	1161	70	65	65	65	60	0	0	0	0
	point358	358	1161	70	65	65	65	60	0	0	0	0
	point359	359										
SR 126 West Lane 2	point360	360	1161	70	65	65	65	60	0	0	0	0
	point361	361	1161	70	65	65	65	60	0	0	0	0
	point362	362	1161	70	65	65	65	60	0	0	0	0
	point363	363	1161	70	65	65	65	60	0	0	0	0
	point364	364	1161	70	65	65	65	60	0	0	0	0
	point365	365	1161	70	65	65	65	60	0	0	0	0
	point366	366	1161	70	65	65	65	60	0	0	0	0
	point367	367	1161	70	65	65	65	60	0	0	0	0
	point368	368	1161	70	65	65	65	60	0	0	0	0
	point369	369	1161	70	65	65	65	60	0	0	0	0
	point370	370	1161	70	65	65	65	60	0	0	0	0
	point371	371	1161	70	65	65	65	60	0	0	0	0
	point372	372	1161	70	65	65	65	60	0	0	0	0
	point373	373	1161	70	65	65	65	60	0	0	0	0
	point374	374	1161	70	65	65	65	60	0	0	0	0
	point375	375	1161	70	65	65	65	60	0	0	0	0
	point376	376	1161	70	65	65	65	60	0	0	0	0
	point377	377	1161	70	65	65	65	60	0	0	0	0
	point378	378	1161	70	65	65	65	60	0	0	0	0
	point379	379	1161	70	65	65	65	60	0	0	0	0
	point380	380	1161	70	65	65	65	60	0	0	0	0
	point381	381	1161	70	65	65	65	60	0	0	0	0
	point382	382	1161	70	65	65	65	60	0	0	0	0
	point383	383	1161	70	65	65	65	60	0	0	0	0

	point384	384	1161	70	65	65	65	60	0	0	0	0
	point385	385	1161	70	65	65	65	60	0	0	0	0
	point386	386	1161	70	65	65	65	60	0	0	0	0
	point387	387										
SR 126 East Lane 2	point388	388	1161	70	65	65	65	60	0	0	0	0
	point389	389	1161	70	65	65	65	60	0	0	0	0
	point390	390	1161	70	65	65	65	60	0	0	0	0
	point391	391	1161	70	65	65	65	60	0	0	0	0
	point392	392	1161	70	65	65	65	60	0	0	0	0
	point393	393	1161	70	65	65	65	60	0	0	0	0
	point394	394	1161	70	65	65	65	60	0	0	0	0
	point395	395	1161	70	65	65	65	60	0	0	0	0
	point396	396	1161	70	65	65	65	60	0	0	0	0
	point397	397	1161	70	65	65	65	60	0	0	0	0
	point398	398	1161	70	65	65	65	60	0	0	0	0
	point399	399	1161	70	65	65	65	60	0	0	0	0
	point400	400	1161	70	65	65	65	60	0	0	0	0
	point401	401	1161	70	65	65	65	60	0	0	0	0
	point402	402	1161	70	65	65	65	60	0	0	0	0
	point403	403	1161	70	65	65	65	60	0	0	0	0
	point404	404	1161	70	65	65	65	60	0	0	0	0
	point405	405	1161	70	65	65	65	60	0	0	0	0
	point406	406	1161	70	65	65	65	60	0	0	0	0
	point407	407	1161	70	65	65	65	60	0	0	0	0
	point408	408	1161	70	65	65	65	60	0	0	0	0
	point409	409	1161	70	65	65	65	60	0	0	0	0
	point410	410	1161	70	65	65	65	60	0	0	0	0
	point411	411	1161	70	65	65	65	60	0	0	0	0
	point412	412	1161	70	65	65	65	60	0	0	0	0
	point413	413	1161	70	65	65	65	60	0	0	0	0
	point414	414										
SR 126 East Lane 1	point415	415	1161	70	65	65	65	60	0	0	0	0
	point416	416	1161	70	65	65	65	60	0	0	0	0
	point417	417	1161	70	65	65	65	60	0	0	0	0

	point418	418	1161	70	65	65	65	60	0	0	0	0
	point419	419	1161	70	65	65	65	60	0	0	0	0
	point420	420	1161	70	65	65	65	60	0	0	0	0
	point421	421	1161	70	65	65	65	60	0	0	0	0
	point422	422	1161	70	65	65	65	60	0	0	0	0
	point423	423	1161	70	65	65	65	60	0	0	0	0
	point424	424	1161	70	65	65	65	60	0	0	0	0
	point425	425	1161	70	65	65	65	60	0	0	0	0
	point426	426	1161	70	65	65	65	60	0	0	0	0
	point427	427	1161	70	65	65	65	60	0	0	0	0
	point428	428	1161	70	65	65	65	60	0	0	0	0
	point429	429	1161	70	65	65	65	60	0	0	0	0
	point430	430	1161	70	65	65	65	60	0	0	0	0
	point431	431	1161	70	65	65	65	60	0	0	0	0
	point432	432	1161	70	65	65	65	60	0	0	0	0
	point433	433	1161	70	65	65	65	60	0	0	0	0
	point434	434	1161	70	65	65	65	60	0	0	0	0
	point435	435	1161	70	65	65	65	60	0	0	0	0
	point436	436	1161	70	65	65	65	60	0	0	0	0
	point437	437	1161	70	65	65	65	60	0	0	0	0
	point438	438	1161	70	65	65	65	60	0	0	0	0
	point439	439	1161	70	65	65	65	60	0	0	0	0
	point440	440	1161	70	65	65	65	60	0	0	0	0
	point441	441	1161	70	65	65	65	60	0	0	0	0
	point442	442										
SR 126 East Off Ramp	point444	444	238	45	8	45	5	45	0	0	0	0
	point445	445	238	45	8	45	5	45	0	0	0	0
	point446	446	238	45	8	45	5	45	0	0	0	0
	point447	447	238	45	8	45	5	45	0	0	0	0
	point448	448	238	45	8	45	5	45	0	0	0	0
	point449	449	238	45	8	45	5	45	0	0	0	0
	point450	450	238	45	8	45	5	45	0	0	0	0
	point451	451	238	45	8	45	5	45	0	0	0	0
	point452	452	238	45	8	45	5	45	0	0	0	0

	point453	453	238	45	8	45	5	45	0	0	0	0
	point454	454	238	45	8	45	5	45	0	0	0	0
	point455	455	238	45	8	45	5	45	0	0	0	0
	point456	456	238	45	8	45	5	45	0	0	0	0
	point457	457	238	45	8	45	5	45	0	0	0	0
	point458	458	238	45	8	45	5	45	0	0	0	0
	point459	459	238	45	8	45	5	45	0	0	0	0
	point460	460	238	45	8	45	5	45	0	0	0	0
	point461	461	238	45	8	45	5	45	0	0	0	0
	point462	462	238	45	8	45	5	45	0	0	0	0
	point463	463	238	45	8	45	5	45	0	0	0	0
	point464	464	238	45	8	45	5	45	0	0	0	0
	point465	465	238	45	8	45	5	45	0	0	0	0
	point466	466	238	45	8	45	5	45	0	0	0	0
	point467	467	238	45	8	45	5	45	0	0	0	0
	point468	468	238	45	8	45	5	45	0	0	0	0
	point469	469										
SR 126 East On Ramp	point470	470	76	45	2	45	2	45	0	0	0	0
	point471	471	76	45	2	45	2	45	0	0	0	0
	point472	472	76	45	2	45	2	45	0	0	0	0
	point473	473	76	45	2	45	2	45	0	0	0	0
	point474	474	76	45	2	45	2	45	0	0	0	0
	point475	475	76	45	2	45	2	45	0	0	0	0
	point476	476	76	45	2	45	2	45	0	0	0	0
	point477	477	76	45	2	45	2	45	0	0	0	0
	point478	478	76	45	2	45	2	45	0	0	0	0
	point479	479	76	45	2	45	2	45	0	0	0	0
	point480	480	76	45	2	45	2	45	0	0	0	0
	point481	481	76	45	2	45	2	45	0	0	0	0
	point482	482	76	45	2	45	2	45	0	0	0	0
	point483	483	76	45	2	45	2	45	0	0	0	0
	point484	484	76	45	2	45	2	45	0	0	0	0
	point485	485	76	45	2	45	2	45	0	0	0	0
	point486	486	76	45	2	45	2	45	0	0	0	0

	point487	487	76	45	2	45	2	45	0	0	0	0
	point488	488	76	45	2	45	2	45	0	0	0	0
	point489	489	76	49	2	45	2	45	0	0	0	0
	point490	490	76	45	2	45	2	45	0	0	0	0
	point491	491	76	45	2	45	2	45	0	0	0	0
	point492	492	76	45	2	45	2	45	0	0	0	0
	point493	493										

Rincon Consultants, Inc
P. K. Nichols

11 August 2008
TNM 2.5

INPUT: RECEIVERS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)

