

Appendix A:
Notice of Preparation and Comment Letters



ENVIRONMENTAL IMPACT REPORT (EIR)
NOTICE OF PREPARATION AND
PUBLIC SCOPING MEETING

General Plan, Local Coastal Program, and Zoning Ordinance Update

PLEASE TAKE NOTICE:

The Planning Division of the City of Carlsbad intends to prepare an Environmental Impact Report for the project described below and will hold two public scoping meetings.

Scoping Meeting:

Date: Thursday, January 27, 2011

Time: 3 p.m. (daytime meeting) and 6 p.m. (evening meeting)

Location: 1635 Faraday Avenue, Carlsbad CA 92008

Project Description: See attached.

Project Address/Location:

The project is applicable to the City of Carlsbad (citywide). Carlsbad is a coastal community with approximately 107,000 residents. The city is approximately 42 square miles in area and is located along the northern coast of San Diego County (about 30 miles north of San Diego). Carlsbad is bordered to the north by the City of Oceanside, to the south by the City of Encinitas, to the east by the cities of Vista and San Marcos, and to the west by the Pacific Ocean.

The city contains a combination of industrial, commercial and residential development, including a large regional shopping center, an auto-retail center, a large industrial park area, the LEGOLAND California Educational/Recreational Park, and a regional airport, as well as three lagoons, limited agricultural areas and large tracts of preserved open space.

Interstate 5, El Camino Real, and Carlsbad Boulevard provide the major north-south routes through the city, as does the San Diego Northern Railroad (SDNRR) line. Major east-west routes include Carlsbad Village Drive, Tamarack Avenue, Cannon Road, Palomar Airport Road, Poinsettia Lane, and La Costa Avenue.

The regional setting is depicted in attached **Figure 1**. The Planning Area, depicted in attached **Figure 2**, consists of the existing city limits.



Potential Environmental Impacts to be considered:

Aesthetics	Biological Resources	Geology and Soils	Land Use and Planning	Population / Housing	Transportation/Traffic
Agriculture Resources	Cultural Resources	Hazards and Hazardous Materials	Mineral Resources	Public Services	Utilities and Service Systems; Wastewater
Air Quality	Energy, Greenhouse Gases, and Climate Change	Hydrology and Water Quality	Noise	Recreation	

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Your comments on the environmental impact of the proposed project may be submitted in writing to the Planning Division, 1635 Faraday Avenue, Carlsbad, California 92008, no later than January 31, 2011.

DATED: December 28, 2010

CASE NO: GPA 07-02/LCPA 07-02/ZCA 07-01

CASE NAME: Envision Carlsbad

PUBLISH DATE: December 31, 2010



DON NEU
City Planner

Project Contact Information

Project Title	Envision Carlsbad
Lead Agency Name	City of Carlsbad
Contact Person	Jennifer Jesser
Address	City of Carlsbad 1635 Faraday Avenue Carlsbad, CA 92008
Phone	760-602-4637
Email	jennifer.jesser@carlsbadca.gov
Project Sponsor Name and Address (same as lead agency)	City of Carlsbad 1635 Faraday Avenue Carlsbad, CA 92008
Project Website	www.carlsbadca.gov/envision

Project Description

The project consists of a comprehensive update of the City of Carlsbad General Plan (including the Housing Element), Local Coastal Program, and Zoning Ordinance.

- **BACKGROUND**

For the past 16 years, Carlsbad has been growing and developing under a General Plan adopted in 1994, which is based on a Growth Management Plan approved by voters in 1986. The Zoning Ordinance and the Local Coastal Program (LCP) precede the General Plan. Many of the goals set out in the General Plan have been accomplished. Today, Carlsbad is faced with new challenges. The city is almost 90 percent built-out and the remaining undeveloped areas present new opportunities and challenges. The issues facing the future of Carlsbad are no longer focused on guiding development of large land areas, but are related more to protecting and enhancing the quality of life that the community has worked hard to create. There are different choices to be made and new priorities to be set.

In 2009, the City launched Envision Carlsbad Phase 1, to ascertain community needs, ideas, and aspirations regarding the city's future. This phase involved an extensive multi-pronged community outreach program, and culminated with a report titled Carlsbad Community Vision, which was accepted by the Carlsbad City Council in January 2010. In summer 2010, the city launched Envision Carlsbad Phase 2, which entails an update of the city's General Plan. Additionally, the Zoning Ordinance and the Local Coastal Program will be updated to reflect the new General Plan, and other necessary changes will be made to bring these documents up to contemporary standards and practices.

- **GENERAL PLAN**

The General Plan is a long-term document with text and diagrams that express the goals, objectives, and policies necessary to guide the community toward achieving its vision over a 20-30 year period. City decision-makers (e.g., City Council and Planning Commission), rely on the General Plan as basis for making decisions on matters such as land use, and the provision of public facilities (e.g., roads, parks, fire stations, etc). It is also a policy document that guides decisions related to protecting, enhancing, and providing those things that the community values most, such as open space, habitat conservation, beaches, arts, and the character of the community. All cities and counties in California are required by law to have a General Plan.

The General Plan update will address all subjects required by state planning law, including land use, circulation, housing, conservation, open space, noise, and safety. However, to better reflect the community's values described in the Carlsbad Community Vision, the General Plan may be organized into elements that parallel the community's values, as follows:

- Small Town Feel, Beach Community Character, and Connectedness
- Open Space and the Natural Environment
- Access to Recreation and Active, Healthy Lifestyles
- The Local Economy, Business Diversity, and Tourism
- Walking, Biking, Public Transportation, and Connectivity
- Sustainability
- History, the Arts, and Cultural Resources
- High Quality Education; Community Services and Safety
- Neighborhood Revitalization and Livability

- **HOUSING ELEMENT**

In addition to elements inspired by the Carlsbad Community Vision, the General Plan update will include a Housing Element update in accordance with state law. While the Housing Element was last comprehensively updated and adopted by the City Council in 2009, and certified by the State Department of Housing and Community Development in 2010, the Housing Element will be comprehensively revised to be consistent with the updated General Plan, and will:

- Inventory housing resources and constraints
- Demonstrate site development capacity equivalent to, or exceeding, the projected housing need in the RHNA
- Make available sites at adequate densities and development standards to facilitate a variety of housing for all socioeconomic segments of the community, including those with special needs
- Improve and preserve the city's existing affordable housing stock
- Facilitate and encourage the provision of affordable housing to meet the needs of low and moderate income households

- Seek to maintain the small town residential feel of existing neighborhoods
- Review and describe the progress made on the previous housing element goals, objectives, policies, and programs
- Estimate funds available during the planning period, and their planned uses
- Create a five-year schedule of actions
- Quantify objectives by income level for the construction, rehabilitation, and conservation of affordable housing
- Ensure policies and programs actively mitigate constraints to the development, improvement, and preservation of housing and promote equal housing opportunity

- **LOCAL COASTAL PROGRAM**

An LCP is a tool to guide development within the Coastal Zone, and is intended to ensure public access to and protection of coastal resources consistent with the California Coastal Act. An LCP consists of policies (like the General Plan) and an implementing ordinance (Zoning Ordinance). While an LCP reflects the unique characteristics of the community it applies to, regional and statewide interests and concerns must also be addressed. The topics that a LCP must address are defined by state law (California Coastal Act), and overlap with those in the General Plan and the Zoning Ordinance. The goals for updating the Carlsbad LCP are to:

- Maintain consistency with Coastal Act requirements
- Connect Coastal Act requirements to the Carlsbad Community Vision core values
- Streamline the LCP by consolidating all LCP segments into a single program
- Maintain consistency with Habitat Management Plan requirements
- Clearly delineate roles and responsibilities of different agencies
- Clearly define categorical exclusions from coastal development permit requirements
- Obtain coastal development permit authority for areas of deferred certification

- **ZONING ORDINANCE**

A zoning ordinance is one of the primary tools to implement the city's goals and policies. It contains development regulations and standards that govern the use of land, such as where certain types of uses can be located, and the placement, spacing, and sizing of buildings, open spaces and other facilities/structures. The primary emphasis in this update will be the preparation of a new code to implement the new General Plan, Housing Element, and Local Coastal Program; meet requirements of state and federal law; and to streamline administration and improve user-friendliness.

- **MASTER AND SPECIFIC PLAN UPDATES**

A final objective of the project is to ensure consistency of existing master, specific and other area plans with the updated General Plan and the LCP. Area plans will be evaluated for consistency with the updated General Plan and LCP, and based on this evaluation, the plans will either be amended or retired.

Other Public Agencies Whose Approval is Required

- **CALIFORNIA COASTAL COMMISSION**

Coastal Commission approval is required for adoption of the updated LCP, including relevant sections of the Zoning Ordinance that implement the LCP.

- **CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT**

Although jurisdictions within the San Diego region have the opportunity to self-certify their housing elements under AB 1715 (1995), the City of Carlsbad intends for the California Department of Housing and Community Development (HCD) to review the Housing Element update, which forms a part of this proposed project, in order to ensure the city's ongoing eligibility for various affordable housing programs.







No other outside agency approvals are required for the proposed project.

Environmental Impact Report

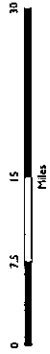
The EIR will fulfill CEQA requirements for environmental review of the updated General Plan (including the Housing Element), LCP, Zoning Ordinance, and master, specific and area plan updates. All of these together are referred to as "the proposed project." The EIR will provide a programmatic environmental assessment of the potential consequences of the proposed project. It will discuss how land uses and policies could potentially affect the environment, identify significant impacts, and recommend measures to mitigate those impacts. The EIR will also consider the potential environmental impacts of alternatives including the "No Project Alternative" (business-as-usual under existing plans and ordinances), and identify an environmentally superior alternative.

Impact assessment will be conducted parallel to plan preparation so that identified mitigation can be built into the General Plan and other documents. The environmental assessment will utilize the most current statutes and guidelines for CEQA and for each issue area, including global warming and greenhouse gases/climate change. The EIR will be prepared to take full advantage of CEQA streamlining and tiering opportunities for future projects, whether in accordance with provisions of SB 375, or other tiering and exemption provisions in CEQA. Community members can provide input at two different phases in the EIR process: in response to the Notice of Preparation (this notice), declaring that an EIR is going to be prepared, and to the Draft EIR itself.

Figure 1
CITY OF CARLSBAD
 Regional Setting

-  Carlsbad City Limits
-  Urban Areas*
-  County Lines
-  Interstates
-  Highways & Major Roads
-  Passenger Rail Lines





*The urban areas data provided by ESRI does not depict city limits. Its purpose is to show the general areas of higher population and should be regarded as an illustrative feature on the map.

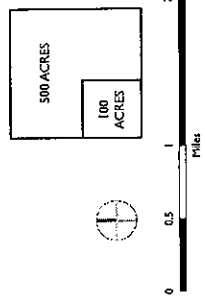
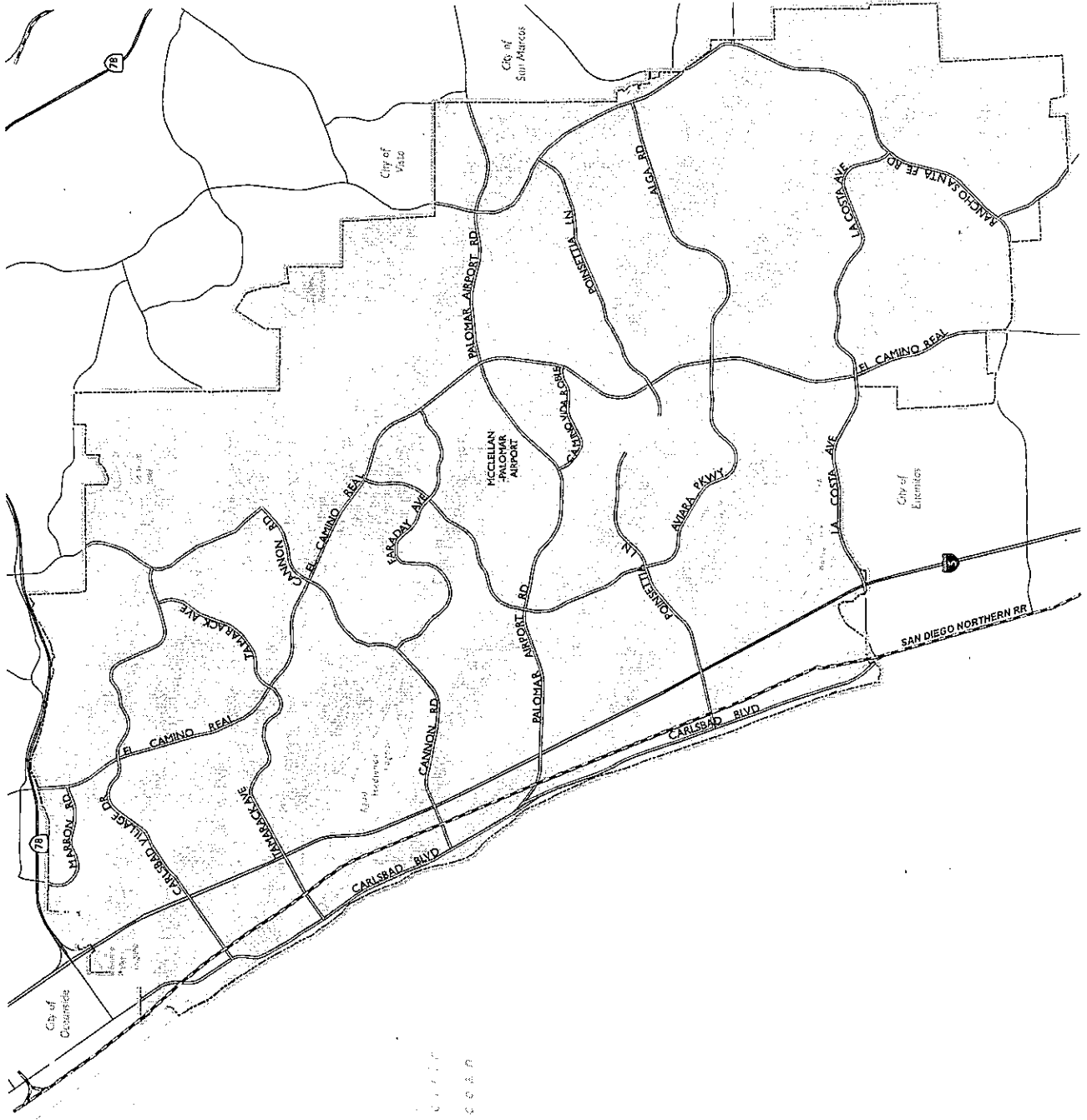


Source: ESRI, 2008; City of Carlsbad, 2008; SANDAG, 2008; USGS, 2002; Dyret & Bhatta, 2009.



Figure 2
CITY OF CARLSBAD
 Planning Boundary

-  Planning Boundary/City Limits
-  Highways
-  Major Roads
-  Railroad



Source: City of Carlsbad, 2009; SANDAG, 2008; Dyett & Blinn, 2009.



CITY OF
CARLSBAD

Planning Division

CITY OF CARLSBAD
FEB 15 2011
PLANNING DEPARTMENT

FILE COPY

www.carlsbadca.gov

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FILED
Ernest J. Dronenburg, Jr., Recorder County Clerk

JAN 07 2011

BY **L. Kesian**
DEPUTY

FILED IN THE OFFICE OF THE COUNTY CLERK

San Diego County on **JAN 07 2011**

Posted **JAN 07 2011** Removed **FEB 11 2011**

Returned to agency on **FEB 11 2011**

Deputy **L. Kesian**



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Environmental Impact Report

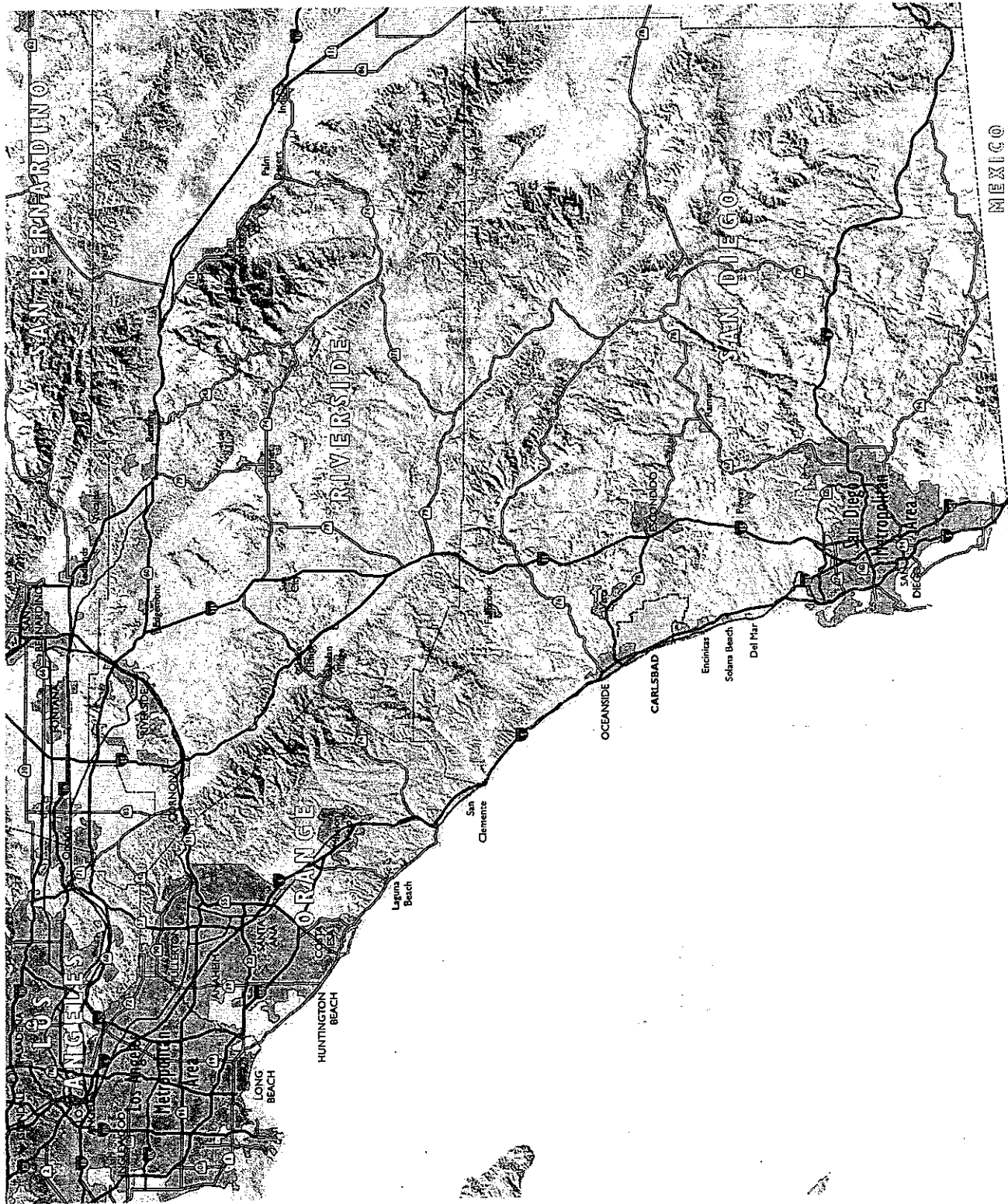
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



