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Noise Analysis for the Otay Mesa Community Plan Update, City of San Diego Project No. 30330/304032 SCH No. 2004651076

Prepared for

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- 1: Noise Measurement Data
- 2: Traffic Noise Prediction Model

# Acronyms

ALUCP	Airport Land Use Compatibility Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
CPU	Community Plan Update
dB	decibel
dB(A)	A-weighted decibel level
EIR	Environmental Impact Report
FHWA	Federal Highway Administration
I-805; I-5	Interstate 805; Interstate 5
L <sub>eq</sub>	average-equivalent noise level
LDC	Land Development Code
MHPA	Multi-Habitat Planning Area
MSCP	Multiple Species Conservation Program
OMDD	Otay Mesa Development District
POE	Port of entry
SANDAG	San Diego Association of Governments
SPL	sound pressure level
SR	State Route
STC	sound transmission class

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# 1.0 Summary

This report evaluates potential local and regional noise impacts associated with the Otay Mesa Community Plan Update (CPU). The Otay Mesa community planning area is located in the southern portion of the city of San Diego. This report evaluates potential noise impacts by comparing the existing noise levels in Otay Mesa to the future noise levels associated with the CPU.

The CPU is an update to the adopted 1981 Otay Mesa Community Plan Approval of the CPU amends the General Plan and would establish land use designations and policies to guide future development consistent with the City's General Plan (2008). The CPU expresses the General Plan policies through the provision of more site-specific recommendations.

Construction activities related to implementation of the CPU would potentially generate short-term noise levels in excess of 75 A-weighted decibel (dB) average sound level (dB(A)  $L_{eq}$ ) at adjacent properties, which could therefore be potentially significant. The City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. However, as the degree of success of these measures cannot be adequately known for each specific project at this program-level of analysis, mitigation would be required.

Additionally, noise levels associated with the earthwork, construction, and surface preparation for future development within the CPU area could result in short-term, temporary noise impacts that could adversely affect sensitive species within the Multi-Habitat Planning Area (MHPA). Construction noise during the breeding season would be considered adverse to this species. This impact is analyzed in the biological resources report for the CPU and in the environmental impact report (EIR).

Based on traffic noise modeling, noise levels at existing and proposed residential use areas in the western portion of the CPU area would exceed the City's compatible thresholds for residential land uses. Therefore, mitigation measures have been developed to require future land uses to develop project-level analyses that would demonstrate conformance with City standards. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level impact related to exterior and interior noise impacts remains significant and unavoidable, even with adherence to the Mitigation Framework. Based on the available airport noise contours and the CPU land use plan, the CPU would not expose people residing or working in the CPU area to excessive noise levels due to airport operations.

The juxtaposition of other residential/commercial/industrial land uses would potentially result in a noise incompatibility of adjacent land uses. Compliance with regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Ordinance. However, no project-level site plans have been considered as part of the environmental review of the CPU. Without detailed operational data it cannot be verified that future projects would be capable of reducing noise levels to comply with City standards, thus additional analyses would be required to provide verification that City standards have been met. While the identified mitigation would verify compliance with appropriate standards, it cannot assure that potential noise levels associated with development implemented in accordance with the CPU would be reduced to below a level of significance.

# 2.0 Introduction

The CPU area is located in the southern portion of the city of San Diego. The CPU would update the adopted 1981 Otay Mesa Community Plan. The purpose of this study is to assess the potential for significant adverse noise impacts to result from the CPU. Figure 1 shows the regional location of the CPU. Figure 2 provides an aerial photograph of the CPU. Figure 3 shows the CPU land uses. Noise impacts were assessed in accordance with the City of San Diego California Environmental Quality Act (CEQA) Significance Determination Thresholds (City of San Diego 2011).

## 2.1 **Project Description**

The CPU is an update to the adopted 1981 Otay Mesa Community Plan. The CPU provides goals and policies for future development within the CPU area. Approval of the CPU amends the General Plan. The concurrent rezone would rescind the Otay Mesa Development District (OMDD) and update zoning regulations within the CPU area. Amendments to the Land Development Code (LDC) would also be required to create implementing zones for proposed commercial and industrial land use designations under the CPU.



Otay Mesa Community Plan Boundary

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Otay Mesa Community Plan Boundary

Noise Measurement Locations

 $\bigcirc$ June 15, 2011

October 18, 2012

2,500 0 Feet

FIGURE 2 Aerial Photograph of CPU Area and Noise Measurement Locations

Noise Analysis for the Otay Mesa Community Plan Update

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#### Village Centers





**Commercial - Residential Prohibited** 

**Community Commercial** 

**Regional Commercial** 

Heavy Commercial

Right-of-Way

Business Park - Residential Permitted

**FIGURE 3** 

Truck Routes and Land Uses for the CPU

Noise Analysis for the Otay Mesa Community Plan Update

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Otay Mesa Community Plan Boundary Airport Noise Contours Not A Part



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

FIGURE 4 Airport Noise Contours Noise Analysis for the Otay Mesa Community Plan Update

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Approval of the CPU would establish land use designations and policies to guide future development consistent with the City's General Plan (2008). The CPU expresses the General Plan policies through the provision of more site-specific recommendations.

The CPU includes nine elements based on those promulgated in the City's General Plan, with goals and policies for each. The nine elements are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. Procedures for implementation of the goals and policies are also set forth.

The CPU area is bounded by the City of Chula Vista (north), Interstate 805 (I-805; west), International Border (south), and unincorporated San Diego County (east).

## 2.2 Development Summary

The CPU encompasses a broad range of the land use designations defined in the General Plan and contains a more detailed description and distribution of land uses than the citywide General Plan. Land uses include residential with a variety of density ranges, village centers, commercial, industrial, open space, parks, and institutional. The existing adopted community plan and CPU land use distributions are summarized in Table 1. Figure 3 shows the CPU land uses.

Land Use	Adopted Community Plan	CPU
Open Space	2,570 acres	2,748 acres
Residential	1,269 acres/12,400 du	757 acres/7,648 du
Commercial	452 acres	316 acres
Village Area		
Residential	0 acres	695 acres/11,126 du
Mixed Use	0 acres	30 acres
Industrial	2,839 acres	2,426 acres
Institutional	1,027 acres	1,165 acres
Parks	64 acres	161 acres
Right-of-Way	1,098 acres	1,021 acres
TOTAL	9,319 acres/12,400 du	9,319 acres/18,774 du

TABLE 1OTAY MESA LAND USE DISTRIBUTION

CPU = Otay Mesa Community Plan Update

Five districts interconnected through activities and infrastructure would help to organize and form the community of Otay Mesa. The districts include:

• Northwest District, which generally comprises the existing development in the northwestern portion of Otay Mesa and the seven Precise Planning Area neighborhoods: California Terraces, Dennery Ranch, Hidden Trails, Remington Hills, Riviera del Sol, Robinhood Ridge, and Santee Investments.

- Southwest District, which includes the area south of State Route 905 (SR-905) and west of Spring Canyon. This district would be primarily residential in nature with a mixed-use core including civic, and neighborhood-serving commercial uses and services.
- Central District, which generally is the land along the Airway Road corridor. The Central district would comprise three primary land use areas: Central Village, Grand Park, and Education Complex.
- Airport District, which generally is Brown Field and industrial land surrounding the airport.
- South District, which includes the existing port of entry (POE) and the uses intended to support the international business and trade uses that are necessary for the movement of goods across the border.

# 3.0 Analysis Methodology

## 3.1 Fundamentals of Noise

Simply stated, noise is unwanted sound. Sound is caused by minute pressure variations in the air above and below static atmospheric pressure—that are sensed by the human ear. The number of these minute pressure variations over time is referred to as the frequency of the sound.

Sound in the ambient environment is composed of a wide range of frequencies. Because the human ear is not equally sensitive at all

Sound Pressure Level  

$$SPL = 10 \log_{10} \left( \frac{p}{p_o} \right)^2$$
  
Where:  
 $p =$  the sound pressure of the signal  
above atmospheric pressure, and  
 $p_o =$  the reference pressure  
(standardized at 20 micropascals<sup>1</sup>)  
<sup>1</sup>A micropascal is a unit of pressure equal  
to a millionth of a newton per square  
meter.

frequencies, two different noises that have the same sound pressure level (SPL) may be perceived as having different levels of loudness. Therefore, the SPL is not a measure of the loudness of a sound. In order to obtain levels that more closely approximate the perceived loudness of noise by humans, *frequency weighting* of the sound level is used.

The most common frequency weighting used for assessment of noise in the ambient environment is *A*-weighting. A-weighting is a frequency correction that often correlates

well with the subjective response of humans to noise. The noise at any given location is a function of the noise produced by the source, the propagation path between the source and the receiver, and the sensitivity of the receiver. To reduce noise levels at a sensitive receiver, the only available techniques are to reduce the noise at the source, to interrupt the propagation path between the source and the receiver, or to increase the distance between the source and the receiver. The propagation path is the path that the sound travels between its source and the receiver.

The evaluation of the effects of noise in the city of San Diego must consider the sound pressure levels to which people will be exposed, the duration of those levels, and the time of day—or night—at which they occur. While different people will respond differently to any specific situation, overall response is primarily a factor of these three main elements. The City of San Diego uses the community noise equivalent level (CNEL) as the measure for assessing transportation noise impacts with respect to land use planning.

## 3.2 Applicable Standards

#### 3.2.1 Standards Applicable to Construction Noise

Construction noise is regulated by the City's Municipal Code. Section 59.5.0404 of the Municipal Code, the Noise Abatement and Control Ordinance, states that:

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

#### 3.2.2 Standards Applicable to Traffic Noise

Future residents and visitors to the CPU area of the city of San Diego would be exposed to noise from vehicle traffic on area roadways, from aircraft operations at Brown Field, and from other local noise sources. In the city of San Diego, noise standards are expressed in terms of the average-equivalent noise level ( $L_{eq}$ ) and the CNEL. The  $L_{eq}$  is the level of a steady sound which, in the stated time period and at a stated location, has the same A-weighted sound energy as the time-varying sound. The CNEL is a 24-hour A-weighted decibel (dB) average sound level [dB(A)  $L_{eq}$ ] from midnight to midnight obtained after the addition of 5 dB to sound levels occurring between 7:00 P.M. and 10:00 P.M. and 10 dB to the sound levels occurring between 10:00 P.M. and 7:00 A.M. Adding 5 dB and 10 dB to the evening and nighttime hours, respectively, accounts for the added sensitivity of humans to noise during these time periods.

The City's Noise Element of the General Plan specifies compatibility standards for different categories of land use. The land-use compatibility standards are summarized in Table 2 (City of San Diego 2008).

The City also specifies that residential structures shall be designed to prevent the intrusion of exterior noises such that interior noise levels attributable to exterior sources do not exceed 45 CNEL in noise-sensitive interior rooms. This conforms to Title 24 of the California Code of Regulations that requires that multiple dwelling units' interior noise levels, due to exterior sources, not exceed 45 dB CNEL.

Title 24 of the California Code of Regulations further specifies that for multiple dwelling units, if the exterior noise level exceeds 60 CNEL, an acoustical analysis shall demonstrate that the design would achieve the prescribed interior noise standard. The City of San Diego assumes that standard construction techniques would provide a 15-dB reduction of exterior noise levels to an interior receiver. With these criteria, standard construction would be assumed to result in interior noise levels of 45 CNEL or less when exterior sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific construction techniques would be required.

The City also specifies that the interior noise level due to exterior sources is not to exceed 45 CNEL for institutional uses and is not to exceed 50 CNEL for office buildings and commercial uses.

#### 3.2.3 Standards Applicable to Aircraft Noise

The Airport Land Use Compatibility Plan (ALUCP) for Brown Field identifies land uses compatible with annual noise levels due to operations at Brown Field. These land use compatibility noise levels are to be used in determining whether a proposed land use is consistent with ALUCP policies and guidelines. Table 3 presents the land uses and the compatible noise levels.

# TABLE 2 LAND USE NOISE COMPATIBILITY GUIDELINES

	Exterior Noise Exposure [CNEL]				
Land Use Category	6	0 6	65	70 7	75
Open Space, Parks, and Recreational					
Community and Neighborhood Parks; Passive Recreation					
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields;					
Water Recreational Facilities; Horse Stables; Park Maintenance Facilities					
Agricultural					
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and					
Greenhouses; Animal Raising, Maintaining and Keeping; Commercial					
Stables					
Residential					
Single Units; Mobile Homes; Senior Housing	-	45			
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living		45	45		
Accommodations					
Institutional					
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten		45			
through Grade 12 Educational Facilities; Libraries; Museums; Places of					
Worship; Child Care Facilities	-				
Vocational or Professional Educational Facilities; Higher Education Institution		45	45		
Facilities (Community or Junior Colleges, Colleges, or Universities)					
Cemeteries					
Sales					
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet			50	50	
Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing					
Apparel and Accessories					
Commercial Services					
Building Services; Business Support; Eating and Drinking; Financial			50	50	
Institutions; Assembly and Entertainment; Radio and Television Studios; Golf					
	-	45	45	45	
		45	45	45	
			50	50	
Business and Professional; Government; Medical, Dental, and Health			50	50	
Vabiala and Vabiaular Equipment Salaa and Saniaaa Llaa					
Venicle and Venicular Equipment Sales and Services Use	-				
Commercial of Personal Vehicle Repair and Maintenance, Commercial of Demonstrate Science and Pontale: Vehicle Equipment and Supplies Science					
and Pontale: Vohiolo Parking					
Wholesale Distribution Storage Use Category					
Equipment and Materials Storage Varde: Moving and Storage Eacilities:					
Warehouse: Wholesale Distribution					
Industrial					
Heavy Manufacturing: Light Manufacturing: Marine Industry: Trucking and					
Transportation Terminals: Mining and Extractive Industries					
Research and Development				50	

Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
-	Outdoor Uses	Activities associated with the land use may be carried out.
Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.
-	Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.
Incompatible	Indoor Uses	New construction should not be undertaken.
	Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego 2008.

 TABLE 3

 BROWN FIELD NOISE COMPATIBILITY CRITERIA

Land Use Category <sup>1</sup>	Exterior Noise Exposure (CNEL)				
Note: Multiple categories may apply to a project	60-65	65-70	70-75	75-80	
Agricultural and Animal-Related					
Horse stables; livestock breeding or farming	Α	Α	Α		
Nature preserves; wildlife preserves					
Interactive nature exhibits	Α				
Zoos	Α	Α			
Agriculture (except residences and livestock);				Α	
greenhouses; fishing					
Recreational					
Children-oriented neighborhood parks; playgrounds	Α				
Campgrounds; recreational vehicle/motor home					
parks					
Community parks; regional parks; golf courses;		Α			
tennis courts; athletic fields; outdoor spectator					
sports; fairgrounds; water recreation facilities					
Recreation buildings; gymnasiums; club houses;		50	50		
athletic clubs; dance studios					
Public					
Outdoor amphitheaters	A				
Children's schools (K-12); day care centers (>14	45				
children)					
Libraries	45				
Auditoriums; concert halls; indoor arenas; places of	45	45			
worship					
Adult schools; colleges; universities <sup>2</sup>	45	45			
Prisons; reformatories		50			
Public safety facilities (e.g., police, fire stations)		50	50		
Cemeteries; cemetery chapels; mortuaries		45	45		
	1	Α	Α		
Residential, Lodging, and Care					
Residential (including single-family, multi-family,	45				
and mobile homes); family day care homes (≤14					
children)					
Extended-stay hotels; retirement homes; assisted	45				
living; hospitals; nursing homes; intermediate care					
	45	45	4 5		
Hotels; motels; other transient lodging	45	45	45		
		50	50		
Office buildings; office areas of industrial facilities;		50	50		
televicien, recording studies					
Retail sales: esting/drinking establishments: movie		50	50		
theaters; personal services		50	B		
Wholesale sales: warehouses: mini/other indeer			50		
storage			C		
Industrial manufacturing: research & development:			50		
auto, marine, other sales & repair services: car			C		
washes; gas stations; trucking, transportation					
terminals					
Extractive industry; utilities; road, rail right-of-wavs:				50	
outdoor storage; public works yards; automobile				С	
parking; automobile dismantling; solid waste					
facilities					
Animal shelters/kennels	50	50	50		

#### TABLE 3 BROWN FIELD NOISE COMPATIBILITY CRITERIA (cont.)

Land Use A	Acceptability	Interpretation/Comments
	Compatible	Indoor Uses: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL).
		carried out with essentially no interference from aircraft noise.
45 50	Conditional <sup>4</sup>	Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number, standard construction methods will normally suffice.
		some noise interference may occur.
		Indoor and Outdoor Uses:
A B C	Conditional <sup>4</sup>	A Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use. <sup>5</sup>
		<ul> <li>B Outdoor dining or gathering places incompatible above 70 CNEL.</li> </ul>
		C Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 CNEL.
	Incompatible	Use is not compatible under any circumstances.

SOURCE: San Diego County Regional Airport Authority 2010

<sup>1</sup>Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.

<sup>2</sup>Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.

<sup>3</sup>Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended-stay hotel category.

<sup>4</sup>An *aviation easement* is required for any project situated on a property lying within the projected 65 CNEL noise contour. See Policy 2.11.5 and Policy 3.3.3(d).

<sup>5</sup>Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

#### 3.2.4 Standards Applicable to On-Site Generated Noise

In addition to allowing development that would result in future sensitive receptors being located in potentially adverse noise areas, there is the potential that the CPU would allow uses that generate noise. Impacts to sensitive receptors generated by activities at a given location are regulated by the City's Municipal Code. The Noise Ordinance specifies maximum one-hour average sound level limits at the boundary of a property. These maximum one-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries due to activities occurring on the property. Where two or more zones adjoin, the sound level limit is the arithmetic mean of the respective limits for the two zones. Table 4 shows the exterior noise limits specified in the City's Noise Control Ordinance.

	Noise Level [dB(A)]						
	7:00 A.M. to 7:00 P.M. to 10:00 P.						
Receiving Land Use Category	7:00 p.m.	10:00 р.м.	7:00 A.M.				
Single Dwelling Units	50	45	40				
Multiple Dwelling Units (up to a maximum	55	50	45				
density of 1 dwelling unit/2,000 square feet)	55	50	-10				
All Other Residential	60	55	50				
Commercial	65	60	60				
Industrial or Agricultural	75	75	75				

TABLE 4 EXTERIOR NOISE LIMITS

dB(A) = A-weighted decibel (dB) level

## 3.3 Existing Noise Level Measurements

To determine the existing noise conditions and assess the potential impacts of noise resulting from the CPU, noise measurements were taken in the project vicinity by Jessica Fleming, RECON Acoustical Analyst on Wednesday, June 15, 2011 and by Karyl Palmer on October 18, 2012. Noise measurements were taken with one Larson–Davis Model 820 Type 1 Integrating Sound Level Meter, serial number 1824. The following parameters were used:

Filter: A-weighted Response: Fast Time History Period: 5 second

The meter was calibrated prior to each day's measurements. On June 15, five groundfloor measurements (5 feet above the ground) were taken at five locations in the project vicinity. On October 18, an additional three ground-floor measurements (5 feet above the ground) were taken at three locations in the project vicinity.

## 3.4 Vehicle Traffic Noise Analysis

#### 3.4.1 Traffic Parameters

Traffic noise occurs adjacent to every roadway and is directly related to the traffic volume, speed, and mix of vehicles. Existing and future traffic volumes for the adopted Otay Mesa Community Plan and the CPU were obtained from the traffic study prepared for the CPU (Urban Systems Associates, Inc. 2012). Posted speeds for each roadway were obtained from the San Diego Association of Governments (SANDAG; 2011) and were assumed for the traffic noise projections.

The CPU experiences an atypically large percentage of truck traffic given its high volume of industrial activity and circulation patterns. Truck volumes for I-805, SR-905, SR-125, and SR- 11 were obtained from California Department of Transportation (Caltrans) truck counts (Caltrans 2009). For I-805, a traffic mix of 93.1 percent cars, 4.2 percent medium trucks, and 2.7 percent heavy trucks was assumed. For SR-905, SR-125, and SR-11, a traffic mix of 91.9 percent cars, 5.5 percent medium trucks, and 2.6 heavy trucks was observed.

Figure 3 shows the CPU truck routes. As shown, truck routes are on I-805, SR-905, SR-125, Britannia Boulevard, La Media, Enrico Fermi Drive, Siempre Viva Road, and Lone Star Road. For Britannia Boulevard, La Media, Enrico Fermi Drive, Siempre Viva Road, and Lone Star Road, a traffic mix of 65 percent cars, 10 percent medium trucks, 20 percent heavy trucks, 2 percent buses, and 3 percent motorcycles was assumed. Based on a future truck forecast performed for previously CPU land use scenarios, this truck volume is conservatively high (Steve Manganiello/Katz, Okitsu & Associates, pers. communication 2006).

For the remaining circulation roadways that are not truck routes, a standard mix of 90 percent cars, 3 percent medium trucks, 2 percent heavy trucks, 2 percent buses, and 3 percent motorcycles was assumed.

The adopted Community Plan includes the extension of La Media Road north of Lone Star Road to cross the Otay River Valley on a bridge. However, the latest City of Chula Vista General Plan Circulation Element Update has deleted this crossing from Chula Vista to the south. This extension of La Media Road is not included in the CPU.

Table 5 summarizes the vehicle traffic parameters used in this analysis for each roadway segment for the Adopted Community Plan, the CPU.