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	
Road A pad 132	10	1	1,563.8	2,249.2	201.60	4.92	0.00	66	10.0	8.0	Y
Road H pad 133	11	1	1,702.3	2,058.8	194.60	4.92	0.00	66	10.0	8.0	Y
Road G pad 144	12	1	1,947.3	2,054.4	192.80	4.92	0.00	66	10.0	8.0	Y
Road G pad 145	13	1	2,253.5	2,026.5	190.90	4.92	0.00	66	10.0	8.0	Y
Road I pad 146	14	1	2,296.5	1,946.8	190.70	4.92	0.00	66	10.0	8.0	Y
Raod J pad 163	15	1	2,343.3	1,546.8	198.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 177	16	1	2,352.0	1,329.2	201.50	4.92	0.00	66	10.0	8.0	Y
Road K pad 178	17	1	2,355.4	1,117.1	207.30	4.92	0.00	66	10.0	8.0	Y
Measurment location2	18	1	2,346.9	1,462.0	198.00	4.92	0.00	66	10.0	8.0	Y
Road T front of pad 149	22	1	2,184.2	1,873.5	191.40	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 161	23	1	2,227.5	1,497.8	199.60	4.92	0.00	66	10.0	8.0	Y
Road J front of pad 168	24	1	2,159.2	1,438.1	203.60	4.92	0.00	66	10.0	8.0	Y
Road K front of pad 175	25	1	2,207.6	1,236.6	203.50	4.92	0.00	66	10.0	8.0	Y

Rincon Consultants, Inc 11 August 2008
P. K. Nichols TNM 2.5

INPUT: BARRIERS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands SP Soundwall (no garden wall)

Barrier Name	Type	Height Min	Height Max	If Wall $ per Unit Area	If Berm $ per Unit Vol.	Top Width	Run:Rise	Add'tnl $ per Unit Length	Points Name	No.	Coordinates (bottom) X	Y	Z	Height at Point	Segment Seg Ht Perturbs Incre-ment	#Up	#Dn	On Struct?	Important Reflec-tions?
		ft	ft	$/sq ft	$/cu yd	ft	ft:ft	$/ft			ft	ft	ft	ft	ft				
Barrier13	W	0.00	99.99	0.00				0.00	point26	26	1,681.2	2,420.5	195.00	10.00	1.00	16	10		
									point27	27	1,682.6	2,379.1	194.00	10.00	1.00	16	10		
									point28	28	1,697.7	2,354.6	193.00	10.00	1.00	16	10		
									point29	29	1,725.8	2,328.7	192.00	10.00	1.00	16	10		
									point30	30	1,766.6	2,319.6	192.00	10.00	1.00	16	10		
									point31	31	1,821.9	2,323.7	192.00	10.00	1.00	16	10		
									point32	32	1,908.6	2,331.8	191.00	10.00	1.00	16	10		
									point33	33	1,992.9	2,326.8	190.00	10.00	1.00	16	10		
									point34	34	2,046.1	2,298.1	189.00	10.00	1.00	16	10		
									point35	35	2,111.9	2,239.0	188.00	10.00	1.00	16	10		
									point36	36	2,261.9	2,112.4	187.00	10.00	1.00	16	10		
									point37	37	2,323.1	2,039.3	187.60	10.00	1.00	16	10		
									point38	38	2,344.6	1,994.9	187.60	10.00	1.00	16	10		
									point39	39	2,367.4	1,947.6	188.00	10.00	1.00	16	10		
									point40	40	2,384.7	1,899.6	188.50	10.00	1.00	16	10		
									point41	41	2,386.9	1,856.7	189.00	10.00	1.00	16	10		
									point42	42	2,392.0	1,774.2	191.00	10.00	1.00	16	10		
									point43	43	2,398.5	1,533.2	197.00	10.00	1.00	16	10		
									point44	44	2,406.6	1,286.2	203.00	10.00	1.00	16	10		
									point45	45	2,414.2	1,101.3	207.00	10.00					

Roadway Noise - Wells Rd

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Wells Rd:Telegraph-Carlos, Existing

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	946.0
Average automobile speed (mph):	40.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	40.0
Heavy truck volume (v/h):	10.0
Average heavy truck speed (mph):	40.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.3

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Wells Rd: Telegraph-Carlos, Existing+Project

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1007.0
Average automobile speed (mph):	40.0
Medium truck volume (v/h):	10.0
Average medium truck speed (mph):	40.0
Heavy truck volume (v/h):	10.0
Average heavy truck speed (mph):	40.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.6

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Wells Rd: Telegraph-Carlos, Existing+Cumulative

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1137.0
Average automobile speed (mph):	40.0
Medium truck volume (v/h):	12.0
Average medium truck speed (mph):	40.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	40.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Wells Rd: Telegraph-Carlos, Existing+Project+Cumulative

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	1178.0
Average automobile speed (mph):	40.0
Medium truck volume (v/h):	12.0
Average medium truck speed (mph):	40.0
Heavy truck volume (v/h):	12.0
Average heavy truck speed (mph):	40.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.3

Roadway Noise Telegraph Road

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Rd: Saticoy-Wells, Existing

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	583.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	6.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	50.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.1

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Rd: Wells-Saticoy, Existing+Project

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	637.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	7.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	7.0
Average heavy truck speed (mph):	50.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.5

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Rd: Wells-Saticoy, Existing+Cumulative

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	549.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	6.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	50.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	66.9

* * * * CASE INFORMATION * * * *

* * * * Results calculated with TNM Version 2.5 * * * *

Telegraph Rd: Wells-Saticoy, Existing+Cumulative+Project

* * * * TRAFFIC VOLUME/SPEED INFORMATION * * * *

Automobile volume (v/h):	603.0
Average automobile speed (mph):	50.0
Medium truck volume (v/h):	6.0
Average medium truck speed (mph):	50.0
Heavy truck volume (v/h):	6.0
Average heavy truck speed (mph):	50.0
Bus volume (v/h):	0.0
Average bus speed (mph):	0.0
Motorcycle volume (v/h):	0.0
Average Motorcycle speed (mph):	0.0

* * * * TERRAIN SURFACE INFORMATION * * * *

Terrain surface: hard

* * * * RECEIVER INFORMATION * * * *

DESCRIPTION OF RECEIVER # 1

Receptor

Distance from center of 12-ft wide, single lane roadway (ft):	50.0
A-weighted Hourly Equivalent Sound Level without Barrier (dBA):	67.3

Road way Noise Blackburn/SR126

RESULTS: SOUND LEVELS

Parklands SP

Rincon Consultants, Inc
P. K. Nichols

3 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: ParklandsSP Existing
BARRIER DESIGN: INPUT HEIGHTS

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

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name	No.	#DUs	Existing 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
Road A pad 132	10	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
Road H pad 133	11	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
Road G pad 144	12	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Road G pad 145	13	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
Road I pad 146	14	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
Raod J pad 163	15	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Road K pad 177	16	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Road K pad 178	17	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Measurment location2	18	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
Road T front of pad 149	22	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
Road J front of pad 161	23	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
Road J front of pad 168	24	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
Road K front of pad 175	25	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	13	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

Cumulative - 1

3 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands-Blackburn Exisitng+Project
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road G pad 145	13	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
Road I pad 146	14	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
Raod J pad 163	15	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
Road K pad 177	16	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
Road K pad 178	17	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Measurment location2	18	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

Cumulative - 2

3 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands-Blackburn Exisitng+Cumulative
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing 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
Road G pad 145	13	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
Road I pad 146	14	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
Raod J pad 163	15	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Road K pad 177	16	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
Road K pad 178	17	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
Measurment location2	18	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

Rincon Consultants, Inc
P. K. Nichols

Cumulative - 3

3 September 2008
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: Parklands SP
RUN: Parklands-Blackburn Exsitng+Cumultiv+Prj
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

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

Receiver Name	No.	#DUs	Existing LAeq1h	No Barrier LAeq1h Calculated	No Barrier LAeq1h Crit'n	Increase over existing Calculated	Increase over existing Crit'n Sub'l Inc	Type Impact	With Barrier Calculated LAeq1h	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Road G pad 145	13	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
Road I pad 146	14	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
Raod J pad 163	15	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
Road K pad 177	16	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Road K pad 178	17	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
Measurment location2	18	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	6	0.0	0.0	0.0
All Impacted	6	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

NOISE IMPACT STUDY
PARKLANDS MASTER PLAN
TENTATIVE TRACT MAP NO. 5632
VENTURA, CALIFORNIA

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1.0 INTRODUCTION

The proposed Parklands Master Plan involves the development of a 66.73 acre site located immediately west of Wells Road and south of Telegraph Road, Ventura, California. The development would consist of 326 single-family residences, 161 units of multi-family residences and 15,290 gross square feet of retail/commercial. This Noise Impact Study was prepared for submittal to the City of Ventura to facilitate assessment of environmental impacts. This Study was prepared consistent with the *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects* and the *Technical Noise Supplement* developed by the California Department of Transportation (Caltrans).

2.0 SUMMARY

2.1 PROPOSED PROJECT

Noise modeling indicates that implementation of the Parklands Master Plan would result in noise increases at existing residences of 0.6 dBA Leq or less. This impact is considered less than significant based on criteria used in the 2005 General Plan Environmental Impact Report. However, modeled noise levels at all existing residences along Telegraph Road and Blackburn Road exceed the 65 dBA CNEL limit of Policy 7E of the 2005 General Plan.

Noise modeling indicates traffic noise levels at exterior living spaces at proposed residences near SR 126 (along the southern site boundary, represented by Receptors R2 and R3) and residences near the Blackburn Road/Wells Road intersection (represented by Receptor NR4) would exceed the Policy 7E standard. Future increases in traffic volumes (especially on SR 126) would exacerbate this condition.