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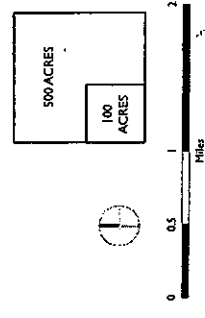
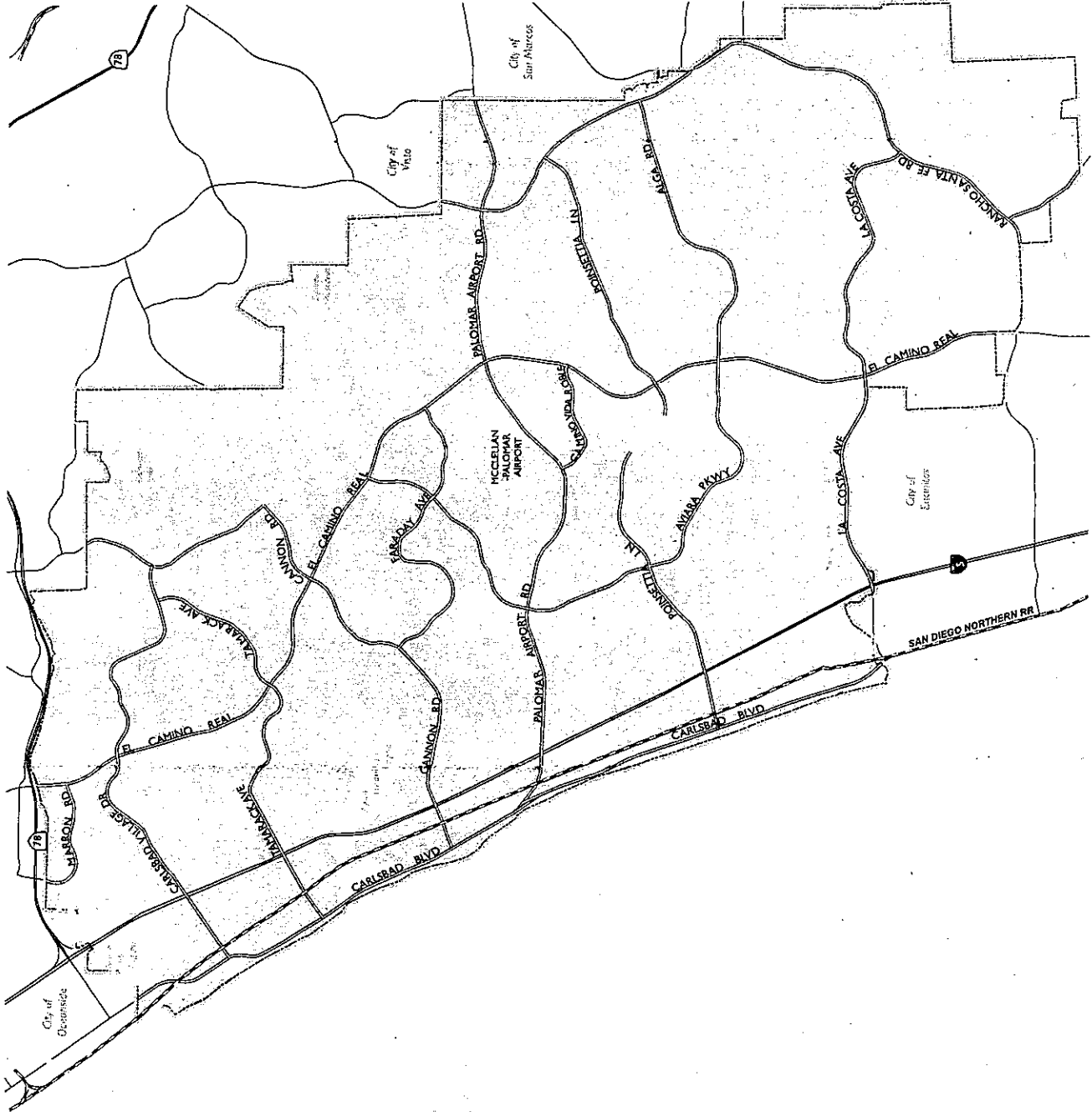
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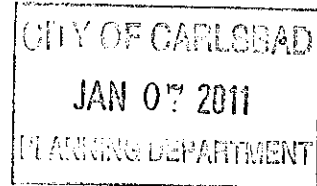
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Figure 2
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 Planning Boundary

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Source: City of Carlsbad, 2009; SANDAG, 2008; Dyer & Blais, 2009.



PROOF OF PUBLICATION (2010 & 2011 C.C.P.)

STATE OF CALIFORNIA
County of San Diego

Proof of Publication of

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years and not a party to or interested in the above-entitled matter. I am the principal clerk of the printer of

North County Times

Formerly known as the Blade-Citizen and The Times-Advocate and which newspapers have been adjudicated newspapers of general circulation by the Superior Court of the County of San Diego, State of California, for the City of Oceanside and the City of Escondido, Court Decree number 171349, for the County of San Diego, that the notice of which the annexed is a printed copy (set in type not smaller than nonpariel), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

December 31st, 2010

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at **Escondido**, California

On this 03rd, day of January 2011

Jane Allhouse
NORTH COUNTY TIMES
Legal Advertising

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PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



CITY OF CARLSBAD

February 25, 2011

JAN 20 2011

Jennifer Jesser
City of Carlsbad-Planning Department
1635 Faraday Avenue
Carlsbad, CA 92008-4618

CITY OF CARLSBAD

Dear Ms. Jesser:

Re: SCH# 2011011004; Envision Carlsbad

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Notice of Preparation* from the State Clearinghouse for the City's General Plan comprehensive update. As the state agency responsible for rail safety within California, we recommend that the City add language to the General Plan so that any future planned development adjacent to or near North County Transit District right-of-way be planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings. This includes considering pedestrian circulation patterns/destinations with respect to railroad right-of-way.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

Language should be in place so that any traffic impact studies undertaken should also address traffic increase impacts over affected crossings and associated proposed mitigation measures.

If you have any questions in this matter, please contact Laurence Michael, Utilities Engineer at 213-576-7076, ldi@cpuc.ca.gov or myself at (213) 576-7078 or at rxm@cpuc.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to be "Rosa Muñoz".

Rosa Muñoz, PE
Senior Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division



Linda S. Adams
Acting Secretary for
Environmental Protection



Department of Toxic Substances Control

Leonard E. Robinson
Acting Director
5796 Corporate Avenue
Cypress, California 90630



Edmund G. Brown Jr.
Governor

CITY OF CARLSBAD

February 9, 2011

FEB 11 2011

Community & Economic
Development Department

Ms. Jennifer Jesser
The City of Carlsbad Planning Department
1635 Faraday Avenue
Carlsbad, California 92008

NOTICE OF PREPARATION (NOP) FOR ENVISION CARLSBAD (SCH# 2011011004)

Dear Ms. Jesser:

The Department of Toxic Substances Control (DTSC) has received your submitted Notice of Preparation Report for the above-mentioned project. The following project description is stated in your document: "The project consists of a comprehensive update of the City of Carlsbad General Plan, Local Coastal Program, and Zoning Ordinance. The General Plan update will address all subjects required by state planning law, including land use, circulation, housing, conservation, open space, noise, and safety. However, to better reflect the community's values described in the Carlsbad Community Vision, the General Plan may be organized into elements that parallel the community's values".

Based on the review of the submitted document DTSC has the following comments:

- 1) The EIR should evaluate whether conditions within the project area may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:
 - National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
 - Envirostor (formerly GalSites): A Database primarily used by the California Department of Toxic Substances Control, accessible through DTSC's website (see below).

- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
 - Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
 - Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
 - GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
 - Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
 - The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).
- 2) The EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If necessary, DTSC would require an oversight agreement in order to review such documents.
- 3) Any environmental investigations, sampling and/or remediation for a site should be conducted under a Workplan approved and overseen by a regulatory agency that has jurisdiction to oversee hazardous substance cleanup. The findings of any investigations, including any Phase I or II Environmental Site Assessment Investigations should be summarized in the document. All sampling results in which hazardous substances were found above regulatory standards should be clearly summarized in a table. All closure, certification or remediation approval reports by regulatory agencies should be included in the EIR.
- 4) If buildings, other structures, asphalt or concrete-paved surface areas are being planned to be demolished, an investigation should also be conducted for the presence of other hazardous chemicals, mercury, and asbestos containing materials (ACMs). If other hazardous chemicals, lead-based paints (LPB) or products, mercury or ACMs are identified, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with California environmental regulations and policies.

Ms. Jennifer Jesser
February 9, 2011
Page 3

- 5) Future project construction may require soil excavation or filling in certain areas. Sampling may be required. If soil is contaminated, it must be properly disposed and not simply placed in another location onsite. Land Disposal Restrictions (LDRs) may be applicable to such soils. Also, if the project proposes to import soil to backfill the areas excavated, sampling should be conducted to ensure that the imported soil is free of contamination.
- 6) Human health and the environment of sensitive receptors should be protected during any construction or demolition activities. If necessary, a health risk assessment overseen and approved by the appropriate government agency should be conducted by a qualified health risk assessor to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.
- 7) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.
- 8) DTSC can provide cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,



Al Shami
Project Manager

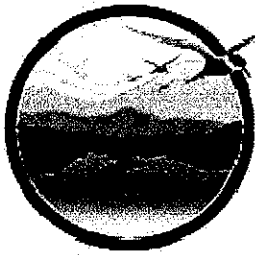
Brownfields and Environmental Restoration Program

Ms. Jennifer Jesser
February 9, 2011
Page 4

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3122



CWN
Carlsbad Watershed Network

RECEIVED

FEB 02 2011

CITY OF CARLSBAD
PLANNING DEPT

Member Organizations

February 1, 2011

Agua Hedionda Lagoon
Foundation

Gary Barberio, Director of Community Development

Batiquitos Lagoon Foundation

City of Carlsbad, Planning Department

Buena Vista Lagoon
Foundation

1635 Faraday Avenue

Carlsbad, CA 92008

Canyons Network

Re: Comments on Envision Carlsbad: Open Space and Natural Environment

Cottonwood Creek
Conservancy

Dear Mr. Barberio:

The Escondido Creek
Conservancy

These comments are made on behalf of the Carlsbad Watershed Network (CWN). CWN is a coalition of organizations whose goal is "To protect, restore and enhance the quality and beneficial uses of water, habitats, and other natural resources of the watersheds of the Carlsbad Hydrologic Unit (CHU) and the adjacent coastal shoreline." All members of CWN with the exception of Canyons Network, who has not responded, have endorsed this letter.

Resources Conservation
District of Greater San Diego
County

Preserve Calavera

Our past efforts to support the CHU watersheds within the city of Carlsbad have included an extensive invasive plant removal program, preparation of the Agua Hedionda Watershed Management Plan, and input on the Habitat Management Plan, Marine Life Protected Areas and Stream Buffer Guidelines. The Envision Carlsbad process will result in an update of the city's General Plan, Local Coastal Program, and Zoning Ordinance. Given the current impaired state of the watersheds of the CHU, it is critically important that this update include policies and practices that will not just maintain current conditions, but that will actually help restore and enhance local watersheds and sustain them well into the future.

San Elijo Lagoon
Conservancy

Working Paper # 3, Open Space and the Natural Environment, provides background information that lays a foundation for defining issues of concern and framing the policy discussion. We realize this is a preliminary stage in the process and that there will be further opportunities for formal review and comment as this moves toward final approval. These early comments are being submitted to facilitate your staff and support team's consideration. We know it is easier to respond to issues early in the process. Of course the overall documents will need to respond to many, sometimes competing interests. Our objectives are wetlands protection and their sustainability into the future. Our goal is to assure that wetland resources are fully protected, and that this can be adequately integrated with the broader land use and planning issues addressed in the Plan.

Our key issues of concern are:

- Preservation of sufficient natural lands in key locations

Mission: To protect, restore, and enhance the quality and beneficial uses of water, habitats, and other natural resources of the watersheds of the Carlsbad Hydrologic Unit and the adjacent coastal shoreline.

The city has been involved in a number of efforts to help target additional lands for acquisition. The Citizen's Ad Hoc Open Space Advisory Committee identified and prioritized key parcels for acquisition. The 2008 Agua Hedionda Watershed Management Plan also prioritized land for acquisition, buffer improvement and restoration. Watershed management plans are in various stages of completion for the other sub-watersheds in the City. These plans have laid a foundation, but the General Plan Update provides a real opportunity to include the commitment to acquire those parcels that will best protect the beneficial uses of local waters. There needs to be clear policies that establish this direction and support acquisition of key properties.

- Providing adequate buffers to protect the function and beneficial uses of streams and lagoons

The city recently posted Stream Buffer guidelines on their HMP website. This was a step in the right direction, but still does not provide sufficient protection (see previous CWN comment letter). The General Plan Update needs to fully incorporate policies that would assure creeks and wetland buffers are protected.

- Creating opportunities for protection of agriculture and community gardens

The current general plan includes no protection for any agricultural land use, and many feel that local agriculture will be gone within a few years. Agricultural land provides many benefits to a local community and enhances the function of nearby natural lands by providing areas for cover, forage, dispersal and breeding of native plants and wildlife. Having locally produced food sources also reduces air quality impacts and contributes toward reduced green house gases. We are all just becoming aware of the value of community gardens- opportunities to engage children in nature, lower impact land uses that benefit the watershed, and a means of improved local stewardship of land, amongst many others. We encourage you to incorporate policies that make it possible to protect some agricultural land use and support the ability to create and sustain local community gardens.

- Watershed Management Plans (page 27 and others)

The report does not acknowledge the single watershed management plan that has been completed for Agua Hedionda, one partially completed for Buena Vista, and others where such plans are still needed - Batiquitos, Canyons de las Encinas. There needs to be a commitment to prepare such plans for all of our local watersheds and to integrate these plans with the General Plan and Local Coastal Plan. In several places where the working paper talks about lagoons, it needs to be clear that the watershed is the basis of planning, with the lagoons being a key element of the watershed.

- Trails (pages 50, 68 and others)

The discussion identifies those areas already incorporated into the City's Master Trails Plan, but this needs to be expanded. Recently there has been increased recognition of the value of a trail from "the Waterfall to the Waves" through the Buena Vista Creek valley. There are also opportunities for connections through new preserve lands. In several areas there is a need to fund projects that would improve trails so there is less damage to wetlands, such as the Boardwalk area proposed at Lake Calavera. The Envision Carlsbad Plan is an opportunity to both expand trails and include guidelines that assure that trails are aligned and designed to reduce wetland impacts.

- Proposition C projects and funding commitment (page 60 and others)

The Proposition C projects are mentioned in the report, but the detailed list of properties developed by the Citizen's Ad Hoc Open Space Advisory Committee needs to be included, with clear policy that supports their acquisition.

- Guidelines for park location (page 69, 70 and others)

We encourage you to look strategically at some of these open space opportunities combined with the findings of the San Diego Foundation Report on Parks for Everyone. This has identified several areas in Carlsbad where there is not good access to parks, particularly for children and low income families. Incorporating guidelines for access for both natural open space and active recreation is sorely needed. The current (GMP) guidelines really need to be refined to distinguish access to a full range of recreational opportunities- and include natural open space as a key part.

We look forward to continuing to work with the City of Carlsbad through the Envision Carlsbad process toward an updated General Plan that will protect and enhance our local watersheds.

Respectfully Submitted,

Bradford Roth

Bradford Roth, Acting Chair

Carlsbad Watershed Network

Home Phone: (760) 436-2632

Home Address: 1507 Rubenstein Avenue
Cardiff by-the-Sea, CA 92007

<http://www.carlsbadwatershednetwork.net/>

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

PLANNING DIVISION

4050 TAYLOR STREET, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6960

FAX (619) 688-4299

TTY 711

www.dot.ca.gov

CITY OF CARLSBAD



FEB 03 2011

*Flex your power!
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Development Department

January 31, 2011

Ms. Jennifer Jesser
City of Carlsbad
Planning Department
1635 Faraday Avenue
Carlsbad, CA 92008

11-SD-5
PM 44.07-50.68
Envision Carlsbad
NOP
SCH 2011011004

Dear Ms. Jesser:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the City of Carlsbad (City) General Plan Update, Envision Carlsbad. Caltrans would like to submit the following comments:

- The California Governor's Office of Planning and Research states the following regarding general law and policy concerning the relationship between Regional Transportation Plans (RTP) and General Plans (GP):
 - *When preparing or revising a General Plan, cities and counties should carefully analyze the implications of regional plans for their planning area. General Plans are required to include an analysis of the extent to which the General Plan's policies, standards, and proposals are consistent with regional plans.*
 - *The policies and plan proposals contained in the land use and circulation elements should reflect the RTP and Regional Transportation Improvement Program (RTIP). Clearly, transit standards, congestion management measures, proposed facilities, and transportation related funding may directly affect land use patterns and capital improvements. Although there is no explicit requirement that the RTP and RTIP be consistent with local general plans, good practice dictates that cities and counties should address these regional goals, policies, and programs to the extent they are relevant.*
- The Interstate 5 (I-5) Transportation corridor should be protected for transportation purposes, and should not allow development or encroachment of any other private use. The city should work with Caltrans to study the need for additional right-of-way (R/W) along I-5 to allow for future expansion and widening.