		Traffic Mix (percent)			ADT		
			Medium	Heavy	Speed	Adopted	Proposed
Street	Segment	Autos	Trucks	Trucks	(mph)	Plan	Plan
Airway Road	Old Otay Mesa Rd. to Caliente Ave.	90	3	2	40	20,500	10,500
Airway Road	Caliente Ave. to Heritage Rd.	90	3	2	40	59,000	38,000
Airway Road	Heritage Rd. to Cactus Rd.	90	3	2	40	39,500	60,500
Airway Road	Cactus Rd. to Britannia Blvd.	90	3	2	40	46,500	44,500
Airway Road	Britannia Blvd. to La Media Rd.	90	3	2	40	39,000	35,000
Airway Road	La Media Rd. to Harvest Rd.	90	3	2	40	54,500	34,000
Airway Road	Harvest Rd. to Sanyo Ave.	90	3	2	40	49,500	26,500
Airway Road	Sanyo Ave. to Paseo de las Americas	90	3	2	40	20,500	10,000
Airway Road	Paseo de las Americas to Michael Faraday Dr.	90	3	2	40	17,000	9,500
Airway Road	Michael Faraday Dr. to Enrico Fermi Dr.	90	3	2	40	16,000	12,000
Airway Road	Enrico Fermi Dr. to Siempre Viva Rd.	90	3	2	40	15,000	12,500
Avendia De Las Vistas	Otay Valley Rd. to Vis ta Santo Domingo	90	3	2	30	9,000	7,000
Avendia De Las Vistas	Vista Santo Domingo to Dennery Rd.	90	3	2	30	25,000	19,500
Avenida Cos ta Azul	Otay Mesa Rd. to St. Andrews Ave.	90	3	2	35	18,000	19,000
Aviator Road	Heritage Rd. to La Media Rd.	90	3	2	45	15,500	23,000
Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	90	3	2	35	24,500	32,500
Beyer Boulevard	Old Otay Mesa Rd. to Caliente Ave.	90	3	2	45	3,000	31,000
Britannia Boulevard	Otay Mesa Rd. to SR-905	90	3	2	40	19,500	17,500
Britannia Boulevard	SR-905 to Airway Rd.	65	10	20	40	52,000	63,000
Britannia Boulevard	Airway Rd. to Siempre Viva Rd.	65	10	20	40	32,500	44,500
Britannia Boulevard	Siempre Viva Rd. to South End	65	10	20	40	33,000	22,000
Cactus Road	Otay Mesa Rd. to Airway Rd.	90	3	2	45	35,000	40,500
Cactus Road	Airway Rd. to Siempre Viva Rd.	90	3	2	45	23,000	40,500
Cactus Road	Siempre Viva Rd. to South End	90	3	2	45	29,500	11,000
Caliente Avenue	Otay Mesa Rd. to SR-905	90	3	2	30	39,000	38,000
Caliente Avenue	Otay Mesa Rd. to SR-905	90	3	2	30	39,000	38,000
Caliente Avenue	SR-905 to Airway Rd.	90	3	2	40	38,000	32,000

# TABLE 5 VEHICLE TRAFFIC PARAMETERS

		Traffic Mix (percent)				ADT	
			Medium	Heavy	Speed	Adopted	Proposed
Street	Segment	Autos	Trucks	Trucks	(mph)	Plan	Plan
Caliente Avenue	Airway Rd. to Beyer Blvd.	90	3	2	40	48,000	46,000
Caliente Avenue	Beyer Blvd. to Siempre Viva Rd.	90	3	2	40	48,000	41,000
Camino Maquiladora	Heritage Rd. to Pacific Rim Ct.	90	3	2	30	7,500	9,500
Camino Maquiladora	Pacific Rim Ct. to Cactus Rd.	90	3	2	30	6,000	7,500
Camino Maquiladora	Cactus Rd. to Continental St.	90	3	2	30	5,500	6,000
Centurion Street	Airway Rd. to Gigantic St.	90	3	2	40	18,500	6,000
Continental Street	South of Otay Mesa Rd.	90	3	2	35	4,500	4,500
Continental Street	North of Airway Rd.	90	3	2	35	10,000	12,000
Corporate Center Drive	Progressive Ave. to Innovative Dr.	90	3	2	40	13,000	8,000
Corporate Center Drive	Otay Mesa Rd. to Progressive Ave.	90	3	2	40	24,500	19,500
Corporate Center Drive	South End to Otay Mesa Rd.	90	3	2	40	17,500	17,500
Datsun Street	Innovative Dr. to Heritage Rd.	90	3	2	45	31,000	30,000
Del Sol Boulevard	Ocean View Hills Pkwy. to Surf Crest Dr.	90	3	2	35	23,500	19,500
Del Sol Boulevard	Surf Crest Dr. to Riviera Pointe	90	3	2	35	26,000	23,000
Del Sol Boulevard	Riviera Pointe to Dennery Rd.	90	3	2	35	26,000	23,000
Del Sol Boulevard	Dennery Rd. to I-805	90	3	2	35	20,000	16,000
Dennery Road	Palm Ave. to Del Sol Blvd.	90	3	2	35	28,500	28,000
Dennery Road	Palm Ave. to Regatta Ln.	90	3	2	35	21,000	19,500
Dennery Road	Regatta Ln. to Red Coral Ln.	90	3	2	35	15,000	12,500
Dennery Road	Red Coral Ln. to Black Coral Ln.	90	3	2	35	15,000	12,500
Dennery Road	Black Coral Ln. to East End	90	3	2	35	21,500	16,500
Emerald Crest Dr.	Otay Mesa Rd. to South End	90	3	2	35	25,000	25,000
Enrico Fermi Drive	Siempre Viva Rd. to Via de la Amistad	65	10	20	40	10,500	10,500
Enrico Fermi Drive	Airway Rd. to Siempre Viva Rd.	65	10	20	40	8,000	8,000
Enrico Fermi Drive	SR-11 to Airway Rd.*	65	10	20	40	17,000	15,500
Excellante Street	Airway Rd. to Gigantic St.	90	3	2	40	19,500	6,000
Exposition Way/Vista Santo Domingo	Avenida De Las Vistas to Corporate Dr.	90	3	2	35	17,000	12,500
Gailes Boulevard	Otay Mesa Rd. to St. Andrews Ave.	90	3	2	40	9,000	12,500
Gigantic Street	Excellante St. to Centurion St.	90	3	2	40	19,500	6,000

		Traffic Mix (percent)				ADT	
			Medium	Heavy	Speed	Adopted	Proposed
Street	Segment	Autos	Trucks	Trucks	(mph)	Plan	Plan
Harvest Road	Otay Center Dr. to Siempre Viva Rd.	90	3	2	40	38,000	10,000
Harvest Road	Airway Rd. to Otay Center Dr.	90	3	2	40	34,000	16,000
Harvest Road	South of Otay Mesa Rd.	90	3	2	40	11,000	8,500
Heinrich Hertz Drive	Airway Rd. to Paseo de las Americas	90	3	2	35	27,000	12,000
Heritage Road/Otay Valley Road	Avenida De Las Vistas to Datsun St.	90	3	2	45	77,500	75,500
Heritage Road/Otay Valley Road	Datsun St. to Otay Mesa Rd.	90	3	2	45	47,500	48,000
Heritage Road/Otay Valley Road	Otay Mesa Rd. to SR-905	90	3	2	45	17,500	23,500
Heritage Road/Otay Valley Road	SR-905 to Airway Rd.	90	3	2	45	52,000	35,000
Heritage Road/Otay Valley Road	Main St. to Avenida De Las Vistas	90	3	2	45	87,000	83000
Heritage Road/Otay Valley Road	Airway Rd. to Siempre Viva Rd.	90	3	2	45	58,000	N/A
I-805	Main St. to Palm Ave.	93.1	4.2	2.7	65	263,000	248,000
I-805	Palm Ave. to SR-905	93.1	4.2	2.7	65	232,500	222,000
I-805	SR-905 to I-5	93.1	4.2	2.7	65	107,500	122,000
I-805	I-5 to Border	93.1	4.2	2.7	65	127,500	135,500
Innovative Drive	Otay Mesa Rd. to Corporate Center Dr.	90	3	2	30	16,000	15,000
La Media Road	Lone Star Rd. to Aviator Rd.	65	10	20	45	64,500	19,500
La Media Road	Aviator Rd. to Otay Mesa Rd.	65	10	20	45	64,500	22,500
La Media Road	Otay Mesa Rd. to SR-905	65	10	20	45	48,000	37,500
La Media Road	SR-905 to Airway Rd.	65	10	20	40	75,500	64,000
La Media Road	Airway Rd. to Siempre Viva Rd.	65	10	20	40	32,000	33,000
La Media Road	Birch Rd. to Lone Star Rd.	65	10	20	40	93,000	N/A
Lone Star Road	La Media Rd. to SR-125	65	10	20	40	38,000	N/A
Lone Star Road	SR-125 to Piper Ranch Rd.	65	10	20	40	55,000	35,000
Lone Star Road	SR-125 to Piper Ranch Rd.	65	10	20	40	55,000	35,000
Lone Star Road	Piper Ranch Rd. to City/County Boundary	65	10	20	40	54,500	36,000
Marconi Drive	Paseo de las Americas to Enrico Fermi Dr.	90	3	2	35	16,500	8,000
Michael Faraday Drive	Airway Rd. to Siempre Viva Rd.	90	3	2	30	9,500	6,500
Michael Faraday Drive	Siempre Viva Rd. to Marconi Dr.	90	3	2	30	5,500	8,000
Ocean View Hills Pkwy	Dennery Rd. to Del Sol Blvd.	90	3	2	45	27,000	22,000

		Traffic Mix (percent)			ADT		
			Medium	Heavy	Speed	Adopted	Proposed
Street	Segment	Autos	Trucks	Trucks	(mph)	Plan	Plan
Ocean View Hills Pkwy	Del Sol Blvd. to Street "A"	90	3	2	40	45,000	35,000
Ocean View Hills Pkwy	Street A to Otay Mesa Rd.	90	3	2	40	23,500	23,500
Old Otay Mesa Road	Otay Mesa Rd. to Airway Rd.	90	3	2	40	22,000	22,000
Old Otay Mesa Road	Airway Rd. to Crescent Bay Dr.	90	3	2	40	20,000	14,500
Old Otay Mesa Road	Crescent Bay Dr. to Beyer Blvd.	90	3	2	40	21,500	16,000
Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	90	3	2	35	14,000	15,500
Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	90	3	2	40	36,500	24,000
Otay Mesa Road	Street A to Caliente Ave.	90	3	2	45	32,000	26,000
Otay Mesa Road	Caliente Ave. to Corporate Center Dr.	90	3	2	45	78,000	72,500
Otay Mesa Road	Corporate Center Dr. to Innovative Dr.	90	3	2	45	36,000	51,500
Otay Mesa Road	Innovative Dr. to Heritage Rd.	90	3	2	45	42,000	46,500
Otay Mesa Road	Heritage Rd. to Cactus Rd.	90	3	2	50	74,000	76,500
Otay Mesa Road	Cactus Rd. to Britannia Blvd.	90	3	2	50	47,500	44,000
Otay Mesa Road	Britannia Blvd. to Ailsa Ct.	90	3	2	50	58,500	50,500
Otay Mesa Road	Ailsa Ct. to La Media Rd.	90	3	2	50	49,500	42,500
Otay Mesa Road	La Media Rd. to Piper Ranch Rd.	90	3	2	45	50,000	54,000
Otay Mesa Road	Piper Ranch Rd. to SR-125	90	3	2	45	22,500	28,500
Otay Mesa Road	SR-125 to Harvest Rd.	90	3	2	45	42,500	36,000
Otay Mesa Road	Harvest Rd. to Sanyo Ave.	90	3	2	45	38,500	32,000
Otay Mesa Road	Sanyo Ave. to Enrico Fermi Dr.	90	3	2	40	14,000	7,500
Pacific Rim Court	Otay Mesa Rd. to Camino Maquiladora	90	3	2	45	4,000	4,500
Palm Ave.	Piccard Ave to I-805	90	3	2	35	69,500	N/A
Palm Ave.	I-805 to Dennery Rd.	90	3	2	45	69,500	59,500
Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	90	3	2	35	33,500	16,500
Paseo de las Americas	Siempre Viva Rd. to Marconi Dr.	90	3	2	35	16,000	15,000
Piper Ranch Rd.	Lone Star Rd. to Otay Mesa Rd.	90	3	2	40	17,000	20,500
Piper Ranch Rd.	Lone Star Rd. to Otay Mesa Rd.	90	3	2	40	17,000	20,500
Progressive Ave.	Corporate Center Dr. to Innovative Dr.	90	3	2	30	17,000	11,500
Sanyo Ave.	Otay Mesa Rd. to Airway Rd.	90	3	2	45	43,000	24,500

		Traffic Mix (percent)			ADT		
			Medium	Heavy	Speed	Adopted	Proposed
Street	Segment	Autos	Trucks	Trucks	(mph)	Plan	Plan
Siempre Viva Rd.	Cactus Rd. to Britannia Blvd.	90	3	2	40	44,500	37,000
Siempre Viva Rd.	Britannia Blvd. to La Media Rd.	90	3	2	40	52,500	42,500
Siempre Viva Rd.	La Media Rd. to Harves t Rd.	90	3	2	40	34,500	40,500
Siempre Viva Rd.	Harvest Rd. to Otay Center Dr.	90	3	2	40	35,000	34,000
Siempre Viva Rd.	Otay Center Dr. to SR-905	90	3	2	40	64,500	60,000
Siempre Viva Rd.	SR-905 to Paseo de las Americas	90	3	2	40	72,000	63,000
Siempre Viva Rd.	Paseo de las Americas to Michael Faraday Dr.	90	3	2	40	20,500	23,000
Siempre Viva Rd.	Michael Faraday Dr. to Enrico Fermi Dr.	90	3	2	40	21,000	21,000
Siempre Viva Rd.	Enrico Fermi Dr. to SR-11	90	3	2	40	21,000	17,500
Siempre Viva Rd.	Caliente Ave. to West Terminus	91.9	5.5	2.6	65	47,000	10,000
Siempre Viva Rd.	Heritage Rd. to Cactus Rd.	91.9	5.5	2.6	65	48,000	N/A
SR-11	SR-905 to Enrico Fermi Dr.	91.9	5.5	2.6	65	50,500	47,000
SR-11	Enrico Fermi Dr. to Siempre Viva Rd	91.9	5.5	2.6	65	25,000	24,500
SR-11	Siempre Viva Rd. to Border	91.9	5.5	2.6	65	39,500	39,500
SR-125	Birch Rd. to Lone Star Rd.	91.9	5.5	2.6	65	102,500	155,500
SR-125	Lone Star Rd. to SR-905	91.9	5.5	2.6	65	76,000	115,500
SR-905	Picador Blvd. to I-805	91.9	5.5	2.6	65	144,500	128,500
SR-905	I-805 to Caliente Ave.	91.9	5.5	2.6	65	253,500	221,000
SR-905	Caliente Ave. to Heritage Rd.	91.9	5.5	2.6	65	224,000	196,000
SR-905	Heritage Rd. to Britannia Blvd.	91.9	5.5	2.6	65	193,000	173,000
SR-905	Britannia Blvd. to La Media Rd.	91.9	5.5	2.6	65	167,000	154,000
SR-905	La Media Rd. to SR-125	91.9	5.5	2.6	65	121,000	103,500
SR-905	SR-125 to Siempre Viva Rd.	91.9	5.5	2.6	65	103,000	99,000
SR-905	Siempre Viva Rd. to Border	91.9	5.5	2.6	65	64,500	64,500
St. Andrews Ave.	Otay Mesa Center Rd. to La Media Rd.	90	3	2	30	20,500	13,500
Street A	Ocean View Hills Pkwy. to Otay Mesa Rd.	90	3	2	40	19,500	13,500

ADT = average daily traffic

#### 3.4.2 Analysis of Traffic Noise

The Federal Highway Administration (FHWA) Traffic Noise Model algorithms were used to calculate distances to noise contours for each roadway. The FHWA model takes into account traffic mix, speed, and volume; roadway gradient; relative distances between sources, barriers, and sensitive receptors; and shielding provided by intervening terrain or structures.

The analysis of the noise environment considered that the topography was flat with no intervening terrain between sensitive land uses and roadways. Because there are no obstructions, predicted noise levels are higher than would actually occur. In actuality buildings and other obstructions along the roadways would shield distant receivers from the traffic noise.

A large portion of the project area is undeveloped with soft ground conditions. Therefore, soft site conditions where used in this analysis. Furthermore, soft site conditions would account for noise attenuation due to shielding from buildings and other obstructions.

## 4.0 Existing Conditions

The CPU is subject to various existing noise sources including traffic on circulation element roadways, traffic on I-805, SR-125, SR-905, aircraft from Brown Field and General Abelardo L. Rodriguez International Airport, and industrial and commercial activities, including the heavy truck traffic associated with them.

## 4.1 Vehicle Traffic Noise

As part of this analysis, ambient noise conditions were measured in the planning area. In order to provide a qualitative assessment of the variability of noise throughout the study area, eight daytime noise measurements that were 15 minutes in duration were made throughout the study area.

The measurement locations are shown in Figure 2 and were chosen to obtain existing noise levels in order to characterize the existing ambient noise condition. The noise measurement data are contained in Attachment 1.

Measurements 1–5 were taken on June 15, 2011; at this time, SR-905 was under construction. SR-905 now connects the Otay Mesa POE with regional freeways I-5 and I-805. Phase 1 from the Otay Mesa POE to Airway Road was completed at the time of the June 2011 noise measurements. Also completed was the SR-905 link with I-805. The Phase 2 connection to I-805 was completed in 2012. Before the Phase 2 link was

completed, traffic traveling on SR-905 was diverted onto Otay Mesa Road. Therefore, SR-905/Otay Mesa Road experienced high traffic volumes including heavy truck traffic at the time of the first noise measurements. Measurements 6–8 were taken after SR-905 completion.

Measurement 1 was taken adjacent to Ocean View Hills Parkway in the residential area of Otay Mesa. The main source of noise at the measurement location was traffic on Ocean View Hills Parkway. The speed limit on this portion of Ocean View Hills Parkway is 45 miles per hour (mph). Noise levels were measured for 15 minutes, and traffic was counted during the measurement period. The average measured noise level at 40 feet from the centerline of Ocean View Hills Parkway was 72.3 dB(A) L<sub>eq</sub>.

Measurement 2 was taken in a commercial parking lot on a hill overlooking I-805. The main source of noise at the measurement location was traffic on I-805. Noise levels were measured for 15 minutes. The average measured noise level was 80.9 dB(A)  $L_{eq}$ .

Measurement 3 was taken adjacent to SR-905/Otay Mesa Road. The speed limit on this portion of Otay Mesa Road is 45 mph. Noise levels were measured for 15 minutes. The average measured noise level at approximately 85 feet from the centerline was 77.3 dB(A)  $L_{eq}$ .

Measurement 4 was taken adjacent to Airway Road in an industrial portion of the CPU. Because of the amount of industrial uses, Airway Road experiences high heavy truck volumes. The speed limit on this portion of Airway Road is 40 mph. Noise levels were measured for 15 minutes, and traffic was counted during the measurement period. The average measured noise level at 30 feet from the centerline was 72.6 dB(A)  $L_{eq}$ .

Measurement 5 was taken adjacent to Siempre Viva Road. Like Airway Road, Siempre Viva Road experiences high heavy truck volumes. The speed limit on this portion of Siempre Viva Road is 40 mph. Noise levels were measured for 15 minutes, and traffic was counted during the measurement period. The average measured noise level at 60 feet from the centerline was 72.1 dB(A)  $L_{eq}$ .

Measurements 6-8 were taken on October 18, 2012; at this time, SR-905 had been completed.

With the completion of SR-905, Otay Mesa Road experiences less traffic volumes including heavy truck traffic than in previous years.

Measurement 6 was taken adjacent to SR-905/Otay Mesa Road near Innovative Drive. The speed limit on this portion of Otay Mesa Road is 45 mph. Noise levels were measured for 15 minutes. The average measured noise level at approximately 93 feet from the centerline was  $68.7 \text{ dB}(A) L_{eq}$ .

Measurement 7 was taken adjacent to a semi-trailer storage area overlooking SR-125. The main source of noise at the measurement location was traffic on SR-125. Noise levels were measured for 15 minutes. The average measured noise level was  $61.5 \text{ dB}(A) L_{eq}$ .

Measurement 8 was taken on Cactus Road, adjacent to SR-905. The main source of noise at the measurement location was traffic on SR-905. Noise levels were measured for 15 minutes. The average measured noise level was 72.0 dB(A)  $L_{eq}$ .

Table 6 presents the results of the noise measurements. Table 7 summarizes the 15-minute traffic counts.

				Distance	Noise Level
		Average		From	at 50 feet
		Noise Level		Centerline	from Source
Location	Date	[dB(A)]	Traffic Noise Sources	(feet)	[dB(A)]
1	06/15/11	72.3	Ocean View Hills Parkway	40	71.3
2	06/15/11	72.7	I-805	330	80.9
3	06/15/11	77.3	SR-905/Otay Mesa Road	85	79.6
4	06/15/11	74.8	Airway Road	30	72.6
5	06/15/11	72.1	Siempre Viva Road	60	72.9
6	10/18/12	68.7	Otay Mesa Road	93	71.4
7	10/18/12	55.2	SR-125	215	61.5
8	10/18/12	66.0	SR-905	197	72.0

TABLE 6 MEASURED NOISE LEVELS

dB(A) = A-weighted decibel (dB) level

TABLE 715-MINUTE TRAFFIC COUNTS

			Medium	Heavy		Motor-
Location	Roadway	Autos	Trucks	Trucks	Buses	cycles
1	Ocean View Hills Parkway	134	3	1	0	1
4	Airway Road	49	4	38	2	4
5	Siempre Viva Road	68	5	28	2	6

#### 4.2 Air Traffic Noise

Brown Field and General Abelardo L. Rodriguez International Airport in Tijuana also generate noise within the CPU. Figure 4 shows the existing noise contours associated with operations at these airports (San Diego County Regional Airport Authority 2003, 2010). As shown, the primary source of aircraft noise in the CPU is due to operations at Brown Field. Only a small portion of the CPU is located within the 65-CNEL contour line of the General Abelardo L. Rodriguez International Airport.

### 4.3 Other Sources of Noise

Other sources of noise within the CPU are due to the normal activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include car washes, fast food restaurants, and auto repair facilities. Sources of noise in industrial and manufacturing areas may include heavy machinery and truck loading/unloading. Residential uses located adjacent to commercial and industrial uses would be exposed to noise associated with these land uses.

# 5.0 Future Acoustical Environment and Impacts

### 5.1 **Construction Noise Impacts**

Temporary or periodic noise increases could result from construction activities within the CPU. Noise associated with the demolition, earthwork, construction, and surface preparation for projects approved under the CPU would result in short-term impacts to adjacent residential properties. A variety of noise-generating equipment would be used during the construction phase such as scrapers, dump trucks, backhoes, front-end loaders, jackhammers, and concrete mixers, along with others.

Table 8 indicates the types of construction equipment typically involved in construction projects. This type of equipment can individually generate noise levels that range between 78 and 91 dB(A)  $L_{eq}$  at 50 feet from the source, as listed in Table 8.

The exact location of projects and construction activities approved under the CPU are not known at this time. It is likely that sensitive receptors would be located in the vicinity of construction activities. The City of San Diego regulates noise associated with construction equipment and activities through its Noise Abatement and Control Ordinance. If construction activities exceed the limitations set forth in Section 59.5.0404 of the City's Noise Abatement and Control Ordinance (see Section 2.2.1 above), then noise impacts would be significant.

Any construction resulting from the adoption of the CPU must comply with this requirement. As noted above, construction equipment would generate noise levels between 80 and 90 dB at 50 feet from the source when in operation. At the 500-foot boundary of the limitation for construction equipment, the sound pressure level would be 20 dB less than a noise measurement taken at 50 feet. Depending on the nature of the

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

 TABLE 8

 MEASURED NOISE LEVELS OF COMMON CONSTRUCTION EQUIPMENT

SOURCE: FHWA 2008. KVA = kilovolt amps construction including the duration of specific activities, nature of the equipment involved, location of the particular receiver, and nature of intervening barriers, construction noise within 500 feet of a residential zone could range from less than  $60 \text{ dB}(A)L_{eq}$  to as much as 90 dB(A)  $L_{eq}$ . Grading activities are estimated to generate worst-case average noise levels of 84 dB(A) equivalent sound level ( $L_{eq}$ ) at a distance of 50 feet (Bolt, Beranek, and Newman, Inc. 1971). Construction noise levels of 84 dB(A) would attenuate to 75 dB(A) at 140 feet. Therefore, significant impacts would occur if residential uses are located closer than 140 feet of construction activities.

Therefore, construction activities related to implementation of the CPU would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties and would therefore be potentially significant. The City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. However, as the degree of success of these measures cannot be adequately known for each specific project at this program-level of analysis, mitigation would be required.

Additionally, noise levels associated with the earthwork, construction, and surface preparation for future development within the CPU area would result in short-term, temporary noise impacts that would adversely affect coastal California gnatcatchers within the MHPA. Construction noise during the period of March 1 to August 15 in excess of 60 dB(A) CNEL would expose coastal California gnatcatchers to noise levels considered adverse to this species. As this is a noise analysis, this information was provided to the project biologist, and mitigation measures have been specified in the EIR and biology report prepared for the CPU that would reduce these impacts.

# 5.2 Traffic Noise Impacts and Land Use Compatibility

The methods used in the analysis of future conditions are described in the Analysis Methodology section of this report. Future traffic parameters used are shown in Table 5.

