

APPENDIX E

Noise Assessment

DRAFT
NOISE TECHNICAL REPORT
for the
**Serra Mesa Community Plan Amendment/
Franklin Ridge Road Extension
Environmental Impact Report
City of San Diego, California**
City Project No. 265605

Prepared for:

City of San Diego
Development Services Department
Land Development Review Division
1222 First Avenue
San Diego, California 92101

Prepared by:

DUDEK
605 Third Street
Encinitas, California 92024
Contact: Mike Greene
949.373.8317

APRIL 2015

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

TABLE OF CONTENTS

<u>Section</u>	<u>Page No.</u>
ACRONYMNS	III
SUMMARY	V
1 INTRODUCTION.....	1
1.1 Purpose.....	1
1.2 Project Location	1
1.3 Project Description.....	1
2 FUNDAMENTALS OF NOISE AND VIBRATION	9
2.1 Sound, Noise, and Acoustics	9
2.2 Sound Pressure Levels and Decibels	9
2.3 A-Weighted Sound Level	9
2.4 Human Response to Changes in Noise Levels	10
2.5 Noise Descriptors.....	11
2.6 Sound Propagation	11
2.7 Groundborne Vibration Fundamentals	11
3 REGULATORY SETTING	13
3.1 Federal, State.....	13
3.2 Local	13
4 EXISTING CONDITIONS	15
4.1 Ambient Noise Monitoring.....	15
5 PROJECT IMPACT ANALYSIS	19
5.1 Methodology	19
5.2 Thresholds of Significance	19
6 THRESHOLDS OF SIGNIFICANCE.....	21
7 IMPACTS	23
7.1 Construction Noise and Vibration	23
7.2 Operational Noise	23
7.3 Cumulative Impacts	24
8 SUMMARY AND CONCLUSIONS	25
9 REFERENCES.....	27

Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project

TABLE OF CONTENTS (CONTINUED)

Page No.

APPENDIX

A Noise Modeling Input and Output Files

FIGURES

1 Regional Map3

2 Vicinity Map5

3 Proposed Project Connection to Via Alta7

4 Noise Measurement and Modeling Locations17

TABLES

1 Typical Sound Levels in the Environment and Industry10

2 Applicable Limits.....13

3 Measured Noise Levels and CNEL.....15

4 Traffic Noise Significance Thresholds20

5 Traffic Noise Model Results (dBA CNEL)24

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

ACRONYMNS

ADT	average daily traffic
dB	decibel
dBA	A-weighted decibel
CEQA	California Environmental Quality Act
CNEL	community noise equivalent level
FHWA	Federal Highway Administration
L _{eq}	equivalent sound level
PPV	peak particle velocity
TNM	Traffic Noise Model
VdB	velocity decibel

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

SUMMARY

Implementation of the Serra Mesa Community Plan Amendment/Franklin Ridge Road Extension Project (proposed project) would involve an amendment to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The roadway connection, identified in the Quarry Falls Specific Plan and its associated Program EIR as Franklin Ridge Road, would be composed of a four-lane major road complete with bicycle facilities and pedestrian pathways. The proposed project site limits would encompass 2.05 acres, and the project right-of-way would occupy approximately 1 acre. The roadway connection would be phased for construction when the Via Alta roadway is completed as part of the Civita project in Mission Valley. The proposed project would involve construction of new and overlaid asphalt concrete pavement, curb and gutter, Americans with Disabilities Act–compliant sidewalks, and minor related drainage improvements.

This noise impact analysis evaluates the potential for significant adverse impacts due to operation of the proposed project. Potential noise impacts were found to be less than significant; therefore, no mitigation would be required.

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

1 INTRODUCTION

1.1 Purpose

The purpose of this report is to estimate and evaluate the potential noise impacts associated with possible future

implementation of the Serra Mesa Community Plan Amendment/Franklin Ridge Road Extension Project (proposed project) relative to the City of San Diego's *Significance Determination Thresholds* (City of San Diego 2011), which is based on the City of San Diego's Initial Study Checklist and relevant local, state, and federal regulatory thresholds.

1.2 Project Location

The proposed project site is located within the southern portion of Serra Mesa in the City of San Diego (see Figure 1, Regional Map, and Figure 2, Vicinity Map). The overall Serra Mesa community planning area encompasses approximately 6,596 acres and is bounded by the Kearny Mesa neighborhood to the north, State Route 163 and Linda Vista to the west, Interstate 15 to the east, and the Mission Valley neighborhood to the south. The approximately 2.05-acre project site is located within the southern portion of the Phyllis Abbotts Hill neighborhood of the Serra Mesa Community Plan, and in the northern portion of the Mission Valley Community Plan area. Specifically, the proposed project site is bordered by Phyllis Place to the north, the Civita mixed-use project to the south (at the boundary of Mission Valley), and vacant land to the west and east. Interstate 805 is approximately 0.22 mile to the east. Surrounding land uses include the First Assembly of God church and single-family residential development to the north, and single-family residential development to the west (see Figure 3, Proposed Project Connection to Via Alta).

1.3 Project Description

Implementation of the Serra Mesa Community Plan Amendment/Franklin Ridge Road Extension Project (proposed project) would involve an amendment to the Serra Mesa Community Plan to include a street connection from Phyllis Place, located in Serra Mesa, southward to the boundary of Serra Mesa and Mission Valley. The roadway connection, identified in the Quarry Falls Specific Plan and its associated Program EIR as Franklin Ridge Road, would be composed of a four-lane major road complete with bicycle facilities and pedestrian pathways. The proposed project site limits would encompass 2.05 acres, and the project right-of-way would occupy approximately 1 acre. The roadway connection would be phased for construction when the Via Alta roadway is completed as part of the Civita project in Mission Valley.

The proposed project, if implemented, would involve construction of a 460-foot-long roadway connection, called Franklin Ridge Road, from Phyllis Place in Serra Mesa south to the Civita site. The project site limits would encompass 2.05 acres, and the project right-of-way would occupy approximately 1

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

acre. The roadway connection would be phased for construction when the Via Alta Road is completed as part of the Civita site project in Mission Valley. The road would be constructed as a four-lane major street with supported bicycle and pedestrian facilities. The project would include construction of new and overlaid asphalt concrete pavement, curb and gutter, Americans with Disabilities Act-compliant sidewalks, and minor related drainage improvements.

Refer to Figure 3 for the proposed project.

Construction Schedule

Construction of the proposed project, if implemented, would commence following completion of the Via Alta

road to the south in Mission Valley. Total construction is expected to take approximately____, commencing in DATE, and is expected to be completed in DATE.

The first subphase would involve site clearing and grubbing using a dozer. The second subphase would include site grading using a dozer, loader, scraper, blade, and water truck. The third construction subphase would entail in-ground utility work and would require a backhoe, loader, and water truck. The fourth phase of construction would include fine site grading and paving. A final construction phase would entail landscaping and street painting to occur following completion of fine site grading and paving. Site clearing and grubbing as well as site grading have already occurred on the proposed project site.

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK



FIGURE 2
Vicinity Map

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

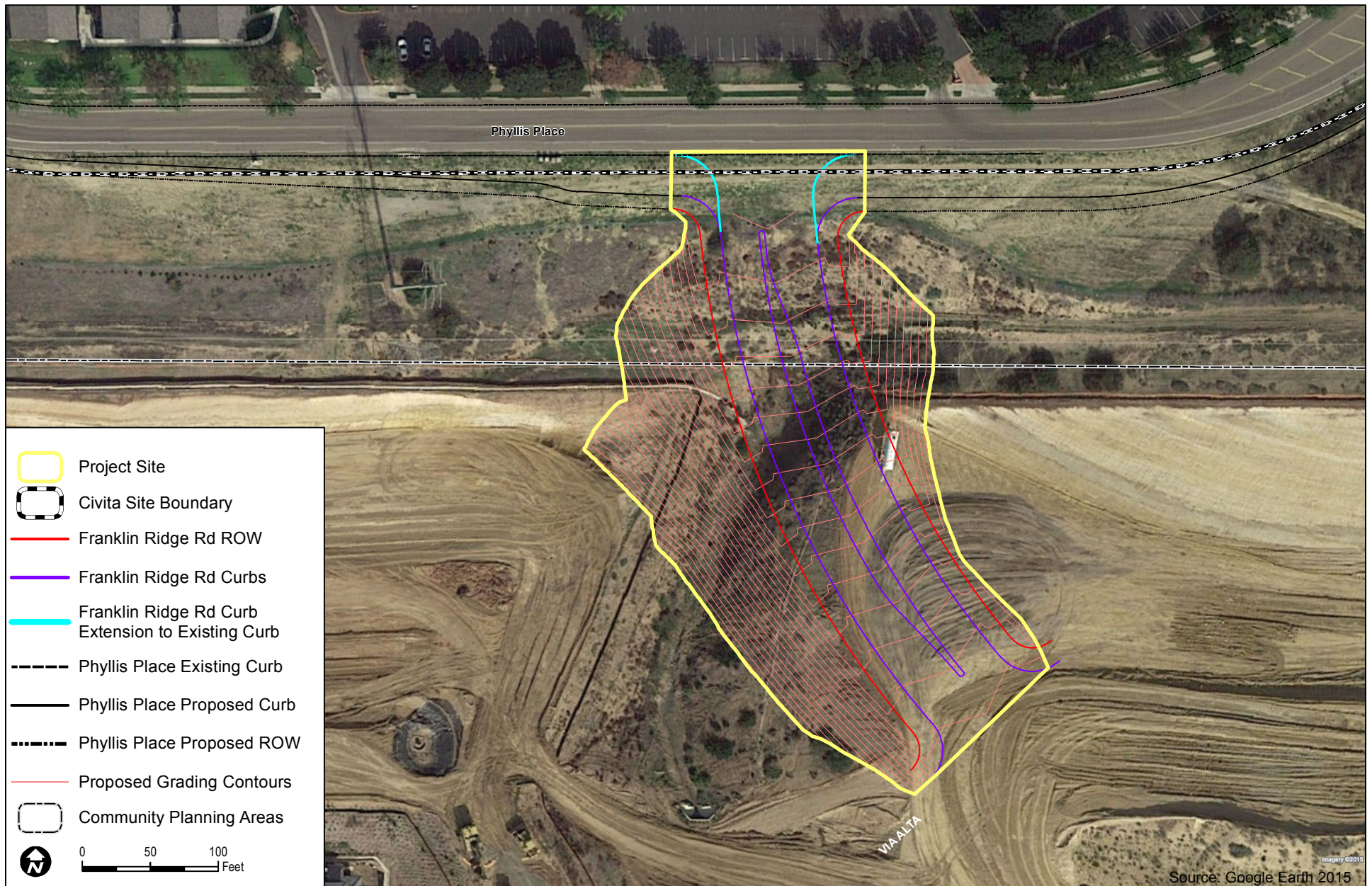


FIGURE 3

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

2 FUNDAMENTALS OF NOISE AND VIBRATION

The following is a brief discussion of fundamental noise concepts and basic terminology.

2.1 Sound, Noise, and Acoustics

Sound is actually a process that consists of three components: the sound source, the sound path, and the sound receiver. All three components must be present for sound to exist. Without a source to produce sound, there is no sound. Similarly, without a medium to transmit sound pressure waves, there is no sound. Finally, sound must be received; a hearing organ, sensor, or object must be present to perceive, register, or be affected by sound or noise. In most situations, there are many different sound sources, paths, and receptors rather than just one of each. Acoustics is the field of science that deals with the production, propagation, reception, effects, and control of sound. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired.

2.2 Sound Pressure Levels and Decibels

The amplitude of a sound determines its loudness. Loudness of sound increases with increasing amplitude. Sound pressure amplitude is measured in units of micronewton per square meter, also called micropascal. One micropascal is approximately one-hundred billionth (0.0000000001) of normal atmospheric pressure. The pressure of a very loud sound may be 200 million micropascals, or 10 million times the pressure of the weakest audible sound. Because expressing sound levels in terms of micropascal would be very cumbersome, sound pressure level in logarithmic units is used instead to describe the ratio of actual sound pressure to a reference pressure squared. These units are called Bels. To provide a finer resolution, a Bel is subdivided into 10 decibels (dB).

2.3 A-Weighted Sound Level

Sound pressure level alone is not a reliable indicator of loudness. The frequency, or pitch, of a sound also has a substantial effect on how humans will respond. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness, or human response, is determined by the characteristics of the human ear.

Human hearing is limited not only in the range of audible frequencies, but also in the way it perceives the sound in that range. In general, the healthy human ear is most sensitive to sounds between 1,000 and 5,000 hertz, and it perceives a sound within that range as more intense than a sound of higher or lower frequency with the same magnitude. To approximate the frequency response of the human ear, a series of sound level adjustments is usually applied to the sound

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

measured by a sound level meter. The adjustments (referred to as a weighting network) are frequency-dependent.

The A-scale weighting network approximates the frequency response of the average young ear when listening to ordinary sounds. When people make judgments about the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special situations (e.g., B-scale, C-scale, D-scale), but these scales are rarely used in conjunction with most environmental noise. Noise levels are typically reported in terms of A-weighted sound levels. All sound levels discussed in this report are A-weighted decibels (dBA). Examples of typical noise levels for common indoor and outdoor activities are depicted in Table 1.

Table 1
Typical Sound Levels in the Environment and Industry

Common Outdoor Activities	Noise Level (dB)	Common Indoor Activities
	110	Rock band
Jet fly over at 300 meters (1,000 feet)	100	
Gas lawn mower at 1 meter (3 feet)	90	
Diesel truck at 15 meters (50 feet), at 80 kilometers per hour (50 miles per hour)	80	Food blender at 1 meter (3 feet); garbage disposal at 1 meter (3 feet)
Noisy urban area, daytime; gas lawn mower at 30 meters (100 feet)	70	Vacuum cleaner at 3 meters (10 feet)
Commercial area; heavy traffic at 90 meters (300 feet)	60	Normal speech at 1 meter (3 feet)
Quite urban, daytime	50	Large business office; dishwasher next room
Quite urban, nighttime	40	Theater; large conference room (background)
Quite suburban, nighttime	30	Library
Quite rural, nighttime	20	Bedroom at night; concert hall (background)
	10	Broadcast/Recording studio
Lowest threshold of human hearing	0	Lowest threshold of human hearing

Source: Caltrans 1998

2.4 Human Response to Changes in Noise Levels

Under controlled conditions in an acoustics laboratory, the trained, healthy human ear is able to discern changes in sound levels of 1 dBA when exposed to steady, single-frequency signals in the mid-frequency range. Outside such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as twice or half as loud. A doubling of sound energy results in a 3

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

dBa increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a road) would result in a barely perceptible change in sound level).

2.5 Noise Descriptors

Additional units of measure have been developed to evaluate the long-term characteristics of sound. The equivalent sound level (L_{eq}) is also referred to as the time-average sound level. It is the equivalent steady-state sound level that in a stated period of time would contain the same acoustical energy as the time-varying sound level during the same time period. The 1-hour A-weighted equivalent sound level, $L_{eq}(h)$, is the energy average of the A-weighted sound levels occurring during a 1-hour period, and is the basis for the City of San Diego's noise ordinance criteria.

People are generally more sensitive and annoyed by noise occurring during the evening and nighttime hours. Thus, another noise descriptor used in community noise assessments—the community noise equivalent level (CNEL)—was introduced. The CNEL scale represents a time-weighted, 24-hour average noise level based on the A-weighted sound level. The CNEL accounts for the increased noise sensitivity during the evening hours (7 p.m. to 10 p.m.) and nighttime hours (10 p.m. to 7 a.m.) by adding 5 dBA and 10 dBA, respectively, to the average sound levels occurring during the evening and nighttime hours.

2.6 Sound Propagation

Sound propagation (i.e., the passage of sound from a noise source to a receiver) is influenced by geometric spreading, ground absorption, atmospheric effects, and shielding by natural and/or built features.

Sound levels attenuate (or diminish) at a rate of approximately 6 dBA per doubling of distance from an outdoor point source due to the geometric spreading of the sound waves. Atmospheric conditions such as humidity, temperature, and wind gradients can also temporarily either increase or decrease sound levels. In general, the greater the distance the receiver is from the source, the greater the potential for variation in sound levels due to atmospheric effects. Additional sound attenuation can result from built features such as intervening walls and buildings, and by natural features such as hills and dense woods.

2.7 Groundborne Vibration Fundamentals

Groundborne vibration is a small, rapidly fluctuating motion transmitted through the ground. The strength of groundborne vibration attenuates fairly rapidly over distance. Some soil types transmit vibration quite efficiently; other types (primarily sandy soils) do not. Several basic

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

measurement units are commonly used to describe the intensity of ground vibration. The descriptors used by the Federal Transit Administration are peak particle velocity (PPV), in units of inches per second, and velocity decibel (VdB). The calculation to determine PPV at a given distance is as follows:

$$PPV_{\text{distance}} = PPV_{\text{ref}} * (25/D)^{1.5}$$

Where:

PPV_{equip} = the peak particle velocity in inches per second of the equipment adjusted for distance

PPV_{ref} = the reference vibration level in inches per second at 25 feet

D = the distance from the equipment to the receiver

The velocity parameter (instead of acceleration or displacement) best correlates with human perception of vibration. Thus, the response of humans, buildings, and sensitive equipment to vibration is described in this section in terms of the root-mean square velocity level in VdB units relative to 1 micro-inch per second. As a point of reference, the average person can just barely perceive vibration velocity levels below 70 VdB (typically in the vertical direction). The calculation to determine the root-mean square at a given distance is as follows:

$$L_v(D) = L_v(25 \text{ feet}) - 30 * \log(D/25)$$

Where:

$L_v(D)$ = the vibration level at the receiver

$L_v(25 \text{ feet})$ = the reference source vibration level

D = the distance from the vibration activity to the receiver

Typical background vibration levels are between 50 and 60 VdB, and the level for minor cosmetic damage to fragile buildings or blasting generally begins at 100 VdB.

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

3 REGULATORY SETTING

3.1 Federal, State

No federal or state regulations are directly applicable to the proposed project.

3.2 Local

City of San Diego Municipal Code 59.5.0401 (Noise Ordinance)

It is unlawful for any person to cause noise by any means to the extent that the 1-hour average sound level exceeds the applicable limit given in the following table (Table 2) at any location in the City of San Diego on or beyond the boundaries of the property on which the noise is produced. The noise subject to these limits is the part of the total noise at the specified location that is due solely to the action of said person/event.