- The city should cooperate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction, as well as coordinate with Caltrans as development proceeds and funds become available to ensure that the capacity of on/off ramps is adequate.
- Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled (VMT) and the number of trips per household. Therefore, Caltrans encourages local agencies as part of their General Plan updates to work towards a safe, functional, interconnected, multi-modal system integrated with land use planning that supports the concept of a local circulation system which is pedestrian, bicycle, and transit-friendly in order to enable residents to choose alternative modes of transportation. Transit accommodations can be accomplished through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities serving the City: Interstate 5 (I-5) and State Route 78 (SR-78). Such proposed accommodations in Caltrans R/W should be coordinated early with Caltrans staff; contact Chris Schmidt, Caltrans Transportation Planning, Public Transit Branch (619-220-7360).
- **SR-78 Corridor Study:** The San Diego Association of Governments (SANDAG) and Caltrans are currently working on the SR-78 Corridor Study for improving transportation and land use along the SR-78 corridor. The SANDAG project manager for the SR-78 Corridor Study is Rachel Kennedy (619-699-5638), and the Caltrans project manager is Robin Owen (619-688-2507).
- **SANDAG 2030 RTP:** The Revenue Constrained Plan in the SANDAG 2030 Regional Transportation Plan (RTP) includes freeway connectors for the I-5/SR-78 interchange (West to South and South to East) and adding four Managed Lanes on I-5 from the Interstate 805 (I-805) Merge to Vandegrift Blvd. to be built by 2030. The Reasonably Expected Revenue Scenario also includes the addition of two High Occupancy Vehicle (HOV) lanes on SR-78 from I-5 to I-15 to be built by 2030. The Unconstrained Needs Network also includes adding two general purpose lanes on I-5 from SR-56 to Vandegrift Blvd., and HOV connectors for the I-5/SR-78 interchange (South to East, West to North, North to East, and West to South) to be built by 2030.
- **I-5 North Coast Corridor (NCC) Project:** The EIR/EIS for the I-5 NCC is currently available for public review and comment at the following web address:
<http://www.keepsandiegomoving.com/I-5-Corridor/I-5-intro.aspx>
- **SANDAG 2050 RTP:** SANDAG is in the process of updating the RTP. The 2050 RTP will replace the 2030 RTP. With SANDAG's Sustainable Communities Strategy efforts in the 2050 RTP Update, per Senate Bill 375 (SB 375), Caltrans encourages the City to coordinate with SANDAG to address regional strategies to reduce greenhouse gases (GHG) and VMT.

- **The California Complete Streets Act of 2008:** Beginning January 1, 2011, Assembly Bill 1358 requires that any substantive revision of the circulation element of the general plan includes planning for a balanced multimodal transportation network that meets the needs of all users of streets, roads, and highways in a manner that is suitable to the context of the general plan. The Act defines all users as motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Caltrans supports Complete Streets policies and continues to implement our own Complete Streets directive, DD-64-R1.
- **Traffic Impact Study:** A traffic impact study is necessary to determine this proposed plan's near-term and long-term impacts to State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the Caltrans Guide for the Preparation of Traffic Impact Studies (TIS Guide), which is located at the following website:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS Guide.

The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

All freeway entrance and exit ramps where future traffic will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Ms. Jennifer Jesser
January 31, 2011
Page 4

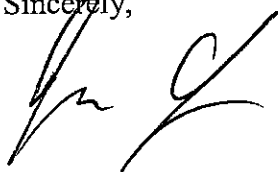
The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable Level of Service (LOS). Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

- **Encroachment Permit:** Any work performed within Caltrans R/W will require discretionary review and approval by the Department.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at 619-688-6158. Early coordination with Caltrans is strongly advised for all encroachment permits.

Caltrans looks forward to continuing coordination with City staff on the Carlsbad General Plan Update, Envision Carlsbad; please include Caltrans in future notifications for related public meetings and workshops. If you have any questions, please contact Seth Cutter, Community Planning Liaison, at 619-688-2597.

Sincerely,



JACOB ARMSTRONG, Chief
Development Review Branch



Dave

CITY OF CARLSBAD

FEB 07 2011

401 B Street, Suite 800
San Diego, CA 92101-4231
(619) 699-1900
Fax (619) 699-1905
www.sandag.org

January 31, 2011

Community & Economic
Development Department

City of Carlsbad
Planning Division
1635 Faraday Avenue
Carlsbad, California 92008

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

Dear Mr. Neu,

SUBJECT: Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (EIR) for a Comprehensive update of the City of Carlsbad General Plan (including the Housing Element), Local Coastal Program, and Zoning Ordinance

Thank you for the opportunity to comment on the above-referenced Draft EIR NOP. The San Diego Association of Governments' (SANDAG's) comments are made from a regional perspective, emphasize the need for land use and transportation coordination, and are based on policies contained in the Regional Comprehensive Plan (RCP) and the 2030 Regional Transportation Plan (RTP).

State law gives SANDAG the authority to determine whether a project or plan will need to be reviewed for regional significance. SANDAG staff has reviewed this project and determined that it is regionally significant due to the amount of traffic generated. Therefore, environmental review of this project should include consideration of applicable policy objectives contained in the RCP and the RTP.

Multimodal Transportation Analysis

The 2030 RTP sets forth a multimodal approach to meeting the region's transportation needs. As such, it is requested that the traffic analysis for this project also consider balancing the needs of motorists, transit riders, pedestrians, and bicyclists and include the following impact analysis.

Please note that SANDAG is currently developing the 2050 RTP. Based on the General Plan Update's timeline, we request that you coordinate its development with the 2050 RTP and Sustainable Communities Strategy (SCS), now under development; in addition to the 2030 RTP. Also, SANDAG has a new Regional Growth Forecast that extends to 2050 that should be considered in this EIR.

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Specific Comments

- Please consider the mitigation of impacts for the Interstate 5 (I-5) North Coast corridor and State Route 78 (SR 78) freeway facilities, and the I-5 /SR 78 freeway and High-Occupancy Vehicle connectors contained in the draft 2050 RTP revenue constrained transportation network.
- Please consider the mitigation of impacts (ridership, mode-split, etc.) for the following transit projects contained in the draft 2050 RTP revenue constrained transportation network, as well as for other existing local service:
 - 1) COASTER
 - 2) Rapid bus service (Oceanside to University Town Center) route 473
 - 3) Bus Rapid Transit bus service (Mid-City to Palomar Airport Road) route 653

Transportation Demand Management (TDM)

Please consider promoting alternatives to driving alone during peak periods such as carpooling, vanpooling, bicycling, telecommuting, flexible work hours for employees, and the potential of a TDM plan as a part of this project to help mitigate regional transportation impacts. We recommend contacting the SANDAG iCommute program to explore TDM options.

Bicycle/Pedestrian Access

The project should provide appropriate connectivity and facility integration to nearby local residences and businesses. Improved bicycle and pedestrian access to local destinations can help mitigate the traffic effects of projects and provide mobility options for residents.

Specific Comments

- Consider the San Diego Regional Bike Plan recommended regional bicycle network, recommended programs, and bicycle design guidelines for the coordination of bicycle facilities and policies.
- Consider including any data analysis, such as geographical information system and/or tables for pedestrian facilities, such as roadways with or without sidewalks, width/dimensions, etc. in existing conditions analysis.

Smart Growth Opportunity Areas

A key goal of the RCP is to focus growth in smart growth opportunity areas. The proposed project includes four Smart Growth Opportunity Area place types on the Smart Growth Opportunity Map. It appears that this project would result in increasing residential density and employment intensity in this area. SANDAG commends the project for proposing the implementation of smart growth development in Carlsbad as part of the General Plan Update.

Another RCP goal is to provide a variety of affordable and quality housing types for people of all income levels and abilities throughout the region. With the proposed density increases, the plan update would help implement this goal.

Natural Environment

A key RCP objective is to preserve and maintain natural areas in urban neighborhoods, such as canyons and creeks, and provide access for the enjoyment of the region's residents. If applicable, please consider these criteria as part of the City of Carlsbad General Plan update.

Other Considerations

It is suggested that consideration be given to Assembly Bill 32, Senate Bill 375, Senate Bill 97, and Executive Order S-13-08, which call for analysis of greenhouse gas emissions. Additionally, SANDAG suggests that consideration be given to the policies included in the SANDAG Regional Energy Strategy and Climate Action Strategy that promote the reduction of energy demand and water consumption.

Consult with North County Transit District (NTCD) and Caltrans

SANDAG advises the project applicant to consult with NTCD, the transit service provider within the project area, and also with Caltrans to coordinate planned transit and/or highway improvements.

Conclusion

We appreciate the opportunity to comment on the NOP of a Draft Program EIR for a Comprehensive update of the City of Carlsbad General Plan. We encourage the City of Carlsbad, where appropriate, to evaluate the project based on the following SANDAG publications: (1) Designing for Smart Growth, Creating Great Places in the San Diego Region, (2) Planning and Designing for Pedestrians, Model Guidelines for the San Diego Region, (3) Trip Generation for Smart Growth, and (4) Parking Strategies for Smart Growth. These publications can be found on our Web site at www.sandag.org/igr.

If you have any questions or concerns regarding SANDAG's comments on this project, please contact me at (619) 699-1943, or sba@sandag.org.

Sincerely,



SUSAN BALDWIN
Senior Regional Planner

SBA/RSA/mmo

JAN 28 2011

Community & Economic
Development Department



County of San Diego

DEPARTMENT OF PUBLIC WORKS County Airports

Peter Drinkwater
DIRECTOR OF AIRPORTS

1960 Joe Crosson Drive, El Cajon, CA 92020
(619) 956-4800 FAX: (619) 956-4801
Web Site: <http://www.sdcounty.ca.gov/dpw/airports.html>

January 25, 2011.

Mr. Don Neu
City Planner
City of Carlsbad Planning Division
1635 Faraday Avenue
Carlsbad, CA 92008

Dear Mr. Neu:

CITY OF CARLSBAD NOTICE OF PREPARATION FOR AN ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN, LOCAL COASTAL PROGRAM, AND ZONING ORDINANCE UPDATE—PUBLIC REVIEW COMMENTS

The County of San Diego Department of Public Works, Airports Division (County Airports) received the Notice of Preparation (NOP) for an Environmental Impact Report (EIR), dated December 2010, and appreciates this opportunity to comment.

McClellan-Palomar Airport is owned and operated by the County Airports and lies within the limits of the City of Carlsbad. The Airport has been at this location since 1942, was opened to the public in 1959, and serves the general aviation community, corporate aircraft and commercial services. It is an important part of the community and a major contributor to the local economy.

As the City of Carlsbad begins the process of a General Plan update, maintaining land use designations and zoning consistent with existing and planned uses is critical at McClellan-Palomar Airport. County Airports-owned land within the City of Carlsbad is shown in the Draft North County Multiple Species Conservation Plan (MSCP) proposed by the County of San Diego. Within APN 2090502500, the North County MSCP shows a portion of the County Airports-owned land as preserve, and a portion closest to the intersection of Palomar Airport Road and El Camino Real as future industrial, as

approved by the Resource Agencies. The General Plan update must reflect these use designations.

Compatibility between planned land uses and airport operations is imperative for the General Plan update. County Airports would like to maintain ongoing coordination with the City of Carlsbad and the San Diego County Regional Airport Authority, acting in its capacity as the San Diego County Airport Land Use Commission, in order to ensure the General Plan update is consistent with the Airport Land Use Compatibility Plan (ALUCP) for the airport. This also includes consistency with the Noise Impact Notification Area for McClellan-Palomar Airport.

Thank you for the opportunity to comment on the NOP, and look forward to receiving updates on the General Plan update progress.

Sincerely,



PETER DRINKWATER
Director of Airports

DEPARTMENT OF TRANSPORTATION
DIVISION OF AERONAUTICS – M.S.#40
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 654-4959
FAX (916) 653-9531
TTY 711

CITY OF CARLSBAD



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JAN 31 2011

Community & Economic
Development Department

January 24, 2011

Jennifer Jesser
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008

Dear Ms. Jesser:

Re: Notice of Preparation of an Environmental Impact Report for the City of Carlsbad Update of the General Plan

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports. The following comments are offered for your consideration.

The proposal is for an update to the City of Carlsbad General Plan. McClellan-Palomar Airport is located within the City of Carlsbad boundaries.

In accordance with California Public Utilities Code (PUC) Section 21676 *et seq.*, prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the planning boundary established by the airport land use commission (ALUC), the local agency shall first refer the proposed action to the ALUC.

If the ALUC determines that the proposed action is inconsistent with the airport land use compatibility plan, the referring agency shall be notified. The local agency may, after a public hearing, propose to overrule the ALUC by a two-thirds vote of its governing body after it makes specific findings. At least 45 days prior to the decision to overrule the ALUC, the local agency's governing body shall provide to the ALUC and Caltrans a copy of the proposed decision and findings. Caltrans reviews and comments on the specific findings a local government intends to use when proposing to overrule an ALUC. Caltrans specifically looks at the proposed findings to gauge their relationship to the overrule. Also, pursuant to the PUC 21670 *et seq.*, findings should show evidence that the local agency is minimizing "...the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

The general plan must acknowledge that until ALUC compatibility criteria are incorporated into the general plan, proposals within the airport influence area must be submitted to the ALUC for review. These provisions must be included in the general plan at a minimum for it to be

considered consistent with the airport compatibility land use plan. Direct conflicts between mapped land use designations in a general plan and the ALUC criteria must be eliminated. A general plan needs to include (at the very least) policies committing the county to adopt compatibility criteria essential to ensuring that such conflicts will be avoided. The criteria do not necessarily need to be spelled out in the general plan.

There are a number of ways for a city or county to address the airport consistency issue, including:

- Incorporating airport compatibility policies into the update.
- Adopting an airport-combining zoning ordinance.
- Adopting an "Airport Element" into the general plan.
- Adopting the airport compatibility plan as a "stand alone" document or as a specific plan.

The proposal should also be coordinated with McClellan-Palomar Airport staff to ensure its compatibility with future as well as existing airport operations.

CEQA, Public Resources Code 21096, requires the California Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook provides a "General Plan Consistency Checklist" in Table 5A and a "Possible Airport Combining Zone Components" in Table 5B. The Handbook is a resource that should be applied to all public use airports and is available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf>.

Federal and State regulations regarding aircraft noise do not establish mandatory criteria for evaluating the compatibility of proposed land use development around airports (with the exception of the 65 dB CNEL "worst case" threshold established in the State Noise Standards for the designated "noise problem" airports). For most airports in California, 65 dB CNEL is considered too high a noise level to be appropriate as a standard for land use compatibility planning. This is particularly the case for evaluating new development in the vicinity of the airport. The 60 dB CNEL, or even 55 dB CNEL, may be more suitable for new development around most airports. For a further discussion of how to establish an appropriate noise level for a particular community, please refer to Chapter 7 of the Department's Airport Land Use Planning Handbook, available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/documents/ALUPHComplete-7-02rev.pdf>.

Consideration should also be given to cumulative noise impacts associated with the project site's proximity to roadways and railway lines.

California Public Utilities Code (PUC) Section 21659 prohibits structural hazards near airports. The planned height of buildings, antennas, and other objects should be checked with respect to Federal Aviation Regulation (FAR) Part 77 criteria if development is close to the airport, particularly if

situated within the runway approach corridors. General plans must include policies restricting the heights of structures to protect airport airspace. To ensure compliance with FAR Part 77 "Objects Affecting Navigable Airspace" submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. Form 7460-1 is available on-line at <https://oeaaa.faa.gov/oeaaa/external/portal.jsp> and should be submitted electronically.

PUC Section 21688 states that "no payments shall be made from the Aeronautics Account for expenditure on any airport or for the acquisition or development of any airport, if the department determines that the height restrictions around the airport are inadequate to provide reasonable assurance that the landing and taking off of aircraft at the airport will be conducted without obstruction or will be otherwise free from hazards." The airport-owner must have sufficient control over obstructions in the airspace in the vicinity of the airport to assure that height restrictions can be maintained. This control may be in the form of ownership of any land from which obstructions may rise, air navigation (avigation) easements to guarantee maintenance of restrictions, or height limitation or land use zoning which will prohibit obstructions which would violate the obstruction standards.

California Education Code Section 17215 requires a school site investigation by the Division prior to acquisition of land for a proposed school site located within two miles of an airport runway. The Division submits recommendations to the State Department of Education for use in determining acceptability of the site. This should be a consideration prior to designating residential uses in the vicinity of an airport. The Division's school site evaluation criteria are available on-line at <http://www.dot.ca.gov/hq/planning/aeronaut/regulations.html>.

Business and Professions Code Section 11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports and are available on-line at <http://www.leginfo.ca.gov/calaw.html>. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Land use practices that attract or sustain hazardous wildlife populations on or near airports can significantly increase the potential for wildlife-aircraft collisions. The Federal Aviation Administration (FAA) recommends that landfills, wastewater treatment facilities, surface mining, wetlands and other uses that have the potential to attract wildlife, be restricted in the vicinity of an airport. FAA Advisory Circular (AC150/5200-33B) entitled "Hazardous Wildlife Attractants on or Near Airports" and AC 150/5200-34 entitled "Construction or Establishment of Landfills near Public Airports" address these issues. For further information, please refer to the FAA website <http://wildlife-mitigation.tc.faa.gov/>. For additional information concerning wildlife damage management, you may wish to contact the United States Department of Agriculture, Wildlife Services, at (916) 979-2675.

The protection of airports from incompatible land use encroachment is vital to California's economic future. McClellan-Palomar Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for

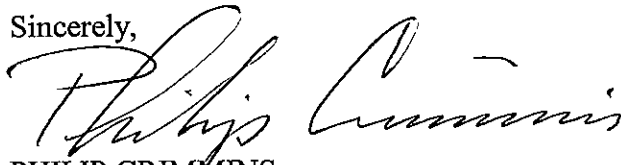
Jennifer Jesser
January 24, 2011
Page 4

compatible and safe land uses near airports is both a local and State issue, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 11 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-6223, or by email at philip_crimmins@dot.ca.gov.