The distances to the 60, 65, 70, and 75 CNEL noise contours for freeways and major roadways are shown in Table 9. A complete list of distances to the 60, 65, 70, and 75 CNEL noise contours for all roadway segments for the adopted community plan and the CPU are included in Attachment 2. Distances to the noise contours assume a soft, flat site with no intervening barriers or obstructions. Future noise contours for the adopted community plan and CPU traffic volumes as well as the proposed land uses for the adopted community plan and the CPU are shown in Figures 5 and 6, respectively.
TABLE 9

 FUTURE TRAFFIC NOISE CONTOUR DISTANCES FOR FREEWAYS AND MAJOR ROADWAYS

		Contour Distanc	es at Buildout of Add	pted Communit	y Plan (feet)	Con	tour Distances at Bi	uildout of CPU (fee	et)
Roadway	Segment	75 CNEL	70 CNEL	65 CNEL	60 CNEL	75 CNEL	70 CNEL	65 CNEL	60 CNEL
Airway Road	Old Otay Mesa Road to Caliente Avenue	37	79	170	366	23	50	109	234
Airway Road	Caliente Avenue to Heritage Road	74	159	343	740	55	119	256	552
Airway Road	Heritage Road to Cactus Road	57	122	263	566	75	162	349	752
Airway Road	Cactus Road to Britannia Boulevard	63	136	293	631	61	132	285	613
Airway Road	Britannia Boulevard to La Media Road	56	121	261	561	52	113	242	522
Airway Road	La Media Road to Harvest Road	70	151	326	702	51	110	238	512
Airway Road	Harvest Road to Sanvo Avenue	66	142	305	658	43	93	201	434
Britannia Boulevard	Otav Mesa Road to SR-905	35	76	164	354	33	71	153	329
Britannia Boulevard	SR-905 to Airway Road	167	359	774	1.667	189	408	879	1.895
Britannia Boulevard	Siempre Viva Road to South End	122	263	566	1.219	150	324	697	1.503
Britannia Boulevard	Airway Road to Siempre Viva Road	123	265	571	1.231	94	202	436	940
La Media Road	Lone Star Road to Aviator Road	212	457	984	2,120	95	206	443	955
La Media Road	Aviator Road to Otav Mesa Road	212	457	984	2,120	105	226	488	1.050
La Media Road	Otav Mesa Road to SR-905	174	375	808	1 741	148	318	685	1 477
La Media Road	SR-905 to Airway Road	214	461	992	2 138	191	412	889	1 915
La Media Road	Airway Road to Siempre Viva Road	121	260	560	1 206	123	265	571	1,010
La Media Road	Birch Road to Lone Star Road	246	529	1 140	2 4 5 6	0	0	1	1
Otav Mesa Road	Street A to Caliente Avenue	58	126	271	583	51	109	236	507
Otay Mesa Road	Caliente Avenue to Corporate Center Drive	106	227	490	1.056	101	217	467	1.005
Otay Mesa Road	Corporate Center Drive to Innovative Drive	63	136	203	630	80	172	372	800
Otay Mesa Road	Innovative Drive to Heritage Poad	70	150	295	600	75	161	347	748
Otay Mesa Road	Heritage Road to Cactus Road	110	257	554	1 103	122	263	566	1 220
Otay Mesa Road	Cactus Road to Britannia Boulovard	80	101	412	000	9/	192	301	9/2
Otay Mesa Road	Pritannia Poulovard to Ailea Court	102	220	412	1.020	04	102	420	045
Otay Mesa Road	Ailes Court to La Madia Baad	01	220	473	1,020	92	199	429	920
Otay Mesa Road	Alisa Court to La Media Rodu	<u> </u>	197	423	705	02	170	202	024
Otay Mesa Road	La Meula Road to Pipel Ralicii Road	10	109	304	CO 1	0J 54	1/0	303	020 520
Otay Mesa Road	Piper Ranch Road to SR-125	40	99	214	401	04 62	110	200	539
Otay Mesa Road	SR-125 to Harvest Road	<u> </u>	102	327	704	03 59	100	293	<u> </u>
Olay Mesa Road	Harvest Road to Sanyo Avenue	00	142	300	009	58	120	2/1	283
Olay Mesa Road	Sanyo Avenue to Ennco Fermi Drive	28	01	132	284	19	40	8/	187
Siempre Viva Road	Caclus Road to Britannia Boulevard	69	132	285	013	54	11/	252	542
Siempre Viva Road	Britannia Boulevard to La Media Road	68	147	318	684	59	128	2/6	595
Siempre Viva Road	La Media Road to Harvest Road	52	111	240	517	58	124	267	5/6
Siempre Viva Road	Harvest Road to Otay Center Drive	52	113	242	522	51	110	238	512
Siempre Viva Road	Otay Center Drive to SR-905	79	169	364	/85	/5	161	347	/48
Siempre Viva Road	SR-905 to Paseo de las Americas	84	182	392	845	11	167	359	//3
Siempre Viva Road	Paseo de las Americas to Michael Faraday Drive	3/	79	170	366	39	85	183	395
Siempre Viva Road	Michael Faraday Drive to Enrico Fermi Drive	37	80	1/2	372	37	80	1/2	372
Siempre Viva Road	Enrico Fermi Drive to SR-11	3/	80	1/2	3/2	33	/1	153	329
Siempre Viva Road	Callente Avenue to East Beyer Boulevard	146	315	678	1,460	52	112	242	520
Siempre Viva Road	Heritage Road to Cactus Road	148	319	687	1,481	0	0	1	1
1-805	Main Street to Paim Avenue	453	976	2,103	4,531	436	939	2,022	4,357
1-805	Palm Avenue to SR-905	417	899	1,937	4,174	405	8/2	1,878	4,047
1-805	SR-905 to 1-5	250	538	1,158	2,496	272	585	1,260	2,715
1-805	I-5 to Border	280	602	1,298	2,796	291	627	1,352	2,912
SR-11	SR-905 to Enrico Fermi Drive	153	330	/11	1,532	146	315	678	1,460
SR-11	Enrico Fermi Drive to Siempre Viva Road	96	207	445	959	95	204	439	946
<u>SR-11</u>	Siempre Viva Road to Border	130	280	604	1,301	130	280	604	1,301
SR-125	Birch Road to Lone Star Road	246	529	1,140	2,456	324	699	1,505	3,243
<u>SR-125</u>	Lone Star Road to SR-905	201	433	934	2,012	266	573	1,234	2,659
<u>SR-905</u>	Picador Boulevard to I-805	309	665	1,433	3,088	286	615	1,325	2,855
SR-905	I-805 to Caliente Avenue	449	968	2,085	4,491	410	883	1,903	4,099
<u>SR-905</u>	Caliente Avenue to Heritage Road	414	891	1,920	4,136	378	815	1,756	3,784
<u>SR-905</u>	Heritage Road to Britannia Boulevard	374	807	1,738	3,745	348	750	1,616	3,482
SR-905	Britannia Boulevard to La Media Road	340	733	1,578	3,401	322	694	1,495	3,222
SR-905	La Media Road to SR-125	274	591	1,273	2,743	247	533	1,147	2,472
SR-905	SR-125 to Siempre Viva Road	246	531	1,144	2,464	240	517	1,114	2,400
SR-905	Siempre Viva Road to Border	180	389	837	1,803	180	389	837	1,803

Noise Analysis for the Otay Mesa Community Plan Update

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As shown in Figures 5 and 6, traffic noise levels at existing and proposed residential use areas in the western portion of the CPU area would exceed the City's compatibility thresholds for residential land uses.

While the City has a compatibility level of 60 CNEL or less for residential uses, noise levels of 61–65 CNEL are generally considered acceptable for residential uses, since interior noise levels can be reduced to 45 CNEL through simple means, such as closing/sealing windows and providing mechanical ventilation. Additionally, passive mitigation such as noise walls can usually reduce exterior noise levels to comply with City standards. The majority of proposed residential land uses would be located within the conditionally compatibility zone.

Noise levels of 66–69 CNEL are more difficult to reduce to compatible levels in single dwelling units and these uses are typically precluded from these areas, however, multiple dwelling units can generally provide the required structural attenuation to reduce noise levels at interior locations. Additionally, due to the provision of common exterior use areas, these projects can generally provide greater shielding to these smaller areas, thus providing exterior use areas that comply with City standards. The greatest concentration of residential uses within this noise level range are south of Airway Road, west and east of Caliente Avenue, north of SR-905, and east of I-805.

Noise levels of 70–74 CNEL are very difficult to reduce to compatible interior noise levels in most residential structures, and noise sensitive land uses are typically precluded from these areas. Additionally, land uses in areas with noise levels this high or greater are not usually capable of providing sufficient shielding for exterior use areas.

Noise levels of 75 CNEL or greater are typically limited to industrial uses or retail commercial uses. Residential uses north and south of SR-905 and west of I-805, in the western portion of the CPU area, would be located within the 75 CNEL contours for I-805 and SR-905.

For properties located in areas where exterior noise levels exceed 60 CNEL, sitespecific noise studies would be required. Additionally, site-specific interior noise levels would be required for land uses located in areas where exterior noise levels exceed the City's noise and land use compatibility thresholds as defined in the General Plan, Table N-3.

It should be noted that at any specific location the actual existing noise would depend upon not only the source noise level, but also the nature of the path from the source to the sensitive receptor. Buildings, walls, and other barriers would block the direct line of sight and reduce noise levels at the receptor. As an example, a first row of buildings would reduce traffic noise levels at receptors by 3–5 dBA behind those structures depending on the building to gap ratio. Large continuous structures can provide substantially greater attenuation of traffic noise. Implementation of the policies in the CPU and General Plan would preclude or reduce traffic noise impacts. In addition, the City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to California Environmental Quality Act (CEQA) as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations may not adequately reduce noise levels, and such projects would require additional measures to comply with applicable standards.

Thus, without mitigation, implementation of the CPU would result in a significant impact from traffic noise, because the CPU would potentially allow sensitive receptors to be located in areas where exterior noise levels exceed the compatibility standards established by the General Plan (see Table 2).

### 5.3 Airport Noise Impacts

As discussed previously, the primary sources of aircraft noise in the vicinity of the CPU area are aircraft operations associated with Brown Field located in the center of the CPU and General Abelardo L. Rodriquez International Airport in Tijuana, just south of the U.S.–Mexico border. Figure 4 shows the existing noise contours associated with operations at Brown Field and the General Abelardo L. Rodriguez International Airport (San Diego County Regional Airport Authority 2003 and 2010).

Table 3 presents the land uses and the compatible noise levels used for determining whether a proposed land use is consistent with ALUCP policies and guidelines (San Diego County Regional Airport Authority 2010).

As shown in Figure 4, existing residential uses east of Ocean View Hills Parkway are located within the 60 CNEL contour line for Brown Field, and two existing residential areas east of Vista Santo Domingo are located within the 65 CNEL contour. No residential use currently exists within the 70 CNEL or greater contours, and none is proposed under the CPU. No new residential development is proposed within the Brown Field 60 or 65 CNEL contours.

Several commercial and industrial uses are also located within the airport influence area. These uses are compatible with noise levels up to 75 CNEL (see Table 3). However, noise levels at these areas do not exceed 70 CNEL due to operations at Brown Field.

As shown in Figure 4, the 65 CNEL contour line for General Abelardo L. Rodriguez International Airport crosses the southernmost boundary of the CPU area. Existing and proposed industrial uses are located within this 65 CNEL contour line. Typical commercial and industrial uses are conditionally compatible within 70 to 75 CNEL with





Otay Mesa Community Plan Boundary Future Traffic Noise Contours

Not A Part

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

- ----- 70 CNEL

Future Traffic Noise Contours for the Adopted Community Plan and Existing Land Uses

0

Feet

### **FIGURE 5**

Noise Analysis for the Otay Mesa Community Plan Update

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FIGURE 6

Future Traffic Noise Contours for the CPU and Proposed Land Uses Noise Analysis for the Otay Mesa Community Plan Update

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an interior noise level of 50 CNEL for associated offices. However, public works yards, outdoor storage, extractive industry, and solid waste facilities are compatible up to 75 dB(A). Typical commercial and industrial construction provides 25–30 dB(A) attenuation from exterior noise sources. Therefore, noise levels of 70 CNEL would be reduced to 40–45 CNEL within structures located within this zone.

Based on the available airport noise contours and the CPU land use plan, the CPU would not expose people residing or working in the CPU area to excessive noise levels due to airport operations.

### 5.4 Stationary Source/Collocation Noise Impacts

The CPU strives to integrate land uses in accordance with the City of Villages concept. As such, noise-sensitive land uses, such as residential, would be located in proximity to noise generating land uses, such as commercial and industrial land uses.

Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses; sources of noise in industrial and manufacturing areas would include heavy machinery, truck loading/unloading, and other industrial activities. Figure 3 shows the areas of residential–industrial land uses. Mixed-use areas would also contain residential and commercial interfaces. As shown, there are areas where noise sensitive residential uses would be located adjacent to noise generating uses. These include the mixed-use villages where there is a residential–commercial interface and residential areas adjacent to commercial and uses.

Commercial and industrial uses in the CPU area could include manufacturing and warehousing, repair facilities, manufacturing facilities, machine shops, recycling facilities, and auto repair. Typical noise levels from these types of uses are discussed below.

Manufacturing facilities and machine shops have noise sources that include compressors, generators, welders, manual and pneumatic tools, air conditioning and heating units, and other equipment. Maximum noise levels range greatly and could be as loud as 80 dB(A)  $L_{eq}$  at 50 feet (RECON 2013a).

Noise sources associated with recycling facilities include trucks, loaders, conveyor systems, sorting equipment, compactors, fans, blowers, and other equipment. Measured maximum noise levels range from 65 to 85 dB(A)  $L_{eq}$  at 50 feet, and average hourly noise levels range from 60 to 70 dB(A)  $L_{eq}$  at 50 feet.

Noise sources from auto repair facilities include pneumatic impact wrenches, hammering, air compressors, closing vehicle doors and hoods, and revving engines. At 50 feet from an open garage door, the general maximum noise levels can range from 60 to 80 dB(A)  $L_{eq}$ .

Other noise sources may include warning horns and truck deliveries. Noise levels due to delivery trucks are approximately 75 to 85 dB(A)  $L_{eq}$  at 50 feet, and noise levels due to truck back-up alarms are approximately 65 to 75 dB(A)  $L_{eq}$  at 50 feet.

The noise level limit at the boundary between a noise-sensitive land use and a commercial or industrial use is dependent on the type of land use where the noise is being generated, the type of sensitive land use that is receiving the noise, and the time of day that the noise is being generated (see Table 4). For example, to reduce the typical average commercial and industrial noise levels, which range from 60 to 80 dB(A)  $L_{eq}$ , at 50 feet, to the daytime single-family residential noise level limit of 50 dB(A)  $L_{eq}$ , a buffer distance ranging from 50 to 500 feet would be required. Site-specific noise reduction measures such as noise barriers would allow for reduced buffer distances. However, without project-specific details, noise levels generated by these activities associated with future development under the CPU cannot be anticipated at the program level.

Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial and industrial uses, City policies in place are intended to control noise and reduce noise impacts between various land uses. The City's noise policies, as contained in the General Plan and noise ordinance, include policies and regulations that require noise studies for land uses proposed for potentially incompatible locations, limits on hours of operation for various noise-generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. In addition, enforcement of the previously described federal, state, and local noise regulations reduce impacts. Moreover, the CPU includes policies to reduce noise impacts. Such policies include requiring site design considerations and other measures to reduce noise levels from these noise-generating uses where an interface with noise sensitive land uses occurs. The CPU area, in the form of roads, parking, and landscaping to reduce noise levels to sensitive receptors. These criteria would be applied as future development is proposed to implement the CPU.

The juxtaposition of proposed land uses would result in potentially significant noise impacts. While the applicable regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Ordinance, no project-level site plans, or implementation programs have been considered as part of the environmental review of the CPU. However, without detailed operational data it cannot be verified that future projects implemented in accordance with the CPU would be capable of reducing noise

levels to comply with City standards. As the degree of success of regulations cannot be adequately known for each specific project at this program-level of analysis, impacts would be significant. Additional mitigation would be required to provide verification that City standards have been met.

## 6.0 Mitigation Framework

The following measures would reduce noise impacts resulting from the adoption of the CPU:

### 6.1 Traffic Noise and Land Use Compatibility

- NOI-1. Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the environmental and discretionary review of future development proposals. Effective noise reduction measures may include, but are not limited to, building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.
- NOI-2. When building plans are available and prior to the issuance of building permits, site-specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive land uses located in areas where exterior noise levels exceed 60 CNEL or where the exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures may include, but are not limited to, increasing roof, wall, window, and door sound attenuation ratings, placing HVAC in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

Future development proposals implementing the CPU will be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of this PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level

impact related to exterior and interior noise impacts remains significant and unavoidable, even with adherence to the Mitigation Framework.

Additionally, project traffic noise effects on existing residences would be potentially significant. There are areas within the CPU area where project traffic noise would potentially cause interior noise levels in existing residences to exceed applicable standards. As these older homes may not have been constructed to achieve current interior noise standards, there is the potential that project traffic would generate noise levels that exceed current standards at these existing residences. Possible exterior noise mitigation would include the construction of barriers between heavily traveled roadways and noise sensitive exterior use areas. Possible noise reduction measures would include retrofitting older homes with new window and door components with higher sound transmission class (STC) ratings. However, because the significant noise impacts are to existing homes in an already urbanized area, there is no feasible mitigation. Impacts would remain significant and unavoidable.

### 6.2 Stationary Sources (Collocation)

NOI-3. Operational noise from various land uses could adversely impact adjacent properties, either individually or cumulatively. Prior to the issuance of a building permit, a site-specific noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, which will identify all noise-generating equipment, predict noise levels at property lines from all identified equipment, and recommended mitigation to be implemented (e.g., enclosures, barriers, site orientation), as necessary, to comply with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific noise analyses.

Future development proposals implementing the CPU will be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of this PEIR. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program-level of analysis, the program-level impact related to the generation of noise levels in excess of the standards established in the City's Noise Abatement and Control Ordinance remain significant and unavoidable, even with adherence to the Mitigation Framework.

### 6.3 Construction

- NOI-4. For projects that would exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to reduce construction noise levels to comply with standards established by the City of San Diego in Article 9.5 Noise Abatement and Control. Future projects shall be required to prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis and are specific to a location. Control measures shall include:
  - a) Minimizing simultaneous operation of multiple construction equipment units;
  - b) Locating stationary equipment as far as reasonable from sensitive receptors;
  - c) Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and
  - d) Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

The Land Use Adjacency Guidelines in the Multiple Species Conservation Program (MSCP) Subarea Plan address noise impacts associated with industrial, commercial, mixed-use, or recreation uses that generate stationary noise adjacent to MHPA areas. Potential noise mitigation measures consistent with the City's Biology Guidelines and MSCP Subarea Plan are identified in the biological technical report (RECON 2013b). Future development shall be conditioned to comply with the Land Use Adjacency Guidelines and potential construction-related noise impacts to the coastal California gnatcatcher would be reduced to below a level of significance.

Future development proposals implementing the CPU will be required to incorporate feasible mitigation measures and alternatives adopted in conjunction with the certification of this PEIR. With adherence to the Mitigation Framework, the program-level impact related to construction noise impacts to residential uses and sensitive species would be reduce to below a level of significance.

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## ATTACHMENTS

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## **ATTACHMENT 1**

Noise Measurement Data

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#### June 15, 2011 Measurements

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0	15Jun 11	10:57:10	69.0	73.7	76.0
0	15Jun 11	10:57:15	64.0	65.7	71.0
0	15Jun 11	10:57:20	60.8	64.1	67.7
0	15Jun 11	10:57:25	62.5	65.3	69.5
0	15Jun 11	10:57:30	71.0	76.5	78.0
0	15Jun 11	10:57:35	67.2	70.0	74.2
0	15Jun 11	10:57:40	61.0	65.7	68.0
0	15Jun 11	10:57:45	57.3	60.3	64.2
0	15Jun 11	10:57:50	55.5	62.0	62.5
0	15Jun 11	10:57:55	74.1	80.8	81.1
Ō	15Jun 11	10:58:00	63.5	68.1	70.5
0	15Jun 11	10:58:05	56.2	59.5	63.1
0	15Jun 11	10:58:10	46.8	49.7	53.8
Ō	15Jun 11	10:58:15	44.8	47.2	51.8
0	15Jun 11	10:58:20	46.1	48.0	53.1
Ō	15Jun 11	10:58:25	48.6	54.3	55.6
0	15Jun 11	10:58:30	72.1	78.0	79.1
0	15Jun 11	10:58:35	73.8	78.2	80.8
õ	15Jun 11	10:58:40	63.0	67.7	70.0
õ	15.Jun 11	10:58:45	85.5	93.6	92.5
õ	15.Jun 11	10:58:50	70.9	80.5	77.9
õ	15.Jun 11	10:58:55	65.1	68.7	72 1
õ	15Jun 11	10:59:00	72.4	77.0	79.4
õ	15.Jun 11	10:59:05	72.0	76.6	79.0
õ	15.Jun 11	10:59:10	64.9	68.1	71.9
õ	15.Jun 11	10:59:15	64.0	67.6	71.0
õ	15.Jun 11	10:59:20	63.1	65.7	70.1
õ	15.Jun 11	10:59:25	66.2	70.3	73.2
õ	15.Jun 11	10:59:30	73.2	80.2	80.2
õ	15.Jun 11	10:59:35	67.3	73.1	74.3
õ	15Jun 11	10:59:40	60.7	66.6	67.7
õ	15.Jun 11	10:59:45	50.7	54.3	57.7
Õ	15Jun 11	10:59:50	49.2	59.3	56.2
õ	15Jun 11	10:59:55	62.9	71.9	69.9
Õ	15Jun 11	11:00:00	73.7	77.1	80.7
õ	15Jun 11	11:00:05	65.3	67.3	72.3
õ	15Jun 11	11:00:10	54.2	61.6	61.2
õ	15.Jun 11	11.00.15	69.6	75.3	76.6
õ	15.Jun 11	11.00.20	61.3	66.5	68.3
õ	15Jun 11	11:00:25	71.7	77.2	78.6
õ	15.Jun 11	11.00.30	63.0	66.6	70.0
õ	15Jun 11	11:00:35	55.5	59.6	62.5
õ	15.Jun 11	11.00.40	54.6	58.8	61.6
õ	15.Jun 11	11:00:45	65.9	69.3	72.9
õ	15.Jun 11	11:00:50	66.8	69.2	73.8
õ	15.Jun 11	11:00:55	72.4	77.3	79.4
õ	15.Jun 11	11.01.00	77 4	83.5	84.4
ñ	15 Jun 11	11.01.05	72.4	80.7	79.4
ñ	15 Jun 11	11.01.00	71.6	77 7	78.6
ñ	15 Jun 11	11.01.15	61.1	63.0	68 1
ñ	15.Jun 11	11.01.20	59 5	62.6	66.5
ñ	15 Jun 11	11.01.20	49.5	53.2	56.5
õ	15Jun 11	11:01:30	48.5	56.3	55.4
ñ	15.Jun 11	11.01.35	50.7	54 5	57.7
õ	15Jun 11	11:01:40	69.4	75.1	76.4
ñ	15Jun 11	11:01:45	68.6	72.3	75.6
ñ	15Jun 11	11:01:50	74.5	77 7	81.5
õ	15Jun 11	11:01:55	74.5	78.8	81.5
				, 0.0	J J