Table 2
Applicable Limits

Land Use	Time of Day	1-Hour Average Sound Level (dBA)
Single-family residential	7 a.m. to 7 p.m.	50
	7 p.m. to 10 p.m.	45
	10 p.m. to 7 a.m.	40
Multi-family residential (up to a maximum density of 1/2,000)	7 a.m. to 7 p.m.	55
	7 p.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
All other residential	7 a.m. to 7 p.m.	60
	7 p.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
Commercial	7 a.m. to 7 p.m.	65
	7 p.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	60
Industrial or agricultural	Any time	75

Source: City of San Diego 2008a

City of San Diego Municipal Code 59.5.0404 (Noise Ordinance)

Construction Noise

- 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

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

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 unless a permit has been applied for and granted beforehand by the Noise Abatement and Control Administrator. In granting such permit, the Administrator shall consider whether the construction noise in the vicinity of the proposed work site would be less objectionable at night than during the daytime because of different population densities or different neighboring activities; whether obstruction and interference with traffic, particularly on streets of major importance, would be less objectionable at night than during the daytime; whether the type of work to be performed emits noises at such a low level as to not cause significant disturbances in the vicinity of the work site; the character and nature of the neighborhood of the proposed work site; whether great economic hardship would occur if the work were spread over a longer time; and whether proposed night work is in the general public interest; and he/she shall prescribe such conditions, working times, types of construction equipment to be used, and permissible noise levels as he/she deems to be required in the public interest.

- B. Except as provided in Subsection C hereof, 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.
- C. The provisions of Subsection B of this section shall not apply to construction equipment used in connection with emergency work, provided the Administrator is notified within 48 hours after commencement of work.

City of San Diego Significance Determination Thresholds

The City of San Diego has guidance for determination of significance according to the California Environmental Quality Act (CEQA), including what would constitute a significant noise impact (City of San Diego 2011). These thresholds are used in this analysis, and are stated under Section 5.2, below.

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

4 EXISTING CONDITIONS

Ambient noise in the proposed project area is primarily generated by traffic along Interstate 805 and arterial roadways in the project vicinity. The existing average daily traffic (ADT) volume along Phyllis Place, north of the project site, is 2,420. The existing ADT volume along Friars Road between Interstate 805 and Qualcomm Way is 36,466 (KOA Corporation 2015).

4.1 Ambient Noise Monitoring

Noise measurements were made using a SoftdB Piccolo integrating sound-level meter equipped with a 0.5-inch pre-polarized condenser microphone with pre-amplifier. The sound-level meter meets the current American National Standards Institute standard for a Type 2 (General Purpose) sound-level meter. The sound-level meter was calibrated before and after the measurements, and the measurements were conducted with the microphone positioned 5 feet above the ground and covered with a windscreen.

Short-term noise measurements were conducted at five locations in the project vicinity between 2:50 p.m. and 4:10 p.m. on February 20, 2015, as depicted in Figure 4, Noise Measurement and Modeling Locations. Site M1 was at City View Church, located north of Phyllis Place north of the proposed roadway extension; Site M2 was located adjacent to new residences on Via Alta, southwest of the proposed project site; Site M3 was located adjacent to residences on Civita Boulevard, southwest of the proposed project site; Site M4 was located northwest of the project extension, adjacent to Phyllis Place; and Site M5 was located adjacent to residences on Mission Center Road, west of the proposed project site (Table 3). The measured average noise levels ranged from approximately 55 dBA L_{eq} at Site M3 to 63 dBA L_{eq} at Site M1 (see Table 3).

Table 3
Measured Noise Levels and CNEL

Site	Description	L_{eq}^a	CNEL ^b
M1	City View Church, north of project site	55 dBA	58 dBA
M2	Residential area on Via Alta, southwest of project site	52 dBA	52 dBA
M3	Residential area on Civita Boulevard, southwest of project site	62 dBA	62 dBA
M4	Future residential area adjacent to Phyllis Place, west of project site	61 dBA	63 dBA
M5	Residential area on Mission Center Road, west of project site	56 dBA	58 dBA

^a Equivalent continuous sound level (time-average sound level)

^b Community noise equivalent level (CNEL) based on diurnal noise patterns for roadways with greater than 10,000 average daily traffic

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK



SOURCE: NAIP 2014

DUDEK

NOISE TECHNICAL REPORT FOR THE FRANKLIN RIDGE ROAD EXTENSION PROJECT

FIGURE 4
Noise Measurement and Modeling Locations

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

5 PROJECT IMPACT ANALYSIS

5.1 Methodology

Operational Noise

The Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) 2.5 was used to model noise generated by existing and future traffic along the roads (FHWA 2004). The TNM 2.5 noise model accepts as input the number and types of vehicles on the roadway, vehicle speeds, receiver locations, and other data, including noise attenuation from structures such as existing or future buildings or walls. The noise modeling data is summarized in Section 6 and is included as Appendix A.

5.2 Thresholds of Significance

The following significance criteria are based on Appendix G of the CEQA Guidelines and the City of San Diego's CEQA Significance Determination Thresholds. They provide the basis for determining significance of impacts associated with noise and vibration resulting from the proposed project. The determination of whether a noise impact would be significant is based on the applicable noise thresholds.

Impacts are considered significant if the project would result in any of the following:

1. Expose persons to or generate noise levels in excess of standards established in the City of San Diego's Significance Determination Thresholds and/or the City's Noise Ordinance.
2. Expose persons to or generate excessive groundborne vibration or groundborne noise levels.
3. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
4. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.
5. Expose people residing or working in the project area within an airport land use plan, or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, to excessive noise levels.
6. Expose people residing or working in the project area within the vicinity of a private airstrip to excessive noise levels.

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

Supplemental Thresholds

City of San Diego. The City of San Diego criteria listed above are used for determining CEQA significance levels, as summarized below.

Traffic Noise. Traffic noise significance thresholds are contained in Table K-2 of the Significance Determination Thresholds, which is reproduced here as Table 4.

Table 4
Traffic Noise Significance Thresholds

Structure or Proposed Use that Would Be Impacted by Traffic Noise	Interior Space (CNEL)	Exterior Usable Space ^a (CNEL)	General Indication of Potential Significance
Single-Family Detached	45 dB	65 dB	Structure or outdoor usable area ^b is <50 feet from the center of the closest (outside) lane on a street with existing or future ADT >7,500
Multi-Family, Schools, Libraries, Hospitals, Day Care, Hotels, Motels, Parks, Convalescent Homes	Development Services Department (DSD) ensures 45 dB pursuant to Title 24	65 dB	
Offices, Churches, Business, Professional Uses	N/A	70 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADT of >20,000
Commercial, Retail, Industrial, Outdoor Spectator Sports Uses	N/A	75 dB	Structure or outdoor usable area is <50 feet from the center of the closest lane on a street with existing or future ADT of >40,000

Source: City of San Diego 2011, Table K-2

CNEL = community noise equivalent level; ADT = average daily traffic

^a If a project is currently at or exceeds the significance thresholds for traffic noise described above, and noise levels would result in less than a 3 dB increase, then the impact is not considered significant.

^b Exterior usable areas do not include residential front yards or balconies, unless the areas such as balconies are part of the required usable open space calculation for multi-family units.

California Department of Transportation

Substantial Noise Definition. CEQA does not define what constitutes a substantial increase in noise levels. However, the California Department of Transportation defines a substantial noise increase as being 12 dB above existing noise levels (Caltrans 2011).

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

6 THRESHOLDS OF SIGNIFICANCE

City of San Diego

To determine the significance of the proposed project's emissions, the City of San Diego's Significance Determination Thresholds (City of San Diego 2011) were used.

The City of San Diego Development Services Department updated its CEQA Significance Determination Thresholds guidance in January 2011 (City of San Diego 2011). This document provides guidance for City of San Diego staff, project proponents, and the public for determining whether, based on substantial evidence, a project may have a significant effect on the environment under Section 21082.2 of CEQA. With respect to noise, this guidance recommends the use of the thresholds shown in Table 5, below, to determine significance.

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

7 IMPACTS

7.1 Construction Noise and Vibration

Noise and groundborne vibration from construction of the proposed project was addressed in the Quarry Falls Project Program Environmental Impact Report (City of San Diego 2008b), which is incorporated by reference herein. Mitigation measures were recommended to reduce impacts at noise-sensitive receivers to less than significant.

7.2 Operational Noise

Potential operational noise effects would be limited to project-related traffic. The expected traffic noise levels at existing noise-sensitive receptors were predicted using FHWA's TNM, Version 2.5. The parameters used to estimate vehicular traffic noise were the typical distance between roadway centerline and receiver; typical ADT volumes and posted speed limits; and percentages of automobiles, medium trucks, buses, motorcycles, and heavy trucks (FHWA 2004.)

Noise from motor vehicle traffic associated with the proposed project was analyzed using the data from the project traffic study (KOA Corporation 2015). ADT volumes for the Existing Year, Opening Day Without and With Project, and Long Term Without and With Project scenarios were used to predict the changes in traffic noise at selected roadway segments (i.e., Phyllis Place, Friars Road, Mission Center Road, Civita Boulevard, Via Alta, and Franklin Ridge Road). Table 5 summarizes predicted traffic noise levels along roadways in the project area under existing, opening day, and long-term conditions both with and without the project.

As shown in Table 5, traffic noise levels on opening day are estimated to range from 56 dBA CNEL to 70 dBA CNEL without the project, and from 58 dBA CNEL to 69 dBA CNEL with the project. Compared to the modeled existing noise levels, the opening day with project noise levels would result in a change in noise levels ranging from 0 to 4 dBA (when rounded to whole decibels). For all receivers except R7, noise levels would increase 0 to 2 dBA. At R7 (representing future residential land uses west of the proposed roadway extension), the estimated traffic noise level would increase from an existing 54 dBA CNEL to 58 dBA CNEL on opening day with the project. The project would not result in an exceedance of the City of San Diego's 65 dBA CNEL exterior noise standard, nor would it result in an increase of 3 dBA or more at receivers currently exceeding the 65 dBA CNEL noise standard. Therefore, traffic noise from the project would be less than significant.

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

Table 5
Traffic Noise Model Results (dBA CNEL)

Receiver # – Location	Existing	Opening Day	Opening Day with Project	Change in Noise Level from Existing	Long Term	Long Term with Project	Change in Noise Level from Existing
R1 – Residential adjacent to Friars Road	63	65	64	+1	65	64	+1
R2 – Residential adjacent to Mission Center Road north of Friars Road	69	70	69	0	70	71	+2
R3 – Residential adjacent to Civita Boulevard	58	61	59	+1	62	61	+3
R4 – Residential adjacent to Mission Center Road north of Civita Boulevard	61	64	61	0	65	63	+2
R5 – Residential adjacent to Phyllis Place	59	59	60	+1	59	60	+1
R6 – Church adjacent to Phyllis Place	62	62	62	0	62	62	0
R7 – Future residential west of Franklin Ridge Road Extension	54	56	58	+4	58	59	+5
R8 – Residential adjacent to Qualcomm Way	64	65	66	+2	65	66	+2
R9 – Residential adjacent to Mission Center Road north of project	69	69	69	0	70	69	0
R10 – Residential adjacent to Phyllis Place east of Interstate 805	68	69	68	0	69	68	0
R11 – Residential adjacent to Via Alta	60	57	60	0	62	63	+3

Source: KOA Corporation 2015

7.3 Cumulative Impacts

As shown in Table 5 long-term traffic noise levels are estimated to range from 56 dBA CNEL to 70 dBA CNEL without the project, and from 59 dBA CNEL to 71 dBA CNEL with the project. Compared to the modeled existing noise levels, the opening day with project noise levels would result in a change in noise levels ranging from 0 to 4 dBA (when rounded to whole decibels). For all receivers except R7, noise levels would increase 0 to 5 dBA. At R7 (representing future residential land uses west of the proposed roadway extension), the estimated traffic noise level would increase from an existing noise level of 54 dBA CNEL to 59 dBA CNEL on opening day with the project. The project, if implemented, is estimated to result in one exceedance of the City of San Diego's 65 dBA CNEL

exterior noise standard (at R8, adjacent to Qualcomm Way south of Friars Road), but the increase would be less than 3 dBA. Therefore, traffic noise from the project would be less than significant.

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

8 SUMMARY AND CONCLUSIONS

The noise impact analysis evaluates the potential for significant adverse impacts due to operation implementation of the proposed project (project construction was addressed in the Quarry Falls Project Program

Environmental Impact Report (City of San Diego 2008b), which is incorporated by reference herein). Traffic noise levels with the proposed extension of Franklin Ridge Road would not result in the exceedance of City of San Diego noise standards, nor would the project result in a substantial increase in traffic noise. Therefore, noise levels associated with operation of the project were found to be less than significant.

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

Draft Noise Technical Report for the Serra Mesa Community Plan Amendment Project

9 REFERENCES

- Caltrans (California Department of Transportation). 1998. Technical Noise Supplement; A Technical Supplement to the Traffic Noise Analysis Protocol. October.
<http://www.dot.ca.gov/hq/env/noise/pub/Technical%20Noise%20Supplement.pdf>.
- Caltrans. 2011. Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Projects. Division of Environmental Analysis. Sacramento, California. May.
- City of San Diego. 2008a. City of San Diego Municipal Code, Chapter 5 (Noise Abatement and Control Ordinance), Section 59.5.0401, Sound Level Limits.
- City of San Diego. 2008b. Development Services Department. Final Program Environmental Impact Report for the Quarry Falls Project. San Diego, California. July.
- City of San Diego. 2011. Development Services Department. California Environmental Quality Act, Significance Determination Thresholds. San Diego, California.
- FHWA (Federal Highway Administration). 2004. FHWA Traffic Noise Model, Version 2.5. Office of Environment and Planning. Washington, D.C. February.
- KOA Corporation. 2015. Franklin Ridge Road Connection Traffic Impact Study. San Diego, California. January.

**Draft Noise Technical Report for the
Serra Mesa Community Plan Amendment Project**

INTENTIONALLY LEFT BLANK

APPENDIX A

Noise Modeling Input and Output Files

INPUT: ROADWAYS

<Project Name?>

Dudek					13 April 2015						
MG					TNM 2.5						
INPUT: ROADWAYS						Average pavement type shall be used unless					
PROJECT/CONTRACT: <Project Name?>						a State highway agency substantiates the use					
RUN: Franklin Ridge Road Existing						of a different type with the approval of FHWA					
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control			Segment		
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Friars Rd Gill Qualcomm Wy to I805	78.7	point14	14	37,686,024.0	11,898,523.0	62.34				Average	
		point15	15	37,686,280.0	11,898,553.0	62.34				Average	
		point16	16	37,686,600.0	11,898,518.0	65.62				Average	
		point17	17	37,687,048.0	11,898,457.0	68.90				Average	
		point18	18	37,687,276.0	11,898,444.0	72.18				Average	
		point19	19	37,687,584.0	11,898,488.0	75.46					
Phyllis Place I-805 to Ainsley Rd / Abbot	39.4	point26	26	37,684,860.0	11,901,025.0	334.65				Average	
		point27	27	37,684,756.0	11,900,917.0	328.08				Average	
		point28	28	37,684,664.0	11,900,853.0	321.52				Average	
		point29	29	37,684,544.0	11,900,832.0	311.68				Average	
		point30	30	37,683,748.0	11,900,833.0	298.56				Average	
		point31	31	37,683,672.0	11,900,862.0	301.84				Average	
		point32	32	37,683,556.0	11,900,928.0	305.12					
Mission Center Rd N of Friars Rd	78.7	point48	48	37,682,440.0	11,897,393.0	39.37				Average	
		point49	49	37,682,428.0	11,897,652.0	49.21				Average	
		point50	50	37,682,328.0	11,897,931.0	78.74				Average	
		point51	51	37,682,144.0	11,898,488.0	98.43					
Civita Blvd e of Mission Center Rd	78.7	point61	61	37,682,180.0	11,898,499.0	98.43				Average	
		point62	62	37,682,544.0	11,898,511.0	101.71				Average	
		point63	63	37,682,892.0	11,898,499.0	104.99				Average	
		point64	64	37,683,108.0	11,898,443.0	108.27				Average	
		point65	65	37,683,440.0	11,898,309.0	114.83					
Phyllis PI N of I805	59.1	point85	85	37,685,192.0	11,903,487.0	400.26				Average	
		point84	84	37,685,160.0	11,902,871.0	393.70				Average	
		point83	83	37,685,148.0	11,901,993.0	403.54				Average	
		point82	82	37,685,128.0	11,901,820.0	396.98				Average	
		point81	81	37,685,084.0	11,901,570.0	380.58				Average	

INPUT: ROADWAYS

<Project Name?>

		point80	80	37,685,012.0	11,901,339.0	374.02					
Off-Ramp - Phyllis Place Offramp to SB I	26.2	point125	125	37,684,104.0	11,902,247.0	311.68				Average	
		point126	126	37,684,348.0	11,901,819.0	318.24				Average	
		point127	127	37,684,572.0	11,901,480.0	321.52				Average	
		point128	128	37,684,712.0	11,901,212.0	324.80				Average	
		point129	129	37,684,780.0	11,901,063.0	331.36					
On Ramp - I-805 NB onramp to Phyllis PI	26.2	point136	136	37,685,044.0	11,901,615.0	380.58				Average	
		point137	137	37,684,752.0	11,901,877.0	354.33				Average	
		point138	138	37,684,476.0	11,902,100.0	334.65				Average	
		point139	139	37,684,268.0	11,902,349.0	321.52				Average	
		point140	140	37,684,132.0	11,902,589.0	305.12					
I805-2	100.0	point143	143	37,683,660.0	11,903,669.0	298.56				Average	
		point142	142	37,683,772.0	11,903,108.0	301.84				Average	
		point141	141	37,683,932.0	11,902,680.0	308.40					
I805 NB-2	100.0	point144	144	37,684,052.0	11,902,667.0	308.40				Average	
		point145	145	37,683,860.0	11,903,136.0	301.84				Average	
		point146	146	37,683,752.0	11,903,672.0	298.56					
Phyllis Place at I805-2	39.4	point148	148	37,684,956.0	11,901,215.0	352.69				Average	
		point25	25	37,684,860.0	11,901,026.0	334.65					
On Ramp - I-805 SB onramp fm Phyllis PI	26.2	point130	130	37,684,864.0	11,900,974.0	337.93				Average	
		point131	131	37,685,176.0	11,900,804.0	331.36				Average	
		point132	132	37,685,284.0	11,900,755.0	324.80				Average	
		point179	179	37,686,316.0	11,900,229.0	255.91					
Off Ramp - I-805 NB offramp to Phyllis PI	26.2	point180	180	37,686,408.0	11,900,364.0	252.62				Average	
		point133	133	37,685,920.0	11,900,828.0	318.24				Average	
		point134	134	37,685,276.0	11,901,388.0	364.17				Average	
		point135	135	37,685,120.0	11,901,536.0	380.58					
Qualcom Wy S. of Fiars Rd to Rio	78.7	point20	20	37,686,396.0	11,897,150.0	42.65				Average	
		point22	22	37,686,244.0	11,897,696.0	42.65				Average	
		point23	23	37,686,032.0	11,898,474.0	42.65					
Mission Cntr Rd Civita Blvd / Mssn Vllly	78.7	point52	52	37,682,144.0	11,898,488.0	98.43				Average	
		point53	53	37,682,128.0	11,898,706.0	101.71				Average	
		point54	54	37,682,192.0	11,898,921.0	104.99				Average	
		point55	55	37,682,348.0	11,899,187.0	111.55				Average	
		point56	56	37,682,476.0	11,899,401.0	118.11				Average	
		point57	57	37,682,532.0	11,899,546.0	121.39				Average	
		point58	58	37,682,636.0	11,900,425.0	131.23				Average	
		point59	59	37,682,696.0	11,900,728.0	137.80				Average	
		point60	60	37,682,752.0	11,901,394.0	141.08				Average	
		point86	86	37,682,752.0	11,901,399.0	137.80				Average	