General Plan Policy 7E requires interior noise levels of 45 dBA CNEL or less in habitable rooms. Residential construction in compliance with the California Building Code generally results in a 20 to 30 dBA attenuation of noise external to the structure. Assuming a 20 dBA attenuation, interior traffic noise at proposed residences along Telegraph Road, Wells Road and Blackburn Road (represented by Receptors R2, R3, NR4, NR7 and R8) would exceed the 45 dBA CNEL interior standard.

2.2 MITIGATED PROJECT

A sound wall between Blackburn Road and SR 126 is proposed to reduce traffic noise levels. In addition, garden walls immediately north of Blackburn Road are proposed to further mitigate traffic noise from SR 126. Additional measures are proposed to reduce interior noise levels through the use of improved construction materials and methods (see Section 10.1).

Noise modeling indicates that proposed mitigation would reduce traffic noise at exterior living spaces of proposed residences below the Policy 7E standard (65 dBA CNEL). Therefore, the mitigated project (existing+project conditions) complies with the exterior noise standard of Policy 7E. Implementation of the recommended sound insulation materials and methods is expected to reduce interior noise levels below the Policy 7E standard.

However, noise modeling indicates that the proposed walls would not reduce future traffic noise at the exterior living space of one proposed residence (represented by Receptor NR4) below the Policy 7E standard (65 dBA CNEL). The Policy 7E noise standard would be exceeded at this residence due to proximity to Wells Road and building orientation, as traffic noise at the exterior living space would not be attenuated by the residential structure. This condition would be mitigated by linking the residential structure with the detached garage, to provide noise attenuation for the exterior living space. With implementation of this mitigation measure, all proposed residences would comply with the exterior and interior noise standards of Policy 7E under both existing and future conditions.

3.0 SETTING

The project site is located immediately north of State Route 126, west of Wells Road and south of Telegraph Road. Therefore, the noise environment of the site is dominated by traffic noise. Other noise sources include farm equipment used to cultivate row crops on the site, and occasional over-flights of light aircraft (mostly from the Camarillo Airport).

4.0 CHARACTERISTICS OF NOISE

Noise is generally defined as unwanted or objectionable sound. Noise levels are measured on a logarithmic scale because of physical characteristics of sound transmission and reception. Noise energy is typically reported in units of decibels (dB), where zero decibels is defined as 20 μPa or the absolute threshold of hearing in healthy young adults. Community noise levels are typically measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear.

Noise levels diminish (or attenuate) as distance to the source increases according to the inverse square rule, but the rate constant varies with the type of sound source. The typical sound attenuation rate from point sources such as industrial facilities is about 6 dB per doubling of distance and 3 dB per doubling of distance for line sources (vehicle traffic).

Distance attenuation is a combination of geometric divergence and ground attenuation. Geometric divergence is the geometric spreading of energy over an ever increasing area. Ground attenuation is the absorption of noise energy by the ground when the noise path is very near the ground surface. The combination of these two factors is known as the drop-off factor. Hard sites are defined as sites with reflective materials such as pavement or water bodies, and are assigned a drop-off factor of 3.0 dB per doubling of distance due to the lack of ground attenuation. Soft sites have absorptive surfaces such as dirt and vegetation, and are assigned a drop-off factor of 4.5 dB per doubling of distance due to an assumed 1.5 dB of ground attenuation.

Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. Noise is more disturbing at night and noise indices have been developed to account for the time of day and duration of noise generation. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (DNL or Ldn) are such indices. These indices are time-weighted average values equal to the amount of acoustic energy equivalent to a time-varying sound over a 24-hour period. The CNEL index penalizes night-time noise (10 p.m. to 7 a.m.) by adding 10 dB and evening noise (7 p.m. to 10 p.m.) by adding 5 dB to account for increased sensitivity of the community after dark. The Ldn index penalizes night-time noise the same as the CNEL index, but does not penalize evening noise.

5.0 NOISE STANDARDS

To limit population exposure to objectionable and/or physically damaging noise levels, Federal, State, and local governments have established noise standards. Noise standards applicable to the project include:

- Traffic noise abatement criteria (NAC) adopted by the Federal Highway Administration (FHWA) and Caltrans;
- Noise compatibility guidelines of the California Office of Planning and Research;
- Federal Interagency Committee on Noise criteria; and
- Policy 7E of the 2005 Ventura General Plan.

5.1 NOISE ABATEMENT CRITERIA (NAC)

The FHWA and Caltrans NAC is 67 dBA Leq (outdoor) for residences and other noise sensitive land uses (parks, schools, churches, hospitals, etc.). FHWA and Caltrans NAC is 72 dBA Leq (outdoor) for non-noise sensitive land uses. The NAC were used to determine if proposed residences would be exposed to excessive peak hour noise.

5.2 NOISE COMPATIBILITY GUIDELINES

Noise compatibility guidelines of the California Office of Planning and Research indicate:

- Noise levels below 60 dBA Ldn or CNEL are normally acceptable for single-family residences;
- Noise levels between 60 and 70 dBA Ldn or CNEL are conditionally acceptable for single-family residences;
- Noise levels below 65 dBA Ldn or CNEL are normally acceptable for multi-family residences, schools and churches; and
- Noise levels between 65 and 70 dBA Ldn or CNEL are conditionally acceptable for multi-family residences, schools and churches.

These guidelines were used to determine if existing or proposed land uses in the project vicinity would be exposed to excessive noise.

5.3 FEDERAL INTERAGENCY COMMITTEE ON NOISE

Consistent with the City of Ventura 2005 General Plan Environmental Impact Report, Federal Interagency Committee on Noise criteria were used to determine if project-related traffic noise increases would significantly impact existing land uses. These thresholds include:

- A 5 dBA increase is considered significant if existing ambient noise is less than 60 dBA CNEL;
- A 3 dBA increase is considered significant if existing ambient noise is between 60 and 65 dBA CNEL; and
- A 1.5 dBA increase is considered significant if existing ambient noise is greater than 65 dBA CNEL.

5.4 POLICY 7E OF THE VENTURA 2005 GENERAL PLAN

Action 7.32 of Policy 7E requires an acoustical analysis and implementation of mitigation to ensure noise levels at exterior spaces of new residences does not exceed 65 dBA CNEL and interior noise of habitable rooms does not exceed 45 dBA CNEL.

6.0 NOISE RECEPTORS

6.1 EXISTING

Land uses adjacent to the project site include the following:

- Residences along Telegraph Road north of the site and along Linden Drive west of the site;
- Bonaventure senior housing project at the northwest corner of Telegraph Road and Wells Road;
- Residences within the Country Estates Mobile Home Park on Blackburn Road;
- A single-family residence off Blackburn Road;
- St. Augustine Academy on Wells Road; and
- Las Clinicas medical building on Wells Road.

These receptors were included in the noise modeling to determine if project-related traffic would result in significant noise increases. Existing receptor locations are identified in Figure 1.

6.2 PROPOSED

Several residences proposed as part of the Parklands Master Plan were selected as noise receptors to determine if the post-project conditions would result in excessive traffic noise at these residences. Proposed noise receptor locations are also identified in Figure 1.

7.0 NOISE MONITORING

Noise levels were measured at three locations adjacent to the project site. Measurements were conducted on November 4, 2005 using a Larson-Davis DSP-80 Type 1 Precision Integrating Sound Level Meter. The Meter was calibrated using a Larson-Davis CAL200 Calibrator at 94 dBA. Measurements were conducted for 15 to 20 minutes, during or near p.m. peak hour. Other data recorded during noise monitoring included vehicle speeds and traffic volume (5 minute count) Noise monitoring data and field observations indicated that the primary source of noise at the project site is traffic on State Route (SR) 126. Monitoring data is presented in Table 1.

Table 1. Noise Monitoring Data

Location	Time Period	Noise Level (dBA Leq)
Near Bonaventure Senior Housing (Telegraph Road)	1535 to 1550	67.0
Near Las Clincas medical building (Wells Road)	1555 to 1615	76.1
Near Country Estates Mobile Home Park (Blackburn Road)	1623 to 1643	74.2

8.0 NOISE MODEL INPUTS

8.1 MODEL DESCRIPTION

The SOUND2000 Model was used to predict future noise levels associated with traffic generated by the proposed project. Noise levels at both existing and proposed land uses were modeled to determine if the project would have a significant noise impact on existing land uses and to determine if implementation of the Parklands Master Plan would expose future residents to excessive noise.

The SOUND2000 Model is based on methodology documented in FHWA-RD-77-108 and uses California Vehicle Noise Reference Energy Mean Emission Levels (Calveno). The Model was developed to estimate peak hour noise, such that time-weighted values (Ldn or CNEL) are not provided.

Geographical coordinates (x,y,z) for receivers and roadway alignments used in the Model were taken from the drawings provided by the project engineer (DTR Engineering). Roadways modeled included SR 126, Wells Road, Telegraph Road and Blackburn Road.

Due to the level topography of the project area, the roadway elevation was assumed to be zero. In addition, no grade corrections were applied to the noise reference levels. Consistent with Section N-5311 of the Technical Noise Supplement, receiver elevation was considered 1.5 meters (5 feet) above the ground elevation. However, a receiver elevation of 7 feet was used for the Country Estates Mobile Home Park as mobile homes are elevated on stands.

Consistent with Section N-5513 of the Technical Noise Supplement, a drop-off rate of 3 dBA was assumed because the distance between the most impacted receivers and modeled traffic lanes was less than 50 feet (15 meters).