0		0	15.Jun 11 11.02.00	0 65 1	67.9	72 1	0	0	15Jun 11 11:31:35	72.0	73.5	79.0
õ		õ	15 Jun 11 11:02:04	5 56 1	59.3	63.1	Õ	õ	15 Jun 11 11:31:40	73.8	75.0	80.8
õ		ň	15 Jun 11 11:02:00	יסט. 1 71 פ	773	78.7	õ	ň	15 Jun 11 11:31:45	73.5	74.3	80.5
õ		ñ	15 Jun 11 11:02:10	5 62 5	65.7	60.5	õ	0	15 Jun 11 11:01.40	70.0	74.0	70.7
0		0	15Jun 11 11.02.10		62.0	09.5	0	0	15Jun 11 11.31.50	71 0	74.1	70 0
0		0	15Jun 11 11.02.20	J 30.0	62.0	0.00	0	0	15JUII 11 11.51.55	71.0	73.0	70.0
0		0	15Jun 11 11:02:2:	5 58.1	64.2	65.1	0	0	15Jun 11 11:32:00	72.2	73.1	79.2
0		0	15Jun 11 11:02:30	J 75.5	84.1	82.5	0	0	15Jun 11 11:32:05	72.1	73.8	79.1
0		0	15Jun 11 11:02:3	5 75.3	81.5	82.3	0	0	15Jun 11 11:32:10	71.9	73.1	78.9
0		0	15Jun 11 11:02:40	0 70.9	76.2	77.9	0	0	15Jun 11 11:32:15	71.6	73.1	78.6
0		0	15Jun 11 11:02:4	5 78.8	82.9	85.8	0	0	15Jun 11 11:32:20	71.5	73.1	78.4
0		0	15Jun 11 11:02:50	) 75.7	84.0	82.7	0	0	15Jun 11 11:32:25	71.3	72.7	78.3
0		0	15Jun 11 11:02:5	5 71.6	76.5	78.6	0	0	15Jun 11 11:32:30	71.8	73.2	78.8
0		0	15Jun 11 11:03:00	72.0	77.8	79.0	0	0	15Jun 11 11:32:35	72.5	73.4	79.5
0		0	15Jun 11 11:03:0	5 63.6	67.2	70.6	0	0	15Jun 11 11:32:40	71.0	72.1	78.0
0		0	15Jun 11 11:03:10	) 53.4	56.2	60.4	Ō	0	15Jun 11 11:32:45	71.6	73.0	78.6
õ		Õ	15.Jun 11 11 03 1	5 48 9	50.7	55.9	Ō	õ	15.lun 11 11:32:50	72 7	74.0	797
õ		ň	15 Jun 11 11:03:20	10.0	48.5	54 4	Õ	ñ	15 Jun 11 11:32:55	73.8	74.8	80.8
0		0	15 Jun 11 11:03:20	5 55 0	61 1	61 0	0	0	15 Jun 11 11:32:00	73.0	75.0	80.4
0		0	15 Jun 11 11:03:20	J JJ.U J 71 G	75.5	70 6	0	0	15 Jun 11 11:33:00	73.4	73.0	70.7
0		0	15Juli 11 11.03.30		75.5	70.0	0	0	15JUII 11 11.55.05	71.0	72.0	70.1
0		0	15Jun 11 11:03:3	5 69.1	12.8	76.1	0	0	15JUN 11 11:33:10	71.1	72.5	78.1
0		0	15Jun 11 11:03:40	J 78.1	84.6	85.1	0	0	15JUN 11 11:33:15	13.1	75.3	80.7
0		0	15Jun 11 11:03:4	5 75.1	80.5	82.1	0	0	15Jun 11 11:33:20	74.8	76.0	81.8
0		0	15Jun 11 11:03:50	0 67.7	70.2	74.7	0	0	15Jun 11 11:33:25	73.5	74.7	80.5
0		0	15Jun 11 11:03:5	5 71.2	75.2	78.2	0	0	15Jun 11 11:33:30	72.5	73.6	79.5
0		0	15Jun 11 11:04:00	0 60.4	63.7	67.4	0	0	15Jun 11 11:33:35	73.0	74.8	80.0
0		0	15Jun 11 11:04:0	5 60.1	61.8	67.1	0	0	15Jun 11 11:33:40	73.5	74.8	80.5
0		0	15Jun 11 11:04:10	0 61.3	66.1	68.3	0	0	15Jun 11 11:33:45	74.6	75.5	81.6
0		0	15Jun 11 11:04:1	5 71.4	77.1	78.4	0	0	15Jun 11 11:33:50	72.9	74.5	79.9
õ		Ō	15.Jun 11 11:04:20	74.1	76.7	81.1	Ō	õ	15Jun 11 11:33:55	71.2	73.3	78.2
Ō		0	15.lun 11 11.04.2	5 64 0	68.5	71.0	0	0	15.Jun 11 11 34.00	74.5	77.8	81.5
õ		ň	15 lun 11 11:04:20	5 57 2	60.8	64.2	õ	ñ	15 Jun 11 11:34:05	75.3	78.3	82.3
0		0	15 Jun 11 11:04:30	5 10 1	52.6	56 A	0	0	15 Jun 11 11:34:00	72.0	70.0	202.0
0		0	15 Jun 11 11.04.3	) 49.4	JZ.0	50.4	0	0	15 Jun 11 11.34.10	73.9	72.2	70 0
0		0	15Jun 11 11.04.40	J 47.7	49.3	54.7	0	0	15JUII 11 11.54.15	71.9	73.2	70.9
0		0	15Jun 11 11:04:4:	5 46.4	47.8	53.4	0	0	15JUN 11 11:34:20	70.9	72.3	77.9
0		0	15Jun 11 11:04:50	J 46.8	49.0	53.7	0	0	15JUN 11 11:34:25	70.3	72.0	11.3
0		0	15Jun 11 11:04:5	5 48.9	53.0	55.9	0	0	15Jun 11 11:34:30	70.0	/1.5	//.0
0		0	15Jun 11 11:05:00	) 67.2	73.6	74.2	0	0	15Jun 11 11:34:35	72.0	73.9	79.0
0		0	15Jun 11 11:05:0	5 66.9	73.6	73.9	0	0	15Jun 11 11:34:40	73.6	75.3	80.6
0		0	15Jun 11 11:05:10	59.9	65.5	66.9	0	0	15Jun 11 11:34:45	72.6	74.6	79.6
0		0	15Jun 11 11:05:1	5 47.7	49.7	54.7	0	0	15Jun 11 11:34:50	70.8	72.5	77.8
0		0	15Jun 11 11:05:20	0 53.9	60.8	60.9	0	0	15Jun 11 11:34:55	71.1	73.2	78.1
0		0	15Jun 11 11:05:2	5 76.1	83.2	83.1	0	0	15Jun 11 11:35:00	72.7	74.0	79.6
0		0	15Jun 11 11:05:30	0 73.3	78.2	80.3	0	0	15Jun 11 11:35:05	74.3	75.3	81.3
0		0	15Jun 11 11:05:3	5 73.7	80.8	80.7	0	0	15Jun 11 11:35:10	72.9	74.2	79.9
0		0	15Jun 11 11:05:40	0 66.1	72.5	73.1	0	0	15Jun 11 11:35:15	72.5	73.2	79.5
õ		Ō	15Jun 11 11:05:4	5 62.0	65.2	69.0	Ō	õ	15Jun 11 11:35:20	74.1	75.5	81.1
Ō		0	15.Jun 11 11:05:50	547	58.1	61 7	0	0	15 Jun 11 11 35 25	72.8	74.6	79.8
õ		õ	15 Jun 11 11:05:5/	5 63 4	67.6	70.4	õ	ň	15 Jun 11 11:35:30	70.8	72.2	77 7
õ		0	15 Jun 11 11:06:00	00.4	65.0	67.2	Õ	ñ	15 Jun 11 11:35:35	72.2	72.2	70.2
0		0	15 Jun 11 11:06:00	5 65 1	67.6	72.1	0	0	15 Jun 11 11:35:30	72.2	73.5	70.4
0		0	15Jun 11 11.00.00	000.1	67.0	72.1	0	0	15Jun 11 11.35.40	72.4	73.0	19.4
0		0	15Jun 11 11.06.10	5 05.3	07.2	72.3	0	0	15JUN 11 11.35.45	73.1	74.0	00.1
0		0	15Jun 11 11.06.1	5 65.9	00.1	12.9	0	0	15Jun 11 11.35.50	74.1	75.4	01.1
0		0	15Jun 11 11:06:20	) 62.4	64.8	69.4	0	0	15Jun 11 11:35:55	75.1	76.1	82.1
0		0	15Jun 11 11:06:2	5 58.6	60.7	65.6	0	0	15Jun 11 11:36:00	75.4	76.6	82.4
0		0	15Jun 11 11:06:30	56.3	61.0	63.2	0	0	15Jun 11 11:36:05	75.2	76.4	82.1
0		0	15Jun 11 11:06:3	5 52.8	57.1	59.8	0	0	15Jun 11 11:36:10	74.4	75.2	81.4
0		0	15Jun 11 11:06:40	0 61.3	63.7	68.3	0	0	15Jun 11 11:36:15	74.2	75.2	81.2
0		0	15Jun 11 11:06:4	5 68.5	73.9	75.5	0	0	15Jun 11 11:36:20	74.1	75.1	81.1
0		0	15Jun 11 11:06:50	0 66.1	73.0	73.1	0	0	15Jun 11 11:36:25	73.5	74.6	80.5
0		0	15Jun 11 11:06:5	5 65.5	72.0	72.5	0	0	15Jun 11 11:36:30	72.4	73.5	79.4
0		0	15Jun 11 11:07:00	0 71.7	71.7	78.7	0	0	15Jun 11 11:36:35	70.2	71.7	77.2
Ston	Kev	2					0	0	15Jun 11 11:36:40	70.0	71 1	77 0
Run	Key						õ	õ	15.lun 11 11.36.45	70.6	71 R	77 6
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ñ		0	15 lun 11 11.31.00	5 73 6	7/ 2	80.1	õ	ň	15 lun 11 11.30.50	71 P	72.1	78.9
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0		0	15 Jun 11 11:31:10	5 72.8	14.2	19.1	0	0	15JUN 11 11:37:00	12.1	74.0	19.1
0		0	15JUN 11 11:31:18	ז גע גע גע גע גע	13.0	79.4	0	0	15JUII 11 11:37:05	13.3	74.1	00.3
0		0	15JUN 11 11:31:20	J 70.0	71.3	11.0	0	0	15JUN 11 11:37:10	13.0	74.0	19.9
U		U	15JUN 11 11:31:2	5 68.6	70.6	15.6	U	U	15JUN 11 11:37:15	/1.1	72.3	78.1
0		0	15Jun 11 11:31:30	J 69.9	72.5	76.9	0	0	15Jun 11 11:37:20	70.8	/1.7	77.7

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0	0	15Jun 11 11:37:30 71.9 73.6 78.9	0	0	15Jun 11 11:43:20	72.5	73.8	79.5
0	0	15Jun 11 11:37:35 73.6 74.7 80.6	0	0	15Jun 11 11:43:25	73.6	74.6	80.6
0	0	15Jun 11 11:37:40 72.9 74.7 79.9	0	0	15Jun 11 11:43:30	74.3	75.2	81.3
0	Ô	15 Jun 11 11:37:45 71 0 72 1 78 0	Ô	0	15 Jun 11 11 43 35	73 6	74.8	80.6
0	õ	15 Jup 11 11:07:50 71 6 72 1 70 6	õ	0	15 Jun 11 11:40:00	71 /	72.5	70 /
0	0	15Juli 11 11.37.50 71.0 73.1 76.0	0	0	15Juli 11 11.43.40	71.4	72.5	70.4
0	0	15Jun 11 11:37:55 73.6 74.7 80.6	0	0	15Jun 11 11:43:45	71.2	72.1	78.2
0	0	15Jun 11 11:38:00 72.8 74.3 79.8	0	0	15Jun 11 11:43:50	71.7	72.7	78.7
0	0	15Jun 11 11:38:05 73.7 74.8 80.7	0	0	15Jun 11 11:43:55	73.4	74.8	80.4
Ô	õ	15 Jun 11 11:38:10 73 5 75 0 80 5	õ	Ő	15 Jun 11 11:44:00	74.5	75.6	81 5
0	0	1500111111.50.10 75.5 75.0 00.5	0	0		79.0	73.0	70.0
0	0	15Jun 11 11:38:15 73.6 74.8 80.6	0	0	15Jun 11 11:44:05	72.9	74.8	79.9
0	0	15Jun 11 11:38:20 71.9 73.3 78.9	0	0	15Jun 11 11:44:10	69.2	71.7	76.2
0	0	15Jun 11 11:38:25 72.6 74.0 79.6	0	0	15Jun 11 11:44:15	65.8	67.5	72.8
0	0	15Jun 11 11:38:30 73.2 75.2 80.2	0	0	15.lun 11 11·44·20	64 1	66.2	71 1
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0	0	15Jun 11 11:38:45 72.1 73.3 79.1	0	0	15Jun 11 11:44:35	69.9	72.3	76.9
0	0	15Jun 11 11:38:50 71.1 72.6 78.1	0	0	15Jun 11 11:44:40	72.3	74.5	79.3
0	0	15Jun 11 11:38:55 71.8 74.0 78.7	0	0	15Jun 11 11:44:45	74.5	75.8	81.5
0	Ô	15 Jun 11 11:30:00 73 9 75 0 80 9	Ô	0	15 Jun 11 11:44:50	74 9	76.1	81 0
0	0	15Jun 11 11.39.00 73.9 75.0 00.9	0	0	15Jun 11 11.44.50	74.3	76.0	01.3
0	0	15Jun 11 11.39.05 73.8 74.8 80.8	0	0	15Jun 11 11.44.55	74.4	76.2	01.4
0	0	15Jun 11 11:39:10 73.1 74.2 80.1	0	0	15Jun 11 11:45:00	73.6	74.7	80.6
0	0	15Jun 11 11:39:15 73.0 74.5 80.0	0	0	15Jun 11 11:45:05	71.8	73.5	78.8
0	0	15Jun 11 11:39:20 73.7 75.0 80.7	0	0	15Jun 11 11:45:10	71.3	72.5	78.3
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0	0	15Jun 11 11:39:30 72.5 73.5 79.4	0	0	15Jun 11 11:45:20	71.8	73.2	78.8
0	0	15Jun 11 11:39:35 70.3 73.0 77.3	0	0	15Jun 11 11:45:25	72.3	73.7	79.3
0	0	15Jun 11 11:39:40 70.4 72.2 77.4	0	0	15Jun 11 11:45:30	73.5	75.0	80.5
0	0	15 Jun 11 11 39 45 70 9 72 7 77 9	0	0	15 Jun 11 11 45 35	73.3	74.5	80.3
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0	0	15Jun 11 11:40:00 72.6 73.8 79.6	0	0	15Jun 11 11:45:50	75.0	77.0	82.0
0	0	15Jun 11 11:40:05 72.7 73.9 79.7	0	0	15Jun 11 11:45:55	73.3	75.2	80.3
0	0	15 Jun 11 11:40:10 73 5 74 6 80 5	Ô	0	15 Jun 11 11 46.00	72 4	72.8	794
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0	0	15Jun 11 11:40:25 70.4 72.3 77.4	0	0	15Jun 11 12:34:00	80.7	83.0	87.6
0	0	15Jun 11 11:40:30 71.1 72.6 78.1	0	0	15Jun 11 12:34:05	77.4	83.1	84.4
0	0	15 Jun 11 11:40:35 71.9 73.3 78.9	0	0	15Jun 11 12:34:10	81.3	83.9	88.2
0	ñ	15 Jun 11 11:40:40 71 5 73 0 78 5	õ	0	15 Jun 11 12:37:15	80.1	83.6	87.1
0	0		0	0	1550111112.54.15	70.1	75.0	07.1
0	0	15Jun 11 11:40:45 70.0 71.7 77.0	0	0	15Jun 11 12:34:20	13.3	15.2	80.2
0	0	15Jun 11 11:40:50 70.9 72.3 77.9	0	0	15Jun 11 12:34:25	66.3	68.9	73.3
0	0	15Jun 11 11:40:55 69.4 71.5 76.4	0	0	15Jun 11 12:34:30	74.0	77.2	80.9
0	0	15.Jun 11 11:41:00 69.0 70.2 76.0	0	0	15Jun 11 12:34:35	75.4	77.6	82.4
0	ñ	15 Jun 11 11:41:05 70 2 71 4 77 1	õ	0	15 Jun 11 12:34:40	67.0	73 /	7/ 0
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0	0	15Jun 11 11:41:10 72.1 73.0 79.1	0	0	15Jun 11 12:34:45	72.5	75.9	79.5
0	0	15Jun 11 11:41:15 72.4 73.2 79.4	0	0	15Jun 11 12:34:50	74.7	77.9	81.7
0	0	15Jun 11 11:41:20 72.5 74.1 79.5	0	0	15Jun 11 12:34:55	68.9	71.1	75.9
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0	0	15Jun 11 11:41:35 73.9 74.7 80.9	0	0	15Jun 11 12:35:10	65.9	67.7	72.9
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0	0	15Jun 11 <sup>-</sup>	12:38:40 58	.9 61.9	65.9	0	0	15Jun 11 12:44:30	64.7	65.6	71.7
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0	0	15Jun 11 '	12:41:10 59	.1 60.7	66.1	0	0	15Jun 11 12:47:00	67.1	70.4	74.1
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0		0	15501111	13.42.10	05.4	00.2	12.4	0	0	1550111115.40.00 00.0 75.5 75.0
0		0	15Jun 11	13:42:15	59.4	63.8	66.4	0	0	15Jun 11 13:48:05 68.5 74.8 75.4
0		0	15.lun 11	13.42.20	58.5	597	65.5	0	0	15 Jun 11 13 48 10 77 1 82 4 84 1
õ		õ	45 1.00 44	40.40.00	CO.0	00.1	00.0	õ	õ	
0		0	15Jun 11	13:42:25	59.8	63.1	66.7	0	0	15Jun 11 13:48:15 80.8 86.0 87.8
0		0	15Jun 11	13:42:30	65.2	72.2	72.1	0	0	15Jun 11 13:48:20 81.0 85.7 88.0
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0		0	15Jun 11	13:42:40	79.1	84.7	86.1	0	0	15Jun 11 13:48:30 72.6 76.3 79.6
0		Ō	15 Jun 11	12.12.15	60.9	72.2	76 7	Ō	n i	15 Jun 11 12:49:25 74 6 76 7 91 6
0		0	15501111	13.42.45	09.0	12.2	10.1	0	0	1550111115.40.55 74.0 70.7 01.0
0		0	15Jun 11	13:42:50	71.5	78.1	78.4	0	0	15Jun 11 13:48:40 81.5 85.2 88.5
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0		0	155001111	10.42.00	01.4	00.0	00.4	0	0	1550111115.40.40 73.5 02.0 00.4
0		0	15Jun 11	13:43:00	61.2	66.3	68.2	0	0	15Jun 11 13:48:50 77.1 80.8 84.1
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õ		õ	15 Jun 11	12.11.05	77 6	05 2	016	õ	ñ	15 Jun 11 12:40:55 77 5 70 0 94 4
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Ō		Ō	15Jun 11	13:51:00	72.0	77.9	79.0	0	0	15Jun 11 14:13:3	6 60.9	63.8	67.9
õ		Õ	15Jun 11	13:51:05	66.8	68.5	73.8	Õ	Ō	15Jun 11 14:13:4	1 59.0	64.3	66.0
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õ		õ	15 Jun 11	13.51.15	69.0	77 1	76.0	õ	õ	15 Jun 11 14 13 4	1 57	7 59 2	64.6
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0		0	15Jun 11	13:52:00	65.7	68.8	72.7	0	0	15Jun 11 14:14:	6 66.0	68.7	73.6
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0		0	15Jun 11 <sup>-</sup>	13:52:15	76.8	84.0	83.8	0	0	15Jun 11 14:14:	1 68.3	3 74.3	75.2
0		0	15Jun 11 <sup>-</sup>	13:52:20	79.1	85.5	86.1	0	0	15Jun 11 14:14:	6 63.2	2 65.5	70.2
0		0	15Jun 11 <sup>-</sup>	13:52:25	65.9	70.3	72.9	0	0	15Jun 11 14:15:0	1 61.3	2 64.9	68.1
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õ		õ	15 Jun 11	13.52.35	57.6	58.6	64.6	õ	õ	15.lun 11 14:15:	1 55	56.9	62.0
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0		0	15 Jun 11	12.52.40	56.9	57.0	62.2	0	0	15 Jun 11 14.15.	0 00.0	2 226	20.2
0		0	15Jun 11	13.32.43	50.0	57.8	64.4	0	0	15Jun 11 14.15.2			62.4
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0		0	15Jun 11	13:52:55	59.1	61.6	66.1	0	0	15Jun 11 14:15:3	0.00	5 64.8	67.8
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0		0	15Jun 11	13:53:10	67.0	76.0	74.0	0	0	15Jun 11 14:15:4	6 83.0	5 94.1	90.6
0		0	15Jun 11	13:53:15	57.8	58.9	64.8	0	0	15Jun 11 14:15:	61.4	66.1	68.4
0		0	15Jun 11	13:53:20	56.4	57.1	63.4	0	0	15Jun 11 14:15:	6 55.0	) 59.3	62.0
0		0	15Jun 11	13:53:25	56.3	58.8	63.2	0	0	15Jun 11 14:16:0	1 50.9	9 53.7	57.9
0		0	15Jun 11 '	13:53:30	72.6	79.9	79.6	0	0	15Jun 11 14:16:0	6 51.4	1 55.3	58.4
0		0	15Jun 11	13:53:35	68.7	76.0	75.7	0	0	15Jun 11 14:16:	1 57.8	3 61.9	64.8
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0		0	15Jun 11	13:54:00	57.2	58.6	64.2	0	0	15Jun 11 14:16:	6 60.4	1 63.6	67.4
0		0	15Jun 11	13:54:05	57.0	59.0	63.9	0	0	15Jun 11 14:16:4	1 61.0	64.6	68.6
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0		0	15 Jun 11	12.54.30	68.6	70.5	75.0	0	0	15 Jun 11 14.17.0	1 72 9	2 76 7	70.9
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0		0	15Jun 11 <sup>-</sup>	14:12:06	52.1	54.5	59.1	0	0	15Jun 11 14:17:	6 82.4	1 94.3	89.4
0		0	15Jun 11 '	14:12:11	50.5	51.8	57.5	0	0	15Jun 11 14:18:0	1 81.2	2 94.1	88.1
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0		0	15Jun 11	14:12:46	66.1	67.7	73.1	0	0	15Jun 11 14:18:3	6 70. <sup>-</sup>	73.2	77.1
0		0	15Jun 11 <sup>-</sup>	14:12:51	65.6	68.4	72.6	0	0	15Jun 11 14:18:4	1 62.4	1 68.1	69.4
0		0	15Jun 11	14:12:56	83.0	94.5	90.0	0	0	15Jun 11 14:18:4	6 61	5 68.1	68.5
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Ō		õ	15Jun 11	14:13:06	87.6	95.5	94.6	0	0	15Jun 11 14 18 4	6 56	3 58 3	63.8
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õ		ñ	15.Jun 11	14.13.21	79.6	90.0	86.6	õ	õ	15.lun 11 14.10.	1 54	3 56 1	61 3
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0	0	15 Jun 11 14:20:46 60 8 63 8 67 8	$0 \qquad 0 \qquad 15 \ \text{Jun 11} \ 14.24.51 \ 50.0 \ 59.9 \ 05.0 \ 0.0 \ 15 \ 14.5 \ 14.24.51 \ 50.0 \ 59.9 \ 05.0 \ 15 \ 14.5 \ $
0	0	15 Jun 11 14:20:51 60 2 63 6 67 2	$0 \qquad 0 \qquad 15 \ \text{lun 11} \ 14.25.01 \ 73.3 \ 85.1 \ 80.3$
0	0	15 Jun 11 14:20:56 54 6 50 0 61 6	$0 \qquad 0 \qquad 15 \ \text{Jun 11} \ 14.25.06 \ 57.2 \ 50.3 \ 64.1$
0	0	15 Jun 11 14:20:00 54:0 59:0 01:0	
0	0	15Jun 11 14.21.01 55.5 55.5 00.5	
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0	0	15Jun 11 14:22:51 65.4 71.6 72.4	C:\LARDAV\SLMUTIL\15JUN_09.bin Time History Data
0	0	15Jun 11 14:22:56 65.0 70.1 72.0	Sample Period (sec): 5.000
0	0	15Jun 11 14:23:01 61.3 64.3 68.3	
0	0	15Jun 11 14:23:06 63.6 65.3 70.6	Meas
0	0	15Jun 11 14:23:11 58.3 60.3 65.3	Site Location Number Date Time Level Lmax
0	0	15Jun 11 14:23:16 72.4 76.8 79.4	SEL
0	0	15Jun 11 14:23:21 71.1 73.8 78.1	
0	0	15Jun 11 14:23:26 71.7 75.5 78.6	Stop Key