INPUT: ROADWAYS

<Project Name?>

		point87	87	37,682,828.0	11,902,364.0	167.32				Average	
		point88	88	37,682,884.0	11,902,555.0	177.17				Average	
		point89	89	37,683,052.0	11,902,708.0	190.29				Average	
		point90	90	37,683,300.0	11,902,738.0	200.13				Average	
		point91	91	37,683,948.0	11,902,647.0	269.03				Average	
		point92	92	37,684,332.0	11,902,597.0	308.40				Average	
		point93	93	37,684,516.0	11,902,624.0	337.93				Average	
		point94	94	37,684,668.0	11,902,664.0	347.77				Average	
		point95	95	37,684,952.0	11,902,786.0	374.02				Average	
		point96	96	37,685,104.0	11,902,869.0	388.78				Average	
		point97	97	37,685,128.0	11,902,872.0	390.42					
Via Alta	65.0	point201	182	37,683,504.0	11,898,311.0	113.00				Average	
		point202	183	37,683,796.0	11,899,039.0	120.00				Average	
		point209	184	37,683,912.0	11,899,191.0	125.00				Average	
		point203	185	37,684,008.0	11,899,394.0	130.00				Average	
		point212	186	37,684,040.0	11,899,573.0	140.00				Average	
		point207	187	37,684,020.0	11,899,728.0	145.00				Average	
		point204	188	37,683,952.0	11,899,938.0	150.00				Average	
		point208	189	37,683,968.0	11,900,117.0	155.00				Average	
		point205	190	37,684,088.0	11,900,255.0	160.00				Average	
		point206	191	37,684,364.0	11,900,427.0	165.00					
Friars Rd Gill Village Wy to Qualcomm Wy	78.7	point1	1	37,682,452.0	11,897,363.0	62.34				Average	
		point2	2	37,683,060.0	11,897,328.0	62.34				Average	
		point3	3	37,683,404.0	11,897,320.0	62.34				Average	
		point4	4	37,683,708.0	11,897,389.0	62.34				Average	
		point5	5	37,684,464.0	11,897,603.0	62.34				Average	
		point6	6	37,684,468.0	11,897,608.0	62.34				Average	
		point7	7	37,684,648.0	11,897,674.0	62.34				Average	
		point8	8	37,684,844.0	11,897,792.0	62.34				Average	
		point9	9	37,685,488.0	11,898,300.0	62.34				Average	
		point10	10	37,685,632.0	11,898,392.0	62.34				Average	
		point11	11	37,685,832.0	11,898,470.0	62.34				Average	
		point12	12	37,686,024.0	11,898,527.0	62.34					
I805 NB	100.0	point198	198	37,688,316.0	11,898,215.0	125.00				Average	
		point199	199	37,687,996.0	11,898,870.0	120.00				Average	
		point200	200	37,687,600.0	11,899,390.0	140.00				Average	
		point201	201	37,687,092.0	11,899,823.0	200.00				Average	
		point176	176	37,686,400.0	11,900,316.0	252.62				Average	
		point113	113	37,685,592.0	11,900,856.0	282.15				Average	
		point119	119	37,685,276.0	11,901,066.0	285.43				Average	

INPUT: ROADWAYS

<Project Name?>

		point114	114	37,684,980.0	11,901,325.0	288.71				Average	
		point115	115	37,684,752.0	11,901,551.0	291.99				Average	
		point116	116	37,684,480.0	11,901,879.0	298.56				Average	
		point117	117	37,684,248.0	11,902,240.0	305.12				Average	
		point118	118	37,684,072.0	11,902,600.0	308.40					
I-805 SB	100.0	point106	106	37,683,964.0	11,902,609.0	308.40				Average	
		point107	107	37,684,172.0	11,902,184.0	305.12				Average	
		point108	108	37,684,416.0	11,901,827.0	298.56				Average	
		point109	109	37,684,708.0	11,901,479.0	291.99				Average	
		point110	110	37,684,960.0	11,901,253.0	288.71				Average	
		point111	111	37,685,240.0	11,901,007.0	285.43				Average	
		point112	112	37,685,556.0	11,900,797.0	282.15				Average	
		point193	193	37,686,372.0	11,900,244.0	252.62				Average	
		point194	194	37,687,008.0	11,899,793.0	200.00				Average	
		point195	195	37,687,516.0	11,899,360.0	140.00				Average	
		point196	196	37,687,912.0	11,898,840.0	120.00				Average	
		point197	197	37,688,232.0	11,898,185.0	125.00					

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek													
MG													

 13 April 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Percentages
PROJECT/CONTRACT: <Project Name?>

RUN: Franklin Ridge Road Existing

Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Friars Rd Gill Qualcomm Wy to I805	point14	14	3647	97	50	2	50	1	50	0	0	0	0
	point15	15	3647	97	50	2	50	1	50	0	0	0	0
	point16	16	3647	97	50	2	50	1	50	0	0	0	0
	point17	17	3647	97	50	2	50	1	50	0	0	0	0
	point18	18	3647	97	50	2	50	1	50	0	0	0	0
	point19	19											
Phyllis Place I-805 to Ainsley Rd / Abbot	point26	26	242	97	25	2	25	1	25	0	0	0	0
	point27	27	242	97	25	2	25	1	25	0	0	0	0
	point28	28	242	97	25	2	25	1	25	0	0	0	0
	point29	29	242	97	25	2	25	1	25	0	0	0	0
	point30	30	242	97	25	2	25	1	25	0	0	0	0
	point31	31	242	97	25	2	25	1	25	0	0	0	0
	point32	32											
Mission Center Rd N of Friars Rd	point48	48	2001	97	45	2	45	1	45	0	0	0	0
	point49	49	2001	97	45	2	45	1	45	0	0	0	0
	point50	50	2001	97	45	2	45	1	45	0	0	0	0
	point51	51											
Civita Blvd e of Mission Center Rd	point61	61	369	97	25	2	25	1	25	0	0	0	0
	point62	62	369	97	25	2	25	1	25	0	0	0	0
	point63	63	369	97	25	2	25	1	25	0	0	0	0
	point64	64	369	97	25	2	25	1	25	0	0	0	0
	point65	65											
Phyllis PI N of I805	point85	85	1744	97	35	2	35	1	35	0	0	0	0
	point84	84	1744	97	35	2	35	1	35	0	0	0	0
	point83	83	1744	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point82	82	1744	97	35	2	35	1	35	0	0	0	0
	point81	81	1744	97	35	2	35	1	35	0	0	0	0
	point80	80											
Off-Ramp - Phyllis Place Offramp to SB I	point125	125	0	0	0	0	0	0	0	0	0	0	0
	point126	126	0	0	0	0	0	0	0	0	0	0	0
	point127	127	0	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0	0
	point129	129											
On Ramp - I-805 NB onramp to Phyllis PI	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0
	point140	140											
I805-2	point143	143	8200	93	65	4	65	3	65	0	0	0	0
	point142	142	8200	93	65	4	65	3	65	0	0	0	0
	point141	141											
I805 NB-2	point144	144	8200	93	65	4	65	3	65	0	0	0	0
	point145	145	8200	93	65	4	65	3	65	0	0	0	0
	point146	146											
Phyllis Place at I805-2	point148	148	1077	97	35	2	35	1	35	0	0	0	0
	point25	25											
On Ramp - I-805 SB onramp fm Phyllis PI	point130	130	0	0	0	0	0	0	0	0	0	0	0
	point131	131	0	0	0	0	0	0	0	0	0	0	0
	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point179	179											
Off Ramp - I-805 NB offramp to Phyllis PI	point180	180	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135											
Qualcom Wy S. of Fiars Rd to Rio	point20	20	1405	97	50	2	50	1	50	0	0	0	0
	point22	22	1405	97	50	2	50	1	50	0	0	0	0
	point23	23											
Mission Cntr Rd Civita Blvd / Mssn Vllly	point52	52	904	97	40	2	40	1	40	0	0	0	0
	point53	53	904	97	40	2	40	1	40	0	0	0	0
	point54	54	904	97	40	2	40	1	40	0	0	0	0
	point55	55	904	97	40	2	40	1	40	0	0	0	0
	point56	56	904	97	40	0	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point57	57	904	97	40	2	40	1	40	0	0	0	0
	point58	58	904	97	40	2	40	1	40	0	0	0	0
	point59	59	904	97	40	2	40	1	40	0	0	0	0
	point60	60	904	97	40	2	40	1	40	0	0	0	0
	point86	86	904	97	40	2	40	1	40	0	0	0	0
	point87	87	904	97	40	2	40	1	40	0	0	0	0
	point88	88	904	97	40	2	40	1	40	0	0	0	0
	point89	89	904	97	40	2	40	1	40	0	0	0	0
	point90	90	904	97	40	2	40	1	40	0	0	0	0
	point91	91	904	97	40	2	40	1	40	0	0	0	0
	point92	92	904	97	40	2	40	1	40	0	0	0	0
	point93	93	904	97	40	2	40	1	40	0	0	0	0
	point94	94	904	97	40	2	40	1	40	0	0	0	0
	point95	95	904	97	40	2	40	1	40	0	0	0	0
	point96	96	904	97	40	2	40	1	40	0	0	0	0
	point97	97											
Via Alta	point201	182	474	97	25	2	25	1	25	0	0	0	0
	point202	183	474	97	25	2	25	1	25	0	0	0	0
	point209	184	474	97	25	2	25	1	25	0	0	0	0
	point203	185	474	97	25	2	25	1	25	0	0	0	0
	point212	186	474	97	25	2	25	1	25	0	0	0	0
	point207	187	474	97	25	2	25	1	25	0	0	0	0
	point204	188	474	97	25	2	25	1	25	0	0	0	0
	point208	189	474	97	25	2	25	1	25	0	0	0	0
	point205	190	474	97	25	2	25	1	25	0	0	0	0
	point206	191											
Friars Rd Gill Village Wy to Qualcomm Wy	point1	1	3322	97	50	2	50	1	50	0	0	0	0
	point2	2	3322	97	50	2	50	1	50	0	0	0	0
	point3	3	3322	97	50	2	50	1	50	0	0	0	0
	point4	4	3322	97	50	2	50	1	50	0	0	0	0
	point5	5	3322	97	50	2	50	1	50	0	0	0	0
	point6	6	3322	97	50	2	50	1	50	0	0	0	0
	point7	7	3322	97	50	2	50	1	50	0	0	0	0
	point8	8	3322	97	50	2	50	1	50	0	0	0	0
	point9	9	3322	97	50	2	50	1	50	0	0	0	0
	point10	10	3322	97	50	2	50	1	50	0	0	0	0
	point11	11	3322	97	50	2	50	1	50	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point12	12											
I805 NB	point198	198	8200	93	65	4	65	3	65	0	0	0	0
	point199	199	8200	93	65	4	65	3	65	0	0	0	0
	point200	200	8200	93	65	4	65	3	65	0	0	0	0
	point201	201	8200	93	65	4	65	3	65	0	0	0	0
	point176	176	8200	93	65	4	65	3	65	0	0	0	0
	point113	113	8200	93	65	4	65	3	65	0	0	0	0
	point119	119	8200	93	65	4	65	3	65	0	0	0	0
	point114	114	8200	93	65	4	65	3	65	0	0	0	0
	point115	115	8200	93	65	4	65	3	65	0	0	0	0
	point116	116	8200	93	65	4	65	3	65	0	0	0	0
	point117	117	8200	93	65	4	65	3	65	0	0	0	0
	point118	118											
I-805 SB	point106	106	8200	93	65	4	65	3	65	0	0	0	0
	point107	107	8200	93	65	4	65	3	65	0	0	0	0
	point108	108	8200	93	65	4	65	3	65	0	0	0	0
	point109	109	8200	93	65	4	65	3	65	0	0	0	0
	point110	110	8200	93	65	4	65	3	65	0	0	0	0
	point111	111	8200	93	65	4	65	3	65	0	0	0	0
	point112	112	8200	93	65	4	65	3	65	0	0	0	0
	point193	193	8200	93	65	4	65	3	65	0	0	0	0
	point194	194	8200	93	65	4	65	3	65	0	0	0	0
	point195	195	8200	93	65	4	65	3	65	0	0	0	0
	point196	196	8200	93	65	4	65	3	65	0	0	0	0
	point197	197											

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Franklin Ridge Road Existing										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'I	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1- Resi adj to Friars Rd	2	1	37,682,852.0	11,897,179.0	53.00	5.00	0.00	10	10.0	10.0	Y
R2 - Resi adj to Mission Cntr Rd n of Friar	3	1	37,682,348.0	11,898,087.0	92.00	5.00	0.00	10	10.0	10.0	Y
R3 - Resi adj to Civita Blvd	5	1	37,682,584.0	11,898,581.0	102.00	5.00	0.00	10	10.0	10.0	Y
R4 - Resi adj to Mission Cntr Rd n of Civit	8	1	37,682,504.0	11,900,263.0	125.00	5.00	0.00	10	10.0	10.0	Y
R5 - Resi adj to Phyllis Place	10	1	37,683,796.0	11,900,899.0	312.00	5.00	0.00	10	10.0	10.0	Y
R6 - Church adj to Phyllis Place	11	1	37,684,456.0	11,901,120.0	322.00	5.00	0.00	10	10.0	10.0	Y
R7 - Resi south of Phyllis Place	12	1	37,684,068.0	11,900,549.0	265.00	5.00	0.00	10	10.0	10.0	Y
R8 - Resi adj to Quallcom Way	14	1	37,686,488.0	11,897,589.0	62.00	5.00	0.00	10	10.0	10.0	Y
R9 - Resi adj to Mission Center Rd N of p	17	1	37,683,304.0	11,902,530.0	315.00	5.00	0.00	10	10.0	10.0	Y
R10 - Resi adj to Phyllis Place east of I-80	19	1	37,685,084.0	11,902,140.0	404.00	5.00	0.00	10	10.0	10.0	Y
R11 - Resi adj to Via Alta	31	1	37,683,916.0	11,899,880.0	150.00	5.00	0.00	10	10.0	10.0	Y

<Project Name?>

C:\TNM25\Projects\Franklin Ridge\Existing

INPUT: ROADWAYS

<Project Name?>

Dudek					13 April 2015						
MG					TNM 2.5						
INPUT: ROADWAYS						Average pavement type shall be used unless					
PROJECT/CONTRACT: <Project Name?>						a State highway agency substantiates the use					
RUN: Franklin Ridge Road Future wo Project						of a different type with the approval of FHWA					
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Friars Rd Gill Qualcomm Wy to I805	78.7	point14	14	37,686,024.0	11,898,523.0	62.34				Average	
		point15	15	37,686,280.0	11,898,553.0	62.34				Average	
		point16	16	37,686,600.0	11,898,518.0	65.62				Average	
		point17	17	37,687,048.0	11,898,457.0	68.90				Average	
		point18	18	37,687,276.0	11,898,444.0	72.18				Average	
		point19	19	37,687,584.0	11,898,488.0	75.46					
Phyllis Place I-805 to Ainsley Rd / Abbot	39.4	point26	26	37,684,860.0	11,901,025.0	334.65				Average	
		point27	27	37,684,756.0	11,900,917.0	328.08				Average	
		point28	28	37,684,664.0	11,900,853.0	321.52				Average	
		point29	29	37,684,544.0	11,900,832.0	311.68				Average	
		point30	30	37,683,748.0	11,900,833.0	298.56				Average	
		point31	31	37,683,672.0	11,900,862.0	301.84				Average	
		point32	32	37,683,556.0	11,900,928.0	305.12					
Mission Cntr Rd - s of Friars Rd	78.7	point48	48	37,682,440.0	11,897,393.0	39.37				Average	
		point49	49	37,682,428.0	11,897,652.0	49.21				Average	
		point50	50	37,682,328.0	11,897,931.0	78.74				Average	
		point51	51	37,682,144.0	11,898,488.0	98.43					
Civita Blvd e of Mission Center Rd	78.7	point61	61	37,682,180.0	11,898,499.0	98.43				Average	
		point62	62	37,682,544.0	11,898,511.0	101.71				Average	
		point63	63	37,682,892.0	11,898,499.0	104.99				Average	
		point64	64	37,683,108.0	11,898,443.0	108.27				Average	
		point65	65	37,683,440.0	11,898,309.0	114.83					
Phyllis Pl N of I805	59.1	point85	85	37,685,192.0	11,903,487.0	400.26				Average	
		point84	84	37,685,160.0	11,902,871.0	393.70				Average	
		point83	83	37,685,148.0	11,901,993.0	403.54				Average	
		point82	82	37,685,128.0	11,901,820.0	396.98				Average	
		point81	81	37,685,084.0	11,901,570.0	380.58				Average	