8.2 TRAFFIC DATA

Existing, future (year 2025) and project-related traffic volumes on affected roadways was obtained from the Traffic and Circulation Study prepared for the Parklands project by Associated Transportation Engineers (dated October 14, 2005). Based on review of the Traffic and Circulation Study, p.m. peak hour had the highest traffic volumes and was used as the analysis scenario for the noise modeling. However, traffic volumes on SR 126 were not included in the Traffic and Circulation Study and were obtained from the Caltrans website and the City of Ventura 2005 General Plan Environmental Impact Report.

The percentage of trucks on SR 126 was obtained from *2004 Annual Average Daily Truck Traffic on the California State Highway System* compiled by Caltrans. Based on field observations and modeling results, Wells Road was assumed to have the same percentage of trucks as SR 126. Telegraph Road and Blackburn Road were assumed to have a lower percentage of trucks than SR 126. Consistent with Section N-5511 of the Technical Noise Supplement, medium-duty trucks are defined as trucks with two axles and six wheels, with a gross vehicle weight between 10,000 and 26,500 pounds. Heavy-duty trucks are defined as trucks with three or more axles. Peak hour (p.m.) traffic volumes in units of vehicles per hour (vph) used in the modeling are presented in Table 2.

Table 2. Traffic Volumes used in the Noise Modeling

Roadway	Existing Volume (vph)	Existing + Project Volume (vph)	Year 2025 Volume (vph)	Year 2025 + Project Volume (vph)
SR 126 Westbound	1850	1850	2580	2580
SR 126 Eastbound	1850	1850	2580	2580
Wells Road Northbound	670	759	946	1035
Wells Road Southbound	460	477	533	550
Telegraph Road Westbound	370	394	376	400
Telegraph Road Eastbound	380	456	384	460
Blackburn Road Westbound	80	174	89	183
Blackburn Road Eastbound	70	128	78	128

8.3 SOUND WALLS

The existing masonry wall located immediately south and east of the Country Estates Mobile Home Park was included in the modeling. However, the wall is only 6 to 6.5 feet high and the mobile homes are elevated such that the wall is an ineffective sound barrier.

9.0 NOISE MODEL RESULTS

9.1 EXISTING RECEPTORS

Noise model results are presented in Tables 3 and 4 for existing and year 2025 scenarios, respectively. The implementation of the Parklands Master Plan would result in a less than 1 dBA increase in traffic noise levels at existing receptors. Therefore, the project-related noise increase is not considered significant, based on the Federal Interagency Committee on Noise.

Based on conversion factors provided in Section N-2231 of the Caltrans Technical Noise Supplement, every receptor modeled exceeds the 65 dBA CNEL limit of Policy 7E of the General Plan. The modeled existing noise level at receptors R1, R11, R15 and R17 exceeds the Caltrans NAC (67 dBA Leq).

Table 3. Noise Model Results for Existing Receptors under Current Conditions (dBA Leq)

Receptor Number	Receptor Description	Existing	Existing + Project	Project Increase
R1	Mobile home on Blackburn Road	70.0	70.2	0.2
R15	Single-family residence off Blackburn Road	71.8	71.9	0.1
R11	Single-family residence near Telegraph Road/Linden Drive intersection	68.1	68.5	0.4
R10	Single-family residence near Telegraph Road/Nevada Avenue intersection	66.0	66.5	0.5
R17	Single-family residence on Linden Drive	67.4	67.9	0.5
R12	Bonaventure senior housing	66.3	66.7	0.4
R13	St. Augustine Academy	66.8	67.3	0.5
R9	Las Clinicas medical building	69.6	70.0	0.4

Table 4. Noise Model Results for Existing Receptors under Year 2025 Conditions (dBA Leq)

Receptor Number	Receptor Description	Year 2025	Year 2025 + Project	Project Increase
R1	Mobile home on Blackburn Road	71.4	71.6	0.2
R15	Single-family residence off Blackburn Road	73.2	73.3	0.1
R11	Single-family residence near Telegraph Road/Linden Drive intersection	68.3	68.6	0.3
R10	Single-family residence near Telegraph Road/Nevada Avenue intersection	66.3	66.7	0.4
R17	Single-family residence on Linden Drive	67.5	68.1	0.6
R12	Bonaventure senior housing	66.7	67.0	0.3
R13	St. Augustine Academy	68.0	68.3	0.3
R9	Las Clinicas medical building	70.9	71.2	0.3

9.2 PROPOSED RECEPTORS

Exterior Noise Standards. Noise model results are presented in Tables 5 and 6 for existing and year 2025 scenarios, respectively. Generally, the receptors represent exterior living spaces of the nearest residence to noise sources (roadways). Based on conversion factors provided in Section N-2231 of the Caltrans Technical Noise Supplement and 24-hour traffic counts on Wells Road, Leq noise values were converted to CNEL values. Residences proposed as part of the Parklands Master Plan would be exposed to noise levels exceeding the Ventura General Plan Policy 7E limit (65 dBA CNEL) and Caltrans NAC (67 dBA Leq) (see Table 5 and 6 values in bold).

Based on meetings with City staff, the exterior noise standard of Policy 7E is applied to exterior living spaces, including side yards and back yards for single-family residences and courtyards for multiple-family residences. Front yards are not considered exterior living spaces. Therefore, project-related noise levels were estimated for exterior living spaces, including backyards or sideyards of single-family residences (receptors R2, R3, NR4, R6, NR36) and courtyards for multiple-family residences (receptors NR5, NR16, NR35). Modeled noise values for exterior spaces were reduced by 5 dBA as recommended by Harris (1991) for residences along Telegraph Road and Wells Road as these areas would be shielded by intervening structures.

Table 5 indicates the Policy 7E exterior noise standard at exterior living spaces for single-family residences with backyards near SR 126 (represented by Receptors R2 and R3), and side yards facing Wells Road (represented by Receptor NR4).

Future conditions (year 2025) involve increased traffic volumes, especially on SR 126, which would exacerbate existing traffic noise. Similar to noise modeling results for existing+project conditions (see Table 5), future traffic conditions (see Table 6) would result in the exposure of exterior living spaces of residences near SR 126 and Wells Road to traffic noise exceeding the Policy 7E standard.

Table 5. Noise Model Results for Proposed Receptors under Existing + Project Conditions

Receptor Number	Receptor Description	dBA Leq	dBA CNEL
R2	Backyard of single-family residence near Country Estates Mobile Home Park	**73.8**	**74.5**
R3	Backyard of single-family residence near Blackburn Road	**72.3**	**73.0**
NR4	Sideyard of single-family residence near Wells Road	66.4	**67.1**
NR5	Courtyard of multi-family residence near Wells Road*	62.5	63.2
R6	Single-family residence west of Brown Barranca	62.2	62.9
NR7	Multi-family residence near Wells Road (structure)	67.6	68.3
R8	Single-family residence near Telegraph Road/Linden Road intersection (front yard)	66.8	67.5
NR35	Courtyard of multi-family residence near Telegraph Road/Wells Road intersection*	61.6	62.3
NR36	Backyard of single-family residence along Telegraph Road near Linden Drive*	59.6	60.3
NR16	Backyard of single-family residence along Telegraph Road*	62.2	62.9

*Considered exterior living space, noise value includes attenuation from residential structure between roadway and receptor

Table 6. Noise Model Results for Proposed Receptors under Year 2025 + Project Conditions

Receptor Number	Receptor Description	dBA Leq	dBA CNEL
R2	Backyard of single-family residence near Country Estates Mobile Home Park	**75.2**	**75.9**
R3	Backyard of single-family residence near Blackburn Road	**73.6**	**74.3**
NR4	Sideyard of single-family residence near Wells Road	**67.6**	**68.3**
NR5	Courtyard of multi-family residence near Wells Road*	63.6	64.3
R6	Single-family residence west of Brown Barranca	63.2	63.9
NR35	Courtyard of multi-family residence near Telegraph Road/Wells Road intersection*	62.6	63.3
NR36	Backyard of single-family residence along Telegraph Road near Linden Drive*	59.9	60.6
NR16	Backyard of single-family residence along Telegraph Road*	62.6	63.3

*Considered exterior living space, noise value includes attenuation from residential structure between roadway and receptor

Interior Noise Standard. General Plan Policy 7E requires noise levels of 45 dBA CNEL or less in habitable rooms. Residential construction in compliance with the California Building Code generally results in a 20 to 30 dBA attenuation of noise external to the structure. Assuming a 20 dBA attenuation, Tables 5 and 6 indicate interior noise at proposed residences along Telegraph Road, Wells Road and Blackburn Road (represented by Receptors R2, R3, NR4, NR7, R8) would exceed the 45 dBA CNEL interior standard.

10.0 MITIGATION

10.1 CURRENT CONDITIONS

Exterior Noise Standard. Sound walls were considered as mitigation to reduce traffic noise levels at proposed residences. Based on concerns expressed by City staff, sound walls were limited to the area immediately south of Blackburn Road, to attenuate traffic noise from SR 126. The proposed sound wall would be 16 feet-tall, constructed of reinforced masonry block (or similar solid wall). Taller walls were not considered as 16 feet is the maximum wall height generally constructed by Caltrans. The proposed wall would not attenuate traffic noise from Wells Road and Telegraph Road; therefore, it would have minimal benefit to proposed residences along these roadways. In addition, lower garden walls (8 foot-high) are proposed along the north side of Blackburn Road to further attenuate traffic noise from SR 126 (see Figure 1).