#### October 18, 2012 Measurements

C:\NO Data Sampl	ISE∖LAR e Period	DAV\SI (sec):	_MUTIL\1 5.000	80CT12	2.bin	Time	History
Site Lo SEL	ocation	Meas I	Number	Date	Time	e Leve	l Lmax
 Run	Key						
0	-	0	18Oct 1	2 10:57:	00 49.	8 51.8	56.8
0		0	18Oct 1	2 10:57:	05 47. 10 50	/ 48.9	54.7 57.0
0		0	18Oct 1	2 10:57:	15 54.	3 57.2	61.3
0		0	18Oct 1	2 10:57:	20 66.	7 71.9	73.7
0		0	18Oct 1	2 10:57:	25 73.	3 74.5	80.3
0		0	180ct 1	2 10:57: 2 10:57:	30 76. 35 69.	7 78.9	83.6 76.2
0		0	18Oct 1	2 10:57:	40 57.	2 60.1	64.2
0		0	18Oct 1	2 10:57:	45 59.	4 62.9	66.4
0		0	18Oct 1	∠ 10:57: 2 10:57:	อบ 71. 55 73	9 13.9 6 74.6	70.9 80.6
õ		Ő	18Oct 1	2 10:58:	00 72.	0 73.0	79.0
0		0	18Oct 1	2 10:58:	05 72.	1 73.5	79.1
0		0	180ct 1	2 10:58: 2 10:58:	10 62. 15 54	6 56 7	69.7 61.6
Õ		Õ	18Oct 1	2 10:58:	20 60.	6 68.0	67.6
0		0	18Oct 1	2 10:58:	25 71.	6 74.5	78.6
0		0	180ct 1	2 10:58: 2 10:58:	30 69. 35 68	5 73.6	76.5 75.7
õ		0	18Oct 1	2 10:58:	40 73.	4 76.6	80.4
0		0	18Oct 1	2 10:58:	45 62.	1 65.2	69.1
0		0	18Oct 1	2 10:58:	50 58. 55 63	4 61.6	65.4 70.5
0		0	180ct 1	2 10.58. 2 10:59:	00 71.	8 75.1	70.5
Ō		0	18Oct 1	2 10:59:	05 73.	6 75.5	80.6
0		0	18Oct 1	2 10:59:	10 73.	3 75.5	80.3
0		0	180ct 1	2 10:59: 2 10:59:	15 70. 20 64	6 71.5 4 69 1	71.6
Õ		Ő	18Oct 1	2 10:59:	25 60.	0 62.4	67.0
0		0	18Oct 1	2 10:59:	30 61.	1 62.4	68.1
0		0	180ct 1	2 10:59: 2 10:59:	35 60. 40 69	6 65.2 1 71 1	67.6 76.1
õ		Ő	18Oct 1	2 10:59:	45 72.	2 73.1	79.2
0		0	18Oct 1	2 10:59:	50 67.	2 71.6	74.1
0		0	18Oct 1	2 10:59: 2 11:00:	55 68. 00 71	5 74.0	75.5 81.6
0		0	18Oct 1	2 11:00:	05 73.	0 76.7	80.0
0		0	18Oct 1	2 11:00:	10 75.	3 77.1	82.3
0		0	18Oct 1	2 11:00:	15 66.	5 70.9	73.5
0		0	180ct 1	2 11:00: 2 11:00:	20 57. 25 56	7 60.2 6 57 1	63.6
Õ		Õ	18Oct 1	2 11:00:	30 55.	7 58.0	62.7
0		0	18Oct 1	2 11:00:	35 68.	3 73.2	75.3
0		0	18Oct 1	2 11:00: 2 11:00:	40 67. 45 60	8 73 2	76.8
õ		0	18Oct 1	2 11:00:	50 64.	7 70.1	71.7
0		0	18Oct 1	2 11:00:	55 58.	1 59.1	65.1
0		0	18Oct 1	2 11:01: 2 11:01:	00 61. 05 62	4 62.5	68.4 70.4
0		0	18Oct 1	2 11:01: 2 11:01:	10 64.	1 66.5	71.1
0		0	18Oct 1	2 11:01:	15 73.	8 76.2	80.8
0		0	18Oct 1	2 11:01:	20 72.	9 75.0	79.9
0		0	180ct 1	∠ 11:01: 2 11:01	∠ə 71. 30 70	∠ 74.2 4 73.4	78.2 77.4
õ		0	18Oct 1	2 11:01:	35 67.	9 69.7	74.9

0	18Oct	12 1	1:01	:40	65.7	72.1	72.7
0	18Oct 7	12 1	1:01	:45	71.4	74.9	78.4
0	18Oct 7	12 1	1:01	:50	57.9	62.2	64.9
0	18Oct 7	12 1	1:01	:55	55.7	57.0	62.7
0	18Oct 7	12 1	1:02	2:00	59.9	61.4	66.9
0	18Oct 7	12 1	1:02	:05	65.6	68.1	72.5
0	18Oct 7	12 1	1:02	2:10	60.4	65.4	67.4
0	18Oct 7	12 1	1:02	:15	59.0	61.4	66.0
0	18Oct 7	12 1	1:02	:20	66.4	71.2	73.4
0	18Oct 7	12 1	1:02	:25	73.4	75.7	80.4
0	18Oct	12 1	1:02	:30	72.2	75.0	79.2
0	18Oct	12 1	1:02	:35	67.3	72.1	74.3
0	18Oct <sup>2</sup>	12 1	1:02	:40	56.1	58.5	63.1
0	18Oct 7	12 1	1:02	:45	56.8	58.2	63.8
0	18Oct 7	12 1	1:02	:50	58.3	58.9	65.3
0	18Oct	12 1	1:02	:55	58.0	58.7	65.0
0	18Oct 7	12 1	1:03	:00	58.2	59.6	65.2
0	18Oct	12 1	1:03	:05	65.2	69.6	72.2
0	18Oct	12 1	1:03	:10	73.6	75.2	80.6
0	18Oct <sup>2</sup>	12 1	1:03	:15	73.8	75.2	80.8
0	18Oct	12 1	1:03	:20	71.7	74.9	78.7
0	18Oct	12 1	1:03	:25	70.2	74.4	77.2
0	18Oct	12 1	1:03	:30	58.5	61.7	65.5
0	18Oct	12 1	1:03	:35	65.0	68.9	72.0
0	18Oct	12 1	1:03	:40	64.3	68.5	71.2
0	18Oct	12 1	1:03	:45	59.0	59.9	66.0
0	18Oct 7	12 1	1:03	:50	60.0	60.5	67.0
0	18Oct	12 1	1:03	:55	59.6	60.5	66.6
0	18Oct 7	12 1	1:04	:00	55.8	57.4	62.8
0	18Oct	12 1	1:04	:05	54.7	55.4	61.7
0	18Oct	12 1	1:04	:10	58.1	60.0	65.1
0	18Oct	12 1	1:04	:15	60.6	62.1	67.5
0	18Oct 7	12 1	1:04	:20	60.2	62.1	67.1
0	18Oct	12 1	1:04	:25	56.9	58.0	63.9
0	18Oct 1	12 1	1:04	:30	58.4	60.0	65.3
0	18Oct 7	12 1	1:04	:35	66.3	72.1	73.3
0	18Oct 7	12 1	1:04	:40	73.1	74.8	80.1
0	18Oct 7	12 1	1:04	:45	70.2	74.1	77.2
0	18Oct 7	12 1	1:04	:50	63.3	67.1	70.3
0	18Oct 7	12 1	1:04	:55	60.7	63.5	67.7
0	18Oct 7	12 1	1:05	:00	72.4	77.6	79.4
0	18Oct 7	12 1	1:05	:05	73.8	77.6	80.8
0	18Oct 7	12 1	1:05	:10	61.3	65.1	68.3
0	18Oct '	12 1	1:05	:15	65.9	68.6	72.9
0	18Oct 7	12 1	1:05	:20	64.8	68.4	71.8
0	18Oct 7	12 1	1:05	:25	57.7	59.4	64.6
0	18Oct '	12 1	1:05	:30	56.7	58.4	63.7
0	18Oct 7	12 1	1:05	:35	67.4	72.1	74.4
0	18Oct 7	12 1	1:05	:40	73.7	76.0	80.7
0	18Oct 7	12 1	1:05	:45	65.4	69.6	72.4
0	18Oct 7	12 1	1:05	:50	64.6	70.2	71.5
0	18Oct 7	12 1	1:05	:55	69.8	72.0	76.8
0	18Oct 7	12 1	1:06	:00	73.6	75.5	80.5
0	18Oct 7	12 1	1:06	:05	69.2	72.5	76.2
0	18Oct '	12 1	1:06	5:10	64.9	67.5	71.9
0	18Oct <sup>-</sup>	12 1	1:06	:15	59.8	65.5	66.8
0	180ct '	12 1	1:06	:20	71.6	74.0	78.6
0	18Oct '	121	1:06	:25	73.9	75.9	80.9
0	18Oct '	121	1:06	:30	62.9	67.9	69.9
0	18Oct '	121	1:06	:35	58.0	59.1	65.0
0	180ct /	121	1:06	:40	60.0	62.7	67.0
0	180ct '	121	1:06	:45	64.1	65.1	/1.0
U		121	1:06	:50	63.4	65.1	70.4
0		121	1:06	:55	59.2	61.0	00.2
0		121	1:07	:00:	57.8	58.4	04./
υ	18UCt '	12.1	1:07	:05	60.8	00.2	8. <b>\</b> 0

0	0	18Oc	t 12 11 07 10	712	737	78 2	0	0	18Oct	12 11:43:30	54.4	59.4	61.4
õ	ů o	1000	10 44 07 45		05.0	00.0	õ	0	100-1	10 11 10.05	50.4	04.0	00.4
0	0	1800	12 11:07:15	61.0	05.0	68.0	0	0	18000	12 11:43:35	59.1	61.3	66.1
0	0	18Oc	t 12 11:07:20	56.2	56.6	63.2	0	0	18Oct	12 11:43:40	61.5	63.0	68.5
0	0	1000	+ 10 11.07.05	61.0	64.4	60.0	0	0	1000	10 11.40.45	E1 0	EC C	50.0
0	0	1800	1 12 11:07:25	01.0	04.4	00.0	0	0	1800	12 11.43.45	51.9	0.00	0.00
0	0	18Oc	t 12 11:07:30	0 70.8	72.8	77.8	0	0	18Oct	12 11:43:50	44.1	48.3	51.1
Ó	0	1000	+ 10 11.07.25	62 0	60 E	70 0	0	0	1000	10 11.40.55	20 7	100	15 7
0	0	1000	1 12 11.07.55	05.9	00.0	70.9	0	0	10001	12 11.45.55	30.7	40.0	45.7
0	0	18Oc	t 12 11:07:40	61.8	67.8	68.8	0	0	18Oct	12 11:44:00	43.9	51.9	50.9
Ō	Ō	1900	+ 12 11.07.45	717	7/ 9	79 7	Ō	Ō	1900	12 11.11.05	65 /	69.6	72 /
0	0	1000	1 12 11.07.45	, , , , ,	74.0	10.1	0	0	10000	12 11.44.05	05.4	00.0	12.4
0	0	18Oc	t 12 11:07:50	59.6	64.2	66.6	0	0	18Oct	12 11:44:10	66.0	68.6	73.0
0	0	18Oc	+ 12 11.07.55	55.8	58 5	62.8	0	0	180ct	12 11-44-15	58 2	63 5	65 1
0	0	1000		00.0	50.5	02.0	0	0	10000	12 11.44.10	50.2	00.0	00.1
0	0	18Oc	t 12 11:08:00	63.7	68.7	70.7	0	0	18Oct	12 11:44:20	59.8	63.9	66.7
0	0	18Oc	t 12 11 08 05	757	78.6	827	0	0	18Oct	12 11 44 25	57.0	624	64 0
õ	0	1000	12 11.00.00	070	70.0	74.0	õ	0	10000	12 11.11.20	57.0	50.0	00.0
0	0	18OC	12 11:08:10	67.3	72.5	74.3	0	0	180ct	12 11:44:30	55.2	56.8	62.2
0	0	18Oc	t 12 11:08:15	63.1	66.9	70.1	0	0	18Oct	12 11:44:35	50.9	54.9	57.9
Ó	0	1000	+ 12 11.00.20	720	72 5	70.0	õ	0	100ot	12 11-14-40	56 1	577	62.4
0	0	1000	1 12 11.00.20	12.0	13.5	79.0	0	0	18000	12 11.44.40	50.1	57.7	05.1
0	0	18Oc	t 12 11:08:25	5 71.2	72.9	78.2	0	0	18Oct	12 11:44:45	59.2	61.0	66.2
0	0	1800	+ 12 11.08.30	610	675	71 0	0	0	18Oct	12 11-11-50	55 2	50 Q	62.2
0	0	1000	12 11.00.00	04.0	01.0	11.0	0	0	10000	12 11.44.50	15.2	47.0	502.2
0	0	18Oc	t 12 11:08:35	61.2	64.9	68.2	0	0	180ct	12 11:44:55	45.9	47.8	52.9
0	0	18Oc	t 12 11 08 40	702	72.9	77 2	0	0	18Oct	12 11 45 00	43.0	44 0	50.0
õ	0	1000	10 44 00 45	0.0	00.5	70.0	õ	0	10000	12 11.10.00	40.0	45.0	50.0
0	0	1800	12 11:08:45	0.00	68.5	12.0	0	0	18000	12 11:45:05	43.8	45.0	50.8
0	0	18Oc	t 12 11:08:50	69.4	71.9	76.4	0	0	18Oct	12 11:45:10	53.6	61.5	60.6
0	0	1900	+ 12 11.09.55	740	76 0	Q1 0	Ô	0	1900	12 11.45.15	62.1	61 2	60.0
0	0	1000	1 12 11.00.00	74.0	70.0	01.0	0	0	10000	12 11.45.15	02.1	04.2	09.0
0	0	18Oc	t 12 11:09:00	0 70.4	/5.5	77.4	0	0	18Oct	12 11:45:20	50.6	55.4	57.6
0	0	18Oc	12 11.09.05	596	634	66.6	0	0	18Oct	12 11.45.25	43.8	44 7	50.7
ő	0	1000	12 11.00.00		55.4	00.0	ě	0	10000	12 11.40.20	44.4	40.0	40.4
0	0	1800	t 12 11:09:10	54.7	55.9	61.7	0	0	18000	12 11:45:30	41.4	42.9	48.4
0	0	18Oc	t 12 11:09:15	56.2	59.6	63.2	0	0	18Oct	12 11:45:35	46.1	52.7	53.1
õ	0	1000	+ 12 11.00.20	72 5	76 7	70.5	õ	0	100ot	10 11-45-40	61 5	612	60 E
0	0	1000	1 12 11.09.20	12.5	10.1	19.5	0	0	10000	12 11.45.40	01.5	04.5	00.5
0	0	18Oc	t 12 11:09:25	68.6	74.5	75.6	0	0	18Oct	12 11:45:45	52.9	58.7	59.9
0	0	18Oc	+ 12 11.00.30	55.8	50 1	62.8	0	0	18Oct	12 11-45-50	42.2	44 5	19 2
0	0	1000	12 11.00.00	00.0	00.1	02.0		0	10000	12 11.40.00	~~~~		40.2
0	0	18Oc	12 11:09:35	60.1	64.9	67.1	0	0	180ct	12 11:45:55	37.7	38.9	44.6
0	0	18Oc	t 12 11:09:40	72.8	75.2	79.7	0	0	18Oct	12 11:46:00	38.3	38.7	45.3
0	0	1000	+ 10 11.00.45	75.0	77.0	00.0	0	0	1000	10 11.40.05	20.4	40.0	15 1
0	0	1800	1 12 11.09.45	15.3	11.3	02.J	0	0	18000	12 11.40.05	30. I	40.3	45.1
0	0	18Oc	t 12 11:09:50	65.5	71.4	72.5	0	0	18Oct	12 11:46:10	50.7	57.9	57.7
0	0	18Oc	+ 12 11.00.55	56.0	59 5	63.0	0	0	18Oct	12 11-46-15	59.6	61 2	66 6
0	0	1000	12 11.00.00		30.0		0	0	10000	12 11.40.10	55.0	54.0	57.4
0	0	18Oc	t 12 11:10:00	70.6	73.9	11.6	0	0	180ct	12 11:46:20	50.1	54.8	57.1
0	0	18Oc	t 12 11:10:05	65.7	71.4	72.7	0	0	18Oct	12 11:46:25	55.1	60.3	62.1
0	0	1000	+ 10 11.10.10	50.0	50.0	CE O	0	0	1000	10 11 16 20	60.7	CE O	60.7
0	0	1800	1 12 11.10.10	0 00.0	59.9	65.3	0	0	18000	12 11.40.30	0Z.1	05.0	69.7
0	0	18Oc	t 12 11:10:15	57.1	58.0	64.1	0	0	18Oct	12 11:46:35	59.3	60.4	66.3
Ō	Ō	1800	+ 12 11.10.20	61 1	71 /	71 /	Ō	Ō	18Oct	12 11-46-40	53 5	58.8	60 5
0	0	1000	1 12 11.10.20	04.4	/ 1.4	71.4	0	0	10000	12 11.40.40	55.5	50.0	00.5
0	0	18Oc	t 12 11:10:25	72.3	74.9	79.2	0	0	18Oct	12 11:46:45	43.6	47.2	50.6
0	0	18Oc	t 12 11 10 30	739	77 0	80.9	0	0	18Oct	12 11 46 50	54 4	59.5	614
õ	0	100-	+ 40 44.40.05	- C4 F	00.0	со <i>г</i>	õ	0	100-	40 44 40.00		F0 7	C 4 F
0	0	1800	12 11:10:35	01.5	66.9	68.5	0	0	18000	12 11:46:55	57.5	59.7	64.5
0	0	18Oc	t 12 11:10:40	58.5	63.9	65.5	0	0	18Oct	12 11:47:00	53.7	55.4	60.6
0	٥	1800	+ 12 11.10.45	71 0	745	78.0	0	0	18Oct	12 11-17-05	513	510	58 3
0	0	1000	1 12 11.10.45	11.5	74.5	10.5	0	0	10000	12 11.47.05	51.5	54.5	50.5
0	0	18Oc	t 12 11:10:50	69.5	74.5	76.5	0	0	18Oct	12 11:47:10	50.7	60.2	57.7
0	0	18Oc	t 12 11:10:55	5 71.5	74.5	78.5	0	0	18Oct	12 11:47:15	63.5	65.9	70.5
õ	0	1000	+ 10 11.11.00	60.4	70.4	75 4	õ	0	1000	10 11.47.00	10.0	EE 0	FF 0
0	0	1800	1 12 11.11.00	00.1	70.4	75.1	0	0	1800	12 11.47.20	40.0	55.Z	0.00
0	0	18Oc	t 12 11:11:05	5 71.2	73.8	78.2	0	0	18Oct	12 11:47:25	39.1	40.5	46.1
0	0	18Oc	+ 12 11 11 10	634	69 4	704	0	0	18Oct	12 11-47-30	49 N	56.2	56.0
2	0	4000	* 40 44 44 45		50.4	04.0	~	0	4000	40 44 47 05			00.0
0	0	18OC	12 11:11:15	54.2	56.0	61.2	0	0	180ct	12 11:47:35	55.7	57.7	62.7
0	0	18Oc	t 12 11:11:20	59.3	60.1	66.3	0	0	18Oct	12 11:47:40	43.4	48.8	50.4
Ō	Ō	1800	+ 12 11.11.25	58 5	60.1	65 5	Ō	Ō	18Oct	12 11.17.15	38.6	30 /	15.6
0	0	1000			00.1	00.0	0	0	10000	12 11.47.40	00.0	00.4	-0.0
0	0	18Oc	t 12 11:11:30	) 53.1	54.7	60.1	0	0	18Oct	12 11:47:50	40.4	42.9	47.4
0	0	18Oc	+ 12 11.11.35	54.8	55 5	61.8	0	0	18Oct	12 11.47.55	464	48 0	534
0	0	1000			00.0	01.0		0	10000	12 11.47.00	-0	-0.0	57.4
0	0	18Oc	t 12 11:11:40	57.4	60.6	64.4	0	0	180ct	12 11:48:00	50.2	53.7	57.1
0	0	18Oc	t 12 11:11:45	69.9	75.4	76.9	0	0	18Oct	12 11:48:05	57.8	59.3	64.8
õ	0	1000	+ 40 44.44.50	74 4	75 5	70 4	õ	0	10000	10 11 10 10	E1 0	577	61.0
U	0	1000	u ∠ II.II.50	11.4	10.0	10.4	0	0	rouct	12 11.40.10	54.0	51.7	01.0
0	0	18Oc	t 12 11:11:55	60.3	62.5	67.3	0	0	18Oct	12 11:48:15	50.2	51.7	57.2
Ω	0	1800	t 12 11 12 00	60 7	62.2	67 7	Ω	0	180ct	12 11 48 20	45 2	46 4	52 1
0	0	1000		00.7	02.2	51.1	0	0	10000	12 11.40.20		-0.4	UZ.1
0	0	18Oc	t 12 11:12:05	67.8	69.8	74.8	0	0	18Oct	12 11:48:25	42.2	45.5	49.2
0	0	18Oc	t 12 11:12:10	63.8	67.7	70.8	0	0	18Oct	12 11:48:30	40.2	42.3	47.2
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Run Key