INPUT: ROADWAYS

<Project Name?>

		point80	80	37,685,012.0	11,901,339.0	374.02					
Off-Ramp - Phyllis Place Offramp to SB I	26.2	point125	125	37,684,104.0	11,902,247.0	311.68				Average	
		point126	126	37,684,348.0	11,901,819.0	318.24				Average	
		point127	127	37,684,572.0	11,901,480.0	321.52				Average	
		point128	128	37,684,712.0	11,901,212.0	324.80				Average	
		point129	129	37,684,780.0	11,901,063.0	331.36					
On Ramp - I-805 NB onramp to Phyllis PI	26.2	point136	136	37,685,044.0	11,901,615.0	380.58				Average	
		point137	137	37,684,752.0	11,901,877.0	354.33				Average	
		point138	138	37,684,476.0	11,902,100.0	334.65				Average	
		point139	139	37,684,268.0	11,902,349.0	321.52				Average	
		point140	140	37,684,132.0	11,902,589.0	305.12					
I805-2	100.0	point143	143	37,683,660.0	11,903,669.0	298.56				Average	
		point142	142	37,683,772.0	11,903,108.0	301.84				Average	
		point141	141	37,683,932.0	11,902,680.0	308.40					
I805 NB-2	100.0	point144	144	37,684,052.0	11,902,667.0	308.40				Average	
		point145	145	37,683,860.0	11,903,136.0	301.84				Average	
		point146	146	37,683,752.0	11,903,672.0	298.56					
Phyllis Place at I805-2	39.4	point148	148	37,684,956.0	11,901,215.0	352.69				Average	
		point25	25	37,684,860.0	11,901,026.0	334.65					
Franklin Ridge Road	54.5	point162	162	37,686,276.0	11,899,278.0	88.58				Average	
		point163	163	37,686,196.0	11,899,469.0	91.86				Average	
		point164	164	37,686,040.0	11,899,667.0	108.27				Average	
		point165	165	37,685,728.0	11,899,816.0	135.17				Average	
		point166	166	37,685,428.0	11,899,966.0	165.03				Average	
		point167	167	37,685,104.0	11,900,078.0	190.29				Average	
		point168	168	37,684,764.0	11,900,153.0	234.91				Average	
		point169	169	37,684,572.0	11,900,290.0	255.25				Average	
		point170	170	37,684,372.0	11,900,507.0	268.04					
On Ramp - I-805 SB onramp fm Phyllis PI	26.2	point130	130	37,684,864.0	11,900,974.0	337.93				Average	
		point131	131	37,685,176.0	11,900,804.0	331.36				Average	
		point132	132	37,685,284.0	11,900,755.0	324.80				Average	
		point176	176	37,686,316.0	11,900,229.0	255.91					
I-805 SB	100.0	point106	106	37,683,964.0	11,902,609.0	308.40				Average	
		point107	107	37,684,172.0	11,902,184.0	305.10				Average	
		point108	108	37,684,416.0	11,901,827.0	298.60				Average	
		point109	109	37,684,708.0	11,901,479.0	292.00				Average	
		point110	110	37,684,960.0	11,901,253.0	288.70				Average	
		point111	111	37,685,240.0	11,901,007.0	285.40				Average	
		point112	112	37,685,556.0	11,900,797.0	282.20				Average	
		point197	197	37,686,372.0	11,900,244.0	252.60				Average	

INPUT: ROADWAYS

<Project Name?>

		point198	198	37,687,008.0	11,899,793.0	200.00				Average	
		point199	199	37,687,516.0	11,899,360.0	140.00				Average	
		point200	200	37,687,912.0	11,898,840.0	120.00				Average	
		point178	178	37,688,232.0	11,898,185.0	125.00					
I805 NB	100.0	point179	179	37,688,316.0	11,898,215.0	125.00				Average	
		point193	193	37,687,996.0	11,898,870.0	120.00				Average	
		point194	194	37,687,600.0	11,899,390.0	140.00				Average	
		point195	195	37,687,092.0	11,899,823.0	200.00				Average	
		point196	196	37,686,400.0	11,900,316.0	252.60				Average	
		point113	113	37,685,592.0	11,900,856.0	282.20				Average	
		point119	119	37,685,276.0	11,901,066.0	285.40				Average	
		point114	114	37,684,980.0	11,901,325.0	288.70				Average	
		point115	115	37,684,752.0	11,901,551.0	292.00				Average	
		point116	116	37,684,480.0	11,901,879.0	298.60				Average	
		point117	117	37,684,248.0	11,902,240.0	305.10				Average	
		point118	118	37,684,072.0	11,902,600.0	308.40					
Off Ramp - I-805 NB offramp to Phyllis Pl	26.2	point181	181	37,686,408.0	11,900,364.0	252.62				Average	
		point133	133	37,685,920.0	11,900,828.0	318.24				Average	
		point134	134	37,685,276.0	11,901,388.0	364.17				Average	
		point135	135	37,685,120.0	11,901,536.0	380.58					
Qualcom Wy Fiars Rd to Rio San Diego	78.7	point20	20	37,686,396.0	11,897,150.0	42.65				Average	
		point22	22	37,686,244.0	11,897,696.0	42.65				Average	
		point23	23	37,686,032.0	11,898,474.0	42.65					
Mission Cntr Rd - w of Murray Ridge Rd	39.4	point52	52	37,682,144.0	11,898,488.0	98.43				Average	
		point53	53	37,682,128.0	11,898,706.0	101.71				Average	
		point54	54	37,682,192.0	11,898,921.0	104.99				Average	
		point55	55	37,682,348.0	11,899,187.0	111.55				Average	
		point56	56	37,682,476.0	11,899,401.0	118.11				Average	
		point57	57	37,682,532.0	11,899,546.0	121.39				Average	
		point58	58	37,682,636.0	11,900,425.0	131.23				Average	
		point59	59	37,682,696.0	11,900,728.0	137.80				Average	
		point60	60	37,682,752.0	11,901,394.0	141.08				Average	
		point86	86	37,682,752.0	11,901,399.0	137.80				Average	
		point87	87	37,682,828.0	11,902,364.0	167.32				Average	
		point88	88	37,682,884.0	11,902,555.0	177.17				Average	
		point89	89	37,683,052.0	11,902,708.0	190.29				Average	
		point90	90	37,683,300.0	11,902,738.0	200.13				Average	
		point91	91	37,683,948.0	11,902,647.0	269.03				Average	
		point92	92	37,684,332.0	11,902,597.0	308.40				Average	
		point93	93	37,684,516.0	11,902,624.0	337.93				Average	

INPUT: ROADWAYS

<Project Name?>

		point94	94	37,684,668.0	11,902,664.0	347.77				Average	
		point95	95	37,684,952.0	11,902,786.0	374.02				Average	
		point96	96	37,685,104.0	11,902,869.0	388.78				Average	
		point97	97	37,685,128.0	11,902,872.0	390.42					
Friars Rd Mission Center Rd to Qualcomm Wy	78.7	point1	1	37,682,452.0	11,897,363.0	62.34				Average	
		point2	2	37,683,060.0	11,897,328.0	62.34				Average	
		point3	3	37,683,404.0	11,897,320.0	62.34				Average	
		point4	4	37,683,708.0	11,897,389.0	62.34				Average	
		point5	5	37,684,464.0	11,897,603.0	62.34				Average	
		point6	6	37,684,468.0	11,897,608.0	62.34				Average	
		point7	7	37,684,648.0	11,897,674.0	62.34				Average	
		point8	8	37,684,844.0	11,897,792.0	62.34				Average	
		point9	9	37,685,488.0	11,898,300.0	62.34				Average	
		point10	10	37,685,632.0	11,898,392.0	62.34				Average	
		point11	11	37,685,832.0	11,898,470.0	62.34				Average	
		point12	12	37,686,024.0	11,898,527.0	62.34					
Via Alta	65.0	point201	183	37,683,504.0	11,898,311.0	113.00				Average	
		point202	184	37,683,796.0	11,899,039.0	120.00				Average	
		point209	185	37,683,912.0	11,899,191.0	125.00				Average	
		point203	186	37,684,008.0	11,899,394.0	130.00				Average	
		point212	187	37,684,040.0	11,899,573.0	140.00				Average	
		point207	188	37,684,020.0	11,899,728.0	145.00				Average	
		point204	189	37,683,952.0	11,899,938.0	150.00				Average	
		point208	190	37,683,968.0	11,900,117.0	155.00				Average	
		point205	191	37,684,088.0	11,900,255.0	160.00				Average	
		point206	192	37,684,364.0	11,900,427.0	165.00					

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek													
MG													

 13 April 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Percentages
PROJECT/CONTRACT: <Project Name?>

RUN: Franklin Ridge Road Future wo Project

Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Friars Rd Gill Qualcomm Wy to I805	point14	14	4621	97	50	2	50	1	50	0	0	0	0
	point15	15	4621	97	50	2	50	1	50	0	0	0	0
	point16	16	4621	97	50	2	50	1	50	0	0	0	0
	point17	17	4621	97	50	2	50	1	50	0	0	0	0
	point18	18	4621	97	50	2	50	1	50	0	0	0	0
	point19	19											
Phyllis Place I-805 to Ainsley Rd / Abbot	point26	26	242	97	25	2	25	1	25	0	0	0	0
	point27	27	242	97	25	2	25	1	25	0	0	0	0
	point28	28	242	97	25	2	25	1	25	0	0	0	0
	point29	29	242	97	25	2	25	1	25	0	0	0	0
	point30	30	242	97	25	2	25	1	25	0	0	0	0
	point31	31	242	97	25	2	25	1	25	0	0	0	0
	point32	32											
Mission Cntr Rd - s of Friars Rd	point48	48	2409	97	45	2	45	1	45	0	0	0	0
	point49	49	2409	97	45	2	45	1	45	0	0	0	0
	point50	50	2409	97	45	2	45	1	45	0	0	0	0
	point51	51											
Civita Blvd e of Mission Center Rd	point61	61	1515	97	25	2	25	1	25	0	0	0	0
	point62	62	1515	97	25	2	25	1	25	0	0	0	0
	point63	63	1515	97	25	2	25	1	25	0	0	0	0
	point64	64	1515	97	25	2	25	1	25	0	0	0	0
	point65	65											
Phyllis PI N of I805	point85	85	3118	97	35	2	35	1	35	0	0	0	0
	point84	84	3118	97	35	2	35	1	35	0	0	0	0
	point83	83	3118	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point82	82	3118	97	35	2	35	1	35	0	0	0	0
	point81	81	3118	97	35	2	35	1	35	0	0	0	0
	point80	80											
Off-Ramp - Phyllis Place Offramp to SB I	point125	125	0	0	0	0	0	0	0	0	0	0	0
	point126	126	0	0	0	0	0	0	0	0	0	0	0
	point127	127	0	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0	0
	point129	129											
On Ramp - I-805 NB onramp to Phyllis PI	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0
	point140	140											
I805-2	point143	143	0 9	93	65	4	65	3	65	0	0	0	0
	point142	142	8200	93	65	4	65	3	65	0	0	0	0
	point141	141											
I805 NB-2	point144	144	8200	93	65	4	65	3	65	0	0	0	0
	point145	145	8200	93	65	4	65	3	65	0	0	0	0
	point146	146											
Phyllis Place at I805-2	point148	148	1457	97	35	2	35	1	35	0	0	0	0
	point25	25											
Franklin Ridge Road	point162	162	1046	97	25	2	25	1	25	0	0	0	0
	point163	163	1046	97	25	2	25	1	25	0	0	0	0
	point164	164	1046	97	25	2	25	1	25	0	0	0	0
	point165	165	1046	97	25	2	25	1	25	0	0	0	0
	point166	166	1046	97	25	2	25	1	25	0	0	0	0
	point167	167	1046	97	25	2	25	1	25	0	0	0	0
	point168	168	1046	97	25	2	25	1	25	0	0	0	0
	point169	169	1046	97	25	2	25	1	25	0	0	0	0
	point170	170											
On Ramp - I-805 SB onramp fm Phyllis PI	point130	130	0	0	0	0	0	0	0	0	0	0	0
	point131	131	0	0	0	0	0	0	0	0	0	0	0
	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point176	176											
I-805 SB	point106	106	8200	93	65	4	65	3	65	0	0	0	0
	point107	107	8200	93	65	4	65	3	65	0	0	0	0
	point108	108	8200	93	65	4	65	3	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point109	109	8200	93	65	4	65	3	65	0	0	0	0
	point110	110	8200	93	65	4	65	3	65	0	0	0	0
	point111	111	8200	93	65	4	65	3	65	0	0	0	0
	point112	112	8200	93	65	4	65	3	65	0	0	0	0
	point197	197	8200	93	65	4	65	3	65	0	0	0	0
	point198	198	8200	93	65	4	65	3	65	0	0	0	0
	point199	199	8200	93	65	4	65	3	65	0	0	0	0
	point200	200	8200	93	65	4	65	3	65	0	0	0	0
	point178	178											
I805 NB	point179	179	8200	93	65	4	65	3	65	0	0	0	0
	point193	193	8200	93	65	4	65	3	65	0	0	0	0
	point194	194	8200	93	65	4	65	3	65	0	0	0	0
	point195	195	8200	93	65	4	65	3	65	0	0	0	0
	point196	196	8200	93	65	4	65	3	65	0	0	0	0
	point113	113	8200	93	65	4	65	3	65	0	0	0	0
	point119	119	8200	93	65	4	65	3	65	0	0	0	0
	point114	114	8200	93	65	4	65	3	65	0	0	0	0
	point115	115	8200	93	65	4	65	3	65	0	0	0	0
	point116	116	8200	93	65	4	65	3	65	0	0	0	0
	point117	117	8200	93	65	4	65	3	65	0	0	0	0
	point118	118											
Off Ramp - I-805 NB offramp to Phyllis Pl	point181	181	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135											
Qualcom Wy Fiars Rd to Rio San Diego	point20	20	2044	97	50	2	50	1	50	0	0	0	0
	point22	22	2044	97	50	2	50	1	50	0	0	0	0
	point23	23											
Mission Cntr Rd - w of Murray Ridge Rd	point52	52	2385	97	40	2	40	1	40	0	0	0	0
	point53	53	2385	97	40	2	40	1	40	0	0	0	0
	point54	54	2385	97	40	2	40	1	40	0	0	0	0
	point55	55	2385	97	40	2	40	1	40	0	0	0	0
	point56	56	2385	97	40	2	40	1	40	0	0	0	0
	point57	57	2385	97	40	2	40	1	40	0	0	0	0
	point58	58	2385	97	40	2	40	1	40	0	0	0	0
	point59	59	2385	97	40	2	40	1	40	0	0	0	0
	point60	60	2385	97	40	2	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point86	86	2385	97	40	2	40	1	40	0	0	0	0
	point87	87	2385	97	40	2	40	1	40	0	0	0	0
	point88	88	2385	97	40	2	40	1	40	0	0	0	0
	point89	89	2385	97	40	2	40	1	40	0	0	0	0
	point90	90	2385	97	40	2	40	1	40	0	0	0	0
	point91	91	2385	97	40	2	40	1	40	0	0	0	0
	point92	92	2385	97	40	2	40	1	40	0	0	0	0
	point93	93	2385	97	40	2	40	1	40	0	0	0	0
	point94	94	2385	97	40	2	40	1	40	0	0	0	0
	point95	95	2385	97	40	2	40	1	40	0	0	0	0
	point96	96	2385	97	40	2	40	1	40	0	0	0	0
	point97	97											
Friars Rd Mission Center Rd to Qualcomm V	point1	1	5016	97	50	2	50	1	50	0	0	0	0
	point2	2	5016	97	50	2	50	1	50	0	0	0	0
	point3	3	5016	97	50	2	50	1	50	0	0	0	0
	point4	4	5016	97	50	2	50	1	50	0	0	0	0
	point5	5	5016	97	50	2	50	1	50	0	0	0	0
	point6	6	5016	97	50	2	50	1	50	0	0	0	0
	point7	7	5016	97	50	2	50	1	50	0	0	0	0
	point8	8	5016	97	50	2	50	1	50	0	0	0	0
	point9	9	5016	97	50	2	50	1	50	0	0	0	0
	point10	10	5016	97	50	2	50	1	50	0	0	0	0
	point11	11	5016	97	50	2	50	1	50	0	0	0	0
	point12	12											
Via Alta	point201	183	1340	97	25	2	25	1	25	0	0	0	0
	point202	184	1340	97	25	2	25	1	25	0	0	0	0
	point209	185	1340	97	25	2	25	1	25	0	0	0	0
	point203	186	1340	97	25	2	25	1	25	0	0	0	0
	point212	187	1340	97	25	2	25	1	25	0	0	0	0
	point207	188	1340	97	25	2	25	1	25	0	0	0	0
	point204	189	1340	97	25	2	25	1	25	0	0	0	0
	point208	190	1340	97	25	2	25	1	25	0	0	0	0
	point205	191	1340	97	25	2	25	1	25	0	0	0	0
	point206	192											

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Franklin Ridge Road Future wo Project										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'I	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1- Resi adj to Friars Rd	1	1	37,682,852.0	11,897,179.0	53.00	5.00	0.00	10	10.0	10.0	Y
R2 - Resi adj to Mission Cntr Rd n of Friar	2	1	37,682,348.0	11,898,087.0	92.00	5.00	0.00	10	10.0	10.0	Y
R3 - Resi adj to Civita Blvd	3	1	37,682,584.0	11,898,581.0	102.00	5.00	0.00	10	10.0	10.0	Y
R4 - Resi adj to Mission Cntr Rd n of Civit	4	1	37,682,504.0	11,900,263.0	125.00	5.00	0.00	10	10.0	10.0	Y
R5 - Resi adj to Phyllis Place	5	1	37,683,796.0	11,900,899.0	312.00	5.00	0.00	10	10.0	10.0	Y
R6 - Church adj to Phyllis Place	6	1	37,684,456.0	11,901,120.0	322.00	5.00	0.00	10	10.0	10.0	Y
R7 - Resi south of Phyllis Place	7	1	37,684,068.0	11,900,549.0	265.00	5.00	0.00	10	10.0	10.0	Y
R8 - Resi adj to Quallcom Way	8	1	37,686,488.0	11,897,589.0	62.00	5.00	0.00	10	10.0	10.0	Y
R9 - Resi adj to Mission Center Rd N of pr	9	1	37,683,304.0	11,902,530.0	315.00	5.00	0.00	10	10.0	10.0	Y
R10 - Resi adj to Phyllis Place east of I-80	10	1	37,685,084.0	11,902,140.0	404.00	5.00	0.00	10	10.0	10.0	Y
R11 - Resi adj to Via Alta	11	1	37,683,916.0	11,899,880.0	150.00	5.00	0.00	10	10.0	10.0	Y