Table 7 provides noise modeling results of the effectiveness of the proposed sound wall and garden walls. Noise modeling indicates that the proposed walls would reduce traffic noise at exterior living spaces of proposed residences below the Policy 7E standard (65 dBA CNEL). Note that modeled noise levels are provided in Table 7 for Receptors NR7 and R8, although these locations represent the closest point to roadways and not exterior living spaces. These data are used to estimate interior and not exterior noise levels.

An additional benefit of the proposed mitigation is that it would reduce traffic noise at the existing residence off Blackburn Road.

Interior Noise Standard. Assuming a 20 dBA attenuation, Table 7 indicates interior noise (with proposed mitigation) at proposed residences along Telegraph Road (represented by Receptor R8) and Wells Road (represented by Receptor NR7) would exceed the 45 dBA CNEL interior standard.

Therefore, the following mitigation measures should be applied to multiple-family structures along Wells Road and Telegraph Road and the first row of single-family residences along Telegraph Road:

- Windows facing the street should be dual-pane, laminated with a Sound Transmission Class (STC) rating of at least 40;
- Exterior walls facing the street should be constructed of staggered wood studs, or equipped with a resilient channel between the studs and wallboard, or any other wall system with an STC rating of at least 50;
- Exterior doors facing the street should be of a sound insulating design with a STC rating of at least 38; and
- All exterior doors and windows should be installed with proper weather stripping.

Table 7. Mitigated Noise Model Results for Proposed Receptors under Existing + Project Conditions

Receptor Number	Receptor	dBA Leq		dBA CNEL	
		Existing + Project	Existing + Project with Sound Walls	Existing + Project	Existing + Project with Sound Walls
R2	Backyard of single-family residence near Country Estates Mobile Home Park	73.8	61.3	74.5	62.0
R3	Backyard of single-family residence near Blackburn Road	72.3	60.3	73.0	61.0
NR4	Sideyard of single-family residence near Wells Road	66.4	63.5	67.1	64.2
NR5	Courtyard of multi-family residence near Wells Road*	62.5	62.0	63.2	62.7
R6	Single-family residence west of Brown Barranca	62.2	60.2	62.9	60.9
NR7	Multi-family residence near Wells Road (structure)	67.6	67.4	68.3	68.1
R8	Single-family residence near Telegraph Road/Linden Road intersection (front yard)	66.8	66.5	67.5	67.2
NR35	Courtyard of multi-family residence near Telegraph Road/Wells Road intersection*	61.6	61.4	62.3	62.1
NR36	Backyard of single-family residence along Telegraph Road near Linden Drive*	59.6	59.2	60.3	59.9
NR16	Backyard of single-family residence along Telegraph Road*	62.2	62.0	62.9	62.7

*Considered exterior living space, noise value includes attenuation from residential structure between roadway and receptor

10.2 FUTURE CONDITIONS (YEAR 2025)

Exterior Noise Standard. Table 8 provides noise modeling results of the effectiveness of proposed mitigation, a sound wall along SR 126 and garden walls along Blackburn Road. Noise modeling indicates that proposed mitigation would reduce future traffic noise at exterior living spaces of proposed residences below the Policy 7E standard (65 dBA CNEL), with the exception of one residence (see Receptor NR4). The Policy 7E noise standard would be exceeded at this residence due to proximity to Wells Road and building orientation, as traffic noise at the exterior living space would not be attenuated by the residential structure. This condition would be mitigated by linking the residential structure with the detached garage, to provide noise attenuation for the exterior living space. The noise level listed in Table 8 reflects a 5 dbA reduction associated with implementation of this mitigation measure.

Interior Noise Standard. Assuming a 20 dBA attenuation, Table 8 indicates interior noise (with proposed mitigation) at proposed residences along Telegraph Road (represented by Receptor R8) and Wells Road (represented by Receptor NR7) would exceed the 45 dBA CNEL interior standard.

Therefore, the mitigation measures provided in Section 10.1 should be applied to multiple-family structures along Wells Road and Telegraph Road and the first row of single-family residences along Telegraph Road.

Table 8. Mitigated Noise Model Results for Proposed Receptors under Year 2025 + Project Conditions

Receptor Number	Receptor	dBA Leq		dBA CNEL	
		Year 2025 + Project	Year 2025 + Project with Sound Walls	Year 2025 + Project	Year 2025 + Project with Sound Walls
R2	Backyard of single-family residence near Country Estates Mobile Home Park	75.2	62.6	75.9	63.3
R3	Backyard of single-family residence near Blackburn Road	73.6	61.5	74.3	62.2
NR4	Sideyard of single-family residence near Wells Road**	67.6	59.5	68.3	60.2
NR5	Courtyard of multi-family residence near Wells Road*	63.6	63.0	64.3	63.7
R6	Single-family residence west of Brown Barranca	63.2	61.1	63.9	61.8
NR7	Multi-family residence near Wells Road (structure)	68.6	68.3	69.3	69.0
R8	Single-family residence near Telegraph Road/Linden Road intersection (front yard)	67.0	66.6	67.7	67.3
NR35	Courtyard of multi-family residence near Telegraph Road/Wells Road intersection*	62.6	62.3	63.3	63.0
NR36	Backyard of single-family residence along Telegraph Road near Linden Drive*	59.9	59.3	60.6	60.0
NR16	Backyard of single-family residence along Telegraph Road*	62.6	62.3	63.3	63.0

* Considered exterior living space, noise value includes attenuation from residential structure between roadway and receptor
** Noise value includes additional mitigation associated with linking the residential structure to the detached garage

April 2007
Project No. 0502-2152

padre associates, Inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

MAP OF NOISE RECEPTOR
AND PROPOSED SOUND WALL
FIGURE 1

SOUND2000 MODELING DATA

**** Sound 2000 (Caltrans Version of Stamina2/Optima) ****

INPUT DATA FILE : C:\Program Files\Project2000\Data\Parklands_Ex+Proj_Apr07.s32
DATE : 4/6/2007

PARKLANDS PROJECT

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	127	35	1	30	0	0	EXIST+PROJ PEAK HOUR
2	172	35	2	30	0	0	EXISTING+PROJ PEAK HOUR
3	713	45	19	40	27	35	EXISTING+PROJ PEAK HOUR
4	448	45	12	40	17	35	EXISTING+PROJ PEAK HOUR
5	382	45	8	45	4	40	EXISTING+PROJ PEAK HOUR
6	442	45	9	45	5	40	EXISTING+PROJ PEAK HOUR
7	1739	65	46	65	65	60	EXISTING PEAK HOUR
8	1739	65	46	65	65	60	EXISTING PEAK HOUR

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION	LANE DESCRIPTION
1	1		-100.0	242.0	0.0		EB BLACKBURN
	2		1136.0	308.0	0.0		
	3		1266.0	378.0	0.0		
	4		1505.0	676.0	0.0		
	5		1494.0	936.0	0.0		
			1590.0	1013.0	0.0		
2	1		1590.0	1025.0	0.0		WB BLACKBURN
	2		1476.0	944.0	0.0		
	3		1494.0	682.0	0.0		
	4		1256.0	386.0	0.0		
	5		1134.0	320.0	0.0		
			-100.0	254.0	0.0		
3	1		1760.0	0.0	0.0		NB WELLS
	2		1680.0	900.0	0.0		
			1672.0	3000.0	0.0		
4	1		1640.0	3000.0	0.0		SB WELLS
	2		1648.0	900.0	0.0		
			1725.0	0.0	0.0		
5	1		2000.0	2612.0	0.0		WB TELEGRAPH
			-300.0	2612.0	0.0		
6	1		-300.0	2586.0	0.0		EB TELEGRAPH
			2000.0	2586.0	0.0		
7	1		2000.0	176.0	0.0		WB 126
			-300.0	178.0	0.0		
8	1		-300.0	110.0	0.0		EB 126
			2000.0	108.0	0.0		

BARRIER DATA

Barrier No. 1 Barrier Description: EXIST NOISE WALL
Type: Wall

Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	276.0	1450.0	10.0	16.0	B2 P1	*	6
2	276.0	290.0	0.0	6.0	B2 P2	*	6
3	86.0	287.0	0.0	6.0	B2 P3	*	6
	72.0	300.0	0.0	5.0	B2 P4	*	5

RECEIVER DATA

REC NO.	X	Y	Z	ID
1	124.0	292.0	7.0	EX_BLACKBURN
2	348.0	308.0	5.0	NEW_BLACKBURN
3	1210.0	386.0	5.0	NEW_BLACKBURN2
4	1446.0	1048.0	5.0	NEW_WELLS
5	1574.0	1605.0	5.0	NEW_WELLS_MFR
6	1124.0	1838.0	5.0	NEW_RES_PH1
7	1566.0	2460.0	5.0	NEW_TELEWELLS_MFR
8	352.0	2526.0	5.0	NEW_TELEGRAPH
9	1728.0	1712.0	5.0	MED_BLDG_WELLS
10	696.0	2676.0	5.0	EX_SFR_TELE
11	136.0	2646.0	5.0	EX_SFR2_TELE
12	1230.0	2682.0	5.0	EX_SENIOR_MF
13	1782.0	2045.0	5.0	ST ANTHONYS
14	475.0	395.0	5.0	BLACKBURN SETBACK
15	892.0	386.0	5.0	BLACKBURN_SFR
16	1038.0	2515.0	5.0	NEW_TELE_MFR
17	110.0	2544.0	5.0	NEW_SFR_LINDEN
18	1530.0	1600.0	5.0	WELLS_SETBACK
19	1480.0	2460.0	5.0	WELLS_TELE_SETBACK
20	1266.0	530.0	5.0	BASIN RESIDENCE
21	1444.0	1086.0	5.0	NR4
22	1546.0	1510.0	5.0	NR5
23	1548.0	2268.0	5.0	NR7
24	1280.0	2520.0	5.0	NR16
25	1518.0	2215.0	5.0	NR35
26	350.0	2476.0	5.0	NR36