## **ATTACHMENT 2**

Traffic Noise Prediction Model

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

Project Name : OMCPU Project Number : 3957.1 Modeled Condition : Adopted

Surface FCNEL Traffic De ADT

		Segment		Speed	Distance						
Segment	Roadway	From/To	Traffic Vol.	(Mph)	to CL	% Autos	%MT	% HT	Day %	Eve %	Night % K-Factor
1	Airway Road	Old Otay Mesa Rd. to Caliente Ave.	20,500	40	100	90	3	2	78.00	8.00	14.00
2	Airway Road	Caliente Ave. to Heritage Rd.	59,000	40	100	90	3	2	78.00	8.00	14.00
3	Airway Road	Heritage Rd. to Cactus Rd.	39,500	40	100	90	3	2	78.00	8.00	14.00
4	Airway Road	Cactus Rd. to Britannia Blvd.	46,500	40	100	90	3	2	78.00	8.00	14.00
5	Airway Road	Britannia Blvd. to La Media Rd.	39,000	40	100	90	3	2	78.00	8.00	14.00
6	Airway Road	La Media Rd. to Harves t Rd.	54,500	40	100	90	3	2	78.00	8.00	14.00
7	Airway Road	Harvest Rd. to Sanyo Ave.	49,500	40	100	90	3	2	78.00	8.00	14.00
8	Airway Road	Sanyo Ave. to Paseo de las Americas	20,500	40	100	90	3	2	78.00	8.00	14.00
9	Airway Road	Paseo de las Americas to Michael Faraday Dr.	17,000	40	100	90	3	2	78.00	8.00	14.00
10	Airway Road	Michael Faraday Dr. to Enrico Fermi Dr.	16,000	40	100	90	3	2	78.00	8.00	14.00
11	Airway Road	Enrico Fermi Dr. to Siempre Viva Rd.	15,000	40	100	90	3	2	78.00	8.00	14.00
12	Avendia De Las Vistas	Otay Valley Rd. to Vista Santo Domingo	9,000	30	100	90	3	2	78.00	8.00	14.00
13	Avendia De Las Vistas	Vista Santo Domingo to Dennery Rd.	25,000	30	100	90	3	2	78.00	8.00	14.00
14	Avenida Costa Azul	Otay Mesa Rd. to St. Andrews Ave.	18,000	35	100	90	3	2	78.00	8.00	14.00
15	Aviator Road	Heritage Rd. to La Media Rd.	15,500	45	100	90	3	2	78.00	8.00	14.00
16	Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	24,500	35	100	90	3	2	78.00	8.00	14.00
17	Beyer Boulevard	Old Otay Mesa Rd. to East End	3,000	45	100	90	3	2	78.00	8.00	14.00
18	Britannia Boulevard	Otay Mesa Rd. to SR-905	19,500	40	100	90	3	2	78.00	8.00	14.00
19	Britannia Boulevard	SR-905 to Airway Rd.	52,000	40	100	65	10	20	78.00	8.00	14.00
20	Britannia Boulevard	Siempre Viva Rd. to South End	32,500	40	100	65	10	20	78.00	8.00	14.00
21	Britannia Boulevard	Airway Rd. to Siempre Viva Rd.	33,000	40	100	65	10	20	78.00	8.00	14.00
22	Cactus Road	Otay Mesa Rd. to Airway Rd.	35,000	45	100	90	3	2	78.00	8.00	14.00
23	Cactus Road	Airway Rd. to Siempre Viva Rd.	23,000	45	100	90	3	2	78.00	8.00	14.00
24	Cactus Road	Siempre Viva Rd. to South End	29,500	45	100	90	3	2	78.00	8.00	14.00
25	Caliente Avenue	Otay Mesa Rd. to SR-905	39,000	30	100	90	3	2	78.00	8.00	14.00
26	Caliente Avenue	Otay Mesa Rd. to SR-905	39,000	30	100	90	3	2	78.00	8.00	14.00
27	Caliente Avenue	SR-905 to Airway Rd.	38,000	40	100	90	3	2	78.00	8.00	14.00
28	Caliente Avenue	Airway Rd. to Siempre Viva Rd.	48,000	40	100	90	3	2	78.00	8.00	14.00
29	Caliente Avenue	Airway Rd. to Siempre Viva Rd.	48,000	40	100	90	3	2	78.00	8.00	14.00
30	Camino Maquiladora	Heritage Rd. to Pacific Rim Ct .	7,500	30	100	90	3	2	78.00	8.00	14.00
31	Camino Maquiladora	Pacific Rim Ct . to Cactus Rd.	6,000	30	100	90	3	2	78.00	8.00	14.00
32	Camino Maquiladora	Cactus Rd. to Continental St.	5,500	30	100	90	3	2	78.00	8.00	14.00
33	Centurion Street	Airway Rd. to Gigantic St.	18,500	40	100	90	3	2	78.00	8.00	14.00
34	Continental Street	South of Otay Mes a Rd.	4,500	35	100	90	3	2	78.00	8.00	14.00
35	Continental Street	North of Airway Rd.	10,000	35	100	90	3	2	78.00	8.00	14.00
36	Corporate Center Drive	Progressive Ave. to Innovative Dr.	13,000	40	100	90	3	2	78.00	8.00	14.00
37	Corporate Center Drive	Otay Mes a Rd. to Progres s ive Ave.	24,500	40	100	90	3	2	78.00	8.00	14.00
38	Corporate Center Drive	South End to Otay Mesa Rd.	17,500	40	100	90	3	2	78.00	8.00	14.00
39	Datsun Street	Innovative Dr. to Heritage Rd.	31,000	45	100	90	3	2	78.00	8.00	14.00
40	Del Sol Boulevard	Ocean View Hills Pkwy. to Surf Crest Dr.	23,500	35	100	90	3	2	78.00	8.00	14.00
41	Del Sol Boulevard	Surf Cres t Dr. to Riviera Pointe	26,000	35	100	90	3	2	78.00	8.00	14.00
42	Del Sol Boulevard	Riviera Pointe to Dennery Rd.	26,000	35	100	90	3	2	78.00	8.00	14.00
43	Del Sol Boulevard	Dennery Rd. to I-805	20,000	35	100	90	3	2	78.00	8.00	14.00
44	Dennery Road	Palm Ave. to Del Sol Blvd.	28,500	35	100	90	3	2	78.00	8.00	14.00
45	Dennery Road	Palm Ave. to Regatta Ln.	21,000	35	100	90	3	2	78.00	8.00	14.00

Assessm Soft Peak ratio 10

46	Dennery Road	Regatta Ln. to Red Coral Ln.	15,000	35	100	90	3	2	78.00	8.00	14.00
47	Dennery Road	Red Coral Ln. to Black Coral Ln.	15,000	35	100	90	3	2	78.00	8.00	14.00
48	Dennery Road	Black Coral Ln. to East End	21,500	35	100	90	3	2	78.00	8.00	14.00
49	Emerald Crest Dr.	Otay Mesa Rd. to South End	25,000	35	100	90	3	2	78.00	8.00	14.00
50	Enrico Fermi Drive	Siempre Viva Rd. to Via de la Amistad	10,500	40	100	65	10	20	78.00	8.00	14.00
51	Enrico Fermi Drive	Airway Rd. to SiempreViva Rd.	8,000	40	100	65	10	20	78.00	8.00	14.00
52	Enrico Fermi Drive	SR-11 to Airway Rd.	17,000	40	100	65	10	20	78.00	8.00	14.00
53	Excellante Street	Airway Rd. to Gigantic St.	19,500	40	100	90	3	2	78.00	8.00	14.00
54	Exposition Way / Vista Sa	ar Avenida De Las Vistas to Corporate Center Dr.	17,000	35	100	90	3	2	78.00	8.00	14.00
55	Gailes Boulevard	Otay Mesa Rd. to St . Andrews Ave.	9,000	40	100	90	3	2	78.00	8.00	14.00
56	Gigantic Street	Excellante St. to Centurion St.	19,500	40	100	90	3	2	78.00	8.00	14.00
57	Harvest Road	Otay Center Dr. to Siempre Viva Rd.	38,000	40	100	90	3	2	78.00	8.00	14.00
58	Harvest Road	Airway Rd. to Otay Center Dr.	34,000	40	100	90	3	2	78.00	8.00	14.00
59	Harvest Road	South of Otay Mesa Rd.	11,000	40	100	90	3	2	78.00	8.00	14.00
60	Heinrich Hertz Drive	Airway Rd. to Paseo de las Americas	27,000	35	100	90	3	2	78.00	8.00	14.00
61	Road	Avenida De Las Vistas to Datsun St.	77.500	45	100	90	3	2	78.00	8.00	14.00
62	Road	Datsun St. to Otav Mesa Rd.	47,500	45	100	90	3	2	78.00	8.00	14.00
63	Road	Otav Mesa Rd. to SR-905	17,500	45	100	90	3	2	78.00	8.00	14.00
64	Road	SR-905 to Airway Rd.	52,000	45	100	90	3	2	78.00	8.00	14.00
65	Road	Main St. to Avenida De Las Vistas	87.000	45	100	90	3	2	78.00	8.00	14.00
66	Road	Airway Rd. to Siempre Viva Rd.	58.000	45	100	90	3	2	78.00	8.00	14.00
67	1-805	Main St. to Palm Ave	263,000	65	100	93.1	42	27	78.00	8.00	14 00
68	I-805	Palm Ave to SR-905	232 500	65	100	93.1	4.2	27	78.00	8.00	14 00
69	I-805	SR-905 to I-5	107 500	65	100	93.1	4.2	27	78.00	8.00	14 00
70	I-805	I-5 to Border	127 500	65	100	93.1	4.2	27	78.00	8.00	14 00
71	Innovative Drive	Otav Mesa Rd. to Corporate Center Dr.	16,000	30	100	90	3	2	78.00	8.00	14.00
72	La Media Road	Lone Star Rd, to Aviator Rd	64 500	45	100	65	10	20	78.00	8.00	14.00
73	La Media Road	Aviator Rd. to Otav Mesa Rd	64 500	45	100	65	10	20	78.00	8.00	14.00
74	La Media Road	Otay Mesa Rd to SR-905	48,000	45	100	65	10	20	78.00	8.00	14.00
75	La Media Road	SR-905 to Airway Rd	75 500	40	100	65	10	20	78.00	8.00	14.00
76	La Media Road	Airway Rd to Siempre Viva Rd	32,000	40	100	65	10	20	78.00	8.00	14.00
77	La Media Road	Birch Pd. to Long Star Pd	93,000	40	100	65	10	20	78.00	8.00	14.00
78	La media Road	La Modia Edito SE-125	38,000	40	100	65	10	20	78.00	8.00	14.00
70	Lone Star Road	SR-125 to Piper Ranch Rd	55,000	40	100	65	10	20	78.00	8.00	14.00
80	Lone Star Road	SP-125 to Piper Ranch Rd	55,000	40	100	65	10	20	78.00	8.00	14.00
81	Lone Star Road	Biper Panch Rd, to City / County Boundary	54,500	40	100	65	10	20	78.00	8.00	14.00
82	Marconi Drivo	Pas on de las Americas, to Enrico Formi Dr.	16 500	40	100	00	3	20	78.00	8.00	14.00
02	Michael Earoday Drive	Airway Bd to Siampro Vivo Bd	0,500	30	100	30	2	2	70.00	0.00	14.00
03	Michael Faraday Drive	Aliway Ku. to Stemple Viva Ku.	9,500	30	100	90	2	2	78.00	8.00	14.00
04 05		Deppery Rd, to Rel Sel Rhyd	3,300	30	100	90	2	2	78.00	8.00	14.00
00		Del Sel Blud, to Street A	45,000	40	100	30	2	2	70.00	0.00	14.00
00		Del Sol Biva, lo Street A	45,000	40	100	90	3	2	78.00	8.00	14.00
0/	Ocean view Hills Pkwy	Street A to Otay Mesa Ru.	23,500	40	100	90	3	2	78.00	8.00	14.00
00	Old Olay Mesa Road	Olay Mesa Ru. lo Ali way Ru.	22,000	40	100	90	3	2	76.00	8.00	14.00
89	Old Otay Mesa Road	Airway Rd. to Crescent Bay Dr.	20,000	40	100	90	3	2	78.00	8.00	14.00
90	Old Otay Mesa Road	Crescent Bay Dr. to Beyer Bivd.	21,500	40	100	90	3	2	78.00	8.00	14.00
91	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	14,000	35	100	90	3	2	78.00	8.00	14.00
92	Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	36,500	40	100	90	3	2	78.00	8.00	14.00
93	Otay Mesa Road	Street A to Callente Ave.	32,000	45	100	90	3	2	78.00	8.00	14.00
94	Otay Mesa Road	Callente Ave. to Corporate Center Dr.	78,000	45	100	90	3	2	78.00	8.00	14.00
95	Otay Mesa Road	Corporate Center Dr. to Innovative Dr.	36,000	45	100	90	3	2	78.00	8.00	14.00
96	Otay Mesa Road	Innovative Dr. to Heritage Rd.	42,000	45	100	90	3	2	78.00	8.00	14.00
97	Otay Mesa Road	Heritage Kd. to Cactus Kd.	74,000	50	100	90	3	2	78.00	8.00	14.00
98	Otay Mesa Road	Cactus Rd. to Britannia Blvd.	47,500	50	100	90	3	2	78.00	8.00	14.00
99	Utay Mesa Road	Britannia Blvd. to Ailsa Ct.	58,500	50	100	90	3	2	78.00	8.00	14.00
100	Otay Mesa Road	Alisa Ct. to La Media Rd.	49,500	50	100	90	3	2	78.00	8.00	14.00
101	Otay Mesa Road	La Media Rd. to Piper Ranch Rd.	50,000	45	100	90	3	2	78.00	8.00	14.00
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102	Otay Mesa Road	Piper Ranch Rd. to SR-125	22,500	45	100	90	3	2	78.00	8.00	14.00
103	Otay Mesa Road	SR-125 to Harvest Rd.	42,500	45	100	90	3	2	78.00	8.00	14.00
104	Otay Mesa Road	Harvest Rd. to Sanyo Ave.	38,500	45	100	90	3	2	78.00	8.00	14.00
105	Otay Mesa Road	Sanyo Ave. to Enrico Fermi Dr.	14,000	40	100	90	3	2	78.00	8.00	14.00
106	Pacific Rim Court	Otay Mesa Rd. to Camino Maquiladora	4,000	45	100	90	3	2	78.00	8.00	14.00
107	Palm Ave.	Piccard Ave to I-805	69,500	35	100	90	3	2	78.00	8.00	14.00
108	Palm Ave.	I-805 to Dennery Rd.	69,500	45	100	90	3	2	78.00	8.00	14.00
109	Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	33,500	35	100	90	3	2	78.00	8.00	14.00
110	Paseo de las Americas	Siempre Viva Rd. to Marconi Dr.	16,000	35	100	90	3	2	78.00	8.00	14.00
111	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	17,000	40	100	90	3	2	78.00	8.00	14.00
112	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	17,000	40	100	90	3	2	78.00	8.00	14.00
113	Progressive Avenue	Corporate Center Dr. to Innovative Dr.	17,000	30	100	90	3	2	78.00	8.00	14.00
114	Sanyo Avevue	Otay Mes a Rd. to Airway Rd.	43,000	45	100	90	3	2	78.00	8.00	14.00
115	Siempre Viva Rd.	Cactus Rd. to Britannia Blvd.	44,500	40	100	90	3	2	78.00	8.00	14.00
116	Siempre Viva Rd.	Britannia Blvd. to La Media Rd.	52,500	40	100	90	3	2	78.00	8.00	14.00
117	Siempre Viva Rd.	La Media Rd. to Harvest Rd.	34,500	40	100	90	3	2	78.00	8.00	14.00
118	Siempre Viva Rd.	Harvest Rd. to Otay Center Dr.	35,000	40	100	90	3	2	78.00	8.00	14.00
119	Siempre Viva Rd.	Otay Center Dr. to SR-905	64,500	40	100	90	3	2	78.00	8.00	14.00
120	Siempre Viva Rd.	SR-905 to Paseo de las Americas	72,000	40	100	90	3	2	78.00	8.00	14.00
121	Siempre Viva Rd.	Paseo de las Americas to Michael Faraday Dr.	20,500	40	100	90	3	2	78.00	8.00	14.00
122	Siempre Viva Rd.	Michael Faraday Dr. to Enrico Fermi Dr.	21,000	40	100	90	3	2	78.00	8.00	14.00
123	Siempre Viva Rd.	Enrico Fermi Dr. to SR-11	21,000	40	100	90	3	2	78.00	8.00	14.00
124	Siempre Viva Rd.	Caliente Ave. to East Beyer Blvd.	47,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
125	Siempre Viva Rd.	Heritage Rd. to Cactus Rd.	48,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
126	SR-11	SR-905 to Enrico Fermi Dr.	50,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
127	SR-11	Enrico Fermi Dr. to Siempre Viva Rd.	25,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
128	SR-11	Siempre Viva Rd. to Border	39,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
129	SR-125	Birch Rd. to Lone Star Rd.	102,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
130	SR-125	Lone Star Rd. to SR-905	76,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
131	SR-905	Picador Blvd. to I-805	144,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
132	SR-905	I-805 to Caliente Ave.	253,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
133	SR-905	Caliente Ave. to Heritage Rd.	224,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
134	SR-905	Heritage Rd. to Britannia Blvd.	193,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
135	SR-905	Britannia Blvd. to La Media Rd.	167,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
136	SR-905	La Media Rd. to SR-125	121,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
137	SR-905	SR-125 to Siempre Viva Rd.	103,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
138	SR-905	Siempre Viva Rd. to Border	64,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
139	St. Andrews Avenue	Otay Mesa Center Rd. To La Media Rd.	20,500	30	100	90	3	2	78.00	8.00	14.00
140	Street A	Ocean View Hills Pkwy. to Otay Mesa Rd.	19,500	40	100	90	3	2	78.00	8.00	14.00

## Predicted Noise Levels

## Project Name : OMCPU Project Number : 3957.1 Modeled Condition : Adopted 0 Assessment Metric:

		Segment	Noise Leve	els, dBA A	ssessme	nt Metric:	Distance	e to Traffic	: Noise Le	vel Contou	irs, Feet
Segment	Roadway	From/To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB
1	Airway Road	Old Otay Mesa Rd. to Caliente Ave.	65.9	60.1	63.1	68	22	70	221	699	2,211
2	Airway Road	Caliente Ave. to Heritage Rd.	70.5	64.7	67.7	73	64	201	636	2,012	6,364
3	Airway Road	Heritage Rd. to Cactus Rd.	68.8	62.9	66.0	71	43	135	426	1,347	4,260
4	Airway Road	Cactus Rd. to Britannia Blvd.	69.5	63.6	66.7	72	50	159	502	1,586	5,015
5	Airway Road	Britannia Blvd. to La Media Rd.	68.7	62.9	65.9	71	42	133	421	1,330	4,206
6	Airway Road	La Media Rd. to Harves t Rd.	70.2	64.3	67.4	73	59	186	588	1,859	5,878
7	Airway Road	Harvest Rd. to Sanyo Ave.	69.8	63.9	67.0	72	53	169	534	1,688	5,339
8	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	62.6	57.5	61.0	66	11	36	115	363	1,147
9	Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	68.4	62.6	65.6	71	39	124	394	1,245	3,937
10	Airway Road	Michael Faraday Dr. to Enrico Fermi Dr.	64.8	59.0	62.1	67	17	55	173	546	1,726
11	Airway Road	Enrico Fermi Dr. to Siempre Viva Rd.	64.6	58.7	61.8	67	16	51	162	512	1,618
12	Avendia De Las Vistas	Otay Valley Rd. to Vista Santo Domingo	58.8	54.6	59.9	63	6	20	64	202	638
13	Avendia De Las Vistas	Vista Santo Domingo to Dennery Rd.	63.2	59.0	64.4	67	18	56	177	560	1,771
14	Avenida Costa Azul	Otay Mesa Rd. to St. Andrews Ave.	63.7	58.6	62.0	67	15	47	148	467	1,475
15	Aviator Road	Heritage Rd. to La Media Rd.	66.2	59.7	62.4	68	22	68	216	681	2,155
16	Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	65.0	59.9	63.4	68	20	63	201	635	2,008
17	Beyer Boulevard	Old Otay Mesa Rd. to East End	59.1	52.5	55.3	61	4	13	42	132	417
18	Britannia Boulevard	Otay Mesa Rd. to SR-905	65.7	59.9	62.9	68	21	67	210	665	2,103
19	Britannia Boulevard	SR-905 to Airway Rd.	68.6	69.3	77.2	78	215	681	2,152	6,807	21,525
20	Britannia Boulevard	Siempre Viva Rd. to South End	66.5	67.3	75.1	76	135	425	1,345	4,254	13,453
21	Britannia Boulevard	Airway Rd. to Siempre Viva Rd.	66.6	67.4	75.2	76	137	432	1,366	4,320	13,660
22	Cactus Road	Otay Mesa Rd. to Airway Rd.	69.7	63.2	65.9	72	49	154	487	1,539	4,866
23	Cactus Road	Airway Rd. to Siempre Viva Rd.	67.9	61.4	64.1	70	32	101	320	1.011	3.198
24	Cactus Road	Siempre Viva Rd. to South End	69.0	62.5	65.2	71	41	130	410	1,297	4,102
25	Caliente Avenue	Otay Mesa Rd. to SR-905	65.1	60.9	66.3	69	28	87	276	874	2,763
26	Caliente Avenue	Otav Mesa Rd. to SR-905	65.1	60.9	66.3	69	28	87	276	874	2.763
27	Caliente Avenue	SR-905 to Airway Rd.	68.6	62.8	65.8	71	41	130	410	1.296	4.099
28	Caliente Avenue	Airway Rd. to Siempre Viva Rd.	69.6	63.8	66.8	72	52	164	518	1.637	5.177
29	Caliente Avenue	Airway Rd. to Siempre Viva Rd.	69.6	63.8	66.8	72	52	164	518	1.637	5,177
30	Camino Maguiladora	Heritage Rd, to Pacific Rim Ct .	58.0	53.8	59.1	62	5	17	53	168	531
31	Camino Maguiladora	Pacific Rim Ct , to Cactus Rd.	57.0	52.8	58.2	61	4	13	43	134	425
32	Camino Maguiladora	Cactus Rd. to Continental St.	56.6	52.4	57.8	61	4	12	39	123	390
33	Centurion Street	Airway Rd. to Gigantic St.	65.5	59.6	62.7	68	20	63	200	631	1.995
34	Continental Street	South of Otav Mes a Rd.	57.7	52.6	56.0	61	4	12	37	117	369
35	Continental Street	North of Airway Rd.	61.1	56.1	59.5	64	8	26	82	259	820
36	Corporate Center Drive	Progressive Ave. to Innovative Dr.	63.9	58.1	61.2	66	14	44	140	443	1.402
37	Corporate Center Drive	Otav Mes a Rd. to Progres s ive Ave.	66.7	60.9	63.9	69	26	84	264	836	2.643
38	Corporate Center Drive	South End to Otay Mesa Rd.	65.2	59.4	62.5	68	19	60	189	597	1.888
39	Datsun Street	Innovative Dr. to Heritage Rd.	69.2	62.7	65.4	71	43	136	431	1.363	4.310
40	Del Sol Boulevard	Ocean View Hills Pkwy, to Surf Crest Dr.	64.8	59.8	63.2	68	19	61	193	609	1.926
41	Del Sol Boulevard	Surf Cres t Dr. to Riviera Pointe	65.3	60.2	63.6	68	21	67	213	674	2,131
42	Del Sol Boulevard	Riviera Pointe to Dennerv Rd.	65.3	60.2	63.6	68	21	67	213	674	2,131
43	Del Sol Boulevard	Dennerv Rd. to I-805	64.1	59.1	62.5	67	16	52	164	518	1.639
44	Dennerv Road	Palm Ave. to Del Sol Blvd.	65.7	60.6	64.0	69	23	74	234	739	2.336
45	Dennery Road	Palm Ave. to Regatta I n	64.4	59.3	62.7	67	17	54	172	544	1 721
46	Dennerv Road	Regatta Ln. to Red Coral Ln.	62.9	57.8	61.3	66	12	39	123	389	1.229
47	Dennery Road	Red Coral Ln. to Black Coral Ln.	62.9	57.8	61.3	66	12	39	123	389	1,229
48	Dennerv Road	Black Coral Ln. to East End	64.5	59.4	62.8	67	18	56	176	557	1.762
49	Emerald Crest Dr.	Otav Mesa Rd. to South End	65.1	60.0	63.5	68	20	65	205	648	2.049
50	Enrico Fermi Drive	Siempre Viva Rd. to Via de la Amistad	61.6	62.4	70.2	71	43	137	435	1,374	4,346