<Project Name?>

13 April 2015
TNM 2.5
Calculated with TNM 2.5

<Project Name?>

Franklin Ridge Road Future wo Project

INPUT HEIGHTS

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

68 deg F, 50% RH

--	--	--	--

C:\TNM25\Projects\Franklin Ridge\Future wo Project 1 13 April 201

INPUT: ROADWAYS

<Project Name?>

Dudek					13 April 2015						
MG					TNM 2.5						
INPUT: ROADWAYS						Average pavement type shall be used unless					
PROJECT/CONTRACT: <Project Name?>						a State highway agency substantiates the use					
RUN: Franklin Ridge Road Opng Day w Project						of a different type with the approval of FHWA					
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control			Segment		
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Friars Rd Gill Qualcomm Wy to I805	80.0	point14	14	37,686,024.0	11,898,523.0	62.34				Average	
		point15	15	37,686,280.0	11,898,553.0	62.34				Average	
		point16	16	37,686,600.0	11,898,518.0	65.62				Average	
		point17	17	37,687,048.0	11,898,457.0	68.90				Average	
		point18	18	37,687,276.0	11,898,444.0	72.18				Average	
		point19	19	37,687,584.0	11,898,488.0	75.46					
Phyllis Place I-805 to Frnkln Rdg Rd	40.0	point26	26	37,684,860.0	11,901,025.0	334.65				Average	
		point27	27	37,684,756.0	11,900,917.0	328.08				Average	
		point28	28	37,684,664.0	11,900,853.0	321.52				Average	
		point29	29	37,684,544.0	11,900,832.0	311.68				Average	
		point213	213	37,684,316.0	11,900,832.0	308.40					
Mission Cntr Rd - s of Friars Rd	80.0	point48	48	37,682,440.0	11,897,393.0	39.37				Average	
		point49	49	37,682,428.0	11,897,652.0	49.21				Average	
		point50	50	37,682,328.0	11,897,931.0	78.74				Average	
		point51	51	37,682,144.0	11,898,488.0	98.43					
Mission Valley Rd w of Mission Cntr Rd	80.0	point66	66	37,682,108.0	11,898,485.0	98.43				Average	
		point67	67	37,681,872.0	11,898,460.0	98.43				Average	
		point68	68	37,681,756.0	11,898,480.0	101.71				Average	
		point69	69	37,681,592.0	11,898,537.0	101.71				Average	
		point70	70	37,681,448.0	11,898,615.0	104.99					
Friars Rd w of Mission Center Rd	80.0	point71	71	37,681,704.0	11,897,133.0	62.34				Average	
		point72	72	37,681,960.0	11,897,292.0	62.34				Average	
		point73	73	37,682,132.0	11,897,347.0	62.34				Average	
		point74	74	37,682,328.0	11,897,370.0	59.06				Average	
		point75	75	37,682,448.0	11,897,364.0	59.06					
Mission Center Rd S of Friars Rd	80.0	point76	76	37,682,376.0	11,897,110.0	39.37				Average	
		point77	77	37,682,420.0	11,897,257.0	42.65				Average	

INPUT: ROADWAYS

<Project Name?>

		point78	78	37,682,428.0	11,897,333.0	45.93					
Phyllis PI N of I805	60.0	point85	85	37,685,192.0	11,903,487.0	400.26				Average	
		point84	84	37,685,160.0	11,902,871.0	393.70				Average	
		point83	83	37,685,148.0	11,901,993.0	403.54				Average	
		point82	82	37,685,128.0	11,901,820.0	396.98				Average	
		point81	81	37,685,084.0	11,901,570.0	380.58				Average	
		point80	80	37,685,012.0	11,901,339.0	374.02					
Off-Ramp - Phyllis Place Offramp to SB I	30.0	point125	125	37,684,104.0	11,902,247.0	311.68				Average	
		point126	126	37,684,348.0	11,901,819.0	318.24				Average	
		point127	127	37,684,572.0	11,901,480.0	321.52				Average	
		point128	128	37,684,720.0	11,901,189.0	324.80				Average	
		point129	129	37,684,788.0	11,901,040.0	331.36					
On Ramp - I-805 NB onramp to Phyllis PI	30.0	point136	136	37,685,044.0	11,901,615.0	380.58				Average	
		point137	137	37,684,752.0	11,901,877.0	354.33				Average	
		point138	138	37,684,476.0	11,902,100.0	334.65				Average	
		point139	139	37,684,268.0	11,902,349.0	321.52				Average	
		point140	140	37,684,132.0	11,902,589.0	305.12					
I805-2	50.0	point143	143	37,683,660.0	11,903,669.0	298.56				Average	
		point142	142	37,683,772.0	11,903,108.0	301.84				Average	
		point141	141	37,683,932.0	11,902,680.0	308.40					
I805 NB-2	100.0	point144	144	37,684,052.0	11,902,667.0	308.40				Average	
		point145	145	37,683,860.0	11,903,136.0	301.84				Average	
		point146	146	37,683,752.0	11,903,672.0	298.56					
Phyllis Place at I805-2	40.0	point148	148	37,684,956.0	11,901,215.0	352.69				Average	
		point25	25	37,684,860.0	11,901,026.0	334.65					
Franklin Ridge Road	55.0	point162	162	37,686,316.0	11,899,201.0	88.58				Average	
		point163	163	37,686,196.0	11,899,469.0	91.86				Average	
		point164	164	37,686,040.0	11,899,667.0	108.27				Average	
		point165	165	37,685,728.0	11,899,816.0	135.17				Average	
		point166	166	37,685,428.0	11,899,966.0	165.03				Average	
		point167	167	37,685,104.0	11,900,078.0	190.29				Average	
		point168	168	37,684,764.0	11,900,153.0	234.91				Average	
		point169	169	37,684,572.0	11,900,290.0	255.25				Average	
		point170	170	37,684,372.0	11,900,507.0	268.04					
On Ramp - I-805 SB onramp fm Phyllis PI	30.0	point130	130	37,684,864.0	11,900,974.0	337.93				Average	
		point131	131	37,685,176.0	11,900,804.0	331.36				Average	
		point132	132	37,685,284.0	11,900,755.0	324.80				Average	
		point175	175	37,686,316.0	11,900,229.0	255.91					
I-805 SB	100.0	point106	106	37,683,964.0	11,902,609.0	308.40				Average	
		point107	107	37,684,172.0	11,902,184.0	305.10				Average	

INPUT: ROADWAYS

<Project Name?>

		point108	108	37,684,416.0	11,901,827.0	298.60				Average	
		point109	109	37,684,708.0	11,901,479.0	292.00				Average	
		point110	110	37,684,960.0	11,901,253.0	288.70				Average	
		point111	111	37,685,240.0	11,901,007.0	285.40				Average	
		point112	112	37,685,556.0	11,900,797.0	282.20				Average	
		point218	218	37,686,372.0	11,900,244.0	252.60				Average	
		point219	219	37,687,008.0	11,899,793.0	200.00				Average	
		point220	220	37,687,516.0	11,899,360.0	140.00				Average	
		point221	221	37,687,912.0	11,898,840.0	120.00				Average	
		point177	177	37,688,232.0	11,898,185.0	125.00					
I805 NB	100.0	point178	178	37,688,316.0	11,898,215.0	125.00				Average	
		point222	222	37,687,996.0	11,898,870.0	120.00				Average	
		point223	223	37,687,600.0	11,899,390.0	140.00				Average	
		point224	224	37,687,092.0	11,899,823.0	200.00				Average	
		point225	225	37,686,400.0	11,900,316.0	252.60				Average	
		point113	113	37,685,592.0	11,900,856.0	282.20				Average	
		point119	119	37,685,276.0	11,901,066.0	285.40				Average	
		point114	114	37,684,980.0	11,901,325.0	288.70				Average	
		point115	115	37,684,752.0	11,901,551.0	292.00				Average	
		point116	116	37,684,480.0	11,901,879.0	298.60				Average	
		point117	117	37,684,248.0	11,902,240.0	305.10				Average	
		point118	118	37,684,072.0	11,902,600.0	308.40					
Off Ramp - I-805 NB offramp to Phyllis Pl	30.0	point180	180	37,686,408.0	11,900,364.0	252.62				Average	
		point133	133	37,685,920.0	11,900,828.0	318.24				Average	
		point134	134	37,685,276.0	11,901,388.0	364.17				Average	
		point135	135	37,685,120.0	11,901,536.0	380.58					
Qualcom Wy Fiars Rd to Civita Blvd	80.0	point197	197	37,686,004.0	11,898,573.0	43.00				Average	
		point198	198	37,685,880.0	11,899,043.0	88.00					
Civita Blvd e of Mission Center Rd	80.0	point61	61	37,682,180.0	11,898,499.0	98.43				Average	
		point62	62	37,682,544.0	11,898,511.0	101.71				Average	
		point63	63	37,682,892.0	11,898,499.0	104.99				Average	
		point64	64	37,683,108.0	11,898,443.0	108.27				Average	
		point65	65	37,683,440.0	11,898,309.0	114.83				Average	
		point190	190	37,683,792.0	11,898,256.0	105.00				Average	
		point191	191	37,684,152.0	11,898,310.0	100.00				Average	
		point192	192	37,684,492.0	11,898,449.0	95.00				Average	
		point193	193	37,685,204.0	11,898,843.0	90.00				Average	
		point194	194	37,685,944.0	11,899,089.0	88.00				Average	
		point195	195	37,686,676.0	11,899,259.0	85.00				Average	
		point196	196	37,687,152.0	11,899,321.0	83.00					

INPUT: ROADWAYS

<Project Name?>

Via Alta	65.0	point201	201	37,683,504.0	11,898,311.0	113.00				Average	
		point202	202	37,683,796.0	11,899,039.0	120.00				Average	
		point209	209	37,683,912.0	11,899,191.0	125.00				Average	
		point203	203	37,684,008.0	11,899,394.0	130.00				Average	
		point212	212	37,684,040.0	11,899,573.0	140.00				Average	
		point207	207	37,684,020.0	11,899,728.0	145.00				Average	
		point204	204	37,683,952.0	11,899,938.0	150.00				Average	
		point208	208	37,683,968.0	11,900,117.0	155.00				Average	
		point205	205	37,684,088.0	11,900,255.0	160.00				Average	
		point206	206	37,684,364.0	11,900,427.0	165.00					
Mission Cntr Rd - w of Murray Ridge Rd	40.0	point52	52	37,682,144.0	11,898,488.0	98.43				Average	
		point53	53	37,682,128.0	11,898,706.0	101.71				Average	
		point54	54	37,682,192.0	11,898,921.0	104.99				Average	
		point55	55	37,682,348.0	11,899,187.0	111.55				Average	
		point56	56	37,682,476.0	11,899,401.0	118.11				Average	
		point57	57	37,682,532.0	11,899,546.0	121.39				Average	
		point58	58	37,682,636.0	11,900,425.0	131.23				Average	
		point59	59	37,682,696.0	11,900,728.0	137.80				Average	
		point60	60	37,682,752.0	11,901,394.0	141.08				Average	
		point86	86	37,682,752.0	11,901,399.0	137.80				Average	
		point87	87	37,682,828.0	11,902,364.0	167.32				Average	
		point88	88	37,682,884.0	11,902,555.0	177.17				Average	
		point89	89	37,683,052.0	11,902,708.0	190.29				Average	
		point90	90	37,683,300.0	11,902,738.0	200.13				Average	
		point91	91	37,683,948.0	11,902,647.0	269.03				Average	
		point92	92	37,684,332.0	11,902,597.0	308.40				Average	
		point93	93	37,684,516.0	11,902,624.0	337.93				Average	
		point94	94	37,684,668.0	11,902,664.0	347.77				Average	
		point95	95	37,684,952.0	11,902,786.0	374.02				Average	
		point96	96	37,685,104.0	11,902,869.0	388.78				Average	
		point97	97	37,685,128.0	11,902,872.0	390.42					
Friars Rd Mission Center Rd to Qualcomm Wy	80.0	point1	1	37,682,452.0	11,897,363.0	62.34				Average	
		point2	2	37,683,060.0	11,897,328.0	62.34				Average	
		point3	3	37,683,404.0	11,897,320.0	62.34				Average	
		point4	4	37,683,708.0	11,897,389.0	62.34				Average	
		point5	5	37,684,464.0	11,897,603.0	62.34				Average	
		point6	6	37,684,468.0	11,897,608.0	62.34				Average	
		point7	7	37,684,648.0	11,897,674.0	62.34				Average	
		point8	8	37,684,844.0	11,897,792.0	62.34				Average	
		point9	9	37,685,488.0	11,898,300.0	62.34				Average	

INPUT: ROADWAYS

		<Project Name?>									
		point10	10	37,685,632.0	11,898,392.0	62.34				Average	
		point11	11	37,685,832.0	11,898,470.0	62.34				Average	
		point12	12	37,686,024.0	11,898,527.0	62.34					
Qualcom Wy Fiars Rd to Rio San Diego Dr		80.0		20.0	20.0	686,396.00	11897150.0	42.65			
		point22	22	37,686,244.0	11,897,696.0	42.65				Average	
		point23	23	37,686,032.0	11,898,474.0	42.65					
Phyllis Place w. of Franklin Rdg Rd	40.0	point216	216	37,684,316.0	11,900,832.0	308.40				Average	
		point30	30	37,683,748.0	11,900,833.0	298.56				Average	
		point31	31	37,683,672.0	11,900,862.0	301.84				Average	
		point32	32	37,683,556.0	11,900,928.0	305.12					
Future Franklin Ridge Rd- s. of Phyllis	55.0	point217	217	37,684,372.0	11,900,507.0	268.04				Average	
		point171	171	37,684,320.0	11,900,650.0	278.87				Average	
		point172	172	37,684,320.0	11,900,808.0	305.12					

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek													
MG													
13 April 2015													
TNM 2.5													
INPUT: TRAFFIC FOR LAeq1h Percentages													
PROJECT/CONTRACT:	<Project Name?>												
RUN:	Franklin Ridge Road Opng Day w Project												
Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos	MTrucks		HTrucks		Buses		Motorcycles		
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Friars Rd Gill Qualcomm Wy to I805	point14	14	3947	97	50	2	50	1	50	0	0	0	0
	point15	15	3947	97	50	2	50	1	50	0	0	0	0
	point16	16	3947	97	50	2	50	1	50	0	0	0	0
	point17	17	3947	97	50	2	50	1	50	0	0	0	0
	point18	18	3947	97	50	2	50	1	50	0	0	0	0
	point19	19											
Phyllis Place I-805 to Frnkln Rdg Rd	point26	26	2336	97	25	2	25	1	25	0	0	0	0
	point27	27	2336	97	25	2	25	1	25	0	0	0	0
	point28	28	2336	97	25	2	25	1	25	0	0	0	0
	point29	29	2336	97	25	2	25	1	25	0	0	0	0
	point213	213											
Mission Cntr Rd - s of Friars Rd	point48	48	1960	97	45	2	45	1	45	0	0	0	0
	point49	49	1960	97	45	2	45	1	45	0	0	0	0
	point50	50	1960	97	45	2	45	1	45	0	0	0	0
	point51	51											
Mission Valley Rd w of Mission Cntr Rd	point66	66	0	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0	0
	point69	69	0	0	0	0	0	0	0	0	0	0	0
	point70	70											
Friars Rd w of Mission Center Rd	point71	71	0	0	0	0	0	0	0	0	0	0	0
	point72	72	0	0	0	0	0	0	0	0	0	0	0
	point73	73	0	0	0	0	0	0	0	0	0	0	0
	point74	74	0	0	0	0	0	0	0	0	0	0	0
	point75	75											