Sincerely,



PHILIP CRIMMINS
Aviation Environmental Specialist

c: San Diego County ALUC, McClellan-Palomar Airport



San Diego County Archaeological Society, Inc.
Environmental Review Committee

15 January 2011

CITY OF CARLSBAD

JAN 18 2011

To: Ms. Jennifer Jesser
Planning Division
City of Carlsbad
1635 Faraday Avenue
Carlsbad, California 92008

Community & Economic
Development Department

Subject: Notice of Preparation of a Draft Environmental Impact Report
Envision Carlsbad


Dear Ms. Jesser:

Thank you for the Notice of Preparation for the subject project, which was received by this Society earlier this month.

We are pleased that cultural resources have been included in the list of subject areas to be addressed in the DEIR. In order to permit us to review the cultural resources aspects of the project, please include us in the distribution of the DEIR when it becomes available for public review. Also, in order to facilitate our review, we would appreciate being provided with one copy of the cultural resources technical report(s) along with the DEIR.

SDCAS appreciates being included in the environmental review process for this project.

Sincerely,


James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

JERRY BROWN
GOVERNOR



Cal E·M·A
CALIFORNIA EMERGENCY
MANAGEMENT AGENCY

MIKE DAYTON
ACTING SECRETARY

CITY OF CARLSBAD

January 10, 2011

JAN 14 2011

Jennifer Jesser
City of Carlsbad
1635 Faraday Avenue
Carlsbad, CA 92008

Community & Economic
Development Department

RE: Notice of Preparation for a Draft Environmental Impact Report for the City of Carlsbad's
General Plan Update

Dear Ms. Jesser:

Thank you for the opportunity to comment on your Notice of Preparation for a Draft Environmental Impact Report (DEIR) for the city's general plan update. In preparing the general plan and accompanying DEIR, the city should examine the sections of state planning law that involve potential hazards the city may face. For your information, I have underlined specific sections of state planning law where identification and analysis of hazards are discussed (see Attachment A).

Prior to the release of the draft general plan or within the DEIR, city staff or your consultants should examine each of the requirements in state planning law and determine if there are hazard issues within the community which the general plan should address. A table in the DEIR (or general plan) which identifies these specific issues and where they are addressed in the general plan would be helpful in demonstrating the city has complied with these requirements. If the DEIR determines that state planning law requirements have not been met, it should recommend that these issues be addressed in the general plan as a mitigation measure.

We note that state planning law includes a requirement for consultations with state agencies in regard to information related to hazards. Cal EMA would be happy to share all available information at our disposal to facilitate the city's ability to comply with state planning and environmental laws.

If you have any questions about these comments, please contact Andrew Rush at (916) 845-8269 or andrew.rush@calema.ca.gov.

Sincerely,

Dennis Castrillo
Environmental Officer

cc: State Clearinghouse

3650 SCHRIEVER AVENUE • MATHER, CA 95655
RECOVERY BRANCH
(916) 845-8200 [OFFICE] • (916) 845-8385 [FAX]

Attachment A

Hazards and State Planning Law Requirements

General Plan Consistency

65300.5. In construing the provisions of this article, the Legislature intends that the general plan and elements and parts thereof comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.

Seven Mandated Elements

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources.

The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982, Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5.

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) "Military readiness activities" mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) "Military installation" means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

(A) The reclamation of land and waters.

(B) Prevention and control of the pollution of streams and other waters.

(C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.

(D) Prevention, control, and correction of the erosion of soils, beaches, and shores.

(E) Protection of watersheds.

(F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Care Services and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

(A) Highways and freeways.

(B) Primary arterials and major local streets.

(C) Passenger and freight on-line railroad operations and ground rapid transit systems.

(D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

(E) Local industrial plants, including, but not limited to, railroad classification yards.

(F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wild land and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection of the community from the unreasonable risks of flooding, including, but not limited to:

- (i) Avoiding or minimizing the risks of flooding to new development.
 - (ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.
 - (iii) Maintaining the structural and operational integrity of essential public facilities during flooding.
 - (iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
 - (v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.
- (C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).
- (3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.
- (4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.
- (5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.
- (6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

Consistency with Airport Land Use Plans

65302.3. (a) The general plan, and any applicable specific plan prepared pursuant to Article 8 (commencing with Section 65450), shall be consistent with the plan adopted or amended pursuant to Section 21675 of the Public Utilities Code.

Review of Safety Element

65302.5. (a) At least 45 days prior to adoption or amendment of the safety element, each county and city shall submit to the Division of Mines and Geology of the Department of Conservation

one copy of a draft of the safety element or amendment and any technical studies used for developing the safety element. The division may review drafts submitted to it to determine whether they incorporate known seismic and other geologic hazard information, and report its findings to the planning agency within 30 days of receipt of the draft of the safety element or amendment pursuant to this subdivision. The legislative body shall consider the division's findings prior to final adoption of the safety element or amendment unless the division's findings are not available within the above prescribed time limits or unless the division has indicated to the city or county that the division will not review the safety element. If the division's findings are not available within those prescribed time limits, the legislative body may take the division's findings into consideration at the time it considers future amendments to the safety element. Each county and city shall provide the division with a copy of its adopted safety element or amendments. The division may review adopted safety elements or amendments and report its findings. All findings made by the division shall be advisory to the planning agency and legislative body.

(1) The draft element of or draft amendment to the safety element of a county or a city's general plan shall be submitted to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county at least 90 days prior to either of the following:

(A) The adoption or amendment to the safety element of its general plan for each county that contains state responsibility areas.

(B) The adoption or amendment to the safety element of its general plan for each city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177.

(2) A county that contains state responsibility areas and a city or county that contains a very high fire hazard severity zone as defined pursuant to subdivision (b) of Section 51177, shall submit for review the safety element of its general plan to the State Board of Forestry and Fire Protection and to every local agency that provides fire protection to territory in the city or county in accordance with the following dates as specified, unless the local government submitted the element within five years prior to that date:

(A) Local governments within the regional jurisdiction of the San Diego Association of Governments: December 31, 2010.

(B) Local governments within the regional jurisdiction of the Southern California Association of Governments: December 31, 2011.

(C) Local governments within the regional jurisdiction of the Association of Bay Area Governments: December 31, 2012.

(D) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2013.

(E) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2014.

(F) All other local governments: December 31, 2015.

(3) The State Board of Forestry and Fire Protection shall, and a local agency may, review the draft or an existing safety element and report its written recommendations to the planning agency within 60 days of its receipt of the draft or existing safety element. The State Board of Forestry and Fire Protection and local agency shall review the draft or existing safety element and may

offer written recommendations for changes to the draft or existing safety element regarding both of the following:

(A) Uses of land and policies in state responsibility areas and very high fire hazard severity zones that will protect life, property, and natural resources from unreasonable risks associated with wildland fires.

(B) Methods and strategies for wildland fire risk reduction and prevention within state responsibility areas and very high hazard severity zones.

(b) Prior to the adoption of its draft element or draft amendment, the board of supervisors of the county or the city council of a city shall consider the recommendations made by the State Board of Forestry and Fire Protection and any local agency that provides fire protection to territory in the city or county. If the board of supervisors or city council determines not to accept all or some of the recommendations, if any, made by the State Board of Forestry and Fire Protection or local agency, the board of supervisors or city council shall communicate in writing to the State Board of Forestry and Fire Protection or to the local agency, its reasons for not accepting the recommendations.

Open Space Plans

65560. (a) "Local open-space plan" is the open-space element of a county or city general plan adopted by the board or council, either as the local open-space plan or as the interim local open-space plan adopted pursuant to Section 65563.

(b) "Open-space land" is any parcel or area of land or water that is essentially unimproved and devoted to an open-space use as defined in this section, and that is designated on a local, regional or state open-space plan as any of the following:

(1) Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

(2) Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3) Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

(4) Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

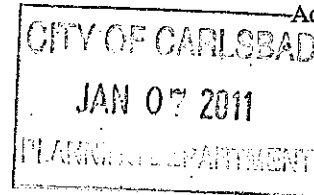


Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cathleen Cox
Acting Director



Notice of Preparation

January 3, 2011

To: Reviewing Agencies

Re: Envision Carlsbad
SCH# 2011011004

Attached for your review and comment is the Notice of Preparation (NOP) for the Envision Carlsbad draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jennifer Jesser
City of Carlsbad
Planning Department
1635 Faraday Avenue
Carlsbad, CA 92008

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2011011004
Project Title Envision Carlsbad
Lead Agency Carlsbad, City of

Type NOP Notice of Preparation

Description The project consists of a comprehensive update of the City of Carlsbad General Plan (including the Housing Element), Local Coastal Program, and Zoning Ordinance.
The General Plan update will address all subjects required by state planning law, including land use, circulation, housing, conservation, open space, noise, and safety. However, to better reflect the community's values described in the Carlsbad Community Vision, the General Plan may be organized into elements that parallel the community's values.

Lead Agency Contact

Name Jennifer Jesser
Agency City of Carlsbad
Phone (760) 602-4637 **Fax**
email jennifer.jesser@carlsbad.ca.gov
Address Planning Department
1635 Faraday Avenue
City Carlsbad **State** CA **Zip** 92008

Project Location

County San Diego
City Carlsbad
Region
Cross Streets
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues

Reviewing Agencies Resources Agency; California Coastal Commission; Department of Conservation; Cal Fire; Department of Parks and Recreation; Resources, Recycling and Recovery; Department of Water Resources; Department of Fish and Game, Region 5; Office of Emergency Management Agency, California; Native American Heritage Commission; State Lands Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 11; Air Resources Board, Transportation Projects; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 01/03/2011 **Start of Review** 01/03/2011 **End of Review** 02/01/2011

- Resources Agency
- Resources Agency
- Dept. of Boating & Waterways
- California Coastal Commission
- Colorado River Board
- Dept. of Conservation
- California Energy Commission
- Cal Fire
- Central Valley Flood Protection Board
- Office of Historic Preservation
- Dept. of Parks & Recreation
- California Department of Resources, Recycling & Recovery
- S.F. Bay Conservation & Dev't. Comm.
- Dept. of Water Resources
- Conservancy
- Fish and Game
- Dept. of Fish & Game
- Fish & Game Region 1
- Fish & Game Region 1E
- Fish & Game Region 2
- Fish & Game Region 3
- Fish & Game Region 4
- Fish & Game Region 5
- Fish & Game Region 6
- Fish & Game Region 6 I/M
- Dept. of Fish & Game M
- Other Departments
- Food & Agriculture
- Dept. of Food and Agriculture
- Dept. of General Services
- Environmental Services Section
- Dept. of Public Health
- Independent Commissions, Boards
- Delta Protection Commission
- Cal EMA (Emergency Management Agency)
- Governor's Office of Planning & Research
- State Clearinghouse
- Public School Construction
- Environmental Services Section
- Dept. of Health/Drinking Water
- Delta Protection Commission
- Cal EMA (Emergency Management Agency)
- Governor's Office of Planning & Research
- State Clearinghouse
- Public School Construction
- Environmental Services Section
- Dept. of Public Health
- Independent Commissions, Boards
- Delta Protection Commission
- Cal EMA (Emergency Management Agency)
- Governor's Office of Planning & Research
- State Clearinghouse

- Native American Heritage Comm.
- Public Utilities Commission
- Santa Monica Bay Restoration
- State Lands Commission
- Tahoe Regional Planning Agency (TRPA)
- Business, Trans. & Housing
- Caltrans - Division of Aeronautics
- Caltrans - Planning
- California Highway Patrol
- Housing & Community Development
- Dept. of Transportation
- Caltrans, District 1
- Caltrans, District 2
- Caltrans, District 3
- Caltrans, District 4
- Caltrans, District 5
- Caltrans, District 6
- Caltrans, District 7
- Air Resources Board
- Airport Projects
- Transportation Projects
- Industrial Projects
- State Water Resources Control Board
- Regional Programs Unit
- State Water Resources Control Board
- Student Intern, 401 Water Quality Certification Unit
- State Water Resources Control Board
- Dept. of Toxic Substances Control
- Department of Pesticide Regulation
- Air Resources Board
- Airport Projects
- Transportation Projects
- Industrial Projects
- State Water Resources Control Board
- Regional Programs Unit
- State Water Resources Control Board
- Student Intern, 401 Water Quality Certification Unit
- State Water Resources Control Board
- Dept. of Toxic Substances Control
- Department of Pesticide Regulation

- RWQCB 1
- RWQCB 2
- RWQCB 3
- RWQCB 4
- RWQCB 5S
- RWQCB 5F
- RWQCB 5R
- RWQCB 6
- RWQCB 6V
- RWQCB 7
- RWQCB 8
- RWQCB 9
- Other
- Caltrans, District 8
- Caltrans, District 9
- Caltrans, District 10
- Caltrans, District 11
- Caltrans, District 12
- Cal EPA
- Air Resources Board
- Airport Projects
- Transportation Projects
- Industrial Projects
- State Water Resources Control Board
- Regional Programs Unit
- State Water Resources Control Board
- Student Intern, 401 Water Quality Certification Unit
- State Water Resources Control Board
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- Transportation Projects
- Industrial Projects
- State Water Resources Control Board
- Regional Programs Unit
- State Water Resources Control Board
- Student Intern, 401 Water Quality Certification Unit
- State Water Resources Control Board
- Dept. of Toxic Substances Control
- Department of Pesticide Regulation

Appendix B:
Air Quality Modeling Information

Urbemis 2007 Version 9.2.4

Combined Summer Emissions Reports (Pounds/Day)

File Name: U:\Carlsbad GP Update EIR\Carlsbad GP Update.urb924

Project Name: Carlsbad GP Update

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	473.76	60.84	121.56	0.00	0.38	0.38

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	550.61	509.79	6,224.13	17.67	3,052.29	582.33

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	1,024.37	570.63	6,345.69	17.67	3,052.67	582.71

2/26/2014 5:21:45 PM

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
Natural Gas	4.60	59.72	26.14	0.00	0.11	0.11
Hearth - No Summer Emissions						
Landscape	15.06	1.12	95.42	0.00	0.27	0.27
Consumer Products	322.60					
Architectural Coatings	131.50					
TOTALS (lbs/day, unmitigated)	473.76	60.84	121.56	0.00	0.38	0.38

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Summer Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Single family housing	34.56	28.40	356.85	1.00	170.91	32.65
Apartments low rise	94.76	73.61	924.97	2.58	443.00	84.63
Mobile home park	4.24	3.06	38.48	0.11	18.43	3.52
Regnl shop. center	3.55	3.48	41.52	0.12	20.73	3.95
Strip mall	28.74	28.17	336.41	0.97	167.99	32.02
Supermarket	26.26	25.74	307.37	0.88	153.49	29.26
General office building	31.89	30.73	378.57	1.07	184.32	35.18
Government office building	33.03	32.27	388.52	1.11	192.73	36.75
Pharmacy/drugstore with drive through	22.46	21.99	262.63	0.76	131.15	25.00
Industrial park	131.74	126.22	1,563.44	4.40	757.89	144.68
Mixed Use (67% Streetfront)	84.82	83.08	992.03	2.85	495.38	94.42
Fire or Police Station	0.50	0.48	5.79	0.02	2.89	0.55
Specialty Commercial	22.00	21.57	257.56	0.74	128.62	24.51
Other Public Service	8.75	8.54	101.96	0.29	50.91	9.70
Other Commercial	23.31	22.45	268.03	0.77	133.85	25.51
TOTALS (lbs/day, unmitigated)	550.61	509.79	6,224.13	17.67	3,052.29	582.33

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Single family housing	456.00	8.50	dwelling units	1,368.00	11,628.00	99,415.91
Apartments low rise	308.81	6.10	dwelling units	4,941.00	30,140.10	257,688.81
Mobile home park	47.50	4.40	dwelling units	285.00	1,254.00	10,721.32
Regnl shop. center		510.10	1000 sq ft	3.20	1,632.32	12,067.74
Strip mall		929.40	1000 sq ft	14.23	13,225.36	97,775.10
Supermarket		928.80	1000 sq ft	13.01	12,083.69	89,334.70
General office building		224.30	1000 sq ft	59.01	13,235.94	107,244.23
Government office building		787.40	1000 sq ft	18.83	14,826.74	112,164.30
Pharmacy/drugstore with drive through		532.20	1000 sq ft	19.40	10,324.68	76,330.36
Industrial park		144.60	acres	369.96	53,496.22	440,929.19
Mixed Use (67% Streetfront)		625.90	acres	62.31	38,999.83	288,325.75
Fire or Police Station		227.60	acres	1.00	227.60	1,682.65
Specialty Commercial		872.90	acres	11.60	10,125.64	74,858.86
Other Public Service		286.30	acres	14.00	4,008.20	29,632.62
Other Commercial		86.30	acres	122.10	10,537.23	77,901.74
					225,745.55	1,776,073.28

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.8	0.0	100.0	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Truck < 3750 lbs	11.2	0.0	100.0	0.0
Light Truck 3751-5750 lbs	22.4	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.8	0.0	83.3	16.7
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	57.1	42.9
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	18.2	81.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.4	32.4	67.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.3	0.0	92.3	7.7

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
Supermarket				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Government office building				10.0	5.0	85.0
Pharmacy/drugstore with drive through				2.0	1.0	97.0
Industrial park				41.5	20.8	37.8
Mixed Use (67% Streetfront)				2.0	1.0	97.0
Fire or Police Station				2.0	1.0	97.0
Specialty Commercial				2.0	1.0	97.0
Other Public Service				2.0	1.0	97.0
Other Commercial				2.0	1.0	97.0

Urbemis 2007 Version 9.2.4

Combined Winter Emissions Reports (Pounds/Day)

File Name: U:\Carlsbad GP Update EIR\Carlsbad GP Update.urb924

Project Name: Carlsbad GP Update

Project Location: California State-wide

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

Summary Report:

AREA SOURCE EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	1,784.83	212.35	7,011.10	21.73	1,121.56	1,079.54

OPERATIONAL (VEHICLE) EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	622.27	747.84	6,498.67	15.43	3,052.29	582.33

SUM OF AREA SOURCE AND OPERATIONAL EMISSION ESTIMATES

	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
TOTALS (lbs/day, unmitigated)	2,407.10	960.19	13,509.77	37.16	4,173.85	1,661.87

Area Source Unmitigated Detail Report:

AREA SOURCE EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

<u>Source</u>	<u>ROG</u>	<u>NOx</u>	<u>CO</u>	<u>SO2</u>	<u>PM10</u>	<u>PM2.5</u>
Natural Gas	4.60	59.72	26.14	0.00	0.11	0.11
Hearth	1,326.13	152.63	6,984.96	21.73	1,121.45	1,079.43
Landscaping - No Winter Emissions						
Consumer Products	322.60					
Architectural Coatings	131.50					
TOTALS (lbs/day, unmitigated)	1,784.83	212.35	7,011.10	21.73	1,121.56	1,079.54

Area Source Changes to Defaults

Operational Unmitigated Detail Report:

OPERATIONAL EMISSION ESTIMATES Winter Pounds Per Day, Unmitigated

Source	ROG	NOX	CO	SO2	PM10	PM25
Single family housing	34.93	41.72	368.43	0.87	170.91	32.65
Apartments low rise	90.55	108.13	954.97	2.26	443.00	84.63
Mobile home park	3.77	4.50	39.73	0.09	18.43	3.52
Regnl shop. center	4.24	5.09	43.90	0.10	20.73	3.95
Strip mall	34.35	41.28	355.72	0.85	167.99	32.02
Supermarket	31.38	37.72	325.01	0.77	153.49	29.26
General office building	37.40	45.10	392.16	0.93	184.32	35.18
Government office building	39.33	47.31	408.61	0.97	192.73	36.75
Pharmacy/drugstore with drive through	26.81	32.23	277.70	0.66	131.15	25.00
Industrial park	153.55	185.32	1,613.80	3.85	757.89	144.68
Mixed Use (67% Streetfront)	101.29	121.73	1,048.96	2.49	495.38	94.42
Fire or Police Station	0.59	0.71	6.12	0.01	2.89	0.55
Specialty Commercial	26.30	31.60	272.34	0.65	128.62	24.51
Other Public Service	10.41	12.51	107.81	0.26	50.91	9.70
Other Commercial	27.37	32.89	283.41	0.67	133.85	25.51
TOTALS (lbs/day, unmitigated)	622.27	747.84	6,498.67	15.43	3,052.29	582.33

Operational Settings:

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
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Mobile home park	47.50	4.40	dwelling units	285.00	1,254.00	10,721.32
Regnl shop. center		510.10	1000 sq ft	3.20	1,632.32	12,067.74
Strip mall		929.40	1000 sq ft	14.23	13,225.36	97,775.10
Supermarket		928.80	1000 sq ft	13.01	12,083.69	89,334.70
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Government office building		787.40	1000 sq ft	18.83	14,826.74	112,164.30
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Mixed Use (67% Streetfront)		625.90	acres	62.31	38,999.83	288,325.75
Fire or Police Station		227.60	acres	1.00	227.60	1,682.65
Specialty Commercial		872.90	acres	11.60	10,125.64	74,858.86
Other Public Service		286.30	acres	14.00	4,008.20	29,632.62
Other Commercial		86.30	acres	122.10	10,537.23	77,901.74
					225,745.55	1,776,073.28

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	46.8	0.0	100.0	0.0

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Truck < 3750 lbs	11.2	0.0	100.0	0.0
Light Truck 3751-5750 lbs	22.4	0.0	100.0	0.0
Med Truck 5751-8500 lbs	10.1	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	1.8	0.0	83.3	16.7
Lite-Heavy Truck 10,001-14,000 lbs	0.7	0.0	57.1	42.9
Med-Heavy Truck 14,001-33,000 lbs	1.1	0.0	18.2	81.8
Heavy-Heavy Truck 33,001-60,000 lbs	0.9	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.4	32.4	67.6	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	1.3	0.0	92.3	7.7

Travel Conditions

	Residential			Commuter	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
Urban Trip Length (miles)	10.8	7.3	7.5	9.5	7.4	7.4
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

% of Trips - Commercial (by land use)

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Regnl shop. center				2.0	1.0	97.0
Strip mall				2.0	1.0	97.0
Supermarket				2.0	1.0	97.0
General office building				35.0	17.5	47.5
Government office building				10.0	5.0	85.0
Pharmacy/drugstore with drive through				2.0	1.0	97.0
Industrial park				41.5	20.8	37.8
Mixed Use (67% Streetfront)				2.0	1.0	97.0
Fire or Police Station				2.0	1.0	97.0
Specialty Commercial				2.0	1.0	97.0
Other Public Service				2.0	1.0	97.0
Other Commercial				2.0	1.0	97.0

Appendix C:
Hazardous Materials

MEMORANDUM

To: Carey Fernandes
From: Rachel Ganiere; Nicole Peacock
Subject: Carlsbad General Plan Update – Hazardous Materials
Date: 10/29/2012
Attachment(s): Tables 1-5; Figures 1 and 2

INTRODUCTION

This memorandum summarizes the potential areas of environmental concern located within the city of Carlsbad in order to update the hazardous materials portion of the Carlsbad General Plan. This hazardous materials review is based on information downloaded from the Department of Toxic Substance Control (DTSC) Envirostor hazardous waste facility and cleanup sites databases as well as the State Water Resources Control Board (SWRCB) Geotracker Permitted UST and Cleanup sites databases. Dudek supplemented the information download of sites within the City of Carlsbad with a review of online regulatory files for select sites.

These activities were performed in order to identify potential areas of environmental concern, including known release sites and underground storage tank (UST) sites. The Geotracker and Envirostor databases included the following types of sites: release sites (cleanup sites), UST sites, permitted hazardous waste facilities, wastewater treatment tiered permit facilities, and proposed school sites evaluated by DTSC for the presence of hazardous materials. These types of sites were given a ranking from one to four, with a four having the highest potential environmental impact, as follows:

Memorandum

Subject: Hazardous Materials – Carlsbad General Plan Update

Category (Table #)	Ranking	Description	Rationale
Open Releases (Table 4)	4	Open chemical release (i.e. diesel, gasoline, chlorinated hydrocarbon, etc.) to soil or groundwater	Known impact to area.
Closed Releases (Table 3)	3	Closed chemical release to soil or groundwater	Known impact to area, likely less of an impact since release was closed by regulatory agency.
Historical Sites (Table 3)	3	Historical hazardous waste facility	Former hazardous waste sites, which may have impacted the area. No indication the site has been investigated.
UST Permit (Table 2)	2	UST site	Potential for unidentified release.
Tiered Permit (Table 2)	2	RCRA tiered permitted site.	Potential for unidentified release.
School Investigation / Evaluation (Table 1)	1	DTSC is responsible for assessing, investigation, and cleaning up proposed school sites.	Unlikely impact to area.

The site rankings are shown in Tables 1-5 and Figure 1.

RESULTS OF INVESTIGATION

The Envirostor databases provide listing of sites in the state of California which include tiered permitted sites, school investigation sites, hazardous waste facilities and cleanup sites. The Geotracker databases provide listing of sites in the state of California which are UST permitted sites and cleanup sites. Information in these listings includes the location and status of the sites. The data was downloaded from the databases on October 8, 2012. The sites located within the city of Carlsbad were tabulated, ranked, and mapped (Figure 1; Tables 1-5).

A total of 214 sites with 126 unique listings were identified within the city of Carlsbad (Figure 1). The sites were evaluated by determining if the site was located within the city of Carlsbad (including latitude/longitude coordinates), if the site was listed as a permitted site, a school investigation site, a UST site, if there was a reported release and if the release was closed by the regulatory agency. Since some of the listings did not contain sufficient detail to answer the questions, Dudek researched on-line database case files on Envirostor, Geotracker, and the United States Government Accountability Office (GAO).

Dudek evaluated the information in order to rank the sites in terms of potential environmental concern, with a value of 4 representing the greatest relative impact to areas within the city of Carlsbad and a value of 1 representing the lowest relative impact to areas within the city of

Carlsbad. If a site was listed in more than one database, it was assigned the highest ranking of the listed databases. Figure 1 presents the approximate locations of the sites identified in the databases as well as the assigned rankings. Twenty-two sites were assigned a ranking of 4, 88 sites were assigned a ranking of 3, 9 sites were assigned a ranking of 2, and 7 sites were assigned a ranking of 1. The sites assigned a ranking of 4 are also shown with the respective site names and addresses on Figure 2.

CONCLUSIONS AND RECOMMENDATIONS

The purpose of this Hazards Materials Study was to identify sites with potential environmental concern within the city of Carlsbad. Sites with potential environmental concerns within the city of Carlsbad should be considered when updating the general plan.

Identification of sites with potential environmental concerns was accomplished by evaluation of data downloaded from the Geotracker and Envirostor databases. The databases contained 214 sites with 126 unique locations located within the city of Carlsbad.

The sites were evaluated by filtering for locations within the city of Carlsbad, if the site maintains a tiered or UST permit, has undergone a school investigation, and/or if there was a release case reported at the site. The sites were ranked from 1 to 4 based on these factors (a value of 4 representing the greatest potential impact to areas within the city of Carlsbad and a value of 1 representing the lowest potential impact to areas within the city of Carlsbad).

Although a closed release case is ranked lower than an open release case, residual contamination may remain in the subsurface at a closed release site. Many case closures may require reevaluation of the site prior to a change in land use. Additionally, although this evaluation identified sites with hazardous waste, USTs, and/or release cases, this evaluation did not investigate potential impacts of chemical use including air emissions from existing industrial uses. This evaluation identified sites which have known soil and/or groundwater impacts and identified the relative level of site contamination based on basic information contained within the databases reviewed. Since the scope of this investigation is limited, it is possible that currently unrecognized environmental conditions may exist within the city of Carlsbad. Dudek recommends coordination with the San Diego County Department of Environmental Health prior to redevelopment of listed release sites. Additionally, Dudek recommends completion of a Phase I Environmental Site Assessment prior to redevelopment of any site listed in this study.

REFERENCES

Geotracker 2012. Website accessed October 2012.

http://geotracker.waterboards.ca.gov/data_download.asp

Memorandum

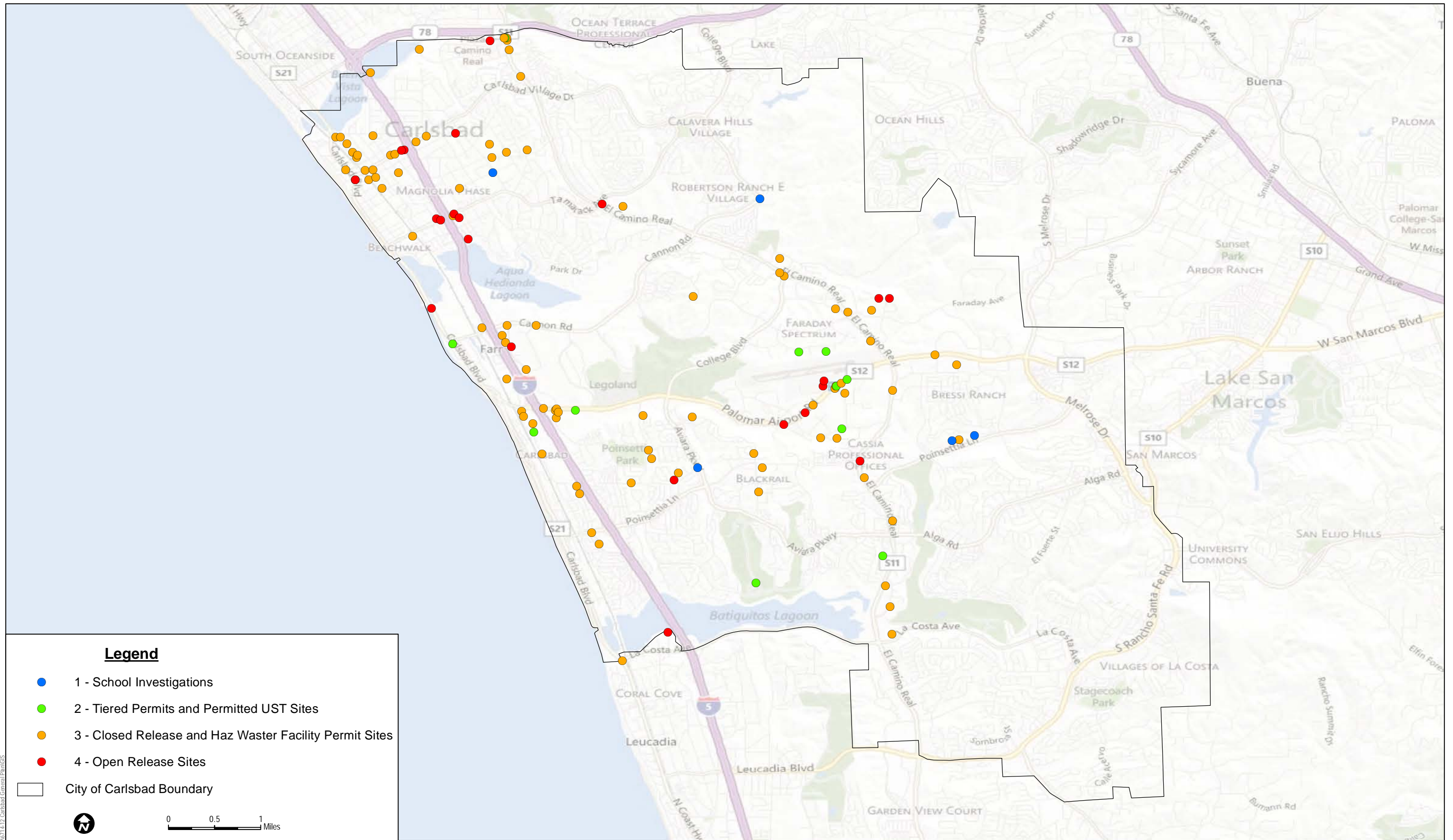
Subject: Hazardous Materials – Carlsbad General Plan Update

Envirostor 2012. Website accessed October 2012.

https://www.envirostor.dtsc.ca.gov/public/data_download.asp

United States Government Accountability Office 2012. Website accessed October 2012.

<http://www.gao.gov/gao-01-1012sp/CA.html>

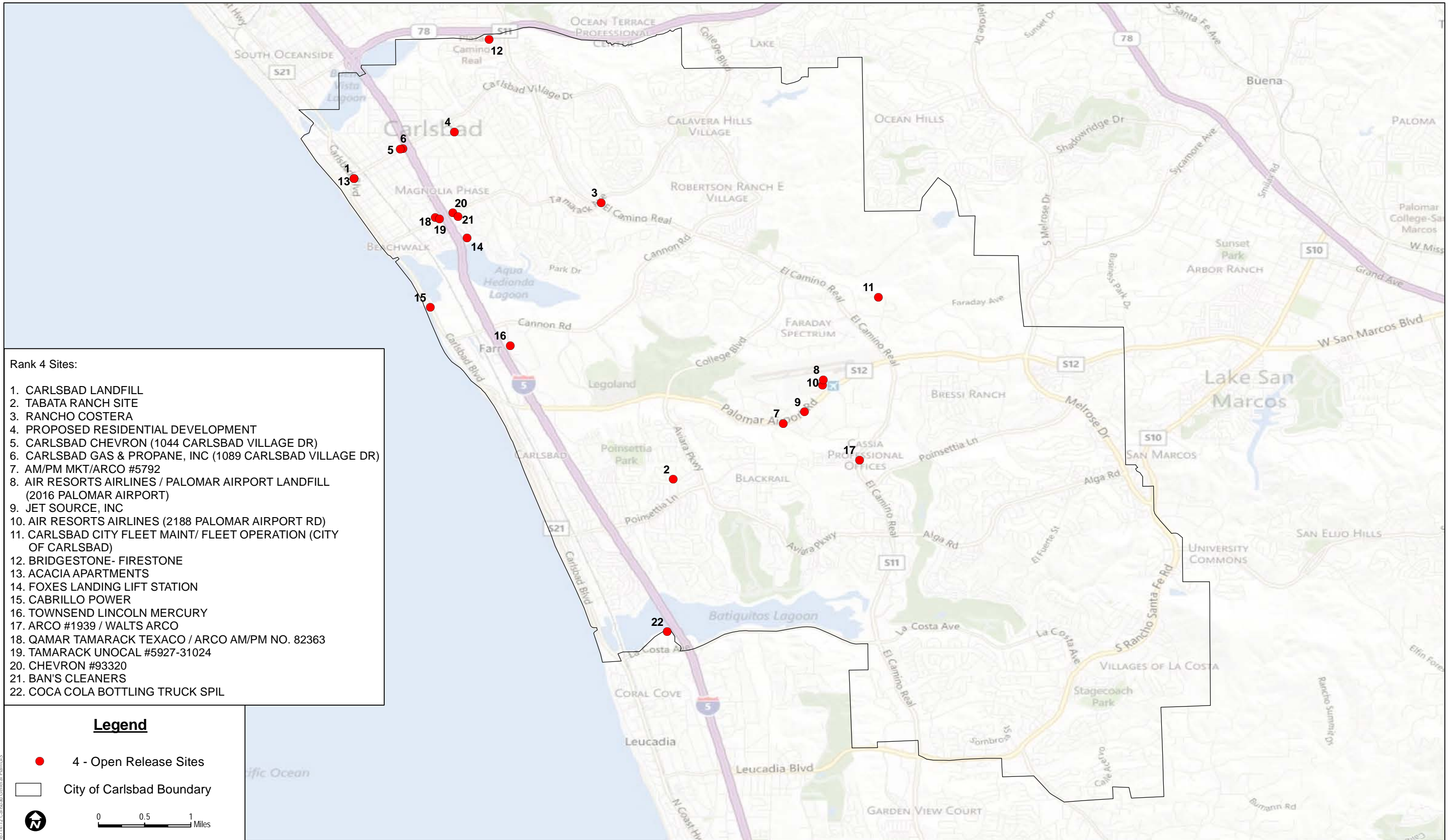


Legend

- 1 - School Investigations
- 2 - Tiered Permits and Permitted UST Sites
- 3 - Closed Release and Haz Waster Facility Permit Sites
- 4 - Open Release Sites
- City of Carlsbad Boundary