51	Enrico Fermi Drive	Airway Rd. to SiempreViva Rd.	60.4	61.2	69.1	70	33	105	331	1,047	3,312
52	Enrico Fermi Drive	SR-11 to Airway Rd.	63.7	64.5	72.3	73	70	223	704	2,225	7,037
53	Excellante Street	Airway Rd. to Gigantic St.	65.7	59.9	62.9	68	21	67	210	665	2,103
54	Exposition Way / Vista Sa	r Avenida De Las Vistas to Corporate Center Dr.	63.4	58.4	61.8	66	14	44	139	441	1,393
55	Gailes Boulevard	Otav Mesa Rd. to St . Andrews Ave.	62.3	56.5	59.6	65	10	31	97	307	971
56	Gigantic Street	Excellante St. to Centurion St.	65.7	59.9	62.9	68	21	67	210	665	2,103
57	Harvest Road	Otav Center Dr. to Siempre Viva Rd	68.6	62.8	65.8	71	41	130	410	1 296	4 099
58	Harvest Road	Airway Rd to Otay Center Dr	68.1	62.3	65.3	71	37	116	367	1 160	3,667
59	Harvest Road	South of Otav Mesa Rd	63.2	57.4	60.4	66	12	38	110	375	1 186
60	Hainrich Hartz Drivo	Airway Rd, to Roope de los. Amorizos	65.E	60.4	62.9	60	22	70	224	700	2 242
61	Herritage Read/Otay Valley	Allway Ru. to Faseo de las Allencas	72.0	66.7	60.4	75	109	241	1 079	2 407	2,213
60	Heritage Road/Otay Valley	Avenida De Las Visias to Datsun St.	73.2	00.7	69.4	75	108	341	1,076	3,407	10,775
62		Daisun Si. to Olay Mesa Ru.	71.0	04.5	67.3	73	00	209	000	2,066	0,004
63	Heritage Road/Otay Valley	Otay Mesa Rd. to SR-905	66.7	60.2	62.9	69	24	//	243	769	2,433
64	Heritage Road/Otay Valley	SR-905 to Airway Rd.	71.4	64.9	67.7	74	72	229	723	2,286	7,230
65	Heritage Road/Otay Valley	Main St. to Avenida De Las Vistas	73.7	67.2	69.9	76	121	383	1,210	3,825	12,096
66	Heritage Road/Otay Valley	<ul> <li>Airway Rd. to Siempre Viva Rd.</li> </ul>	71.9	65.4	68.1	74	81	255	806	2,550	8,064
67	I-805	Main St. to Palm Ave.	83.2	75.9	77.5	85	964	3,050	9,645	30,500	96,449
68	I-805	Palm Ave. to SR-905	82.7	75.4	76.9	84	853	2,696	8,526	26,963	85,264
69	I-805	SR-905 to I-5	79.3	72.0	73.6	81	394	1,247	3,942	12,467	39,423
70	I-805	I-5 to Border	80.1	72.8	74.3	82	468	1,479	4,676	14,786	46,757
71	Innovative Drive	Otay Mesa Rd. to Corporate Center Dr.	61.2	57.1	62.4	66	11	36	113	359	1,134
72	La Media Road	Lone Star Rd. to Aviator Rd.	71.0	71.1	78.6	80	309	976	3,086	9,760	30,863
73	La Media Road	Aviator Rd. to Otay Mesa Rd.	71.0	71.1	78.6	80	309	976	3,086	9,760	30,863
74	La Media Road	Otay Mesa Rd. to SR-905	69.7	69.8	77.3	79	230	726	2,297	7,263	22,968
75	La Media Road	SR-905 to Airway Rd.	70.2	71.0	78.8	80	313	988	3,125	9,883	31,252
76	La Media Road	Airway Rd. to Siempre Viva Rd.	66.4	67.2	75.1	76	132	419	1.325	4,189	13.246
77	La Media Road	Birch Rd, to Lone Star Rd.	71.1	71.9	79.7	81	385	1.217	3.850	12,174	38,496
78	Lone Star Road	La Media Rd, to SR-125	67.2	68.0	75.8	77	157	497	1,573	4 974	15 730
79	Lone Star Road	SR-125 to Piper Ranch Rd	68.8	69.6	77 4	70	228	720	2 277	7 100	22 767
80	Lone Star Road	SP-125 to Piper Ranch Rd	68.8	60.6	77 /	70	220	720	2,217	7 100	22,101
00	Lone Star Road	Diner Bonch Rd. to City / County Boundary	60.0	60.6	77.4	70	220	720	2,211	7,135	22,101
01	Maraani Driva	Page on de los Americas to Enrice Formi Dr	62.0	50.0	64.7	15	220	40	125	400	4 252
0Z	Marconi Drive	Pas eo de las Americas to Enrico Fermi Dr.	50.0	56.2	01.7	00	14	43	135	420	1,352
83	Michael Faraday Drive	Airway Rd. to Siempre Viva Rd.	59.0	54.8	60.2	63	1	21	67	213	673
84	Michael Faraday Drive	Siempre Viva Rd. to Marconi Dr.	56.6	52.4	57.8	61	4	12	39	123	390
85	Ocean View Hills Pkwy	Dennery Rd. to Del Sol Blvd.	68.6	62.1	64.8	71	38	119	375	1,187	3,754
86	Ocean View Hills Pkwy	Del Sol Blvd. to Street A	69.3	63.5	66.6	72	49	153	485	1,535	4,854
87	Ocean View Hills Pkwy	Street A to Otay Mesa Rd.	66.5	60.7	63.7	69	25	80	253	802	2,535
88	Old Otay Mesa Road	Otay Mesa Rd. to Airway Rd.	66.2	60.4	63.4	69	24	75	237	750	2,373
89	Old Otay Mesa Road	Airway Rd. to Crescent Bay Dr.	65.8	60.0	63.0	68	22	68	216	682	2,157
90	Old Otay Mesa Road	Crescent Bay Dr. to Beyer Blvd.	66.1	60.3	63.3	69	23	73	232	733	2,319
91	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	62.6	57.5	61.0	66	11	36	115	363	1,147
92	Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	68.4	62.6	65.6	71	39	124	394	1,245	3,937
93	Otay Mesa Road	Street A to Caliente Ave.	69.3	62.8	65.5	71	44	141	445	1,407	4,449
94	Otay Mesa Road	Caliente Ave. to Corporate Center Dr.	73.2	66.7	69.4	75	108	343	1,084	3,429	10,845
95	Otay Mesa Road	Corporate Center Dr. to Innovative Dr.	69.8	63.3	66.1	72	50	158	501	1,583	5,005
96	Otay Mesa Road	Innovative Dr. to Heritage Rd.	70.5	64.0	66.7	73	58	185	584	1,847	5,840
97	Otav Mesa Road	Heritage Rd. to Cactus Rd.	74.3	67.2	69.6	76	130	412	1.303	4.120	13.028
98	Otav Mesa Road	Cactus Rd. to Britannia Blvd.	72.4	65.2	67.7	74	84	264	836	2.644	8.362
99	Otav Mesa Road	Britannia Blvd. to Ailsa Ct.	73.3	66.1	68.6	75	103	326	1.030	3.257	10.299
100	Otav Mesa Road	Ailsa Ct. to La Media Rd	72.5	65.4	67.9	74	87	276	871	2 756	8 715
101	Otay Mesa Road	La Media Rd, to Piner Ranch Rd	71.3	64.7	67.5	73	70	220	695	2 108	6 952
107	Otay Mesa Road	Diper Papeh Ed. to SE-125	67.8	61.2	64.0	70	21	00	313	080	3 1 2 8
102	Otay Mesa Road	SR-125 to Harvest Rd	70.6	64.0	66.9	73	50	197	501	1 860	5 000
103	Otay Mesa Rudu	United by the Serve Area	70.0	04.0	00.0	73	59	107	591	1,009	5,909
104	Otay Mesa Road	narvest Ko. to Sanyo AVe.	70.1	03.0	00.3	12	54	169	535	1,693	5,353
105	Otay Mesa Road	Sanyo Ave. to Enrico Fermi Dr.	64.3	58.4	61.5	67	15	48	151	478	1,510
106	Pacific Rim Court	Utay iviesa Rd. to Camino Maquiladora	60.3	53.8	56.5	62	6	18	56	176	556
107	Palm Ave.	Piccard Ave to I-805	69.6	64.5	67.9	73	57	180	570	1,801	5,696
108	Palm Ave.	I-805 to Dennery Rd.	72.7	66.2	68.9	75	97	306	966	3,056	9,663
109	Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	66.4	61.3	64.7	69	27	87	275	868	2,746

110	Paseo de las Americas	Siempre Viva Rd. to Marconi Dr.	63.2	58.1	61.5	66	13	41	131	415	1,311
111	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	65.1	59.3	62.3	68	18	58	183	580	1,834
112	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	65.1	59.3	62.3	68	18	58	183	580	1,834
113	Progressive Avenue	Corporate Center Dr. to Innovative Dr.	61.5	57.3	62.7	66	12	38	120	381	1,205
114	Sanyo Avevue	Otay Mes a Rd. to Airway Rd.	70.6	64.1	66.8	73	60	189	598	1,891	5,979
115	Siempre Viva Rd.	Cactus Rd. to Britannia Blvd.	69.3	63.4	66.5	72	48	152	480	1,518	4,800
116	Siempre Viva Rd.	Britannia Blvd. to La Media Rd.	70.0	64.2	67.2	73	57	179	566	1,791	5,663
117	Siempre Viva Rd.	La Media Rd. to Harvest Rd.	68.2	62.3	65.4	71	37	118	372	1,177	3,721
118	Siempre Viva Rd.	Harvest Rd. to Otay Center Dr.	68.2	62.4	65.5	71	38	119	378	1,194	3,775
119	Siempre Viva Rd.	Otay Center Dr. to SR-905	70.9	65.1	68.1	73	70	220	696	2,200	6,957
120	Siempre Viva Rd.	SR-905 to Paseo de las Americas	71.4	65.5	68.6	74	78	246	777	2,456	7,766
121	Siempre Viva Rd.	Paseo de las Americas to Michael Faraday Dr.	65.9	60.1	63.1	68	22	70	221	699	2,211
122	Siempre Viva Rd.	Michael Faraday Dr. to Enrico Fermi Dr.	66.0	60.2	63.2	69	23	72	227	716	2,265
123	Siempre Viva Rd.	Enrico Fermi Dr. to SR-11	66.0	60.2	63.2	69	23	72	227	716	2,265
124	Siempre Viva Rd.	Caliente Ave. to East Beyer Blvd.	75.7	69.6	69.8	77	176	558	1,765	5,581	17,648
125	Siempre Viva Rd.	Heritage Rd. to Cactus Rd.	75.8	69.7	69.9	78	180	570	1,802	5,700	18,024
126	SR-11	SR-905 to Enrico Fermi Dr.	76.0	69.9	70.1	78	190	600	1,896	5,997	18,963
127	SR-11	Enrico Fermi Dr. to Siempre Viva Rd.	72.9	66.9	67.1	75	94	297	939	2,969	9,387
128	SR-11	Siempre Viva Rd. to Border	74.9	68.8	69.1	77	148	469	1,483	4,690	14,832
129	SR-125	Birch Rd. to Lone Star Rd.	79.1	73.0	73.2	81	385	1,217	3,849	12,171	38,489
130	SR-125	Lone Star Rd. to SR-905	77.8	71.7	71.9	80	285	902	2,854	9,024	28,538
131	SR-905	Picador Blvd. to I-805	80.6	74.5	74.7	82	543	1,716	5,426	17,158	54,259
132	SR-905	I-805 to Caliente Ave.	83.0	76.9	77.1	85	952	3,010	9,519	30,101	95,189
133	SR-905	Caliente Ave. to Heritage Rd.	82.5	76.4	76.6	84	841	2,660	8,411	26,598	84,111
134	SR-905	Heritage Rd. to Britannia Blvd.	81.8	75.7	76.0	84	725	2,292	7,247	22,917	72,471
135	SR-905	Britannia Blvd. to La Media Rd.	81.2	75.1	75.3	83	627	1,983	6,271	19,830	62,708
136	SR-905	La Media Rd. to SR-125	79.8	73.7	73.9	82	454	1,437	4,544	14,368	45,435
137	SR-905	SR-125 to Siempre Viva Rd.	79.1	73.0	73.2	81	387	1,223	3,868	12,231	38,676
138	SR-905	Siempre Viva Rd. to Border	77.1	71.0	71.2	79	242	766	2,422	7,659	24,220
139	St. Andrews Avenue	Otay Mesa Center Rd. To La Media Rd.	62.3	58.1	63.5	67	15	46	145	459	1,453
140	Street A	Ocean View Hills Pkwy. to Otay Mesa Rd.	65.7	59.9	62.9	68	21	67	210	665	2,103

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

Project Name : OMCPU Project Number : 3957.1 Modeled Condition : Proposed

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

		Segment		Speed	Distance							
Segment	Roadway	From/To	Traffic Vol.	(Mph)	to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	K-Factor
1	Airway Road	Old Otay Mesa Rd. to Caliente Ave.	10,500	40	100	90	3	2	78.00	8.00	14.00	
2	Airway Road	Caliente Ave. to Heritage Rd.	38,000	40	100	90	3	2	78.00	8.00	14.00	
3	Airway Road	Heritage Rd. to Cactus Rd.	60,500	40	100	90	3	2	78.00	8.00	14.00	
4	Airway Road	Cactus Rd. to Britannia Blvd.	44,500	40	100	90	3	2	78.00	8.00	14.00	
5	Airway Road	Britannia Blvd. to La Media Rd.	35,000	40	100	90	3	2	78.00	8.00	14.00	
6	Airway Road	La Media Rd. to Harvest Rd.	34,000	40	100	90	3	2	78.00	8.00	14.00	
7	Airway Road	Harvest Rd. to Sanyo Ave.	26,500	40	100	90	3	2	78.00	8.00	14.00	
8	Airway Road	Sanyo Ave. to Paseo de las Americas	10,000	40	100	90	3	2	78.00	8.00	14.00	
9	Airway Road	Paseo de las Americas to Michael Faraday Dr.	9,500	40	100	90	3	2	78.00	8.00	14.00	
10	Airway Road	Michael Faraday Dr. to Enrico Fermi Dr.	12,000	40	100	90	3	2	78.00	8.00	14.00	
11	Airway Road	Enrico Fermi Dr. to Siempre Viva Rd.	12,500	40	100	90	3	2	78.00	8.00	14.00	
12	Avendia De Las Vistas	Otay Valley Rd. to Vis ta Santo Domingo	7,000	30	100	90	3	2	78.00	8.00	14.00	
13	Avendia De Las Vistas	Vista Santo Domingo to Dennery Rd.	19,500	30	100	90	3	2	78.00	8.00	14.00	
14	Avenida Cos ta Azul	Otay Mesa Rd. to St. Andrews Ave.	19,000	35	100	90	3	2	78.00	8.00	14.00	
15	Aviator Road	Heritage Rd. to La Media Rd.	23,000	45	100	90	3	2	78.00	8.00	14.00	
16	Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	32,500	35	100	90	3	2	78.00	8.00	14.00	
17	Beyer Boulevard	Old Otay Mesa Rd. to Caliente Ave.	31,000	45	100	90	3	2	78.00	8.00	14.00	
18	Britannia Boulevard	Otay Mesa Rd. to SR-905	17,500	40	100	90	3	2	78.00	8.00	14.00	
19	Britannia Boulevard	SR-905 to Airway Rd.	63,000	40	100	65	10	20	78.00	8.00	14.00	
20	Britannia Boulevard	Airway Rd. to Siempre Viva Rd.	44,500	40	100	65	10	20	78.00	8.00	14.00	
21	Britannia Boulevard	Siempre Viva Rd. to South End	22,000	40	100	65	10	20	78.00	8.00	14.00	
22	Cactus Road	Otay Mesa Rd. to Airway Rd.	40,500	45	100	90	3	2	78.00	8.00	14.00	
23	Cactus Road	Airway Rd. to Siempre Viva Rd.	40,500	45	100	90	3	2	78.00	8.00	14.00	
24	Cactus Road	Siempre Viva Rd. to South End	11,000	45	100	90	3	2	78.00	8.00	14.00	
25	Caliente Avenue	Otay Mesa Rd. to SR-905	38,000	30	100	90	3	2	78.00	8.00	14.00	
26	Caliente Avenue	Otay Mesa Rd. to SR-905	38,000	30	100	90	3	2	78.00	8.00	14.00	
27	Caliente Avenue	SR-905 to Airway Rd.	32,000	40	100	90	3	2	78.00	8.00	14.00	
28	Caliente Avenue	Airway Rd. to Beyer Blvd.	46,000	40	100	90	3	2	78.00	8.00	14.00	
29	Caliente Avenue	Beyer Blvd. to Siempre Viva Rd.	41,000	40	100	90	3	2	78.00	8.00	14.00	
30	Camino Maquiladora	Heritage Rd. to Pacific Rim Ct.	9,500	30	100	90	3	2	78.00	8.00	14.00	
31	Camino Maquiladora	Pacific Rim Ct. to Cactus Rd.	7,500	30	100	90	3	2	78.00	8.00	14.00	
32	Camino Maquiladora	Cactus Rd. to Continental St.	6,000	30	100	90	3	2	78.00	8.00	14.00	
33	Centurion Street	Airway Rd. to Gigantic St.	6,000	40	100	90	3	2	78.00	8.00	14.00	
34	Continental Street	South of Otay Mesa Rd.	4,500	35	100	90	3	2	78.00	8.00	14.00	
35	Continental Street	North of Airway Rd.	12,000	35	100	90	3	2	78.00	8.00	14.00	
36	Corporate Center Drive	Progressive Ave. to Innovative Dr.	8,000	40	100	90	3	2	78.00	8.00	14.00	
37	Corporate Center Drive	Otay Mesa Rd. to Progressive Ave.	19,500	40	100	90	3	2	78.00	8.00	14.00	
38	Corporate Center Drive	South End to Otay Mesa Rd.	17,500	40	100	90	3	2	78.00	8.00	14.00	
39	Datsun Street	Innovative Dr. to Heritage Rd.	30,000	45	100	90	3	2	78.00	8.00	14.00	
40	Del Sol Boulevard	Ocean View Hills Pkwy. to Surf Crest Dr.	19,500	35	100	90	3	2	78.00	8.00	14.00	

41	Del Sol Boulevard	Surf Cres t Dr. to Riviera Pointe	23,000	35	100	90	3	2	78.00	8.00	14.00
42	Del Sol Boulevard	Riviera Pointe to Dennery Rd.	23,000	35	100	90	3	2	78.00	8.00	14.00
43	Del Sol Boulevard	Dennery Rd. to I-805	16,000	35	100	90	3	2	78.00	8.00	14.00
44	Dennery Road	Palm Ave. to Del Sol Blvd.	28,000	35	100	90	3	2	78.00	8.00	14.00
45	Dennery Road	Palm Ave. to Regatta Ln.	19,500	35	100	90	3	2	78.00	8.00	14.00
46	Dennery Road	Regatta Ln. to Red Coral Ln.	12,500	35	100	90	3	2	78.00	8.00	14.00
47	Dennery Road	Red Coral Ln. to Black Coral Ln.	12,500	35	100	90	3	2	78.00	8.00	14.00
48	Dennery Road	Black Coral Ln. to Eas t End	16,500	35	100	90	3	2	78.00	8.00	14.00
49	Emerald Crest Dr.	Otay Mesa Rd. to South End	25,000	35	100	90	3	2	78.00	8.00	14.00
50	Enrico Fermi Drive	Siempre Viva Rd. to Via de la Amis tad	10,500	40	100	65	10	20	78.00	8.00	14.00
51	Enrico Fermi Drive	Airway Rd. to SiempreViva Rd.	8,000	40	100	65	10	20	78.00	8.00	14.00
52	Enrico Fermi Drive	SR-11 to Airway Rd.*	15,500	40	100	65	10	20	78.00	8.00	14.00
53	Excellante Street	Airway Rd. to Gigantic St.	6,000	40	100	90	3	2	78.00	8.00	14.00
54	Exposition Way / Vista Sa	n Avenida De Las Vistas to Corporate Dr.	12,500	35	100	90	3	2	78.00	8.00	14.00
55	Gailes Boulevard	Otay Mesa Rd. to St. Andrews Ave.	12,500	40	100	90	3	2	78.00	8.00	14.00
56	Gigantic Street	Excellante St. to Centurion St.	6,000	40	100	90	3	2	78.00	8.00	14.00
57	Harvest Road	Otay Center Dr. to Siempre Viva Rd.	10,000	40	100	90	3	2	78.00	8.00	14.00
58	Harvest Road	Airway Rd. to Otay Center Dr.	16,000	40	100	90	3	2	78.00	8.00	14.00
59	Harvest Road	South of Otay Mesa Rd.	8,500	40	100	90	3	2	78.00	8.00	14.00
60	Heinrich Hertz Drive	Airway Rd. to Paseo de las Americas	12,000	35	100	90	3	2	78.00	8.00	14.00
61	Road	Main St. to Avenida De Las Vis tas	83,000	45	100	90	3	2	78.00	8.00	14.00
62	Road	Avenida De Las Vis tas to Datsun St.	75,500	45	100	90	3	2	78.00	8.00	14.00
63	Road	Datsun St. to Otay Mesa Rd.	48,000	45	100	90	3	2	78.00	8.00	14.00
64	Road	Otav Mesa Rd. to SR-905	23.500	45	100	90	3	2	78.00	8.00	14.00
65	Road	SR-905 to Airway Rd.	35.000	45	100	90	3	2	78.00	8.00	14.00
66	Road	Main St. to Avenida De Las Vistas	1	45	100	90	3	2	78.00	8.00	14.00
67	Road	Airway Rd. to Siempre Viva Rd.	1	45	100	90	3	2	78.00	8.00	14.00
68	I-805	Main St. to Palm Ave.	248,000	65	100	93.1	4.2	2.7	78.00	8.00	14.00
69	I-805	Palm Ave. to SR-905	222.000	65	100	93.1	4.2	2.7	78.00	8.00	14.00
70	I-805	SR-905 to I-5	122,000	65	100	93.1	4.2	2.7	78.00	8.00	14.00
71	I-805	I-5 to Border	135,500	65	100	93.1	4.2	2.7	78.00	8.00	14.00
72	Innovative Drive	Otay Mesa Rd. to Corporate Center Dr.	15,000	30	100	90	3	2	78.00	8.00	14.00
73	La Media Road	Lone Star Rd. to Aviator Rd.	19,500	45	100	65	10	20	78.00	8.00	14.00
74	La Media Road	Aviator Rd. to Otay Mesa Rd.	22,500	45	100	65	10	20	78.00	8.00	14.00
75	La Media Road	Otav Mesa Rd. to SR-905	37.500	45	100	65	10	20	78.00	8.00	14.00
76	La Media Road	SR-905 to Airway Rd.	64.000	40	100	65	10	20	78.00	8.00	14.00
77	La Media Road	Airway Rd. to Siempre Viva Rd.	33.000	40	100	65	10	20	78.00	8.00	14.00
78	La Media Road	Birch Rd. to Lone Star Rd.	1	40	100	65	10	20	78.00	8.00	14.00
79	Lone Star Road	La Media Rd. to SR-125	1	40	100	65	10	20	78.00	8.00	14.00
80	Lone Star Road	SR-125 to Piper Ranch Rd.	35.000	40	100	65	10	20	78.00	8.00	14.00
81	Lone Star Road	SR-125 to Piper Ranch Rd.	35.000	40	100	65	10	20	78.00	8.00	14.00
82	Lone Star Road	Piper Ranch Rd. to City / County Boundary	36.000	40	100	65	10	20	78.00	8.00	14.00
83	Marconi Drive	Paseo de las Americas to Enrico Fermi Dr	8,000	35	100	90	3	2	78.00	8.00	14 00
84	Michael Faraday Drive	Airway Rd, to Siempre Viva Rd	6,500	30	100	90	3	2	78.00	8.00	14.00
85	Michael Faraday Drive	Siempre Viva Rd. to Marconi Dr.	8,000	30	100	90	3	2	78.00	8.00	14.00
86	Ocean View Hills Pkww	Dennery Rd to Del Sol Blyd	22 000	45	100	90	3	2	78.00	8.00	14.00
87	Ocean View Hills Pkwy	Del Sol Blvd. to Street "A"	35,000	40	100	90	3	2	78.00	8.00	14.00
88	Ocean View Hills Pkwy	Street "A" to Otav Mesa Rd	23 500	40	100	90	3	∠ 2	78.00	8.00	14.00
00			20,000		100	30		4	10.00		14.00
xu	Old Otay Mesa Road	Otay Mesa Rd. to Airway Rd	22,000	40	100	90	3	2	78.00	8.00	14.00
89	Old Otay Mesa Road	Otay Mesa Rd. to Airway Rd.	22,000	40	100	90	3	2	78.00	8.00	14.00