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Mission Center Rd S of Friars Rd	point76	76	0	0	0	0	0	0	0	0	0	0	0
	point77	77	0	0	0	0	0	0	0	0	0	0	0
	point78	78											
Phyllis PI N of I805	point85	85	1817	97	35	2	35	1	35	0	0	0	0
	point84	84	1817	97	35	2	35	1	35	0	0	0	0
	point83	83	1817	97	35	2	35	1	35	0	0	0	0
	point82	82	1817	97	35	2	35	1	35	0	0	0	0
	point81	81	1817	97	35	2	35	1	35	0	0	0	0
	point80	80											
Off-Ramp - Phyllis Place Offramp to SB I	point125	125	0	0	0	0	0	0	0	0	0	0	0
	point126	126	0	0	0	0	0	0	0	0	0	0	0
	point127	127	0	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0	0
	point129	129											
On Ramp - I-805 NB onramp to Phyllis PI	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0
	point140	140											
I805-2	point143	143	8200	93	65	4	65	3	65	0	0	0	0
	point142	142	8200	93	65	4	65	3	65	0	0	0	0
	point141	141											
I805 NB-2	point144	144	8200	93	65	4	65	3	65	0	0	0	0
	point145	145	8200	93	65	4	65	3	65	0	0	0	0
	point146	146											
Phyllis Place at I805-2	point148	148	1760	97	35	2	35	1	35	0	0	0	0
	point25	25											
Franklin Ridge Road	point162	162	1262	97	25	2	25	1	25	0	0	0	0
	point163	163	1262	97	25	2	25	1	25	0	0	0	0
	point164	164	1262	97	25	2	25	1	25	0	0	0	0
	point165	165	1262	97	25	2	25	1	25	0	0	0	0
	point166	166	1262	97	25	2	25	1	25	0	0	0	0
	point167	167	1262	97	25	2	25	1	25	0	0	0	0
	point168	168	1262	97	25	2	25	1	25	0	0	0	0
	point169	169	1262	97	25	2	25	1	25	0	0	0	0
	point170	170											
On Ramp - I-805 SB onramp fm Phyllis PI	point130	130	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point131	131	0	0	0	0	0	0	0	0	0	0	0
	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point175	175											
I-805 SB	point106	106	8200	93	65	4	65	3	65	0	0	0	0
	point107	107	8200	93	65	4	65	3	65	0	0	0	0
	point108	108	8200	93	65	4	65	3	65	0	0	0	0
	point109	109	8200	93	65	4	65	3	65	0	0	0	0
	point110	110	8200	93	65	4	65	3	65	0	0	0	0
	point111	111	8200	93	65	4	65	3	65	0	0	0	0
	point112	112	8200	93	65	4	65	3	65	0	0	0	0
	point218	218	8200	93	65	4	65	3	65	0	0	0	0
	point219	219	8200	93	65	4	65	3	65	0	0	0	0
	point220	220	8200	93	65	4	65	3	65	0	0	0	0
	point221	221	8200	93	65	4	65	3	65	0	0	0	0
	point177	177											
I805 NB	point178	178	8200	93	65	4	65	3	65	0	0	0	0
	point222	222	8200	93	65	4	65	3	65	0	0	0	0
	point223	223	8200	93	65	4	65	3	65	0	0	0	0
	point224	224	8200	93	65	4	65	3	65	0	0	0	0
	point225	225	8200	93	65	4	65	3	65	0	0	0	0
	point113	113	8200	93	65	4	65	3	65	0	0	0	0
	point119	119	8200	93	65	4	65	3	65	0	0	0	0
	point114	114	8200	93	65	4	65	3	65	0	0	0	0
	point115	115	8200	93	65	4	65	3	65	0	0	0	0
	point116	116	8200	93	65	4	65	3	65	0	0	0	0
	point117	117	8200	93	65	4	65	3	65	0	0	0	0
	point118	118											
Off Ramp - I-805 NB offramp to Phyllis PI	point180	180	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135											
Qualcom Wy Fiars Rd to Civita Blvd	point197	197	1941	97	50	2	50	1	50	0	0	0	0
	point198	198											
Civita Blvd e of Mission Center Rd	point61	61	523	97	25	2	25	1	25	0	0	0	0
	point62	62	523	97	25	2	25	1	25	0	0	0	0
	point63	63	523	97	25	2	25	1	25	0	0	0	0
	point64	64	523	97	25	2	25	1	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point65	65	523	97	25	2	25	1	25	0	0	0	0
	point190	190	523	97	25	2	25	1	25	0	0	0	0
	point191	191	523	97	25	2	25	1	25	0	0	0	0
	point192	192	523	97	25	2	25	1	25	0	0	0	0
	point193	193	523	97	25	2	25	1	25	0	0	0	0
	point194	194	523	97	25	2	25	1	25	0	0	0	0
	point195	195	523	97	25	2	25	1	25	0	0	0	0
	point196	196											
Via Alta	point201	201	948	97	25	2	25	1	25	0	0	0	0
	point202	202	948	97	25	2	25	1	25	0	0	0	0
	point209	209	948	97	25	2	25	1	25	0	0	0	0
	point203	203	948	97	25	2	25	1	25	0	0	0	0
	point212	212	948	97	25	2	25	1	25	0	0	0	0
	point207	207	948	97	25	2	25	1	25	0	0	0	0
	point204	204	948	97	25	2	25	1	25	0	0	0	0
	point208	208	948	97	25	2	25	1	25	0	0	0	0
	point205	205	948	97	25	2	25	1	25	0	0	0	0
	point206	206											
Mission Cntr Rd - w of Murray Ridge Rd	point52	52	814	97	40	2	40	1	40	0	0	0	0
	point53	53	814	97	40	2	40	1	40	0	0	0	0
	point54	54	814	97	40	2	40	1	40	0	0	0	0
	point55	55	814	97	40	2	40	1	40	0	0	0	0
	point56	56	814	97	40	2	40	1	40	0	0	0	0
	point57	57	814	97	40	2	40	1	40	0	0	0	0
	point58	58	814	97	40	2	40	1	40	0	0	0	0
	point59	59	814	97	40	2	40	1	40	0	0	0	0
	point60	60	814	97	40	2	40	1	40	0	0	0	0
	point86	86	814	97	40	2	40	1	40	0	0	0	0
	point87	87	814	97	40	2	40	1	40	0	0	0	0
	point88	88	814	97	40	2	40	1	40	0	0	0	0
	point89	89	814	97	40	2	40	1	40	0	0	0	0
	point90	90	814	97	40	2	40	1	40	0	0	0	0
	point91	91	814	97	40	2	40	1	40	0	0	0	0
	point92	92	814	97	40	2	40	1	40	0	0	0	0
	point93	93	814	97	40	2	40	1	40	0	0	0	0
	point94	94	814	97	40	2	40	1	40	0	0	0	0
	point95	95	814	97	40	2	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point96	96	814	97	40	2	40	1	40	0	0	0	0
	point97	97											
Friars Rd Mission Center Rd to Qualcomm V	point1	1	4042	97	50	2	50	1	50	0	0	0	0
	point2	2	4042	97	50	2	50	1	50	0	0	0	0
	point3	3	4042	97	50	2	50	1	50	0	0	0	0
	point4	4	4042	97	50	2	50	1	50	0	0	0	0
	point5	5	4042	97	50	2	50	1	50	0	0	0	0
	point6	6	4042	97	50	2	50	1	50	0	0	0	0
	point7	7	4042	97	50	2	50	1	50	0	0	0	0
	point8	8	4042	97	50	2	50	1	50	0	0	0	0
	point9	9	4042	97	50	2	50	1	50	0	0	0	0
	point10	10	4042	97	50	2	50	1	50	0	0	0	0
	point11	11	4042	97	50	2	50	1	50	0	0	0	0
	point12	12											
Qualcomm Wy Friars Rd to Rio San Diego Dr		0	0	20	2327	97	50	2	50	1	50	0	0
	point22	22	2342	97	50	2	50	1	50	0	0	0	0
	point23	23											
Phyllis Place w. of Franklin Rdg Rd	point216	216	242	97	25	2	25	1	25	0	0	0	0
	point30	30	242	97	25	2	25	1	25	0	0	0	0
	point31	31	242	97	25	2	25	1	25	0	0	0	0
	point32	32											
Future Franklin Ridge Rd- s. of Phyllis	point217	217	2313	0	0	0	0	0	0	0	0	0	0
	point171	171	2313	0	0	0	0	0	0	0	0	0	0
	point172	172											

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Franklin Ridge Road Opng Day w Project										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'I	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1- Resi adj to Friars Rd	1	1	37,682,852.0	11,897,179.0	53.00	5.00	0.00	10	10.0	10.0	Y
R2 - Resi adj to Mission Cntr Rd n of Friar	2	1	37,682,348.0	11,898,087.0	92.00	5.00	0.00	10	10.0	10.0	Y
R3 - Resi adj to Civita Blvd	3	1	37,682,584.0	11,898,581.0	102.00	5.00	0.00	10	10.0	10.0	Y
R4 - Resi adj to Mission Cntr Rd n of Civit	4	1	37,682,504.0	11,900,263.0	125.00	5.00	0.00	10	10.0	10.0	Y
R5 - Resi adj to Phyllis Place	6	1	37,683,796.0	11,900,899.0	312.00	5.00	0.00	10	10.0	10.0	Y
R6 - Church adj to Phyllis Place	8	1	37,684,456.0	11,901,120.0	322.00	5.00	0.00	10	10.0	10.0	Y
R7 - Resi south of Phyllis Place	12	1	37,684,068.0	11,900,549.0	265.00	5.00	0.00	10	10.0	10.0	Y
R8 - Resi adj to Quallcom Way	13	1	37,686,488.0	11,897,589.0	62.00	5.00	0.00	10	10.0	10.0	Y
R9 - Resi adj to Mission Center Rd N of p	17	1	37,683,304.0	11,902,530.0	315.00	5.00	0.00	10	10.0	10.0	Y
R10 - Resi adj to Phyllis Place east of I-80	19	1	37,685,084.0	11,902,140.0	404.00	5.00	0.00	10	10.0	10.0	Y
R11 - Resi adj to Via Alta	21	1	37,683,916.0	11,899,880.0	150.00	5.00	0.00	10	10.0	10.0	Y

<Project Name?>

C:\TNM25\Projects\Franklin Ridge\Opening Day w Project	1	13 April 201
--	---	--------------

INPUT: ROADWAYS

<Project Name?>

Dudek					13 April 2015						
MG					TNM 2.5						
INPUT: ROADWAYS						Average pavement type shall be used unless					
PROJECT/CONTRACT: <Project Name?>						a State highway agency substantiates the use					
RUN: Franklin Ridge Rd Opening Day wo Proj						of a different type with the approval of FHWA					
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control			Segment		
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Friars Rd Gill Qualcomm Wy to I805	78.7	point14	14	37,686,024.0	11,898,523.0	62.34				Average	
		point15	15	37,686,280.0	11,898,553.0	62.34				Average	
		point16	16	37,686,600.0	11,898,518.0	65.62				Average	
		point17	17	37,687,048.0	11,898,457.0	68.90				Average	
		point18	18	37,687,276.0	11,898,444.0	72.18				Average	
		point19	19	37,687,584.0	11,898,488.0	75.46					
Phyllis Place I-805 to Ainsley Rd / Abbot	39.4	point26	26	37,684,860.0	11,901,025.0	334.65				Average	
		point27	27	37,684,756.0	11,900,917.0	328.08				Average	
		point28	28	37,684,664.0	11,900,853.0	321.52				Average	
		point29	29	37,684,544.0	11,900,832.0	311.68				Average	
		point30	30	37,683,748.0	11,900,833.0	298.56				Average	
		point31	31	37,683,672.0	11,900,862.0	301.84				Average	
		point32	32	37,683,556.0	11,900,928.0	305.12					
Mission Cntr Rd - s of Friars Rd	78.7	point48	48	37,682,440.0	11,897,393.0	39.37				Average	
		point49	49	37,682,428.0	11,897,652.0	49.21				Average	
		point50	50	37,682,328.0	11,897,931.0	78.74				Average	
		point51	51	37,682,144.0	11,898,488.0	98.43					
Civita Blvd e of Mission Center Rd	78.7	point61	61	37,682,180.0	11,898,499.0	98.43				Average	
		point62	62	37,682,544.0	11,898,511.0	101.71				Average	
		point63	63	37,682,892.0	11,898,499.0	104.99				Average	
		point64	64	37,683,108.0	11,898,443.0	108.27				Average	
		point65	65	37,683,440.0	11,898,309.0	114.83					
Phyllis Pl N of I805	59.1	point85	85	37,685,192.0	11,903,487.0	400.26				Average	
		point84	84	37,685,160.0	11,902,871.0	393.70				Average	
		point83	83	37,685,148.0	11,901,993.0	403.54				Average	
		point82	82	37,685,128.0	11,901,820.0	396.98				Average	
		point81	81	37,685,084.0	11,901,570.0	380.58				Average	

INPUT: ROADWAYS

<Project Name?>

		point80	80	37,685,012.0	11,901,339.0	374.02					
Off-Ramp - Phyllis Place Offramp to SB I	26.2	point125	125	37,684,104.0	11,902,247.0	311.68				Average	
		point126	126	37,684,348.0	11,901,819.0	318.24				Average	
		point127	127	37,684,572.0	11,901,480.0	321.52				Average	
		point128	128	37,684,712.0	11,901,212.0	324.80				Average	
		point129	129	37,684,780.0	11,901,063.0	331.36					
On Ramp - I-805 NB onramp to Phyllis PI	26.2	point136	136	37,685,044.0	11,901,615.0	380.58				Average	
		point137	137	37,684,752.0	11,901,877.0	354.33				Average	
		point138	138	37,684,476.0	11,902,100.0	334.65				Average	
		point139	139	37,684,268.0	11,902,349.0	321.52				Average	
		point140	140	37,684,132.0	11,902,589.0	305.12					
I805-2	100.0	point143	143	37,683,660.0	11,903,669.0	298.56				Average	
		point142	142	37,683,772.0	11,903,108.0	301.84				Average	
		point141	141	37,683,932.0	11,902,680.0	308.40					
I805 NB-2	100.0	point144	144	37,684,052.0	11,902,667.0	308.40				Average	
		point145	145	37,683,860.0	11,903,136.0	301.84				Average	
		point146	146	37,683,752.0	11,903,672.0	298.56					
Phyllis Place at I805-2	39.4	point148	148	37,684,956.0	11,901,215.0	352.69				Average	
		point25	25	37,684,860.0	11,901,026.0	334.65					
Franklin Ridge Road	54.5	point162	162	37,686,276.0	11,899,278.0	88.58				Average	
		point163	163	37,686,196.0	11,899,469.0	91.86				Average	
		point164	164	37,686,040.0	11,899,667.0	108.27				Average	
		point165	165	37,685,728.0	11,899,816.0	135.17				Average	
		point166	166	37,685,428.0	11,899,966.0	165.03				Average	
		point167	167	37,685,104.0	11,900,078.0	190.29				Average	
		point168	168	37,684,764.0	11,900,153.0	234.91				Average	
		point169	169	37,684,572.0	11,900,290.0	255.25				Average	
		point170	170	37,684,372.0	11,900,507.0	268.04					
On Ramp - I-805 SB onramp fm Phyllis PI	26.2	point130	130	37,684,864.0	11,900,974.0	337.93				Average	
		point131	131	37,685,176.0	11,900,804.0	331.36				Average	
		point132	132	37,685,284.0	11,900,755.0	324.80				Average	
		point176	176	37,686,316.0	11,900,229.0	255.91					
I-805 SB	100.0	point106	106	37,683,964.0	11,902,609.0	308.40				Average	
		point107	107	37,684,172.0	11,902,184.0	305.10				Average	
		point108	108	37,684,416.0	11,901,827.0	298.60				Average	
		point109	109	37,684,708.0	11,901,479.0	292.00				Average	
		point110	110	37,684,960.0	11,901,253.0	288.70				Average	
		point111	111	37,685,240.0	11,901,007.0	285.40				Average	
		point112	112	37,685,556.0	11,900,797.0	282.20				Average	
		point197	197	37,686,372.0	11,900,244.0	252.60				Average	

INPUT: ROADWAYS

<Project Name?>

		point198	198	37,687,008.0	11,899,793.0	200.00				Average	
		point199	199	37,687,516.0	11,899,360.0	140.00				Average	
		point200	200	37,687,912.0	11,898,840.0	120.00				Average	
		point178	178	37,688,232.0	11,898,185.0	125.00					
I805 NB	100.0	point179	179	37,688,316.0	11,898,215.0	125.00				Average	
		point193	193	37,687,996.0	11,898,870.0	120.00				Average	
		point194	194	37,687,600.0	11,899,390.0	140.00				Average	
		point195	195	37,687,092.0	11,899,823.0	200.00				Average	
		point196	196	37,686,400.0	11,900,316.0	252.60				Average	
		point113	113	37,685,592.0	11,900,856.0	282.20				Average	
		point119	119	37,685,276.0	11,901,066.0	285.40				Average	
		point114	114	37,684,980.0	11,901,325.0	288.70				Average	
		point115	115	37,684,752.0	11,901,551.0	292.00				Average	
		point116	116	37,684,480.0	11,901,879.0	298.60				Average	
		point117	117	37,684,248.0	11,902,240.0	305.10				Average	
		point118	118	37,684,072.0	11,902,600.0	308.40					
Off Ramp - I-805 NB offramp to Phyllis Pl	26.2	point181	181	37,686,408.0	11,900,364.0	252.62				Average	
		point133	133	37,685,920.0	11,900,828.0	318.24				Average	
		point134	134	37,685,276.0	11,901,388.0	364.17				Average	
		point135	135	37,685,120.0	11,901,536.0	380.58					
Qualcom Wy Fiars Rd to Rio San Diego	78.7	point20	20	37,686,396.0	11,897,150.0	42.65				Average	
		point22	22	37,686,244.0	11,897,696.0	42.65				Average	
		point23	23	37,686,032.0	11,898,474.0	42.65					
Mission Cntr Rd - w of Murray Ridge Rd	39.4	point52	52	37,682,144.0	11,898,488.0	98.43				Average	
		point53	53	37,682,128.0	11,898,706.0	101.71				Average	
		point54	54	37,682,192.0	11,898,921.0	104.99				Average	
		point55	55	37,682,348.0	11,899,187.0	111.55				Average	
		point56	56	37,682,476.0	11,899,401.0	118.11				Average	
		point57	57	37,682,532.0	11,899,546.0	121.39				Average	
		point58	58	37,682,636.0	11,900,425.0	131.23				Average	
		point59	59	37,682,696.0	11,900,728.0	137.80				Average	
		point60	60	37,682,752.0	11,901,394.0	141.08				Average	
		point86	86	37,682,752.0	11,901,399.0	137.80				Average	
		point87	87	37,682,828.0	11,902,364.0	167.32				Average	
		point88	88	37,682,884.0	11,902,555.0	177.17				Average	
		point89	89	37,683,052.0	11,902,708.0	190.29				Average	
		point90	90	37,683,300.0	11,902,738.0	200.13				Average	
		point91	91	37,683,948.0	11,902,647.0	269.03				Average	
		point92	92	37,684,332.0	11,902,597.0	308.40				Average	
		point93	93	37,684,516.0	11,902,624.0	337.93				Average	

INPUT: ROADWAYS

<Project Name?>

		point94	94	37,684,668.0	11,902,664.0	347.77				Average	
		point95	95	37,684,952.0	11,902,786.0	374.02				Average	
		point96	96	37,685,104.0	11,902,869.0	388.78				Average	
		point97	97	37,685,128.0	11,902,872.0	390.42					
Friars Rd Mission Center Rd to Qualcomm Wy	78.7	point1	1	37,682,452.0	11,897,363.0	62.34				Average	
		point2	2	37,683,060.0	11,897,328.0	62.34				Average	
		point3	3	37,683,404.0	11,897,320.0	62.34				Average	
		point4	4	37,683,708.0	11,897,389.0	62.34				Average	
		point5	5	37,684,464.0	11,897,603.0	62.34				Average	
		point6	6	37,684,468.0	11,897,608.0	62.34				Average	
		point7	7	37,684,648.0	11,897,674.0	62.34				Average	
		point8	8	37,684,844.0	11,897,792.0	62.34				Average	
		point9	9	37,685,488.0	11,898,300.0	62.34				Average	
		point10	10	37,685,632.0	11,898,392.0	62.34				Average	
		point11	11	37,685,832.0	11,898,470.0	62.34				Average	
		point12	12	37,686,024.0	11,898,527.0	62.34					
Via Alta	65.0	point201	183	37,683,504.0	11,898,311.0	113.00				Average	
		point202	184	37,683,796.0	11,899,039.0	120.00				Average	
		point209	185	37,683,912.0	11,899,191.0	125.00				Average	
		point203	186	37,684,008.0	11,899,394.0	130.00				Average	
		point212	187	37,684,040.0	11,899,573.0	140.00				Average	
		point207	188	37,684,020.0	11,899,728.0	145.00				Average	
		point204	189	37,683,952.0	11,899,938.0	150.00				Average	
		point208	190	37,683,968.0	11,900,117.0	155.00				Average	
		point205	191	37,684,088.0	11,900,255.0	160.00				Average	
		point206	192	37,684,364.0	11,900,427.0	165.00					