DROP-OFF RATES

LANE No.	RECEIVER NO. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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

TITLE:
PARKLANDS PROJECT

1

BARRIER DATA
****

BAR ELE	0	1	2	3	4	5	6	7	BAR ID	LENGTH	TYPE
	BARRIER HEIGHTS										
1	-	6.*							B2 P1	1160.0	
2	-	6.*							B2 P2	190.0	
3	-	6.*							B2 P3	19.1	
	0	1	2	3	4	5	6	7			

1

REC	REC ID	DNL	PEOPLE	LEQ(CAL)
1	EX_BLACK	67.	500.	70.2
2	NEW_BLAC	67.	500.	73.8
3	NEW_BLAC	67.	500.	72.3
4	NEW_WELL	67.	500.	66.6
5	NEW_WELL	67.	500.	68.6
6	NEW_RES_	67.	500.	62.2
7	NEW_TELE	67.	500.	69.0
8	NEW_TELE	67.	500.	66.8
9	MED_BLDG	67.	500.	70.0
10	EX_SFR_T	67.	500.	66.5
11	EX_SFR2_	67.	500.	68.5
12	EX_SENIO	67.	500.	66.7
13	ST ANTHO	67.	500.	67.3
14	BLACKBUR	67.	500.	71.4
15	BLACKBUR	67.	500.	71.9
16	NEW_TELE	67.	500.	66.5
17	NEW_SFR_	67.	500.	67.9
18	WELLS_SE	67.	500.	67.0
19	WELLS_TE	67.	500.	67.0
20	BASIN RE	67.	500.	69.7
21	NR4	67.	500.	66.4
22	NR5	67.	500.	67.5
23	NR7	67.	500.	67.6
24	NR16	67.	500.	67.2
25	NR35	67.	500.	66.6
26	NR36	67.	500.	64.6

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION
1 1 1
CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION
6. 6. 6.

**** Sound 2000 (Caltrans Version of Stamina2/Optima) ****

INPUT DATA FILE : C:\Program Files\Project2000\Data\Parklands_Ex+Proj_Apr07.s32
DATE : 4/6/2007 Mitigated

PARKLANDS PROJECT

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	127	35	1	30	0	0	EXIST+PROJ PEAK HOUR
2	172	35	2	30	0	0	EXISTING+PROJ PEAK HOUR
3	713	45	19	40	27	35	EXISTING+PROJ PEAK HOUR
4	448	45	12	40	17	35	EXISTING+PROJ PEAK HOUR
5	382	45	8	45	4	40	EXISTING+PROJ PEAK HOUR
6	442	45	9	45	5	40	EXISTING+PROJ PEAK HOUR
7	1739	65	46	65	65	60	EXISTING PEAK HOUR
8	1739	65	46	65	65	60	EXISTING PEAK HOUR

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION	LANE DESCRIPTION
1	1		-100.0	242.0	0.0		EB BLACKBURN
	2		1136.0	308.0	0.0		
	3		1266.0	378.0	0.0		
	4		1505.0	676.0	0.0		
	5		1494.0	936.0	0.0		
			1590.0	1013.0	0.0		
2	1		1590.0	1025.0	0.0		WB BLACKBURN
	2		1476.0	944.0	0.0		
	3		1494.0	682.0	0.0		
	4		1256.0	386.0	0.0		
	5		1134.0	320.0	0.0		
			-100.0	254.0	0.0		
3	1		1760.0	0.0	0.0		NB WELLS
	2		1680.0	900.0	0.0		
			1672.0	3000.0	0.0		
4	1		1640.0	3000.0	0.0		SB WELLS
	2		1648.0	900.0	0.0		
			1725.0	0.0	0.0		
5	1		2000.0	2612.0	0.0		WB TELEGRAPH
			-300.0	2612.0	0.0		
6	1		-300.0	2586.0	0.0		EB TELEGRAPH
			2000.0	2586.0	0.0		
7	1		2000.0	176.0	0.0		WB 126
			-300.0	178.0	0.0		
8	1		-300.0	110.0	0.0		EB 126
			2000.0	108.0	0.0		

BARRIER DATA

Barrier No. 1 Barrier Description: South A Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	290.0	500.0	0.0	8.0	B2 P1	*	8
2	296.0	290.0	0.0	8.0	B2 P2	*	8
	375.0	295.0	0.0	8.0	B2 P3	*	8

Barrier No. 2 Barrier Description: South B Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	420.0	293.0	0.0	8.0	B3 P1	*	8
	632.0	304.0	0.0	8.0	B3 P2	*	8

Barrier No. 3 Barrier Description: South C Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	664.0	306.0	0.0	8.0	B4 P1	*	8
2	806.0	307.0	0.0	8.0	B4 P2	*	8
3	805.0	524.0	0.0	8.0	B4 P3	*	8
4	1002.0	528.0	0.0	8.0	B4 P4	*	8
5	1008.0	320.0	0.0	8.0	B4 P5	*	8
	1040.0	322.0	0.0	8.0	B4 P6	*	8

Barrier No. 4 Barrier Description: South D Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	1080.0	322.0	0.0	8.0	B5 P1	*	8
2	1188.0	358.0	0.0	8.0	B5 P2	*	8
	1330.0	486.0	0.0	8.0	B5 P3	*	8

Barrier No. 5 Barrier Description: Exist Wall Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	276.0	1450.0	10.0	16.0	B5 P1	*	6
2	276.0	290.0	0.0	6.0	B5 P2	*	6
3	86.0	287.0	0.0	6.0	B5 P3	*	6
	72.0	300.0	0.0	5.0	B5 P4	*	5

Barrier No. 6 Barrier Description: SR126 Wall Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	100.0	242.0	0.0	16.0	B6 P1	*	16
2	1058.0	280.0	0.0	16.0	B6 P2	*	16
3	1176.0	310.0	0.0	16.0	B6 P3	*	16
4	1264.0	366.0	0.0	16.0	B6 P4	*	16
5	1506.0	644.0	0.0	16.0	B6 P5	*	16
6	1522.0	712.0	0.0	16.0	B6 P6	*	16
7	1516.0	918.0	0.0	16.0	B6 P7	*	16
	1576.0	964.0	0.0	16.0	B6 P8	*	16

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RECEIVER DATA

REC NO.	X	Y	Z	ID
1	124.0	292.0	7.0	EX_BLACKBURN
2	348.0	308.0	5.0	NEW_BLACKBURN
3	1210.0	386.0	5.0	NEW_BLACKBURN2
4	1446.0	1048.0	5.0	NEW_WELLS
5	1574.0	1605.0	5.0	NEW_WELLS_MFR
6	1124.0	1838.0	5.0	NEW_RES_PH1
7	1566.0	2460.0	5.0	NEW_TELEWELLS_MFR
8	352.0	2526.0	5.0	NEW_TELEGRAPH
9	1728.0	1712.0	5.0	MED_BLDG_WELLS
10	696.0	2676.0	5.0	EX_SFR_TELE
11	136.0	2646.0	5.0	EX_SFR2_TELE
12	1230.0	2682.0	5.0	EX_SENIOR_MF
13	1782.0	2045.0	5.0	ST ANTHONYS
14	475.0	395.0	5.0	BLACKBURN SETBACK
15	892.0	386.0	5.0	BLACKBURN_SFR
16	1038.0	2515.0	5.0	NEW_TELE_MFR
17	110.0	2544.0	5.0	NEW_SFR_LINDEN
18	1530.0	1600.0	5.0	WELLS_SETBACK
19	1480.0	2460.0	5.0	WELLS_TELE_SETBACK
20	1266.0	530.0	5.0	BASIN RESIDENCE
21	1444.0	1086.0	5.0	NR4
22	1546.0	1510.0	5.0	NR5
23	1548.0	2268.0	5.0	NR7
24	1280.0	2520.0	5.0	NR16
25	1518.0	2215.0	5.0	NR35
26	350.0	2476.0	5.0	NR36

DROP-OFF RATES

LANE No.	RECEIVER NO. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26
1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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

TITLE:
PARKLANDS PROJECT

1

BARRIER DATA
****

BAR ELE	0	1	2	3	4	5	6	7	BAR ID	LENGTH	TYPE
	BARRIER HEIGHTS										
1	-	8.*							B2 P1	210.1	
2	-	8.*							B2 P2	79.2	
3	-	8.*							B3 P1	212.3	
4	-	8.*							B4 P1	142.0	
5	-	8.*							B4 P2	217.0	
6	-	8.*							B4 P3	197.0	
7	-	8.*							B4 P4	208.1	
8	-	8.*							B4 P5	32.1	
9	-	8.*							B5 P1	113.8	
10	-	8.*							B5 P2	191.2	
11	-	6.*							B5 P1	1160.0	
12	-	6.*							B5 P2	190.0	
13	-	6.*							B5 P3	19.1	
14	-	16.*							B6 P1	958.8	
15	-	16.*							B6 P2	121.8	
16	-	16.*							B6 P3	104.3	
17	-	16.*							B6 P4	368.6	
18	-	16.*							B6 P5	69.9	
19	-	16.*							B6 P6	206.1	
20	-	16.*							B6 P7	75.6	
	0	1	2	3	4	5	6	7			