91	Old Otay Mesa Road	Crescent Bay Dr. to Beyer Blvd.	16,000	40	100	90	3	2	78.00	8.00	14.00
92	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	15,500	35	100	90	3	2	78.00	8.00	14.00
93	Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	24,000	40	100	90	3	2	78.00	8.00	14.00
94	Otay Mesa Road	Street A to Caliente Ave.	26,000	45	100	90	3	2	78.00	8.00	14.00
95	Otay Mesa Road	Caliente Ave. to Corporate Center Dr.	72,500	45	100	90	3	2	78.00	8.00	14.00
96	Otay Mesa Road	Corporate Center Dr. to Innovative Dr.	51,500	45	100	90	3	2	78.00	8.00	14.00
97	Otay Mesa Road	Innovative Dr. to Heritage Rd.	46,500	45	100	90	3	2	78.00	8.00	14.00
98	Otay Mesa Road	Heritage Rd. to Cactus Rd.	76,500	50	100	90	3	2	78.00	8.00	14.00
99	Otay Mesa Road	Cactus Rd. to Britannia Blvd.	44,000	50	100	90	3	2	78.00	8.00	14.00
100	Otay Mesa Road	Britannia Blvd. to Ailsa Ct.	50,500	50	100	90	3	2	78.00	8.00	14.00
101	Otay Mesa Road	Ailsa Ct. to La Media Rd.	42,500	50	100	90	3	2	78.00	8.00	14.00
102	Otay Mesa Road	La Media Rd. to Piper Ranch Rd.	54,000	45	100	90	3	2	78.00	8.00	14.00
103	Otay Mesa Road	Piper Ranch Rd. to SR-125	28,500	45	100	90	3	2	78.00	8.00	14.00
104	Otay Mesa Road	SR-125 to Harves t Rd.	36,000	45	100	90	3	2	78.00	8.00	14.00
105	Otay Mesa Road	Harvest Rd. to Sanyo Ave.	32,000	45	100	90	3	2	78.00	8.00	14.00
106	Otay Mesa Road	Sanyo Ave. to Enrico Fermi Dr.	7,500	40	100	90	3	2	78.00	8.00	14.00
107	Pacific Rim Court	Otay Mesa Rd. to Camino Maquiladora	4,500	45	100	90	3	2	78.00	8.00	14.00
108	Palm Ave.	Piccard Ave to I-805	1	35	100	90	3	2	78.00	8.00	14.00
109	Palm Ave.	I-805 to Dennery Rd.	59,500	45	100	90	3	2	78.00	8.00	14.00
110	Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	16,500	35	100	90	3	2	78.00	8.00	14.00
111	Paseo de las Americas	Siempre Viva Rd. to Marconi Dr.	15,000	35	100	90	3	2	78.00	8.00	14.00
112	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	20,500	40	100	90	3	2	78.00	8.00	14.00
113	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	20,500	40	100	90	3	2	78.00	8.00	14.00
114	Progressive Avenue	Corporate Center Dr. to Innovative Dr.	11,500	30	100	90	3	2	78.00	8.00	14.00
115	Sanyo Avevue	Otay Mesa Rd. to Airway Rd.	24,500	45	100	90	3	2	78.00	8.00	14.00
116	Siempre Viva Rd.	Cactus Rd. to Britannia Blvd.	37,000	40	100	90	3	2	78.00	8.00	14.00
117	Siempre Viva Rd.	Britannia Blvd. to La Media Rd.	42,500	40	100	90	3	2	78.00	8.00	14.00
118	Siempre Viva Rd.	La Media Rd. to Harves t Rd.	40,500	40	100	90	3	2	78.00	8.00	14.00
119	Siempre Viva Rd.	Harves t Rd. to Otay Center Dr.	34,000	40	100	90	3	2	78.00	8.00	14.00
120	Siempre Viva Rd.	Otay Center Dr. to SR-905	60,000	40	100	90	3	2	78.00	8.00	14.00
121	Siempre Viva Rd.	SR-905 to Paseo de las Americas	63,000	40	100	90	3	2	78.00	8.00	14.00
122	Siempre Viva Rd.	Paseo de las Americas to Michael Faraday Dr.	23,000	40	100	90	3	2	78.00	8.00	14.00
123	Siempre Viva Rd.	Michael Faraday Dr. to Enrico Fermi Dr.	21,000	40	100	90	3	2	78.00	8.00	14.00
124	Siempre Viva Rd.	Enrico Fermi Dr. to SR-11*	17,500	40	100	90	3	2	78.00	8.00	14.00
125	Siempre Viva Rd.	Caliente Ave. to West Terminus	10,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
126	Siempre Viva Rd.	Heritage Rd. to Cactus Rd.	1	65	100	91.9	5.5	2.6	78.00	8.00	14.00
127	SR-11	SR-905 to Enrico Fermi Dr.	47,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
128	SR-11	Enrico Fermi Dr. to Siempre Viva Rd	24,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
129	SR-11	Siempre Viva Rd. to Border	39,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
130	SR-125	Birch Rd. to Lone Star Rd.	155,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
131	SR-125	Lone Star Rd. to SR-905	115,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
132	SR-905	Picador Blvd. to I-805	128,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
133	SR-905	I-805 to Caliente Ave.	221,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
134	SR-905	Caliente Ave. to Heritage Rd.	196,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
135	SR-905	Heritage Rd. to Britannia Blvd.	173,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
136	SR-905	Britannia Blvd. to La Media Rd.	154,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
137	SR-905	La Media Rd. to SR-125	103,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
138	SR-905	SR-125 to Siempre Viva Rd.	99,000	65	100	91.9	5.5	2.6	78.00	8.00	14.00
139	SR-905	Siempre Viva Rd. to Border	64,500	65	100	91.9	5.5	2.6	78.00	8.00	14.00
140	St. Andrews Avenue	Otay Mesa Center Rd. to La Media Rd.	13,500	30	100	90	3	2	78.00	8.00	14.00
141	Street A	Ocean View Hills Pkwy. to Otay Mesa Rd.	13,500	40	100	90	3	2	78.00	8.00	14.00

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

Project Name : OMCPU Project Number : 3957.1 Modeled Condition : Proposed Assessment Metric: Soft

		Segment	No	ise Levels	s, dBA So	ft	Distanc	e to Traffic	Noise Le	vel Contou	ırs, Feet
Segment	Roadway	From/To	Auto	MT	HT	Total	75 dB	70 dB	65 dB	60 dB	55 dB
1	Airway Road	Old Otay Mesa Rd. to Caliente Ave.	63.0	57.2	60.2	66	23	50	109	234	504
2	Airway Road	Caliente Ave. to Heritage Rd.	68.6	62.8	65.8	71	55	119	256	552	1,189
3	Airway Road	Heritage Rd. to Cactus Rd.	70.6	64.8	67.8	73	75	162	349	752	1,621
4	Airway Road	Cactus Rd. to Britannia Blvd.	69.3	63.4	66.5	72	61	132	285	613	1,321
5	Airway Road	Britannia Blvd. to La Media Rd.	68.2	62.4	65.5	71	52	113	242	522	1,125
6	Airway Road	La Media Rd. to Harvest Rd.	68.1	62.3	65.3	71	51	110	238	512	1,104
7	Airway Road	Harvest Rd. to Sanyo Ave.	67.0	61.2	64.3	70	43	93	201	434	935
8	Old Otay Mesa Road	Crescent Bay Dr. to Beyer Blvd.	64.8	59.0	62.1	67	31	67	144	310	668
9	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	63.0	58.0	61.4	66	25	54	117	253	544
10	Airway Road	Michael Faraday Dr. to Enrico Fermi Dr.	63.6	57.8	60.8	66	26	55	119	256	551
11	Airway Road	Enrico Fermi Dr. to Siempre Viva Rd.	63.8	57.9	61.0	66	26	57	122	263	566
12	Avendia De Las Vistas	Otay Valley Rd. to Vis ta Santo Domingo	57.7	53.5	58.8	62	13	29	63	135	291
13	Avendia De Las Vistas	Vista Santo Domingo to Dennery Rd.	62.1	57.9	63.3	66	27	58	124	267	576
14	Avenida Cos ta Azul	Otay Mesa Rd. to St. Andrews Ave.	63.9	58.8	62.3	67	29	62	134	289	624
15	Aviator Road	Heritage Rd. to La Media Rd.	67.9	61.4	64.1	70	47	101	217	468	1,007
16	Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd.	66.3	61.2	64.6	69	41	89	192	414	892
17	Beyer Boulevard	Old Otay Mesa Rd. to Caliente Ave.	69.2	62.7	65.4	71	57	123	265	571	1,229
18	Britannia Boulevard	Otay Mesa Rd. to SR-905	65.2	59.4	62.5	68	33	71	153	329	709
19	Britannia Boulevard	SR-905 to Airway Rd.	69.4	70.2	78.0	79	189	408	879	1,895	4,082
20	Britannia Boulevard	Airway Rd. to Siempre Viva Rd.	67.9	68.7	76.5	78	150	324	697	1,503	3,237
21	Britannia Boulevard	Siempre Viva Rd. to South End	64.8	65.6	73.4	75	94	202	436	940	2,024
22	Cactus Road	Otay Mesa Rd. to Airway Rd.	70.4	63.8	66.6	73	68	147	317	682	1,469
23	Cactus Road	Airway Rd. to Siempre Viva Rd.	70.4	63.8	66.6	73	68	147	317	682	1,469
24	Cactus Road	Siempre Viva Rd. to South End	64.7	58.2	60.9	67	29	62	133	286	616
25	Caliente Avenue	Otay Mesa Rd. to SR-905	65.0	60.8	66.2	69	42	90	194	417	898
26	Caliente Avenue	Otay Mesa Rd. to SR-905	65.0	60.8	66.2	69	42	90	194	417	898
27	Caliente Avenue	SR-905 to Airway Rd.	67.9	62.0	65.1	70	49	106	228	492	1,060
28	Caliente Avenue	Airway Rd. to Beyer Blvd.	69.4	63.6	66.7	72	63	135	291	627	1,350
29	Caliente Avenue	Beyer Blvd. to Siempre Viva Rd.	68.9	63.1	66.2	71	58	125	269	580	1,251
30	Camino Maquiladora	Heritage Rd. to Pacific Rim Ct.	59.0	54.8	60.2	63	17	36	77	165	357
31	Camino Maquiladora	Pacific Rim Ct. to Cactus Rd.	58.0	53.8	59.1	62	14	30	66	141	305
32	Camino Maquiladora	Cactus Rd. to Continental St.	57.0	52.8	58.2	61	12	26	57	122	262
33	Centurion Street	Airway Rd. to Gigantic St.	60.6	54.7	57.8	63	16	35	75	161	347
34	Continental Street	South of Otay Mesa Rd.	57.7	52.6	56.0	61	11	24	51	111	239
35	Continental Street	North of Airway Rd.	61.9	56.8	60.3	65	21	46	99	213	459
36	Corporate Center Drive	Progressive Ave. to Innovative Dr.	61.8	56.0	59.1	64	20	42	91	195	421
37	Corporate Center Drive	Otay Mesa Rd. to Progressive Ave.	65.7	59.9	62.9	68	35	76	164	354	762
38	Corporate Center Drive	South End to Otay Mesa Rd.	65.2	59.4	62.5	68	33	71	153	329	709
39	Datsun Street	Innovative Dr. to Heritage Rd.	69.1	62.5	65.3	71	56	120	259	558	1,203
40	Del Sol Boulevard	Ocean View Hills Pkwy. to Surf Crest Dr.	64.0	59.0	62.4	67	29	63	137	295	634

41	Del Sol Boulevard	Surf Cres t Dr. to Riviera Pointe	64.8	59.7	63.1	68	33	71	153	329	708
42	Del Sol Boulevard	Riviera Pointe to Dennery Rd.	64.8	59.7	63.1	68	33	71	153	329	708
43	Del Sol Boulevard	Dennery Rd. to I-805	63.2	58.1	61.5	66	26	56	120	258	556
44	Dennery Road	Palm Ave. to Del Sol Blvd.	65.6	60.5	64.0	69	37	81	174	375	808
45	Dennery Road	Palm Ave. to Regatta Ln.	64.0	59.0	62.4	67	29	63	137	295	634
46	Dennery Road	Regatta Ln. to Red Coral Ln.	62.1	57.0	60.5	65	22	47	102	219	472
47	Dennery Road	Red Coral Ln. to Black Coral Ln.	62.1	57.0	60.5	65	22	47	102	219	472
48	Dennery Road	Black Coral Ln. to Eas t End	63.3	58.2	61.7	66	26	57	122	263	568
49	Emerald Crest Dr.	Otay Mesa Rd. to South End	65.1	60.0	63.5	68	35	75	161	348	749
50	Enrico Fermi Drive	Siempre Viva Rd. to Via de la Amis tad	61.6	62.4	70.2	71	57	124	266	574	1,236
51	Enrico Fermi Drive	Airway Rd. to SiempreViva Rd.	60.4	61.2	69.1	70	48	103	222	479	1,031
52	Enrico Fermi Drive	SR-11 to Airway Rd.*	63.3	64.1	71.9	73	74	160	345	744	1,603
53	Excellante Street	Airway Rd. to Gigantic St.	60.6	54.7	57.8	63	16	35	75	161	347
54	Exposition Way / Vista Sar	Avenida De Las Vistas to Corporate Dr.	62.1	57.0	60.5	65	22	47	102	219	472
55	Gailes Boulevard	Otay Mesa Rd. to St. Andrews Ave.	63.8	57.9	61.0	66	26	57	122	263	566
56	Gigantic Street	Excellante St. to Centurion St.	60.6	54.7	57.8	63	16	35	75	161	347
57	Harvest Road	Otay Center Dr. to Siempre Viva Rd.	62.8	57.0	60.0	65	23	49	105	227	488
58	Harvest Road	Airway Rd. to Otay Center Dr.	64.8	59.0	62.1	67	31	67	144	310	668
59	Harvest Road	South of Otay Mesa Rd.	62.1	56.3	59.3	65	20	44	94	203	438
60	Heinrich Hertz Drive	Airway Rd. to Paseo de las Americas	61.9	56.8	60.3	65	21	46	99	213	459
61	Heritage Road/Otay Valley	Main St. to Avenida De Las Vis tas	73.5	66.9	69.7	76	110	237	511	1,100	2,370
62	Heritage Road/Otav Vallev	Avenida De Las Vis tas to Datsun St.	73.1	66.5	69.3	75	103	223	479	1.033	2.225
63	Heritage Road/Otav Vallev	Datsun St. to Otav Mesa Rd.	71.1	64.6	67.3	73	76	165	354	764	1.645
64	Heritage Road/Otav Vallev	Otav Mesa Rd. to SR-905	68.0	61.5	64.2	70	47	102	220	474	1.022
65	Heritage Road/Otay Valley	SR-905 to Airway Rd.	69.7	63.2	65.9	72	62	133	287	619	1.333
66	Heritage Road/Otav Vallev	Main St. to Avenida De Las Vistas	24.3	17.8	20.5	26	0	0	0	1	1
67	Heritage Road/Otav Vallev	Airway Rd. to Siempre Viva Rd.	24.3	17.8	20.5	26	0	0	0	1	1
68	I-805	Main St. to Palm Ave.	83.0	75.7	77.2	85	436	939	2.022	4.357	9.387
69	1-805	Palm Ave. to SR-905	82.5	75.2	76.7	84	405	872	1.878	4.047	8,719
70	1-805	SR-905 to I-5	79.9	72.6	74.1	82	272	585	1,260	2,715	5.850
71	1-805	I-5 to Border	80.3	73.0	74.6	82	291	627	1.352	2,912	6.274
72	Innovative Drive	Otav Mesa Rd. to Corporate Center Dr.	61.0	56.8	62.1	65	22	48	104	224	483
73	La Media Road	Lone Star Rd. to Aviator Rd.	65.8	65.9	73.4	75	95	206	443	955	2.057
74	La Media Road	Aviator Rd. to Otav Mesa Rd.	66.4	66.5	74.0	75	105	226	488	1.050	2,263
75	La Media Road	Otav Mesa Rd. to SR-905	68.6	68.7	76.2	78	148	318	685	1.477	3,181
76	La Media Road	SR-905 to Airway Rd.	69.5	70.3	78.1	79	191	412	889	1.915	4.125
77	La Media Road	Airway Rd. to Siempre Viva Rd.	66.6	67.4	75.2	76	123	265	571	1.231	2.652
78	La Media Road	Birch Rd, to Lone Star Rd.	21.4	22.2	30.0	31	0	0	1	1	3
79	Lone Star Road	La Media Rd. to SR-125	21.4	22.2	30.0	31	0	0	1	1	3
80	Lone Star Road	SR-125 to Piper Ranch Rd.	66.8	67.6	75.5	77	128	276	594	1.280	2.758
81	Lone Star Road	SR-125 to Piper Ranch Rd.	66.8	67.6	75.5	77	128	276	594	1.280	2,758
82	Lone Star Road	Piper Ranch Rd. to City / County Boundary	67.0	67.8	75.6	77	130	281	606	1.305	2.811
83	Marconi Drive	Paseo de las Americas to Enrico Fermi Dr.	60.2	55.1	58.5	63	16	35	75	163	350
84	Michael Faraday Drive	Airway Rd. to Siempre Viva Rd.	57.3	53.1	58.5	62	13	28	60	128	277
85	Michael Faraday Drive	Siempre Viva Rd. to Marconi Dr.	58.2	54.0	59.4	63	15	32	68	148	318
86	Ocean View Hills Pkwv	Dennerv Rd. to Del Sol Blvd.	67.7	61.2	63.9	70	45	98	211	454	978
87	Ocean View Hills Pkwy	Del Sol Blvd to Street "A"	68.2	62.4	65.5	71	52	113	242	522	1 1 2 5
88	Ocean View Hills Pkwv	Street "A" to Otav Mesa Rd.	66.5	60.7	63.7	69	40	86	186	401	863
89	Old Otav Mesa Road	Otav Mesa Rd. to Airway Rd.	66.2	60.4	63.4	69	38	83	178	383	826
90	Old Otay Mesa Road	Airway Rd. to Crescent Bay Dr.	64.4	58.6	61.6	67	29	63	135	290	625
91	Old Otay Mesa Road	Crescent Bay Dr. to Bever Blvd.	64.8	59.0	62.1	67	31	67	144	310	668
92	Otay Center Drive	Harvest Rd. to Siempre Viva Rd.	63.0	58.0	61.4	66	25	54	117	253	544
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93	Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	66.6	60.8	63.8	69	41	88	189	406	875
94	Otay Mesa Road	Street A to Caliente Ave.	68.4	61.9	64.6	71	51	109	236	507	1,093
95	Otay Mesa Road	Caliente Ave. to Corporate Center Dr.	72.9	66.4	69.1	75	101	217	467	1,005	2,166
96	Otay Mesa Road	Corporate Center Dr. to Innovative Dr.	71.4	64.9	67.6	74	80	172	372	800	1,724
97	Otay Mesa Road	Innovative Dr. to Heritage Rd.	71.0	64.4	67.2	73	75	161	347	748	1,611
98	Otay Mesa Road	Heritage Rd. to Cactus Rd.	74.4	67.3	69.8	76	122	263	566	1,220	2,627
99	Otay Mesa Road	Cactus Rd. to Britannia Blvd.	72.0	64.9	67.4	74	84	182	391	843	1,817
100	Otay Mesa Road	Britannia Blvd. to Ailsa Ct.	72.6	65.5	67.9	74	92	199	429	925	1,992
101	Otay Mesa Road	Ailsa Ct. to La Media Rd.	71.9	64.8	67.2	74	82	178	383	824	1,776
102	Otay Mesa Road	La Media Rd. to Piper Ranch Rd.	71.6	65.1	67.8	74	83	178	383	826	1,780
103	Otay Mesa Road	Piper Ranch Rd. to SR-125	68.8	62.3	65.0	71	54	116	250	539	1,162
104	Otay Mesa Road	SR-125 to Harves t Rd.	69.8	63.3	66.1	72	63	136	293	630	1,358
105	Otay Mesa Road	Harvest Rd. to Sanyo Ave.	69.3	62.8	65.5	71	58	126	271	583	1,256
106	Otay Mesa Road	Sanyo Ave. to Enrico Fermi Dr.	61.6	55.7	58.8	64	19	40	87	187	403
107	Pacific Rim Court	Otay Mesa Rd. to Camino Maquiladora	60.8	54.3	57.0	63	16	34	73	158	340
108	Palm Ave.	Piccard Ave to I-805	21.1	16.1	19.5	24	0	0	0	0	1
109	Palm Ave.	I-805 to Dennery Rd.	72.0	65.5	68.2	74	88	190	409	881	1,899
110	Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	63.3	58.2	61.7	66	26	57	122	263	568
111	Paseo de las Americas	Siempre Viva Rd. to Marconi Dr.	62.9	57.8	61.3	66	25	53	115	247	533
112	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	65.9	60.1	63.1	68	37	79	170	366	788
113	Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	65.9	60.1	63.1	68	37	79	170	366	788
114	Progressive Avenue	Corporate Center Dr. to Innovative Dr.	59.8	55.6	61.0	64	19	40	87	188	405
115	Sanyo Avevue	Otay Mesa Rd. to Airway Rd.	68.2	61.7	64.4	70	49	105	226	488	1,051
116	Siempre Viva Rd.	Cactus Rd. to Britannia Blvd.	68.5	62.6	65.7	71	54	117	252	542	1,168
117	Siempre Viva Rd.	Britannia Blvd. to La Media Rd.	69.1	63.2	66.3	72	59	128	276	595	1,281
118	Siempre Viva Rd.	La Media Rd. to Harves t Rd.	68.9	63.0	66.1	71	58	124	267	576	1,240
119	Siempre Viva Rd.	Harves t Rd. to Otay Center Dr.	68.1	62.3	65.3	71	51	110	238	512	1,104
120	Siempre Viva Rd.	Otay Center Dr. to SR-905	70.6	64.7	67.8	73	75	161	347	748	1,612
121	Siempre Viva Rd.	SR-905 to Paseo de las Americas	70.8	65.0	68.0	73	77	167	359	773	1,665
122	Siempre Viva Rd.	Paseo de las Americas to Michael Faraday Dr.	66.4	60.6	63.6	69	39	85	183	395	851
123	Siempre Viva Rd.	Michael Faraday Dr. to Enrico Fermi Dr.	66.0	60.2	63.2	69	37	80	172	372	801
124	Siempre Viva Rd.	Enrico Fermi Dr. to SR-11*	65.2	59.4	62.5	68	33	71	153	329	709
125	Siempre Viva Rd.	Caliente Ave. to West Terminus	69.0	62.9	63.1	71	52	112	242	520	1,121
126	Siempre Viva Rd.	Heritage Rd. to Cactus Rd.	29.0	22.9	23.1	31	0	0	1	1	2
127	SR-11	SR-905 to Enrico Fermi Dr.	75.7	69.6	69.8	77	146	315	678	1,460	3,146
128	SR-11	Enrico Fermi Dr. to Siempre Viva Rd	72.9	66.8	67.0	75	95	204	439	946	2,038
129	SR-11	Siempre Viva Rd. to Border	74.9	68.8	69.1	77	130	280	604	1,301	2,802
130	SR-125	Birch Rd. to Lone Star Rd.	80.9	74.8	75.0	83	324	699	1,505	3,243	6,986
131	SR-125	Lone Star Rd. to SR-905	79.6	73.5	73.7	81	266	573	1,234	2,659	5,730
132	SR-905	Picador Blvd. to I-805	80.1	74.0	74.2	82	286	615	1,325	2,855	6,152
133	SR-905	I-805 to Caliente Ave.	82.4	76.3	76.5	84	410	883	1,903	4,099	8,831
134	SR-905	Caliente Ave. to Heritage Rd.	81.9	75.8	76.0	84	378	815	1,756	3,784	8,152
135	SR-905	Heritage Rd. to Britannia Blvd.	81.4	75.3	75.5	83	348	750	1,616	3,482	7,501
136	SR-905	Britannia Blvd. to La Media Rd.	80.8	74.8	75.0	83	322	694	1,495	3,222	6,941
137	SR-905	La Media Rd. to SR-125	79.1	73.0	73.3	81	247	533	1,147	2,472	5,326
138	SR-905	SR-125 to Siempre Viva Rd.	78.9	72.8	73.1	81	240	517	1,114	2,400	5,170
139	SR-905	Siempre Viva Rd. to Border	77.1	71.0	71.2	79	180	389	837	1,803	3,885
140	St. Andrews Avenue	Otay Mesa Center Rd. to La Media Rd.	60.5	56.3	61.7	65	21	45	97	209	451
141	Sureet A	Ocean view Hills Pkwy. to Utay Mesa Rd.	64.1	58.3	01.3	67	28	60	128	211	290