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Franklin Ridge Rd Opening Day wo Proj										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'I	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1- Resi adj to Friars Rd	1	1	37,682,852.0	11,897,179.0	53.00	5.00	0.00	10	10.0	10.0	Y
R2 - Resi adj to Mission Cntr Rd n of Friar	2	1	37,682,348.0	11,898,087.0	92.00	5.00	0.00	10	10.0	10.0	Y
R3 - Resi adj to Civita Blvd	3	1	37,682,584.0	11,898,581.0	102.00	5.00	0.00	10	10.0	10.0	Y
R4 - Resi adj to Mission Cntr Rd n of Civit	4	1	37,682,504.0	11,900,263.0	125.00	5.00	0.00	10	10.0	10.0	Y
R5 - Resi adj to Phyllis Place	5	1	37,683,796.0	11,900,899.0	312.00	5.00	0.00	10	10.0	10.0	Y
R6 - Church adj to Phyllis Place	6	1	37,684,456.0	11,901,120.0	322.00	5.00	0.00	10	10.0	10.0	Y
R7 - Resi south of Phyllis Place	7	1	37,684,068.0	11,900,549.0	265.00	5.00	0.00	10	10.0	10.0	Y
R8 - Resi adj to Quallcom Way	8	1	37,686,488.0	11,897,589.0	62.00	5.00	0.00	10	10.0	10.0	Y
R9 - Resi adj to Mission Center Rd N of pr	9	1	37,683,304.0	11,902,530.0	315.00	5.00	0.00	10	10.0	10.0	Y
R10 - Resi adj to Phyllis Place east of I-80	10	1	37,685,084.0	11,902,140.0	404.00	5.00	0.00	10	10.0	10.0	Y
R11 - Resi adj to Via Alta	11	1	37,683,916.0	11,899,880.0	150.00	5.00	0.00	10	10.0	10.0	Y

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek													
MG													

 13 April 2015
TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Percentages
PROJECT/CONTRACT: <Project Name?>

RUN: Franklin Ridge Rd Opening Day wo Proj

Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos		MTrucks		HTrucks		Buses		Motorcycles	
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Friars Rd Gill Qualcomm Wy to I805	point14	14	3559	97	50	2	50	1	50	0	0	0	0
	point15	15	3559	97	50	2	50	1	50	0	0	0	0
	point16	16	3559	97	50	2	50	1	50	0	0	0	0
	point17	17	3559	97	50	2	50	1	50	0	0	0	0
	point18	18	3559	97	50	2	50	1	50	0	0	0	0
	point19	19											
Phyllis Place I-805 to Ainsley Rd / Abbot	point26	26	242	97	25	2	25	1	25	0	0	0	0
	point27	27	242	97	25	2	25	1	25	0	0	0	0
	point28	28	242	97	25	2	25	1	25	0	0	0	0
	point29	29	242	97	25	2	25	1	25	0	0	0	0
	point30	30	242	97	25	2	25	1	25	0	0	0	0
	point31	31	242	97	25	2	25	1	25	0	0	0	0
	point32	32											
Mission Cntr Rd - s of Friars Rd	point48	48	2339	97	45	2	45	1	45	0	0	0	0
	point49	49	2339	97	45	2	45	1	45	0	0	0	0
	point50	50	2339	97	45	2	45	1	45	0	0	0	0
	point51	51											
Civita Blvd e of Mission Center Rd	point61	61	882	97	25	2	25	1	25	0	0	0	0
	point62	62	882	97	25	2	25	1	25	0	0	0	0
	point63	63	882	97	25	2	25	1	25	0	0	0	0
	point64	64	882	97	25	2	25	1	25	0	0	0	0
	point65	65											
Phyllis PI N of I805	point85	85	2381	97	35	2	35	1	35	0	0	0	0
	point84	84	2381	97	35	2	35	1	35	0	0	0	0
	point83	83	2381	97	35	2	35	1	35	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point82	82	2381	97	35	2	35	1	35	0	0	0	0
	point81	81	2381	97	35	2	35	1	35	0	0	0	0
	point80	80											
Off-Ramp - Phyllis Place Offramp to SB I	point125	125	0	0	0	0	0	0	0	0	0	0	0
	point126	126	0	0	0	0	0	0	0	0	0	0	0
	point127	127	0	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0	0
	point129	129											
On Ramp - I-805 NB onramp to Phyllis PI	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0
	point140	140											
I805-2	point143	143	8200	93	65	4	65	3	65	0	0	0	0
	point142	142	8200	93	65	4	65	3	65	0	0	0	0
	point141	141											
I805 NB-2	point144	144	8200	93	65	4	65	3	65	0	0	0	0
	point145	145	8200	93	65	4	65	3	65	0	0	0	0
	point146	146											
Phyllis Place at I805-2	point148	148	1079	97	35	2	35	1	35	0	0	0	0
	point25	25											
Franklin Ridge Road	point162	162	691	97	25	2	25	1	25	0	0	0	0
	point163	163	691	97	25	2	25	1	25	0	0	0	0
	point164	164	691	97	25	2	25	1	25	0	0	0	0
	point165	165	691	97	25	2	25	1	25	0	0	0	0
	point166	166	691	97	25	2	25	1	25	0	0	0	0
	point167	167	691	97	25	2	25	1	25	0	0	0	0
	point168	168	691	97	25	2	25	1	25	0	0	0	0
	point169	169	691	97	25	2	25	1	25	0	0	0	0
	point170	170											
On Ramp - I-805 SB onramp fm Phyllis PI	point130	130	0	0	0	0	0	0	0	0	0	0	0
	point131	131	0	0	0	0	0	0	0	0	0	0	0
	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point176	176											
I-805 SB	point106	106	8200	93	65	4	65	3	65	0	0	0	0
	point107	107	8200	93	65	4	65	3	65	0	0	0	0
	point108	108	8200	93	65	4	65	3	65	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point109	109	8200	93	65	4	65	3	65	0	0	0	0
	point110	110	8200	93	65	4	65	3	65	0	0	0	0
	point111	111	8200	93	65	4	65	3	65	0	0	0	0
	point112	112	8200	93	65	4	65	3	65	0	0	0	0
	point197	197	8200	93	65	4	65	3	65	0	0	0	0
	point198	198	8200	93	65	4	65	3	65	0	0	0	0
	point199	199	8200	93	65	4	65	3	65	0	0	0	0
	point200	200	8200	93	65	4	65	3	65	0	0	0	0
	point178	178											
I805 NB	point179	179	8200	93	65	4	65	3	65	0	0	0	0
	point193	193	8200	93	65	4	65	3	65	0	0	0	0
	point194	194	8200	93	65	4	65	3	65	0	0	0	0
	point195	195	8200	93	65	4	65	3	65	0	0	0	0
	point196	196	8200	93	65	4	65	3	65	0	0	0	0
	point113	113	8200	93	65	4	65	3	65	0	0	0	0
	point119	119	8200	93	65	4	65	3	65	0	0	0	0
	point114	114	8200	93	65	4	65	3	65	0	0	0	0
	point115	115	8200	93	65	4	65	3	65	0	0	0	0
	point116	116	8200	93	65	4	65	3	65	0	0	0	0
	point117	117	8200	93	65	4	65	3	65	0	0	0	0
	point118	118											
Off Ramp - I-805 NB offramp to Phyllis Pl	point181	181	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135											
Qualcom Wy Fiars Rd to Rio San Diego	point20	20	2056	97	50	2	50	1	50	0	0	0	0
	point22	22	2056	97	50	2	50	1	50	0	0	0	0
	point23	23											
Mission Cntr Rd - w of Murray Ridge Rd	point52	52	1816	97	40	2	40	1	40	0	0	0	0
	point53	53	1816	97	40	2	40	1	40	0	0	0	0
	point54	54	1816	97	40	2	40	1	40	0	0	0	0
	point55	55	1816	97	40	2	40	1	40	0	0	0	0
	point56	56	1816	97	40	2	40	1	40	0	0	0	0
	point57	57	1816	97	40	2	40	1	40	0	0	0	0
	point58	58	1816	97	40	2	40	1	40	0	0	0	0
	point59	59	1816	97	40	2	40	1	40	0	0	0	0
	point60	60	1816	97	40	2	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point86	86	1816	97	40	2	40	1	40	0	0	0	0
	point87	87	1816	97	40	2	40	1	40	0	0	0	0
	point88	88	1816	97	40	2	40	1	40	0	0	0	0
	point89	89	1816	97	40	2	40	1	40	0	0	0	0
	point90	90	1816	97	40	2	40	1	40	0	0	0	0
	point91	91	1816	97	40	2	40	1	40	0	0	0	0
	point92	92	1816	97	40	2	40	1	40	0	0	0	0
	point93	93	1816	97	40	2	40	1	40	0	0	0	0
	point94	94	1816	97	40	2	40	1	40	0	0	0	0
	point95	95	1816	97	40	2	40	1	40	0	0	0	0
	point96	96	1816	97	40	2	40	1	40	0	0	0	0
	point97	97											
Friars Rd Mission Center Rd to Qualcomm V	point1	1	4794	97	50	2	50	1	50	0	0	0	0
	point2	2	4794	97	50	2	50	1	50	0	0	0	0
	point3	3	4794	97	50	2	50	1	50	0	0	0	0
	point4	4	4794	97	50	2	50	1	50	0	0	0	0
	point5	5	4794	97	50	2	50	1	50	0	0	0	0
	point6	6	4794	97	50	2	50	1	50	0	0	0	0
	point7	7	4794	97	50	2	50	1	50	0	0	0	0
	point8	8	4794	97	50	2	50	1	50	0	0	0	0
	point9	9	4794	97	50	2	50	1	50	0	0	0	0
	point10	10	4794	97	50	2	50	1	50	0	0	0	0
	point11	11	4794	97	50	2	50	1	50	0	0	0	0
	point12	12											
Via Alta	point201	183	296	97	25	2	25	1	25	0	0	0	0
	point202	184	296	97	25	2	25	1	25	0	0	0	0
	point209	185	296	97	25	2	25	1	25	0	0	0	0
	point203	186	296	97	25	2	25	1	25	0	0	0	0
	point212	187	296	97	25	2	25	1	25	0	0	0	0
	point207	188	296	97	25	2	25	1	25	0	0	0	0
	point204	189	296	97	25	2	25	1	25	0	0	0	0
	point208	190	296	97	25	2	25	1	25	0	0	0	0
	point205	191	296	97	25	2	25	1	25	0	0	0	0
	point206	192											

<Project Name?>

C:\TNM25\Projects\Franklin Ridge\Opening Dy wo Proj 1 13 April 2015

INPUT: ROADWAYS

<Project Name?>

Dudek					13 April 2015						
MG					TNM 2.5						
INPUT: ROADWAYS						Average pavement type shall be used unless					
PROJECT/CONTRACT: <Project Name?>						a State highway agency substantiates the use					
RUN: Franklin Ridge Road Opng Day w Project						of a different type with the approval of FHWA					
Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)		Flow Control			Segment		
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
Friars Rd Gill Qualcomm Wy to I805	80.0	point14	14	37,686,024.0	11,898,523.0	62.34				Average	
		point15	15	37,686,280.0	11,898,553.0	62.34				Average	
		point16	16	37,686,600.0	11,898,518.0	65.62				Average	
		point17	17	37,687,048.0	11,898,457.0	68.90				Average	
		point18	18	37,687,276.0	11,898,444.0	72.18				Average	
		point19	19	37,687,584.0	11,898,488.0	75.46					
Phyllis Place I-805 to Frnkln Rdg Rd	40.0	point26	26	37,684,860.0	11,901,025.0	334.65				Average	
		point27	27	37,684,756.0	11,900,917.0	328.08				Average	
		point28	28	37,684,664.0	11,900,853.0	321.52				Average	
		point29	29	37,684,544.0	11,900,832.0	311.68				Average	
		point213	213	37,684,316.0	11,900,832.0	308.40					
Mission Cntr Rd - s of Friars Rd	80.0	point48	48	37,682,440.0	11,897,393.0	39.37				Average	
		point49	49	37,682,428.0	11,897,652.0	49.21				Average	
		point50	50	37,682,328.0	11,897,931.0	78.74				Average	
		point51	51	37,682,144.0	11,898,488.0	98.43					
Mission Valley Rd w of Mission Cntr Rd	80.0	point66	66	37,682,108.0	11,898,485.0	98.43				Average	
		point67	67	37,681,872.0	11,898,460.0	98.43				Average	
		point68	68	37,681,756.0	11,898,480.0	101.71				Average	
		point69	69	37,681,592.0	11,898,537.0	101.71				Average	
		point70	70	37,681,448.0	11,898,615.0	104.99					
Friars Rd w of Mission Center Rd	80.0	point71	71	37,681,704.0	11,897,133.0	62.34				Average	
		point72	72	37,681,960.0	11,897,292.0	62.34				Average	
		point73	73	37,682,132.0	11,897,347.0	62.34				Average	
		point74	74	37,682,328.0	11,897,370.0	59.06				Average	
		point75	75	37,682,448.0	11,897,364.0	59.06					
Mission Center Rd S of Friars Rd	80.0	point76	76	37,682,376.0	11,897,110.0	39.37				Average	
		point77	77	37,682,420.0	11,897,257.0	42.65				Average	

INPUT: ROADWAYS

<Project Name?>

		point78	78	37,682,428.0	11,897,333.0	45.93					
Phyllis PI N of I805	60.0	point85	85	37,685,192.0	11,903,487.0	400.26				Average	
		point84	84	37,685,160.0	11,902,871.0	393.70				Average	
		point83	83	37,685,148.0	11,901,993.0	403.54				Average	
		point82	82	37,685,128.0	11,901,820.0	396.98				Average	
		point81	81	37,685,084.0	11,901,570.0	380.58				Average	
		point80	80	37,685,012.0	11,901,339.0	374.02					
Off-Ramp - Phyllis Place Offramp to SB I	30.0	point125	125	37,684,104.0	11,902,247.0	311.68				Average	
		point126	126	37,684,348.0	11,901,819.0	318.24				Average	
		point127	127	37,684,572.0	11,901,480.0	321.52				Average	
		point128	128	37,684,720.0	11,901,189.0	324.80				Average	
		point129	129	37,684,788.0	11,901,040.0	331.36					
On Ramp - I-805 NB onramp to Phyllis PI	30.0	point136	136	37,685,044.0	11,901,615.0	380.58				Average	
		point137	137	37,684,752.0	11,901,877.0	354.33				Average	
		point138	138	37,684,476.0	11,902,100.0	334.65				Average	
		point139	139	37,684,268.0	11,902,349.0	321.52				Average	
		point140	140	37,684,132.0	11,902,589.0	305.12					
I805-2	50.0	point143	143	37,683,660.0	11,903,669.0	298.56				Average	
		point142	142	37,683,772.0	11,903,108.0	301.84				Average	
		point141	141	37,683,932.0	11,902,680.0	308.40					
I805 NB-2	100.0	point144	144	37,684,052.0	11,902,667.0	308.40				Average	
		point145	145	37,683,860.0	11,903,136.0	301.84				Average	
		point146	146	37,683,752.0	11,903,672.0	298.56					
Phyllis Place at I805-2	40.0	point148	148	37,684,956.0	11,901,215.0	352.69				Average	
		point25	25	37,684,860.0	11,901,026.0	334.65					
Franklin Ridge Road	55.0	point162	162	37,686,316.0	11,899,201.0	88.58				Average	
		point163	163	37,686,196.0	11,899,469.0	91.86				Average	
		point164	164	37,686,040.0	11,899,667.0	108.27				Average	
		point165	165	37,685,728.0	11,899,816.0	135.17				Average	
		point166	166	37,685,428.0	11,899,966.0	165.03				Average	
		point167	167	37,685,104.0	11,900,078.0	190.29				Average	
		point168	168	37,684,764.0	11,900,153.0	234.91				Average	
		point169	169	37,684,572.0	11,900,290.0	255.25				Average	
		point170	170	37,684,372.0	11,900,507.0	268.04					
On Ramp - I-805 SB onramp fm Phyllis PI	30.0	point130	130	37,684,864.0	11,900,974.0	337.93				Average	
		point131	131	37,685,176.0	11,900,804.0	331.36				Average	
		point132	132	37,685,284.0	11,900,755.0	324.80				Average	
		point175	175	37,686,316.0	11,900,229.0	255.91					
I-805 SB	100.0	point106	106	37,683,964.0	11,902,609.0	308.40				Average	
		point107	107	37,684,172.0	11,902,184.0	305.10				Average	

INPUT: ROADWAYS

<Project Name?>

		point108	108	37,684,416.0	11,901,827.0	298.60				Average	
		point109	109	37,684,708.0	11,901,479.0	292.00				Average	
		point110	110	37,684,960.0	11,901,253.0	288.70				Average	
		point111	111	37,685,240.0	11,901,007.0	285.40				Average	
		point112	112	37,685,556.0	11,900,797.0	282.20				Average	
		point218	218	37,686,372.0	11,900,244.0	252.60				Average	
		point219	219	37,687,008.0	11,899,793.0	200.00				Average	
		point220	220	37,687,516.0	11,899,360.0	140.00				Average	
		point221	221	37,687,912.0	11,898,840.0	120.00				Average	
		point177	177	37,688,232.0	11,898,185.0	125.00					
I805 NB	100.0	point178	178	37,688,316.0	11,898,215.0	125.00				Average	
		point222	222	37,687,996.0	11,898,870.0	120.00				Average	
		point223	223	37,687,600.0	11,899,390.0	140.00				Average	
		point224	224	37,687,092.0	11,899,823.0	200.00				Average	
		point225	225	37,686,400.0	11,900,316.0	252.60				Average	
		point113	113	37,685,592.0	11,900,856.0	282.20				Average	
		point119	119	37,685,276.0	11,901,066.0	285.40				Average	
		point114	114	37,684,980.0	11,901,325.0	288.70				Average	
		point115	115	37,684,752.0	11,901,551.0	292.00				Average	
		point116	116	37,684,480.0	11,901,879.0	298.60				Average	
		point117	117	37,684,248.0	11,902,240.0	305.10				Average	
		point118	118	37,684,072.0	11,902,600.0	308.40					
Off Ramp - I-805 NB offramp to Phyllis Pl	30.0	point180	180	37,686,408.0	11,900,364.0	252.62				Average	
		point133	133	37,685,920.0	11,900,828.0	318.24				Average	
		point134	134	37,685,276.0	11,901,388.0	364.17				Average	
		point135	135	37,685,120.0	11,901,536.0	380.58					
Qualcom Wy Fiars Rd to Civita Blvd	80.0	point197	197	37,686,004.0	11,898,573.0	43.00				Average	
		point198	198	37,685,880.0	11,899,043.0	88.00					
Civita Blvd e of Mission Center Rd	80.0	point61	61	37,682,180.0	11,898,499.0	98.43				Average	
		point62	62	37,682,544.0	11,898,511.0	101.71				Average	
		point63	63	37,682,892.0	11,898,499.0	104.99				Average	
		point64	64	37,683,108.0	11,898,443.0	108.27				Average	
		point65	65	37,683,440.0	11,898,309.0	114.83				Average	
		point190	190	37,683,792.0	11,898,256.0	105.00				Average	
		point191	191	37,684,152.0	11,898,310.0	100.00				Average	
		point192	192	37,684,492.0	11,898,449.0	95.00				Average	
		point193	193	37,685,204.0	11,898,843.0	90.00				Average	
		point194	194	37,685,944.0	11,899,089.0	88.00				Average	
		point195	195	37,686,676.0	11,899,259.0	85.00				Average	
		point196	196	37,687,152.0	11,899,321.0	83.00					