0 0.5 1 Miles

FIGURE 1
Ranked Hazardous Materials Sites Map



- Rank 4 Sites:
1. CARLSBAD LANDFILL
 2. TABATA RANCH SITE
 3. RANCHO COSTERA
 4. PROPOSED RESIDENTIAL DEVELOPMENT
 5. CARLSBAD CHEVRON (1044 CARLSBAD VILLAGE DR)
 6. CARLSBAD GAS & PROPANE, INC (1089 CARLSBAD VILLAGE DR)
 7. AM/PM MKT/ARCO #5792
 8. AIR RESORTS AIRLINES / PALOMAR AIRPORT LANDFILL (2016 PALOMAR AIRPORT)
 9. JET SOURCE, INC
 10. AIR RESORTS AIRLINES (2188 PALOMAR AIRPORT RD)
 11. CARLSBAD CITY FLEET MAINT/ FLEET OPERATION (CITY OF CARLSBAD)
 12. BRIDGESTONE- FIRESTONE
 13. ACACIA APARTMENTS
 14. FOXES LANDING LIFT STATION
 15. CABRILLO POWER
 16. TOWNSEND LINCOLN MERCURY
 17. ARCO #1939 / WALT'S ARCO
 18. QAMAR TAMARACK TEXACO / ARCO AM/PM NO. 82363
 19. TAMARACK UNOCAL #5927-31024
 20. CHEVRON #93320
 21. BAN'S CLEANERS
 22. COCA COLA BOTTLING TRUCK SPIL

Legend

- 4 - Open Release Sites
- City of Carlsbad Boundary

0 0.5 1 Miles

Table 1
School Investigation/Evaluation Sites

Ranking	ENVIROSTOR ID	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE	LEAD AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	60000946	Carlsbad High School	3557 Monroe Street	School Investigation	SMBRP	NFA	2/24/2011	Waste Oil / Motor / Hydraulic / Lubricating	UE
3	37880013	CARLSBAD HIGH SCHOOL EXPANSION	3305, 3325, 3355, 3357 Monroe Street	School Cleanup	SMBRP	Certified (Closed)	4/7/2009	UE, Arsenic, Chlordane, Dieldrin	SOIL
1	37010021	CARLSBAD VILLAGE ACADEMY	1640 Magnolia Avenue	School Investigation	DTSC	NFA	9/25/2001	Arsenic, DDE, DDT	SOIL
1	37010017	PACIFIC RIM ELEMENTARY SCHOOL	1100 Camino De Las Ondas	School Investigation	SMBRP	NFA	5/7/2001	DDE, DDT	SOIL
1	37000021	Poinsettia Elementary School	2445 Mica Road	School Cleanup	SMBRP	Certified (Closed)	8/30/2012	Methane	IA, SV
1	60000505	Proposed High School at College and Cannon	Cannon Road & College Boulevard	School Cleanup	SMBRP	Certified (Closed)	1/5/2010	Arsenic, OCPs, petroleum hydrocarbons	SOIL
1	60000061	SOUTHEAST ELEMENTARY SCHOOL	Poinsettia Lane	School Investigation	SMBRP	Inactive - Needs Evaluation (Open)	2/17/2005	Methane, Toxaphene	NMA

NOTES

Information obtained from Envirostor Cleanup Sites database

Sites may also be listed in Table 3.

Certified - DTSC certified that all actions were completed and no further actions required

DDE - Dichlorodiphenyldichloroethylene

DDT - dichlorodiphenyltrichloroethane

DTSC - Department of Toxic Substances Control

IA - indoor air

NFA - No Further Action

NMA - No Media Affected

OCPs - Organochlorine pesticides

SMBRP - Site Mitigation and Brownfields Reuse Program

SV - soil vapor

UE - Under Investigation

COC - Constituent of Concern

Table 2
Permitted UST and Tiered Permitted Sites

Ranking	FACILITY ID/ ENVIROSTOR ID	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE	PERMITTING AGENCY	STATUS
3	H20090/ NA	7-ELEVEN FOOD STORE #27109	901 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H20078/ NA	AM/PM #511	920 CARLSBAD VILLAGE DR # 511	Permitted USTs	SAN DIEGO COUNTY	Active
4	H32235/ NA	AM/PM MKT/ARCO #5792	1991 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H12414/ NA	CAMINO SHELL	2590 EL CAMINO REAL	Permitted USTs	SAN DIEGO COUNTY	Active
3	H36613/ NA	CARLSBAD BY THE SEA	2855 CARLSBAD BLVD	Permitted USTs	SAN DIEGO COUNTY	Active
4	H12425/ NA	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	Permitted USTs	SAN DIEGO COUNTY	Active
4	H19515/ NA	CARLSBAD CITY FLEET MAINT	2480 IMPALA DR	Permitted USTs	SAN DIEGO COUNTY	Active
2	H33902/ NA	CARLSBAD TECHNOLOGY INC	5923 BALFOUR CT	Permitted USTs	SAN DIEGO COUNTY	Active
3	H20071/ NA	CARLSBAD VOLVO	6830 AVENIDA ENCINAS	Permitted USTs	SAN DIEGO COUNTY	Active
3	H20085/ NA	CHEVRON #46	850 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
4	H05688/ NA	CHEVRON #93320	970 TAMARACK AVE	Permitted USTs	SAN DIEGO COUNTY	Active
3	H20084/ NA	CINEMA AIR JET CENTER	2056 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H10634/ NA	COAST WASTE MANAGEMENT INC	5960 EL CAMINO REAL	Permitted USTs	SAN DIEGO COUNTY	Active
2	H20074/ NA	COSTA VISTA NURSERY	7555 EL CAMINO REAL	Permitted USTs	SAN DIEGO COUNTY	Active
2	H35706/ NA	COSTCO #462	951 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
2	NA/ 71002325	Crown Circuits, Inc.	6070 Avenuenida Encinas	Tiered Permit	NONE SPECIFIED	Inactive - Needs Evaluation
2	H22819/ NA	FOUR SEASONS RESORT AVIARA	7227 AVIARA DR	Permitted USTs	SAN DIEGO COUNTY	Active
3	H29250/ NA	HAWTHORNE MACHINERY INC	2065 CAMINO VIDA ROBLE	Permitted USTs	SAN DIEGO COUNTY	Active
4	H21758/ NA	JET SOURCE, INC	2036 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H03816/ NA	LA COSTA RESORT & SPA	2100 COSTA DEL MAR RD	Permitted USTs	SAN DIEGO COUNTY	Active
2	NA/ 71003091	Melles Griot, Inc., Laser Div.	2251 Rutherford Road	Tiered Permit	NONE SPECIFIED	Inactive - Needs Evaluation
3	H12547/ NA	MOBIL/PALOMAR SERVICE 18- FYJ	899 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
2	H29513/ NA	OCEAN AIR CHARTERS	2206 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
2	H20072/ NA	PACIFIC BELL CRLSCA12/DB412	2175 CAMINO VIDA ROBLE	Permitted USTs	SAN DIEGO COUNTY	Active
2	H37275/ NA	PALOMAR AIRPORT CENTER	2138 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active

Table 2
Permitted UST and Tiered Permitted Sites

Ranking	FACILITY ID/ ENVIROSTOR ID	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE	PERMITTING AGENCY	STATUS
3	H12879/ NA	PALOMAR AIRPORT ROAD TEXACO	665 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H20083/ NA	PALOMAR AVIATION FUELS INC	2198 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active
2	H20079/ NA	PRE-MIXED CONCRETE CO	3750 HAYMAR DR	Permitted USTs	SAN DIEGO COUNTY	Active
2	H23290/ NA	SDG&E - C/O SEMPRA ENERGY	5016 CARLSBAD BLVD	Permitted USTs	SAN DIEGO COUNTY	Active
3	H12189/ NA	TAMARACK EXXON	945 TAMARACK AVE	Permitted USTs	SAN DIEGO COUNTY	Active
4	H05831/ NA	TAMARACK UNOCAL #5927- 31024	895 TAMARACK AVE	Permitted USTs	SAN DIEGO COUNTY	Active
3	H12127/ NA	WESELOH CHEVROLET COMPANY	5335 PASEO DEL NORTE	Permitted USTs	SAN DIEGO COUNTY	Active
3	H13987/ NA	WESTERN FLIGHT INC.	2210 PALOMAR AIRPORT RD	Permitted USTs	SAN DIEGO COUNTY	Active

NOTES

10/8/2012* - Date UST permitting data downloaded

Tiered Permit Information obtained from Envirostor Cleanup Sites database

UST Permit Information obtained from Geotracker Permitted UST Sites database

NA - Not Applicable

Sites may also be listed in Tables 3 and 4.

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607302373 / NA / NA / 9UT3605 / H20090-001	7-ELEVEN FOOD STORE #27109	901 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/7/1999	Gasoline	Soil
4	T10000002789 / NA / NA / NA / 2010-812-001	ACACIA APARTMENTS	382 ACACIA AVENUE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/5/2011	Not Available	Not Available
4	T0607300520 / NA / NA / 9UT1722 / H13977-002	AIR RESORTS AIRLINES	2016 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/4/1991	Not Available	Not Available
4	T0608146725 / NA / NA / NA / H13977-004	AIR RESORTS AIRLINES	2016 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/20/1996	Not Available	Not Available
4	T0608191338 / NA / NA / NA / H13977-001	AIR RESORTS AIRLINES	2016 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/13/1990	Not Available	Not Available
4	T0607300696 / NA / NA / 9UT1917 / H13977-003	AIR RESORTS AIRLINES	2016 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/16/1996	Aviation	Soil
3	T0607300812 / NA / NA / 9UT2041 / H13982-001	AIRTIME AVIATION	2160 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/1/2000	Aviation	Soil
3	T0607300203 / NA / NA / 9UT1358 / H16225-001	ALLIED MOVING & STORAGE	2742 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	9/21/1989	Gasoline	Soil
3	T0607301248 / NA / NA / 9UT25 / H12961-001	ARCO AT0087	901 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/1/1994	Gasoline	Aquifer used for drinking water supply
3	T0607301451 / NA / NA / 9UT27 / H05524-001	ARMY AND NAVY ACADEMY	2605 CARLSBAD BL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/18/1991	Gasoline	Other Groundwater (uses other than drinking water)
3	T0607301806 / NA / NA / 9UT3043 / H13790-001	AUTO CARE AMERICA	2615 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/3/2002	Waste Oil / Motor / Hydraulic / Lubricating	Other Groundwater (uses other than drinking water)
3	NA / NA / 37280049 / NA / NA	BECKMAN INSTRUMENTS	2470 FARADAY ROAD	Historical	NONE SPECIFIED	Refer: Other Agency G151	11/7/1994	NONE SPECIFIED	NONE SPECIFIED
3	T0607384224 / NA / NA / NA / H21726-001	BRESSI RANCH	4658 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/19/2006	Not Available	Soil
3	T0607301725 / NA / NA / 9UT2958 / H19854-001	BUENA VISTA PUMP STATION	2140 JEFFERSON AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/2/1994	Diesel	Aquifer used for drinking water supply
3	NA / NA / 80001398 / NA / NA	BURROUGHS CORP	5600 AVENIDA ENCINAS	Corrective Action	WQC	Refer: RWQCB	1/1/2008	NONE SPECIFIED	NONE SPECIFIED
3	NA / CAD047784871 / NA / NA / NA	BURROUGHS CORP	5600 AVENIDA ENCINAS	Historical - Non-Operating	RCRA	CLOSED	2/24/1989	Not Available	Not Available
3	NA / NA / 37270258 / NA / NA	BURROUGHS CORPORATION	5600 AVENIDA ENCINAS	Historical	NONE SPECIFIED	Refer: RCRA	8/28/1995	Halogenated solvents, hydrocarbon solvents, oxygenated solvents, contaminated soil	NONE SPECIFIED

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
4	T0608160564 / NA / NA / NA / H13941-003	CABRILLO POWER	4600 CARLSBAD BL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/18/2005	Diesel	Soil
4	T0608143454 / NA / NA / NA / H13941-001	CABRILLO POWER	4600 CARLSBAD BL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/28/1996	Heating Oil / Fuel Oil	Soil
4	T0608133917 / NA / NA / NA / H13941-002	CABRILLO POWER	4600 CARLSBAD BL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/28/1996	Gasoline	Soil
3	T0608154125 / NA / NA / NA / H19041-001	CAL BOND INC	6110 YARROW DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/19/1998	Not Available	Soil
3	T0607302364 / NA / NA / 9UT3596 / H03315-001	CALTRANS/CARLSBAD	6050 PASEO DEL NORTE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/30/2005	Diesel	Aquifer used for drinking water supply
3	T0607301006 / NA / NA / 9UT2241 / H12414-001	CAMINO SHELL	2590 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/28/2012	Gasoline	Aquifer used for drinking water supply
3	NA / NA / 37650017 / NA / NA	CANNON COURT	NORTHWEST CORNER OF CANNON RD & ROUTE 5	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency	11/6/2001	NONE SPECIFIED	NONE SPECIFIED
3	T0608152763 / NA / NA / NA / H39546-001	CANNON COURT PROJECT	None CANNON RD & I5 (NW CORNER)	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/20/2002	Not Available	Soil
3	T0607370235 / NA / NA / NA / H02860-001	CANTARINI RANCH	3008 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/31/2002	Not Available	Not Available
3	T0608134254 / NA / NA / NA / H39129-001	CANTERBURY	5175 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/15/2000	Gasoline	Soil
3	NA / NA / 37150009 / NA / NA	CANTERBURY	5175 EL CAMINO REAL	Evaluation	SAN DIEGO COUNTY	Refer: 1248 Local Agency	4/24/2000	NONE SPECIFIED	NONE SPECIFIED
3	T0607302017 / NA / NA / 9UT3263 / H36613-001	CARLSBAD BY THE SEA	2855 CARLSBAD BL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/14/1997	Not Available	Not Available
4	T0608196199 / NA / NA / NA / H12425-004	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/29/1994	Gasoline	Under Investigation
4	T0608115847 / NA / NA / NA / H12425-003	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/16/1993	Gasoline	Under Investigation
4	T0608103750 / NA / NA / NA / H12425-002	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/15/1991	Gasoline	Under Investigation
4	T0607300022 / NA / NA / 9UT1000 / H12425-001	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/10/2001	Waste Oil / Motor / Hydraulic / Lubricating	Soil
4	T0607301561 / NA / NA / 9UT2801 / H12425-005	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/10/2001	Gasoline	Other Groundwater (uses other than drinking water)
3	T0607300144 / NA / NA / 9UT116 / H24733-001	CARLSBAD FIREHOUSE #1	1275 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/22/1986	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0608169353 / NA / NA / NA / H24733-002	CARLSBAD FIREHOUSE #1	1275 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/8/1998	Gasoline	Under Investigation

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607300484 / NA / NA / 9UT1669 / H24732-001	CARLSBAD FIREHOUSE #2	1906 ARENAL RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/4/1991	Gasoline	Soil
3	T0607300067 / NA / NA / 9UT1053 / H17027-001	CARLSBAD HIGH SCHOOL	3557 MONROE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/29/1992	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0608149866 / NA / NA / NA / H32102-001	CARLSBAD PACIFIC CENTER II	703 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/9/1991	Not Available	Not Available
3	T0607303180 / NA / NA / 9UT944 / H12426-001	CARLSBAD SHELL	1145 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/2/1996	Gasoline	Soil
3	T0608170198 / NA / NA / NA / H12426-002	CARLSBAD SHELL	1145 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/19/2005	Waste Oil / Motor / Hydraulic / Lubricating	Other Groundwater (uses other than drinking water)
3	T0607300090 / NA / NA / 9UT1080 / H03066-001	CARLSBAD UNIFIED SCHOOL DIST	801 PINE AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/14/1997	Kerosene	Aquifer used for drinking water supply
3	NA / NA / 80000224 / NA / NA	CARLSBAD VHF STATION SKI	NONE CANNON ROAD	Military Evaluation / FUDS	SMBRP	Inactive - Needs Evaluation	7/1/2005	NONE SPECIFIED	NONE SPECIFIED
3	T0607300894 / NA / NA / 9UT2126 / H30235-001	CARLSBAD VILLAGE RENTALS	505 OAK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/8/1994	Gasoline	Soil
3	T06019788398 / NA / NA / NA / 120071-001	CARLSBAD VOLVO	6830 AVE ENCINAS	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/20/2008	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0608105913 / NA / NA / NA / H34139-001	CARLTAS	5700 PASEO DEL NORTE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/2/1995	Not Available	Soil
3	T0608109615 / NA / NA / NA / H38425-001	CARNATION/SPECTRUM PROPERTY	None BLACK RAIL RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/6/2003	Not Available	Soil
3	T0608101734 / NA / NA / NA / H39424-001	CHESTNUT HOMES (VAP CASE)	None CHESTNUT AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/27/2001	Not Available	Soil
3	T0607302700 / NA / NA / 9UT394 / H20085-001	CHEVRON #46	850 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/24/2007	Diesel	Other Groundwater (uses other than drinking water)
3	T0607300728 / NA / NA / 9UT1953 / H20085-002	CHEVRON #46	850 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/24/2007	Diesel	Other Groundwater (uses other than drinking water)
3	T0608146772 / NA / NA / NA / H20085-004	CHEVRON #46	850 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/15/1995	Gasoline	Under Investigation
3	T0608192944 / NA / NA / NA / H20085-005	CHEVRON #46	850 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/15/1995	Gasoline	Under Investigation
3	T0608143885 / NA / NA / NA / H20085-003	CHEVRON #46	850 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/15/1995	Gasoline	Under Investigation