1

REC	REC ID	DNL	PEOPLE	LEQ(CAL)
1	EX_BLACK	67.	500.	66.5
2	NEW_BLAC	67.	500.	61.3
3	NEW_BLAC	67.	500.	60.3
4	NEW_WELL	67.	500.	63.5
5	NEW_WELL	67.	500.	68.2
6	NEW_RES_	67.	500.	60.2
7	NEW_TELE	67.	500.	68.9
8	NEW_TELE	67.	500.	66.5
9	MED_BLDG	67.	500.	69.9
10	EX_SFR_T	67.	500.	66.3
11	EX_SFR2_	67.	500.	68.4
12	EX_SENIO	67.	500.	66.5
13	ST ANTHO	67.	500.	67.0
14	BLACKBUR	67.	500.	60.5
15	BLACKBUR	67.	500.	61.2
16	NEW_TELE	67.	500.	66.3
17	NEW_SFR_	67.	500.	67.8
18	WELLS_SE	67.	500.	66.4
19	WELLS_TE	67.	500.	66.8
20	BASIN RE	67.	500.	60.5
21	NR4	67.	500.	63.5
22	NR5	67.	500.	67.0
23	NR7	67.	500.	67.4
24	NR16	67.	500.	67.0
25	NR35	67.	500.	66.4
26	NR36	67.	500.	64.2

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION

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

CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION

8. 8. 8. 8. 8. 8. 8. 8. 8. 8. 6. 6. 6.16.16.16.16.16.16.16.

**** Sound 2000 (Caltrans Version of Stamina2/Optima) ****

INPUT DATA FILE : C:\Program Files\Project2000\Data\Parklands_2025+Proj.s32
DATE : 4/6/2007

PARKLANDS PROJECT

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	127	35	1	30	0	0	2025+PROJ PEAK HOUR
2	181	35	2	30	0	0	2025+PROJ PEAK HOUR
3	973	45	26	40	36	35	2025+PROJ PEAK HOUR
4	517	45	14	40	19	35	2025+PROJ PEAK HOUR
5	388	45	8	45	4	40	2025+PROJ PEAK HOUR
6	446	45	9	45	5	40	2025+PROJ PEAK HOUR
7	2425	65	65	65	90	60	2025 PEAK HOUR
8	2425	65	65	65	90	60	2025 PEAK HOUR

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION	LANE DESCRIPTION
1	1		-100.0	242.0	0.0		EB BLACKBURN
	2		1136.0	308.0	0.0		
	3		1266.0	378.0	0.0		
	4		1505.0	676.0	0.0		
	5		1494.0	936.0	0.0		
			1590.0	1013.0	0.0		
2	1		1590.0	1025.0	0.0		WB BLACKBURN
	2		1476.0	944.0	0.0		
	3		1494.0	682.0	0.0		
	4		1256.0	386.0	0.0		
	5		1134.0	320.0	0.0		
			-100.0	254.0	0.0		
3	1		1760.0	0.0	0.0		NB WELLS
	2		1680.0	900.0	0.0		
			1672.0	3000.0	0.0		
4	1		1640.0	3000.0	0.0		SB WELLS
	2		1648.0	900.0	0.0		
			1725.0	0.0	0.0		
5	1		2000.0	2612.0	0.0		WB TELEGRAPH
			-300.0	2612.0	0.0		
6	1		-300.0	2586.0	0.0		EB TELEGRAPH
			2000.0	2586.0	0.0		
7	1		2000.0	176.0	0.0		WB 126
			-300.0	178.0	0.0		
8	1		-300.0	110.0	0.0		EB 126
			2000.0	108.0	0.0		

BARRIER DATA

Barrier No. 1 Barrier Description: EXIST NOISE WALLType: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	276.0	1450.0	10.0	16.0	B2 P1	*	6
2	276.0	290.0	0.0	6.0	B2 P2	*	6
3	86.0	287.0	0.0	6.0	B2 P3	*	6
	72.0	300.0	0.0	5.0	B2 P4	*	5

RECEIVER DATA

REC NO.	X	Y	Z	ID
1	124.0	292.0	7.0	EX_BLACKBURN
2	348.0	308.0	5.0	NEW_BLACKBURN
3	1210.0	386.0	5.0	NEW_BLACKBURN2
4	1446.0	1048.0	5.0	NEW_WELLS
5	1574.0	1605.0	5.0	NEW_WELLS_MFR
6	1124.0	1838.0	5.0	NEW_RES_PH1
7	1566.0	2460.0	5.0	NEW_TELEWELLS_MFR
8	352.0	2526.0	5.0	NEW_TELEGRAPH
9	1728.0	1712.0	5.0	MED_BLDG_WELLS
10	696.0	2676.0	5.0	EX_SFR_TELE
11	136.0	2646.0	5.0	EX_SFR2_TELE
12	1230.0	2682.0	5.0	EX_SENIOR_MF
13	1782.0	2045.0	5.0	ST ANTHONYS
14	344.0	358.0	5.0	BLACKBURN_SETBACK
15	892.0	386.0	5.0	BLACKBURN_SFR
16	1038.0	2515.0	5.0	NEW_TELE_MFR
17	110.0	2544.0	5.0	EX_SFR_LINDEN
18	1480.0	2460.0	5.0	WELLS_TELE_SETBACK
19	1444.0	1086.0	5.0	NR4
20	1546.0	1510.0	5.0	NR5
21	1548.0	2268.0	5.0	NR7
22	1280.0	2520.0	5.0	NR16
23	1518.0	2215.0	5.0	NR35
24	350.0	2476.0	5.0	NR36

DROP-OFF RATES

LANE No.	RECEIVER NO. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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

TITLE:
PARKLANDS PROJECT

1

BARRIER DATA
****

BAR ELE	0	1	2	3	4	5	6	7	BAR ID	LENGTH	TYPE
		BARRIER HEIGHTS									
1	-	6.*							B2 P1	1160.0	
2	-	6.*							B2 P2	190.0	
3	-	6.*							B2 P3	19.1	
	0	1	2	3	4	5	6	7			

1

REC	REC ID	DNL	PEOPLE	LEQ(CAL)
1	EX_BLACK	67.	500.	71.6
2	NEW_BLAC	67.	500.	75.2
3	NEW_BLAC	67.	500.	73.6
4	NEW_WELL	67.	500.	67.8
5	NEW_WELL	67.	500.	69.6
6	NEW_RES_	67.	500.	63.2
7	NEW_TELE	67.	500.	69.8
8	NEW_TELE	67.	500.	67.0
9	MED_BLDG	67.	500.	71.2
10	EX_SFR_T	67.	500.	66.7
11	EX_SFR2_	67.	500.	68.6
12	EX_SENIO	67.	500.	67.0
13	ST ANTHO	67.	500.	68.3
14	BLACKBUR	67.	500.	73.2
15	BLACKBUR	67.	500.	73.3
16	NEW_TELE	67.	500.	66.8
17	EX_SFR_L	67.	500.	68.1
18	WELLS_TE	67.	500.	67.7
19	NR4	67.	500.	67.6
20	NR5	67.	500.	68.6
21	NR7	67.	500.	68.6
22	NR16	67.	500.	67.6
23	NR35	67.	500.	67.6
24	NR36	67.	500.	64.9

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION
1 1 1
CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION
6. 6. 6.

**** Sound 2000 (Caltrans Version of Stamina2/Optima) ****

INPUT DATA FILE : C:\Program Files\Project2000\Data\Parklands_2025+Proj_Mit.s32
DATE : 4/6/2007

PARKLANDS PROJECT

TRAFFIC DATA

LANE NO.	AUTO VPH	AUTO MPH	MEDIUM TRKS VPH	MEDIUM TRKS MPH	HEAVY TRKS VPH	HEAVY TRKS MPH	DESCRIPTION
1	127	35	1	30	0	0	2025+PROJ PEAK HOUR
2	181	35	2	30	0	0	2025+PROJ PEAK HOUR
3	973	45	26	40	36	35	2025+PROJ PEAK HOUR
4	517	45	14	40	19	35	2025+PROJ PEAK HOUR
5	388	45	8	45	4	40	2025+PROJ PEAK HOUR
6	446	45	9	45	5	40	2025+PROJ PEAK HOUR
7	2425	65	65	65	90	60	2025 PEAK HOUR
8	2425	65	65	65	90	60	2025 PEAK HOUR