INPUT: ROADWAYS

<Project Name?>

Via Alta	65.0	point201	201	37,683,504.0	11,898,311.0	113.00				Average	
		point202	202	37,683,796.0	11,899,039.0	120.00				Average	
		point209	209	37,683,912.0	11,899,191.0	125.00				Average	
		point203	203	37,684,008.0	11,899,394.0	130.00				Average	
		point212	212	37,684,040.0	11,899,573.0	140.00				Average	
		point207	207	37,684,020.0	11,899,728.0	145.00				Average	
		point204	204	37,683,952.0	11,899,938.0	150.00				Average	
		point208	208	37,683,968.0	11,900,117.0	155.00				Average	
		point205	205	37,684,088.0	11,900,255.0	160.00				Average	
		point206	206	37,684,364.0	11,900,427.0	165.00					
Mission Cntr Rd - w of Murray Ridge Rd	40.0	point52	52	37,682,144.0	11,898,488.0	98.43				Average	
		point53	53	37,682,128.0	11,898,706.0	101.71				Average	
		point54	54	37,682,192.0	11,898,921.0	104.99				Average	
		point55	55	37,682,348.0	11,899,187.0	111.55				Average	
		point56	56	37,682,476.0	11,899,401.0	118.11				Average	
		point57	57	37,682,532.0	11,899,546.0	121.39				Average	
		point58	58	37,682,636.0	11,900,425.0	131.23				Average	
		point59	59	37,682,696.0	11,900,728.0	137.80				Average	
		point60	60	37,682,752.0	11,901,394.0	141.08				Average	
		point86	86	37,682,752.0	11,901,399.0	137.80				Average	
		point87	87	37,682,828.0	11,902,364.0	167.32				Average	
		point88	88	37,682,884.0	11,902,555.0	177.17				Average	
		point89	89	37,683,052.0	11,902,708.0	190.29				Average	
		point90	90	37,683,300.0	11,902,738.0	200.13				Average	
		point91	91	37,683,948.0	11,902,647.0	269.03				Average	
		point92	92	37,684,332.0	11,902,597.0	308.40				Average	
		point93	93	37,684,516.0	11,902,624.0	337.93				Average	
		point94	94	37,684,668.0	11,902,664.0	347.77				Average	
		point95	95	37,684,952.0	11,902,786.0	374.02				Average	
		point96	96	37,685,104.0	11,902,869.0	388.78				Average	
		point97	97	37,685,128.0	11,902,872.0	390.42					
Friars Rd Mission Center Rd to Qualcomm Wy	80.0	point1	1	37,682,452.0	11,897,363.0	62.34				Average	
		point2	2	37,683,060.0	11,897,328.0	62.34				Average	
		point3	3	37,683,404.0	11,897,320.0	62.34				Average	
		point4	4	37,683,708.0	11,897,389.0	62.34				Average	
		point5	5	37,684,464.0	11,897,603.0	62.34				Average	
		point6	6	37,684,468.0	11,897,608.0	62.34				Average	
		point7	7	37,684,648.0	11,897,674.0	62.34				Average	
		point8	8	37,684,844.0	11,897,792.0	62.34				Average	
		point9	9	37,685,488.0	11,898,300.0	62.34				Average	

INPUT: ROADWAYS

		<Project Name?>									
		point10	10	37,685,632.0	11,898,392.0	62.34				Average	
		point11	11	37,685,832.0	11,898,470.0	62.34				Average	
		point12	12	37,686,024.0	11,898,527.0	62.34					
Qualcom Wy Fiars Rd to Rio San Diego Dr		80.0		20.0	20.0	686,396.00	11897150.0	42.65			
		point22	22	37,686,244.0	11,897,696.0	42.65				Average	
		point23	23	37,686,032.0	11,898,474.0	42.65					
Phyllis Place w. of Franklin Rdg Rd	40.0	point216	216	37,684,316.0	11,900,832.0	308.40				Average	
		point30	30	37,683,748.0	11,900,833.0	298.56				Average	
		point31	31	37,683,672.0	11,900,862.0	301.84				Average	
		point32	32	37,683,556.0	11,900,928.0	305.12					
Future Franklin Ridge Rd- s. of Phyllis	55.0	point217	217	37,684,372.0	11,900,507.0	268.04				Average	
		point171	171	37,684,320.0	11,900,650.0	278.87				Average	
		point172	172	37,684,320.0	11,900,808.0	305.12					

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek													
MG													
13 April 2015													
TNM 2.5													
INPUT: TRAFFIC FOR LAeq1h Percentages													
PROJECT/CONTRACT:	<Project Name?>												
RUN:	Franklin Ridge Road Opng Day w Project												
Roadway	Points												
Name	Name	No.	Segment										
			Total	Autos	MTrucks		HTrucks		Buses		Motorcycles		
			Volume	P	S	P	S	P	S	P	S	P	S
			veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph
Friars Rd Gill Qualcomm Wy to I805	point14	14	3947	97	50	2	50	1	50	0	0	0	0
	point15	15	3947	97	50	2	50	1	50	0	0	0	0
	point16	16	3947	97	50	2	50	1	50	0	0	0	0
	point17	17	3947	97	50	2	50	1	50	0	0	0	0
	point18	18	3947	97	50	2	50	1	50	0	0	0	0
	point19	19											
Phyllis Place I-805 to Frnkln Rdg Rd	point26	26	2336	97	25	2	25	1	25	0	0	0	0
	point27	27	2336	97	25	2	25	1	25	0	0	0	0
	point28	28	2336	97	25	2	25	1	25	0	0	0	0
	point29	29	2336	97	25	2	25	1	25	0	0	0	0
	point213	213											
Mission Cntr Rd - s of Friars Rd	point48	48	1960	97	45	2	45	1	45	0	0	0	0
	point49	49	1960	97	45	2	45	1	45	0	0	0	0
	point50	50	1960	97	45	2	45	1	45	0	0	0	0
	point51	51											
Mission Valley Rd w of Mission Cntr Rd	point66	66	0	0	0	0	0	0	0	0	0	0	0
	point67	67	0	0	0	0	0	0	0	0	0	0	0
	point68	68	0	0	0	0	0	0	0	0	0	0	0
	point69	69	0	0	0	0	0	0	0	0	0	0	0
	point70	70											
Friars Rd w of Mission Center Rd	point71	71	0	0	0	0	0	0	0	0	0	0	0
	point72	72	0	0	0	0	0	0	0	0	0	0	0
	point73	73	0	0	0	0	0	0	0	0	0	0	0
	point74	74	0	0	0	0	0	0	0	0	0	0	0
	point75	75											

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Mission Center Rd S of Friars Rd	point76	76	0	0	0	0	0	0	0	0	0	0	0
	point77	77	0	0	0	0	0	0	0	0	0	0	0
	point78	78											
Phyllis PI N of I805	point85	85	1817	97	35	2	35	1	35	0	0	0	0
	point84	84	1817	97	35	2	35	1	35	0	0	0	0
	point83	83	1817	97	35	2	35	1	35	0	0	0	0
	point82	82	1817	97	35	2	35	1	35	0	0	0	0
	point81	81	1817	97	35	2	35	1	35	0	0	0	0
	point80	80											
Off-Ramp - Phyllis Place Offramp to SB I	point125	125	0	0	0	0	0	0	0	0	0	0	0
	point126	126	0	0	0	0	0	0	0	0	0	0	0
	point127	127	0	0	0	0	0	0	0	0	0	0	0
	point128	128	0	0	0	0	0	0	0	0	0	0	0
	point129	129											
On Ramp - I-805 NB onramp to Phyllis PI	point136	136	0	0	0	0	0	0	0	0	0	0	0
	point137	137	0	0	0	0	0	0	0	0	0	0	0
	point138	138	0	0	0	0	0	0	0	0	0	0	0
	point139	139	0	0	0	0	0	0	0	0	0	0	0
	point140	140											
I805-2	point143	143	8200	93	65	4	65	3	65	0	0	0	0
	point142	142	8200	93	65	4	65	3	65	0	0	0	0
	point141	141											
I805 NB-2	point144	144	8200	93	65	4	65	3	65	0	0	0	0
	point145	145	8200	93	65	4	65	3	65	0	0	0	0
	point146	146											
Phyllis Place at I805-2	point148	148	1760	97	35	2	35	1	35	0	0	0	0
	point25	25											
Franklin Ridge Road	point162	162	1262	97	25	2	25	1	25	0	0	0	0
	point163	163	1262	97	25	2	25	1	25	0	0	0	0
	point164	164	1262	97	25	2	25	1	25	0	0	0	0
	point165	165	1262	97	25	2	25	1	25	0	0	0	0
	point166	166	1262	0	25	2	25	1	25	0	0	0	0
	point167	167	1262	97	25	2	25	1	25	0	0	0	0
	point168	168	1262	97	25	2	25	1	25	0	0	0	0
	point169	169	1262	97	25	2	25	1	25	0	0	0	0
	point170	170											
On Ramp - I-805 SB onramp fm Phyllis PI	point130	130	0	0	0	0	0	0	0	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point131	131	0	0	0	0	0	0	0	0	0	0	0
	point132	132	0	0	0	0	0	0	0	0	0	0	0
	point175	175											
I-805 SB	point106	106	8200	93	65	4	65	3	65	0	0	0	0
	point107	107	8200	93	65	4	65	3	65	0	0	0	0
	point108	108	8200	93	65	4	65	3	65	0	0	0	0
	point109	109	8200	93	65	4	65	3	65	0	0	0	0
	point110	110	8200	93	65	4	65	3	65	0	0	0	0
	point111	111	8200	93	65	4	65	3	65	0	0	0	0
	point112	112	8200	93	65	4	65	3	65	0	0	0	0
	point218	218	8200	93	65	4	65	3	65	0	0	0	0
	point219	219	8200	93	65	4	65	3	65	0	0	0	0
	point220	220	8200	93	65	4	65	3	65	0	0	0	0
	point221	221	8200	93	65	4	65	3	65	0	0	0	0
	point177	177											
I805 NB	point178	178	8200	93	65	4	65	3	65	0	0	0	0
	point222	222	8200	93	65	4	65	3	65	0	0	0	0
	point223	223	8200	93	65	4	65	3	65	0	0	0	0
	point224	224	8200	93	65	4	65	3	65	0	0	0	0
	point225	225	8200	93	65	4	65	3	65	0	0	0	0
	point113	113	8200	93	65	4	65	3	65	0	0	0	0
	point119	119	8200	93	65	4	65	3	65	0	0	0	0
	point114	114	8200	93	65	4	65	3	65	0	0	0	0
	point115	115	8200	93	65	4	65	3	65	0	0	0	0
	point116	116	8200	93	65	4	65	3	65	0	0	0	0
	point117	117	8200	93	65	4	65	3	65	0	0	0	0
	point118	118											
Off Ramp - I-805 NB offramp to Phyllis PI	point180	180	0	0	0	0	0	0	0	0	0	0	0
	point133	133	0	0	0	0	0	0	0	0	0	0	0
	point134	134	0	0	0	0	0	0	0	0	0	0	0
	point135	135											
Qualcom Wy Fiars Rd to Civita Blvd	point197	197	1941	97	50	2	50	1	50	0	0	0	0
	point198	198											
Civita Blvd e of Mission Center Rd	point61	61	523	97	25	2	25	1	25	0	0	0	0
	point62	62	523	97	25	2	25	1	25	0	0	0	0
	point63	63	523	97	25	2	25	1	25	0	0	0	0
	point64	64	523	97	25	2	25	1	25	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point65	65	523	97	25	2	25	1	25	0	0	0	0
	point190	190	523	97	25	2	25	1	25	0	0	0	0
	point191	191	523	97	25	2	25	1	25	0	0	0	0
	point192	192	523	97	25	2	25	1	25	0	0	0	0
	point193	193	523	97	25	2	25	1	25	0	0	0	0
	point194	194	523	97	25	2	25	1	25	0	0	0	0
	point195	195	523	97	25	2	25	1	25	0	0	0	0
	point196	196											
Via Alta	point201	201	948	97	25	2	25	1	25	0	0	0	0
	point202	202	948	97	25	2	25	1	25	0	0	0	0
	point209	209	948	97	25	2	25	1	25	0	0	0	0
	point203	203	948	97	25	2	25	1	25	0	0	0	0
	point212	212	948	97	25	2	25	1	25	0	0	0	0
	point207	207	948	97	25	2	25	1	25	0	0	0	0
	point204	204	948	97	25	2	25	1	25	0	0	0	0
	point208	208	948	97	25	2	25	1	25	0	0	0	0
	point205	205	948	97	25	2	25	1	25	0	0	0	0
	point206	206											
Mission Cntr Rd - w of Murray Ridge Rd	point52	52	814	97	40	2	40	1	40	0	0	0	0
	point53	53	814	97	40	2	40	1	40	0	0	0	0
	point54	54	814	97	40	2	40	1	40	0	0	0	0
	point55	55	814	97	40	2	40	1	40	0	0	0	0
	point56	56	814	97	40	2	40	1	40	0	0	0	0
	point57	57	814	97	40	2	40	1	40	0	0	0	0
	point58	58	814	97	40	2	40	1	40	0	0	0	0
	point59	59	814	97	40	2	40	1	40	0	0	0	0
	point60	60	814	97	40	2	40	1	40	0	0	0	0
	point86	86	814	97	40	2	40	1	40	0	0	0	0
	point87	87	814	97	40	2	40	1	40	0	0	0	0
	point88	88	814	97	40	2	40	1	40	0	0	0	0
	point89	89	814	97	40	2	40	1	40	0	0	0	0
	point90	90	814	97	40	2	40	1	40	0	0	0	0
	point91	91	814	97	40	2	40	1	40	0	0	0	0
	point92	92	814	97	40	2	40	1	40	0	0	0	0
	point93	93	814	97	40	2	40	1	40	0	0	0	0
	point94	94	814	97	40	2	40	1	40	0	0	0	0
	point95	95	814	97	40	2	40	1	40	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages
<Project Name?>

	point96	96	814	97	40	2	40	1	40	0	0	0	0
	point97	97											
Friars Rd Mission Center Rd to Qualcomm W	point1	1	4042	97	50	2	50	1	50	0	0	0	0
	point2	2	4042	97	50	2	50	1	50	0	0	0	0
	point3	3	4042	97	50	2	50	1	50	0	0	0	0
	point4	4	4042	97	50	2	50	1	50	0	0	0	0
	point5	5	4042	97	50	2	50	1	50	0	0	0	0
	point6	6	4042	97	50	2	50	1	50	0	0	0	0
	point7	7	4042	97	50	2	50	1	50	0	0	0	0
	point8	8	4042	97	50	2	50	1	50	0	0	0	0
	point9	9	4042	97	50	2	50	1	50	0	0	0	0
	point10	10	4042	97	50	2	50	1	50	0	0	0	0
	point11	11	4042	97	50	2	50	1	50	0	0	0	0
	point12	12											
Qualcomm Wy Friars Rd to Rio San Diego Dr		0	0	20	2327	97	50	2	50	1	50	0	0
	point22	22	2342	97	50	2	50	1	50	0	0	0	0
	point23	23											
Phyllis Place w. of Franklin Rdg Rd	point216	216	242	97	25	2	25	1	25	0	0	0	0
	point30	30	242	97	25	2	25	1	25	0	0	0	0
	point31	31	242	97	25	2	25	1	25	0	0	0	0
	point32	32											
Future Franklin Ridge Rd- s. of Phyllis	point217	217	2313	0	0	0	0	0	0	0	0	0	0
	point171	171	2313	0	0	0	0	0	0	0	0	0	0
	point172	172											

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG											
INPUT: RECEIVERS											
PROJECT/CONTRACT:	<Project Name?>										
RUN:	Franklin Ridge Road Opng Day w Project										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'I	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1- Resi adj to Friars Rd	1	1	37,682,852.0	11,897,179.0	53.00	5.00	0.00	10	10.0	10.0	Y
R2 - Resi adj to Mission Cntr Rd n of Friar	2	1	37,682,348.0	11,898,087.0	92.00	5.00	0.00	10	10.0	10.0	Y
R3 - Resi adj to Civita Blvd	3	1	37,682,584.0	11,898,581.0	102.00	5.00	0.00	10	10.0	10.0	Y
R4 - Resi adj to Mission Cntr Rd n of Civit	4	1	37,682,504.0	11,900,263.0	125.00	5.00	0.00	10	10.0	10.0	Y
R5 - Resi adj to Phyllis Place	6	1	37,683,796.0	11,900,899.0	312.00	5.00	0.00	10	10.0	10.0	Y
R6 - Church adj to Phyllis Place	8	1	37,684,456.0	11,901,120.0	322.00	5.00	0.00	10	10.0	10.0	Y
R7 - Resi south of Phyllis Place	12	1	37,684,068.0	11,900,549.0	265.00	5.00	0.00	10	10.0	10.0	Y
R8 - Resi adj to Quallcom Way	13	1	37,686,488.0	11,897,589.0	62.00	5.00	0.00	10	10.0	10.0	Y
R9 - Resi adj to Mission Center Rd N of pr	17	1	37,683,304.0	11,902,530.0	315.00	5.00	0.00	10	10.0	10.0	Y
R10 - Resi adj to Phyllis Place east of I-80	19	1	37,685,084.0	11,902,140.0	404.00	5.00	0.00	10	10.0	10.0	Y
R11 - Resi adj to Via Alta	21	1	37,683,916.0	11,899,880.0	150.00	5.00	0.00	10	10.0	10.0	Y

<Project Name?>

C:\TNM25\Projects\Franklin Ridge\Opening Day w Project	1	13 April 201
--	---	--------------