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607302954 / NA / NA / 9UT685 / H05724-001	CHEVRON PRODUCTS	2500 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/19/2006	Gasoline	Aquifer used for drinking water supply
3	T0608171796 / NA / NA / NA / H05724-002	CHEVRON PRODUCTS	2500 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/30/1990	Diesel	Under Investigation
3	T0608173537 / NA / NA / NA / H05724-003	CHEVRON PRODUCTS	2500 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/3/1992	Gasoline	Under Investigation
3	T0607302573 / NA / NA / 9UT3811 / H20084-002	CINEMA AIR JET CENTER	2056 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/2/2002	Aviation	Aquifer used for drinking water supply
3	T0607300109 / NA / NA / 9UT110 / H20084-001	CINEMA AIR JET CENTER	2056 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/16/1986	Not Available	Not Available
3	T0607303062 / NA / NA / 9UT811 / H05577-001	CITY OF CARLSBAD	1200 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/22/1987	Not Available	Not Available
3	T0607301829 / NA / NA / 9UT3065 / H32355-001	CITY OF CARLSBAD	2779 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/19/2000	Gasoline	Soil
3	T0607300725 / NA / NA / 9UT1950 / H04977-001	CITY OF CARLSBAD UTILITIES	405 OAK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/19/1999	Gasoline	Soil
3	T0607302662 / NA / NA / 9UT3902 / H10634-001	COAST WASTE MANAGEMENT INC	5960 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/23/2000	Diesel	Soil
3	T0608136287 / NA / NA / NA / H20068-001	CONTINENTAL BAKING CO	571 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/29/1989	Diesel	Under Investigation
3	T0607301363 / NA / NA / 9UT2611 / H20068-002	CONTINENTAL BAKING CO	571 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	9/1/1997	Diesel	Soil
3	T0608154199 / NA / NA / NA / H35619-001	COSTA DO SOL	None CAMINO DE LAS ONDAS	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/1/1995	Not Available	Soil
3	T0607302242 / NA / NA / 9UT3478 / H06321-002	DANIELS CABLEVISION INC	5720 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/15/1995	Gasoline	Soil
3	T0608178362 / NA / NA / NA / H06321-001	DANIELS CABLEVISION INC	5720 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/28/1993	Gasoline	Under Investigation
3	T0608157474 / NA / NA / NA / H01788-001	DAY & NIGHT CLEANERS	2540 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	9/11/2000	* Chlorinated Hydrocarbons	Soil
3	L10004278650 / NA / NA / 9 000000974 / NA	DE JONG PROPERTY	POINSETTIA LN & BLACK RAIL RD	Land Disposal Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	3/17/2005	Not Available	Not Available
3	T0607315405 / NA / NA / NA / H39624-001	DEJONG PROPERTY	None POINSETTIA (Black Rail RD)	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/15/2003	Not Available	Soil
3	T0607300553 / NA / NA / 9UT1764 / H99083-001	DENNIS FLOWERS	8000 POINSETTIA LN	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/13/1993	Diesel	Soil
3	T0607302603 / NA / NA / 9UT3845 / H20075-001	EL CAMINO RENTAL	5701 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/20/2002	Diesel	Soil
3	T0608179167 / NA / NA / NA / H36433-001	EMERALD RIDGE EAST	None PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/20/1996	Not Available	Soil
3	T0608176496 / NA / NA / NA / H36434-001	EMERALD RIDGE WEST-MAR VISTA	None PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/12/1996	Not Available	Soil

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607300568 / NA / NA / 9UT1778 / H20070-001	ENCINA WPCF	6200 AVENIDA ENCINAS	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/21/1991	Diesel	Soil
3	T0608115907 / NA / NA / NA / H35329-001	EVANS POINT	None EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/14/1995	Kerosene	Soil
3	T10000002525 / NA / NA / 02-0382 / NA	FORMER BURROUGHS / UNISYS FACILITY	5600 AVENIDA ENCINAS	Cleanup Program Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	12/1/1996	TCA, Other Chlorinated Hydrocarbons	Other Groundwater (uses other than drinking water), Soil
3	T0607301478 / NA / NA / 9UT2724 / H20078-001	GASCO	920 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/8/1998	Not Available	Not Available
3	T0608147487 / NA / NA / NA / H38426-001	HADLEY TRUST/SPECTRUM PROPERTY	None BLACK RAIL RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/6/2003	Not Available	Soil
3	NA / NA / 37500038 / NA / NA	HANSON AGGREGATES CARLSBAD PLANT	3701 HAYMAR DRIVE	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency	12/26/2000	NONE SPECIFIED	NONE SPECIFIED
3	T0607302215 / NA / NA / 9UT3452 / H02509-001	HANSON AGGREGATES PAC SO REGIO	3701 HAYMAR DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/28/2012	Diesel, Gasoline, Waste Oil / Motor / Hydraulic / Lubricating	Aquifer used for drinking water supply
3	T0608165282 / NA / NA / NA / H02509-002	HANSON AGGREGATES PAC SO REGIO	3701 HAYMAR DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/27/2012	Not Available	Not Available
3	T10000002854 / NA / NA / NA / H02509-003	HANSON AGGREGATES PAC SO REGIO	3701 HAYMAR DRIVE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/27/2012	Diesel, Gasoline	Soil
3	T0607399244 / NA / NA / 9UT4056 / H29250-001	HAWTHORNE MACHINERY INC	2065 CAMINO VIDA ROBLE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/11/2000	Diesel	Soil
3	T0607300406 / NA / NA / 9UT1586 / H03734-002	HAWTHORNE RENT-IT SERVICE	2530 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/15/1992	Not Available	Not Available
3	T0608162416 / NA / NA / NA / H03734-001	HAWTHORNE RENT-IT SERVICE	2530 STATE ST	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/18/1988	Not Available	Not Available
3	T0607302470 / NA / NA / 9UT3700 / H19612-001	HOEHN HONDA	6800 AVENIDA ENCINAS	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/25/2001	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0607300539 / NA / NA / 9UT1741 / H03941-001	HOEHN MOTORS-USED CARS	5556 PASEO DEL NORTE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/22/1992	Not Available	Not Available
3	NA / CAD084239987 / NA / NA / NA	HUGHES AIRCRAFT CO.-JVC TECHNOLOGY	6155 EL CAMINO REAL	Historical - Non-Operating	RCRA	UNKNOWN	Not Available	Not Available	Not Available
3	T0608194848 / NA / NA / NA / H09535-002	HUGHES-JVC TECHNOLOGY CORP	6155 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/24/1990	Not Available	Not Available
3	T0607300929 / NA / NA / 9UT216 / H09535-001	HUGHES-JVC TECHNOLOGY CORP	6155 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/20/1987	Gasoline	Soil
3	T0607302409 / NA / NA / 9UT3645 / H13731-001	JOES TRANSMISSION & AUTO REPR	2995 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/15/2000	Not Available	Not Available

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0608175311 / NA / NA / NA / H12083-001	KEN GRODY GMC	5445 PASEO DEL NORTE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/12/2002	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0608190018 / NA / NA / NA / H39127-001	KINDERCARE LEARNING CENTERS	1200 PLUM TREE RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/9/2000	Gasoline	Soil
3	NA / NA / 37830019 / NA / NA	KINDERCARE LEARNING CENTERS	1200 PLUM TREE ROAD	Evaluation	SAN DIEGO COUNTY	Refer: 1248 Local Agency	2/10/2000	NONE SPECIFIED	NONE SPECIFIED
3	T0608104222 / NA / NA / NA / H23482-001	LA COSTA RANCH CO	6670 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/7/1996	Not Available	Soil
3	T0607302602 / NA / NA / 9UT3844 / H03816-002	LA COSTA RESORT & SPA	2100 COSTA DEL MAR RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/14/2003	Waste Oil / Motor / Hydraulic / Lubricating	Aquifer used for drinking water supply
3	T0607301184 / NA / NA / 9UT242 / H03816-001	LA COSTA RESORT & SPA	2100 COSTA DEL MAR RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/24/2002	Gasoline	Aquifer used for drinking water supply
3	T0607301503 / NA / NA / 9UT2748 / H05038-001	LEUCADIA WASTEWATER DISTRICT	1960 LA COSTA AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/17/1994	Not Available	Not Available
3	T0607301501 / NA / NA / 9UT2746 / H05038-002	LEUCADIA WASTEWATER DISTRICT	1960 LA COSTA AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/15/1996	Diesel	Soil
3	T0608168988 / NA / NA / NA / H02724-001	LOCKETT RESIDENCE	391 TAMARACK AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/15/2002	Not Available	Other Groundwater (uses other than drinking water)
3	T0608125431 / NA / NA / NA / H36159-001	MARINERS POINT	None CAMINO DE LA ONDAS/A	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	9/20/1996	Not Available	Soil
3	T0607300319 / NA / NA / 9UT1498 / H12547-001	MOBIL/PALOMAR SERVICE 18-FYJ	899 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/22/2002	Gasoline	Other Groundwater (uses other than drinking water)
3	T0607331951 / NA / NA / NA / H03081-001	NCTD - N OF CARLSBAD COASTER STATION	2701 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/11/2009	Diesel	Other Groundwater (uses other than drinking water)
3	T0608112271 / NA / NA / NA / H09657-001	OCEANSIDE GLASSTILE CO.	3235 TYLER ST	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/19/1999	Not Available	Soil
3	NA / NA / 37000049 / NA / NA	OWNER'S RESIDENCE	391 TAMARACK AVE.	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency	12/17/2001	NONE SPECIFIED	NONE SPECIFIED
3	T0608163841 / NA / NA / NA / H38418-001	PAC. SCENE FINANCIAL PROPERTY	None MAGNOLIA AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/9/2000	Not Available	Soil
3	T0608102522 / NA / NA / NA / H23257-001	PACIFIC RECORDERS & ENGINEERIN	2080 LAS PALMAS DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/4/1993	Not Available	Soil
3	T0608186714 / NA / NA / NA / H10424-001	PALOMAR AIRPORT	2198 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/6/1993	Aviation	Soil

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607300440 / NA / NA / 9UT1619 / H12879-002	PALOMAR AIRPORT ROAD TEXACO	665 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/20/1991	Gasoline	Other Groundwater (uses other than drinking water)
3	T0607349750 / NA / NA / NA / H12879-003	PALOMAR AIRPORT ROAD TEXACO	665 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/19/2005	Diesel	Soil
3	T0608156339 / NA / NA / NA / H12879-001	PALOMAR AIRPORT ROAD TEXACO	665 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/12/1987	Not Available	Not Available
3	T0608183249 / NA / NA / NA / H20083-001	PALOMAR AVIATION FUELS INC	2198 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/27/1988	Not Available	Not Available
3	T0607313329 / NA / NA / NA / H39612-001	PALOMAR FORUM	3100 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	9/11/2002	Not Available	Soil
3	L10006668267 / NA / NA / 9 000529N04 / NA	PALOMAR TRANSFER STATION	6960 EL CAMINO REAL	Land Disposal Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	5/23/2009	Not Available	Not Available
3	SLT19708229 / NA / NA / NA / H39700-001	PETERSON RANCH	5056 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/13/2007	Not Available	Soil
3	T0608149975 / NA / NA / NA / H02726-001	POINSETTIA PROPERTIES (AREAS 2,3 & 4)	None AVENIDA ENCINAS @ POINSETTIA	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/6/2002	Not Available	Soil
3	NA / NA / 37000051 / NA / NA	POINSETTIA PROPERTIES AREAS 2,3 & 4	AVENIDA ENCINAS @ POINSETTIA LANE	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency	12/27/2001	NONE SPECIFIED	NONE SPECIFIED
3	T0608195014 / NA / NA / NA / H99086-001	PORTER FARMS	3612 SEA VIEW WY	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/28/2000	Not Available	Soil
4	T0608179717 / NA / NA / NA / H05265-001	QAMAR TAMARACK TEXACO	810 TAMARACK AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/17/1994	Gasoline	Under Investigation
4	T0607374353 / NA / NA / NA / H05265-004	QAMAR TAMARACK TEXACO	810 TAMARACK AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/6/2003	Gasoline	Soil
4	T0608105835 / NA / NA / NA / H05265-003	QAMAR TAMARACK TEXACO	810 TAMARACK AV	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	3/1/2001	Not Available	Not Available
4	T0607301841 / NA / NA / 9UT3077 / H05265-002	QAMAR TAMARACK TEXACO	810 TAMARACK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/5/1996	Not Available	Not Available
3	T0608155271 / NA / NA / NA / H37159-001	R.F. WHITE FUEL TRUCK SPILL	None HY 5 AT S-78	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/25/2000	Gasoline	Soil
3	T10000002803 / NA / NA / NA / 2010-811-001	RESIDENTIAL APARTMENT COMPLEX	847 LAGUNA DRIVE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/1/2011	Not Available	Not Available
3	T0607300077 / NA / NA / 9UT1065 / H05529-001	ROBERT UHLINGER	2501 STATE ST	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/8/1988	Gasoline	Soil
3	NA / NA / 37010046 / NA / NA	ROBERTSON RANCH - PARCEL 1	EL CAMINO REAL & CALAVERA DR.	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency	12/27/2001	NONE SPECIFIED	NONE SPECIFIED
3	T0608180707 / NA / NA / NA / H02725-001	ROBERTSON RANCH - PARCEL 1	None EL CAMINO REAL @ CALAVERA	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	4/20/2004	Not Available	Soil
3	L10001039207 / NA / NA / 9 000001137 / NA	ROBERTSON RANCH PARCEL 1	EL CAMINO REAL & CALAVERAS DR.	Land Disposal Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	3/17/2005	Not Available	Not Available
3	SLT19778269 / NA / NA / NA / H39717-001	ROBERTSON RANCH WEST	5056 EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/23/2010	Not Available	Not Available

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
3	T0607377031 / NA / NA / NA / H39611-001	ROBERTSON RANCH, PARCEL 3	4300 COLLEGE BL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/15/2005	Not Available	Not Available
3	T0608192884 / NA / NA / NA / H35624-001	SAMBI SEASIDE HEIGHTS	None E HIDDEN VALLEY RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/20/1996	Not Available	Soil
3	NA / NA / 37290005 / NA / NA	SOUTH COAST ASPHALT PRODUCTS	3701 HAYMAR	Historical	NONE SPECIFIED	Refer: Other Agency	6/1/1995	Other organic solids, unspecified sludge waste, unspecified organic liquid mixture	NONE SPECIFIED
3	T06019781965 / NA / NA / NA / H07974-002	STILLMAN SEAL	6020 AVENIDA ENCINAS	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	5/20/2005	Waste Oil / Motor / Hydraulic / Lubricating	Soil
3	T0608143131 / NA / NA / NA / H07974-001	STILLMAN SEAL	6020 AVENIDA ENCINAS	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/27/2004	Waste Oil / Motor / Hydraulic / Lubricating	Other Groundwater (uses other than drinking water)
3	T0608101980 / NA / NA / NA / H29319-001	SUNNY FRESH CLEANERS	7040 AVENIDA ENCINAS	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	8/22/2000	* Chlorinated Hydrocarbons	Other Groundwater (uses other than drinking water)
3	NA / NA / 37720035 / NA / NA	SUNNY FRESH CLEANERS	7040 AVENIDA ENCINAS, B-112	Evaluation	SAN DIEGO COUNTY	Refer: 1248 Local Agency	2/17/2000	NONE SPECIFIED	NONE SPECIFIED
3	T0607301786 / NA / NA / 9UT3018 / H12189-001	TAMARACK EXXON	945 TAMARACK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/2/1996	Gasoline	Soil
3	T06019723735 / NA / NA / NA / H12189-002	TAMARACK EXXON	945 TAMARACK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	11/24/2004	Diesel	Soil
3	T0607302933 / NA / NA / 9UT666 / H12427-001	TOSCO CORP #2705723	880 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/6/1989	Diesel	Soil
3	T0608107632 / NA / NA / NA / H12427-002	TOSCO CORP #2705723	880 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	7/20/1996	Gasoline	Under Investigation
3	T10000000288 / NA / NA / NA / H12427-003	TOSCO CORP #2705723	880 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/9/2010	Diesel, MTBE / TBA / Other Fuel Oxygenates, Gasoline	Other Groundwater (uses other than drinking water), Soil
4	T0608116491 / NA / NA / NA / H12085-001	TOWNSEND LINCOLN MERCURY	5434 PASEO DEL NORTE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	6/3/1991	Gasoline	Under Investigation
3	T0608176811 / NA / NA / NA / H01389-001	TOYOTA-CARLSBAD INC USED CARS	5124 PASEO DEL NORTE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	2/19/1988	Not Available	Not Available

Table 3
Historical and/or Closed Release Sites

Ranking	GLOBAL ID/EPA ID/ ENVIROSTOR ID/ RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
4	T0608114210 / NA / NA / NA / H13502-002	WALTS ARCO	7654 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	1/27/2010	Gasoline, Waste Oil / Motor / Hydraulic / Lubricating	Other Groundwater (uses other than drinking water)
3	T0607300152 / NA / NA / 9UT1183 / H12127-001	WESELOH CHEVROLET COMPANY	5335 PASEO DEL NORTE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	10/10/2006	Gasoline	Other Groundwater (uses other than drinking water)
3	T0607303092 / NA / NA / 9UT846 / H13987-001	WESTERN FLIGHT INC.	2210 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	5/31/2007	Aviation	Aquifer used for drinking water supply
3	T0608173294 / NA / NA / NA / H13987-002	WESTERN FLIGHT INC.	2210 PALOMAR AIRPORT RD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Completed - Case Closed	12/3/1991	Aviation	Soil
3	T0607300994 / NA / NA / 9UT2227 / H13987-003	WESTERN FLIGHT INC.	2210 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO RWQCB (REGION 9)	Completed - Case Closed	3/23/2012	Aviation	Other Groundwater (uses other than drinking water), Soil

NOTES

Sites listed may also be located in Tables 1, 2, and 4.

Information obtained from:

Geotracker Cleanup Sites when lead agency listed is San Diego County, San Diego County LOP, and/or San Diego RWQCB (Region 9)

Envirostor Hazardous Waste Facility when lead agency is listed as RCRA

Envirostor Cleanup Sites when lead agency / permitting agency is listed as None Specified, WQC, and SMBRP.