LANE DATA

LANE NO.	SEG. NO.	GRADE COR.	X	Y	Z	SEGMENT DESCRIPTION	LANE DESCRIPTION
1	1		-100.0	242.0	0.0		EB BLACKBURN
	2		1136.0	308.0	0.0		
	3		1266.0	378.0	0.0		
	4		1505.0	676.0	0.0		
	5		1494.0	936.0	0.0		
			1590.0	1013.0	0.0		
2	1		1590.0	1025.0	0.0		WB BLACKBURN
	2		1476.0	944.0	0.0		
	3		1494.0	682.0	0.0		
	4		1256.0	386.0	0.0		
	5		1134.0	320.0	0.0		
			-100.0	254.0	0.0		
3	1		1760.0	0.0	0.0		NB WELLS
	2		1680.0	900.0	0.0		
			1672.0	3000.0	0.0		
4	1		1640.0	3000.0	0.0		SB WELLS
	2		1648.0	900.0	0.0		
			1725.0	0.0	0.0		
5	1		2000.0	2612.0	0.0		WB TELEGRAPH
			-300.0	2612.0	0.0		
6	1		-300.0	2586.0	0.0		EB TELEGRAPH
			2000.0	2586.0	0.0		
7	1		2000.0	176.0	0.0		WB 126
			-300.0	178.0	0.0		
8	1		-300.0	110.0	0.0		EB 126
			2000.0	108.0	0.0		

BARRIER DATA

Barrier No. 1 Barrier Description: BLACKBURN WALL Type: Wall Barrier

Height Increment (DELZ) = 1 No. Height Changes (P)= 1

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	100.0	242.0	0.0	16.0	B2 P1	*	16
2	1058.0	280.0	0.0	16.0	B2 P2	*	16
3	1176.0	310.0	0.0	16.0	B2 P3	*	16
4	1264.0	366.0	0.0	16.0	B2 P4	*	16
5	1506.0	644.0	0.0	16.0	B2 P5	*	16
6	1522.0	712.0	0.0	16.0	B2 P6	*	16
7	1516.0	918.0	0.0	16.0	B2 P7	*	16
	1576.0	964.0	0.0	16.0	B1 P8	*	16

Barrier No. 2 Barrier Description: EXIST WALL Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	276.0	1450.0	10.0	16.0	B2 P1	*	6
2	276.0	290.0	0.0	6.0	B2 P2	*	6
3	86.0	287.0	0.0	6.0	B2 P3	*	6
	72.0	300.0	0.0	5.0	B2 P4	*	5

Barrier No. 3 Barrier Description: SOUTH A Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	290.0	500.0	0.0	8.0	B5 P1	*	8
2	296.0	290.0	0.0	8.0	B5 P2	*	8
	375.0	290.0	0.0	8.0	B5 P3	*	8

Barrier No. 4 Barrier Description: SOUTH B Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	420.0	292.0	0.0	8.0	B6 P1	*	8
	632.0	302.0	0.0	8.0	B6 P2	*	8

Barrier No. 5 Barrier Description: SOUTH C Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	664.0	304.0	0.0	8.0	B7 P1	*	8
2	806.0	304.0	0.0	8.0	B7 P2	*	8
3	805.0	524.0	0.0	8.0	B7 P3	*	8
4	1002.0	528.0	0.0	8.0	B7 P4	*	8
5	1008.0	316.0	0.0	8.0	B7 P5	*	8
	1040.0	316.0	0.0	8.0	B7 P6	*	8

Barrier No. 6 Barrier Description: SOUTH D Type: Wall Barrier

Height Increment (DELZ) = 0 No. Height Changes (P)= 0

SEG	X	Y	GROUND (ZO)	TOP (Z)		BARRIER HEIGHTS AT ENDS	
1	1080.0	320.0	0.0	8.0	B8 P1	*	8
2	1188.0	358.0	0.0	8.0	B8 P2	*	8
	1330.0	486.0	0.0	8.0	B8 P3	*	8

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RECEIVER DATA

REC NO.	X	Y	Z	ID
1	124.0	292.0	7.0	EX_BLACKBURN
2	348.0	308.0	5.0	NEW_BLACKBURN
3	1210.0	386.0	5.0	NEW_BLACKBURN2
4	1446.0	1048.0	5.0	NEW_WELLS
5	1574.0	1605.0	5.0	NEW_WELLS_MFR
6	1124.0	1838.0	5.0	NEW_RES_BARRANCA
7	1566.0	2460.0	5.0	NEW_TELEWELLS_MFR
8	352.0	2526.0	5.0	NEW_TELEGRAPH
9	1728.0	1712.0	5.0	MED_BLDG_WELLS
10	696.0	2676.0	5.0	EX_SFR_TELE
11	136.0	2646.0	5.0	EX_SFR2_TELE
12	1230.0	2682.0	5.0	EX_SENIOR_MF
13	1782.0	2045.0	5.0	ST_ANTHONYS
14	475.0	395.0	5.0	BLACKBURN_SETBACK
15	892.0	386.0	5.0	BLACKBURN_SFR
16	1038.0	2515.0	5.0	NEW_TELE_MFR
17	110.0	2544.0	5.0	EX_SFR_LINDEN
18	1530.0	1600.0	5.0	WELLS SETBACK
19	1480.0	2460.0	5.0	WELLS_TELE_SETBACK
20	1266.0	530.0	5.0	NEW_BASIN_SFR
21	460.0	310.0	5.0	NEW_BLACKBURN
22	564.0	312.0	5.0	NEW_BLACKBURN
23	740.0	318.0	5.0	NEW_BLACKBURN
24	1330.0	800.0	5.0	REC 24
25	300.0	500.0	5.0	REC 25
26	400.0	2525.0	5.0	REC 26
27	600.0	2525.0	5.0	REC 27
28	400.0	2480.0	5.0	REC 28
29	600.0	2480.0	5.0	REC 29
30	1100.0	2515.0	5.0	REC 30
31	1400.0	2515.0	5.0	REC 31
32	1560.0	2450.0	5.0	REC 32
33	1444.0	1086.0	5.0	NR4
34	1546.0	1510.0	5.0	NR5
35	1548.0	2268.0	5.0	NR7
36	1280.0	2520.0	5.0	NR16
37	1518.0	2215.0	5.0	NR35
38	350.0	2476.0	5.0	NR36

DROP-OFF RATES

LANE No.	RECEIVER NO. 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38
1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
2	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
4	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
5	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
6	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
7	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
8	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0

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

TITLE:
PARKLANDS PROJECT

1

BARRIER DATA
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BAR ELE	0	1	2	3	4	5	6	7	BAR ID	LENGTH	TYPE
		BARRIER HEIGHTS									
1	-	15.	16.*	17.					B2 P1	958.8	
2	-	15.	16.*	17.					B2 P2	121.8	
3	-	15.	16.*	17.					B2 P3	104.3	
4	-	15.	16.*	17.					B2 P4	368.6	
5	-	15.	16.*	17.					B2 P5	69.9	
6	-	15.	16.*	17.					B2 P6	206.1	
7	-	15.	16.*	17.					B2 P7	75.6	
8	-	6.*							B2 P1	1160.0	
9	-	6.*							B2 P2	190.0	
10	-	6.*							B2 P3	19.1	
11	-	8.*							B5 P1	210.1	
12	-	8.*							B5 P2	79.0	
13	-	8.*							B6 P1	212.2	
14	-	8.*							B7 P1	142.0	
15	-	8.*							B7 P2	220.0	
16	-	8.*							B7 P3	197.0	
17	-	8.*							B7 P4	212.1	
18	-	8.*							B7 P5	32.0	
19	-	8.*							B8 P1	114.5	
20	-	8.*							B8 P2	191.2	
	0	1	2	3	4	5	6	7			

1

REC	REC ID	DNL	PEOPLE	LEQ(CAL)
1	EX_BLACK	67.	500.	67.8
2	NEW_BLAC	67.	500.	62.6
3	NEW_BLAC	67.	500.	61.5
4	NEW_WELL	67.	500.	64.4
5	NEW_WELL	67.	500.	69.2
6	NEW_RES_	67.	500.	61.1
7	NEW_TELE	67.	500.	69.7
8	NEW_TELE	67.	500.	66.6
9	MED_BLDG	67.	500.	71.0
10	EX_SFR_T	67.	500.	66.4
11	EX_SFR2_	67.	500.	68.5
12	EX_SENIO	67.	500.	66.8
13	ST_ANTHO	67.	500.	68.1
14	BLACKBUR	67.	500.	61.7
15	BLACKBUR	67.	500.	62.3
16	NEW_TELE	67.	500.	66.5
17	EX_SFR_L	67.	500.	67.9
18	WELLS SE	67.	500.	67.4
19	WELLS_TE	67.	500.	67.5
20	NEW_BASI	67.	500.	61.5
21	NEW_BLAC	67.	500.	62.4
22	NEW_BLAC	67.	500.	62.2
23	NEW_BLAC	67.	500.	61.9
24	REC 24	67.	500.	61.4
25	REC 25	67.	500.	60.3
26	REC 26	67.	500.	66.6
27	REC 27	67.	500.	66.6
28	REC 28	67.	500.	64.5
29	REC 29	67.	500.	64.6
30	REC 30	67.	500.	66.6
31	REC 31	67.	500.	67.7
32	REC 32	67.	500.	69.4
33	NR4	67.	500.	64.5
34	NR5	67.	500.	68.0
35	NR7	67.	500.	68.3
36	NR16	67.	500.	67.3
37	NR35	67.	500.	67.3
38	NR36	67.	500.	64.3

BARRIER HEIGHT INDEX FOR EACH BARRIER SECTION

2 2 2 2 2 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1

CORRESPONDING BARRIER HEIGHTS FOR EACH SECTION

16.16.16.16.16.16.16. 6. 6. 6. 8. 8. 8. 8. 8. 8. 8. 8. 8.