SMBRP - Site Mitigation and Brownfields Reuse Program

RWQCB - Regional Water Quality Control Board

LOP - Local Oversight Program

WQC - Water Quality Certification [DTSC]

MTBE - Methyl tert-butyl ether

TBA - tertiary butyl alcohol

TCA - 1,1,1-Trichloroethane

RCRA - Resource Conservation and Recovery Act

COC - Constituent of Concern

RB - Regional Board

LOC - Local

NA - Not Available

Table 4
Open Release Sites

Ranking	GLOBAL ID / ENVIROSTOR ID / RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
4	T0607302335 / NA / 9UT3567 / H21741-001	AIR RESORTS AIRLINES	2188 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO RWQCB (REGION 9)	Open - Assessment & Interim Remedial Action	5/3/2012	Aviation, Gasoline	Other Groundwater (uses other than drinking water), Soil, Soil Vapor, Under Investigation
4	T0607378792 / NA / NA / H32235-001	ARCO	1991 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	9/23/2009	Gasoline	Other Groundwater (uses other than drinking water), Under Investigation
4	T0607300325 / NA / 9UT1503 / H13502-001	ARCO #1939	7654 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	9/28/2009	Gasoline	Other Groundwater (uses other than drinking water)
4	T10000004130 / NA / NA / H05265-005	ARCO AM/PM NO. 82363	810 TAMARACK AVENUE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	6/6/2012	Benzene, Diesel, Gasoline, Napthalene	Other Groundwater (uses other than drinking water), Soil
4	SL0607374149 / NA / 2090021 / NA	BAN'S CLEANERS	981 TAMARACK AVENUE	Cleanup Program Site	SAN DIEGO RWQCB (REGION 9)	Open - Remediation	4/26/2011	PCE, TCE	Other Groundwater (uses other than drinking water)
4	T0607300147 / NA / 9UT117 / H20076-001	BRIDGESTONE- FIRESTONE	2545 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Verification Monitoring	11/5/1999	Gasoline	Aquifer used for drinking water supply
4	T0607300602 / NA / 9UT1813 / H20076-002	BRIDGESTONE- FIRESTONE	2545 EL CAMINO REAL	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Verification Monitoring	11/5/1999	Waste Oil / Motor / Hydraulic / Lubricating	Aquifer used for drinking water supply
4	T10000003098 / NA / NA / H13941-005	CABRILLO POWER	4600 CARLSBAD BOULEVARD	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	6/28/2011	Not Available	Not Available
4	SLT19726861 / NA / NA / H13941-004	CABRILLO POWER	4600 CARLSBAD BL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	11/26/2007	Diesel, Gasoline	Soil
4	T10000000793 / NA / NA / H12425-006	CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Assessment & Interim Remedial Action	2/18/2009	Not Available	Not Available
4	T0607399182 / NA / 9UT3957 / H05780-001	CARLSBAD GAS & PROPANE, INC	1089 CARLSBAD VILLAGE DR	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	6/1/2009	Gasoline	Other Groundwater (uses other than drinking water)
4	L10006918760 / NA / 9000024N90 / NA	CARLSBAD LANDFILL		Land Disposal Site	SAN DIEGO RWQCB (REGION 9)	Open - Inactive	6/17/2005	Not Available	Not Available
4	T0607302569 / NA / 9UT3804 / H05688-001	CHEVRON #93320	970 TAMARACK AV	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	5/20/2009	Gasoline	Aquifer used for drinking water supply
4	SLT19742840 / NA / NA / H39722-001	COCA COLA BOTTLING TRUCK SPIL	None ,0.00,HWY I5 NORTH OF LA COSTA EXIT,	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	2/19/2008	Not Available	Not Available
4	T10000000289 / NA / NA / 105831-001	CONOCO PHILLIPS	895 TAMARACK E	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	8/28/2008	MTBE / TBA / Other Fuel Oxygenates, Gasoline	Other Groundwater (uses other than drinking water), Soil

Table 4
Open Release Sites

Ranking	GLOBAL ID / ENVIROSTOR ID / RB CASE No. / LOC CASE No.	PROJECT NAME / FACILITY NAME	ADDRESS	SITE TYPE / CASE TYPE / FACILITY TYPE	LEAD AGENCY / PERMITTING AGENCY	STATUS	STATUS DATE	POTENTIAL COC	POTENTIAL MEDIA AFFECTED
4	T10000003658 / NA / NA / H39788-001	FLEET OPERATIONS (CITY OF CARLSBAD)	2480 IMPALA DRIVE	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	4/10/2012	Not Available	Not Available
4	T0608142931 / NA / NA / H39418-001	FOXES LANDING LIFT STATION	4155 HARRISON ST	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Inactive	12/29/2009	Waste Oil / Motor / Hydraulic / Lubricating	Soil
4	NA / 37990009 / NA / NA	FOXES LANDING LIFT STATION	4155 HARRISON STREET (EASEMENT)	Evaluation	NONE SPECIFIED	Refer: 1248 Local Agency (Open)	1/23/2001	NONE SPECIFIED	NONE SPECIFIED
4	T06019780052 / NA / 9UT4185 / H21758-001	JET SOURCE	2036 PALOMAR AIRPORT RD	LUST Cleanup Site	SAN DIEGO RWQCB (REGION 9)	Open - Site Assessment	12/21/2006	Aviation	Aquifer used for drinking water supply
4	L10003501496 / NA / 2090032 / NA	PALOMAR AIRPORT LANDFILL	2016 PALOMAR AIRPORT	Land Disposal Site	SAN DIEGO RWQCB (REGION 9)	Open - Verification Monitoring	7/20/2010	Benzene, Other Chlorinated Hydrocarbons, PCE, TCE, Vinyl chloride, Other inorganic / salt, Other Metal	Other Groundwater (uses other than drinking water)
4	T10000004183 / NA / NA / H39798-001	PROPOSED RESIDENTIAL DEVELOPMENT	0 VALLEY STREET	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	7/19/2012	Not Available	Not Available
4	T10000002941 / NA / NA / H39768-001	RANCHO COSTERA	0 TAMARACK/EL CAMINO REAL	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	3/25/2011	Not Available	Not Available
4	T10000000788 / NA / NA / H39733-001	TABATA RANCH SITE	0 LONICERA	Cleanup Program Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	2/18/2009	Not Available	Not Available
4	T0607302007 / NA / 9UT3254 / H12085-002	TOWNSEND LINCOLN MERCURY	5434 PASEO DEL NORTE	LUST Cleanup Site	SAN DIEGO COUNTY LOP	Open - Site Assessment	9/25/1996	Gasoline	Aquifer used for drinking water supply

NOTES

Sites listed may also be located in Tables 2 and 3.

RWQCB - Regional Water Quality Control Board

TCE - Trichloroethylene

PCE - Tetrachloroethylene

LOP - Local Oversight Program

MTBE - Methyl tert-butyl ether

TBA - tertiary butyl alcohol

NA - Not Available

Information obtained from:

Geotracker Cleanup Sites when lead agency listed is San Diego County LOP, and/or San Diego RWQCB (Region 9)

Envirostor Cleanup Sites when lead agency / permitting agency is listed as None Specified.

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
ACACIA APARTMENTS	382 ACACIA AVENUE	33.1580933	-117.3505939	Yes	Open	4
AIR RESORTS AIRLINES	2188 PALOMAR AIRPORT RD	33.12570035	-117.2772386	Yes	Open	4
AIR RESORTS AIRLINES / PALOMAR AIRPORT LANDFILL	2016 PALOMAR AIRPORT	33.126518	-117.277122	Yes	Open	4
AM/PM MKT/ARCO #5792 / ARCO	1991 PALOMAR AIRPORT RD	33.11972	-117.28337	Yes	Open	4
ARCO #1939 / WALTS ARCO	7654 EL CAMINO REAL	33.1139697	-117.2714618	Yes	Open	4
BAN'S CLEANERS	981 TAMARACK AVENUE	33.15214433	-117.3343277	Yes	Open	4
BRIDGESTONE- FIRESTONE	2545 EL CAMINO REAL	33.17986416	-117.3294675	Yes	Open	4
CABRILLO POWER	4600 CARLSBAD BL	33.137904	-117.338642	Yes	Open	4
CARLSBAD CHEVRON	1044 CARLSBAD VILLAGE DR	33.16269	-117.34334	Yes	Open	4
CARLSBAD CITY FLEET MAINT / FLEET OPERATION (CITY OF CARLSBAD)	2480 IMPALA DR	33.13948	-117.2685	Yes	Open	4
CARLSBAD GAS & PROPANE, INC	1089 CARLSBAD VILLAGE DR	33.162769	-117.342898	Yes	Open	4
CARLSBAD LANDFILL		33.1580932	-117.3505938	Yes	Open	4
CHEVRON #93320	970 TAMARACK AVE	33.15277	-117.33511	Yes	Open	4
COCA COLA BOTTLING TRUCK SPIL	None ,0.00,HWY I5 NORTH OF LA COSTA EXIT,	33.087106	-117.301543	Yes	Open	4
FOXES LANDING LIFT STATION	4155 HARRISON STREET (EASEMENT)	33.148745	-117.332882	Yes	Open	4
JET SOURCE, INC / JET SOURCE	2036 PALOMAR AIRPORT RD	33.12155	-117.28007	Yes	Open	4
PROPOSED RESIDENTIAL DEVELOPMENT	0 VALLEY STREET	33.16537892	-117.3348856	Yes	Open	4
QAMAR TAMARACK TEXACO / ARCO AM/PM NO. 82363	810 TAMARACK AV	33.151992	-117.3379	Yes	Open	4
RANCHO COSTERA	0 TAMARACK/EL CAMINO REAL	33.154282	-117.311889	Yes	Open	4
TABATA RANCH SITE	0 LONICERA	33.110975	-117.3006214	Yes	Open	4
TAMARACK UNOCAL #5927-31024	895 TAMARACK AVE	33.15177	-117.3372	Yes	Open	4
TOWNSEND LINCOLN MERCURY	5434 PASEO DEL NORTE	33.13190548	-117.3261441	Yes	Open	4
AIRTIME AVIATION	2160 PALOMAR AIRPORT RD	33.1253397	-117.2753687	Yes	Closed	3

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
ALLIED MOVING & STORAGE	2742 STATE ST	33.1619979	-117.35024	Yes	Closed	3
AM/PM #511	920 CARLSBAD VILLAGE DR # 511	33.16208	-117.34439	Yes	Closed	3
ARCO AT0087 / 7-ELEVEN FOOD STORE #27109	901 PALOMAR AIRPORT RD	33.121624	-117.318752	Yes	Closed	3
ARMY AND NAVY ACADEMY	2605 CARLSBAD BL	33.0826469	-117.3087081	Yes	Closed	3
AUTO CARE AMERICA	2615 STATE ST	33.16375333	-117.3519391	Yes	Closed	3
BECKMAN INSTRUMENTS	2470 FARADAY ROAD	33.13760925	-117.269633	Yes	Closed	3
BRESSI RANCH	4658 PALOMAR AIRPORT RD	33.129067	-117.256323	Yes	Closed	3
BUENA VISTA PUMP STATION	2140 JEFFERSON AV	33.1785271	-117.3405208	Yes	Closed	3
BURROUGHS CORPORATION / FORMER BURROUGHS / UNISYS FACILITY	5600 AVENIDA ENCINAS	33.126835	-117.326842	Yes	Closed	3
CAL BOND INC	6110 YARROW DR	33.124585	-117.273843	Yes	Closed	3
CALTRANS/CARLSBAD	6050 PASEO DEL NORTE	33.1207604	-117.3190915	Yes	Closed	3
CAMINO SHELL	2590 EL CAMINO REAL	33.1784361	-117.326432	Yes	Closed	3
CANNON COURT PROJECT	None CANNON RD & I5 (NW CORNER)	33.134895	-117.330741	Yes	Closed	3
CANTARINI RANCH	3008 EL CAMINO REAL	33.174265	-117.324656	Yes	Closed	3
CANTERBURY	5175 EL CAMINO REAL	33.143465	-117.284042	Yes	Closed	3
CARLSBAD BY THE SEA	2855 CARLSBAD BLVD	33.15967	-117.35211	Yes	Closed	3
CARLSBAD FIREHOUSE #1	1275 CARLSBAD VILLAGE DR	33.164948	-117.339431	Yes	Closed	3
CARLSBAD FIREHOUSE #2	1906 ARENAL RD	33.094463	-117.267455	Yes	Closed	3
Carlsbad High School	3557 Monroe Street	33.162366	-117.326888	Yes	Closed	3
CARLSBAD HIGH SCHOOL EXPANSION	3305, 3325, 3355, 3357 Monroe Street	33.163655	-117.329541	Yes	Closed	3
CARLSBAD PACIFIC CENTER II	703 PALOMAR AIRPORT RD	33.120981	-117.32421	Yes	Closed	3
CARLSBAD SHELL	1145 CARLSBAD VILLAGE DR	33.163573	-117.341264	Yes	Closed	3
CARLSBAD UNIFIED SCHOOL DIST	801 PINE AV	33.159173	-117.343821	Yes	Closed	3
CARLSBAD VHF STATION SKI	NONE CANNON ROAD	33.13527778	-117.3222222	Yes	Closed	3
CARLSBAD VILLAGE RENTALS	505 OAK AV	33.158445	-117.347399	Yes	Closed	3
CARLSBAD VOLVO	6830 AVE ENCINAS	33.109473	-117.315313	Yes	Closed	3
CARLTAS	5700 PASEO DEL NORTE	33.1221341	-117.3190262	Yes	Closed	3

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
CARNATION/SPECTRUM PROPERTY	None BLACK RAIL RD	33.115209	-117.288091	Yes	Closed	3
CHESTNUT HOMES (VAP CASE)	None CHESTNUT AV	33.161586	-117.329164	Yes	Closed	3
CHEVRON #46	850 PALOMAR AIRPORT RD	33.12219	-117.321059	Yes	Closed	3
CHEVRON PRODUCTS	2500 EL CAMINO REAL	33.18031	-117.326835	Yes	Closed	3
CINEMA AIR JET CENTER	2056 PALOMAR AIRPORT RD	33.12273	-117.27882	Yes	Closed	3
CITY OF CARLSBAD	1200 CARLSBAD VILLAGE DR	33.1640204	-117.3410746	Yes	Closed	3
CITY OF CARLSBAD	2779 STATE ST	33.1616073	-117.3503875	Yes	Closed	3
CITY OF CARLSBAD UTILITIES	405 OAK AV	33.1581056	-117.3484885	Yes	Closed	3
COAST WASTE MANAGEMENT INC	5960 EL CAMINO REAL	33.1327824	-117.2697599	Yes	Closed	3
CONTINENTAL BAKING CO	571 CARLSBAD VILLAGE DR	33.159649	-117.347825	Yes	Closed	3
COSTA DO SOL	None CAMINO DE LAS ONDAS	33.110566	-117.307308	Yes	Closed	3
DANIELS CABLEVISION INC	5720 EL CAMINO REAL	33.137336	-117.273367	Yes	Closed	3
DAY & NIGHT CLEANERS	2540 EL CAMINO REAL	33.179934	-117.326804	Yes	Closed	3
DEJONG PROPERTY	None POINSETTIA (Black Rail RD)	33.11298576	-117.2867453	Yes	Closed	3
DENNIS FLOWERS	8000 POINSETTIA LN	33.117312	-117.255912	Yes	Closed	3
EL CAMINO RENTAL	5701 EL CAMINO REAL	33.137862	-117.27529	Yes	Closed	3
EMERALD RIDGE EAST	None PALOMAR AIRPORT RD	33.121142	-117.305487	Yes	Closed	3
EMERALD RIDGE WEST-MAR VISTA	None PALOMAR AIRPORT RD	33.120887	-117.297745	Yes	Closed	3
ENCINA WPCF	6200 AVENIDA ENCINAS	33.1150683	-117.3213301	Yes	Closed	3
EVANS POINT	None EL CAMINO REAL	33.139826	-117.297593	Yes	Closed	3
HADLEY TRUST/SPECTRUM PROPERTY	None BLACK RAIL RD	33.109179	-117.287337	Yes	Closed	3
HAWTHORNE MACHINERY INC	2065 CAMINO VIDA ROBLE	33.11761	-117.27761	Yes	Closed	3
HAWTHORNE RENT-IT SERVICE	2530 STATE ST	33.1647321	-117.3529142	Yes	Closed	3
HOEHN HONDA	6800 AVENIDA ENCINAS	33.110054	-117.315897	Yes	Closed	3
HOEHN MOTORS-USED CARS	5556 PASEO DEL NORTE	33.1283323	-117.3237872	Yes	Closed	3
HUGHES-JVC TECHNOLOGY CORP / HUGHES-JVC CO.-JVC TECHNOLOGY	6155 EL CAMINO REAL	33.126891	-117.266916	Yes	Closed	3

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
JOES TRANSMISSION & AUTO REPR	2995 STATE ST	33.15961	-117.349073	Yes	Closed	3
KEN GRODY GMC	5445 PASEO DEL NORTE	33.132561	-117.327026	Yes	Closed	3
KINDERCARE LEARNING CENTERS	1200 PLUM TREE ROAD	33.11574829	-117.3045951	Yes	Closed	3
LA COSTA RANCH CO	6670 EL CAMINO REAL	33.111389	-117.270783	Yes	Closed	3
LA COSTA RESORT & SPA	2100 COSTA DEL MAR RD	33.09116	-117.26671	Yes	Closed	3
LEUCADIA WASTEWATER DISTRICT	1960 LA COSTA AV	33.086847	-117.266442	Yes	Closed	3
LOCKETT RESIDENCE	391 TAMARACK AV	33.149226	-117.341591	Yes	Closed	3
MARINERS POINT	None CAMINO DE LA ONDAS/A	33.112132	-117.299967	Yes	Closed	3
MOBIL/PALOMAR SERVICE 18-FYJ	899 PALOMAR AIRPORT RD	33.12196	-117.31923	Yes	Closed	3
NCTD - N OF CARLSBAD COASTER STATION	2701 STATE ST	33.162381	-117.350997	Yes	Closed	3
OCEANSIDE GLASSTILE CO.	3235 TYLER ST	33.156761	-117.346383	Yes	Closed	3
PAC. SCENE FINANCIAL PROPERTY	None MAGNOLIA AV	33.156733	-117.334243	Yes	Closed	3
PACIFIC RECORDERS & ENGINEERIN	2080 LAS PALMAS DR	33.117607	-117.275068	Yes	Closed	3
PALOMAR AIRPORT ROAD TEXACO	665 PALOMAR AIRPORT RD	33.1218	-117.32449	Yes	Closed	3
PALOMAR AVIATION FUELS INC / PALOMAR AIRPORT	2198 PALOMAR AIRPORT RD	33.12618	-117.27437	Yes	Closed	3
PALOMAR FORUM	3100 PALOMAR AIRPORT RD	33.130602	-117.259704	Yes	Closed	3
PALOMAR TRANSFER STATION	6960 EL CAMINO REAL	33.10465945	-117.2663605	Yes	Closed	3
PETERSON RANCH / ROBERTSON RANCH WEST	5056 EL CAMINO REAL	33.153893	-117.308594	Yes	Closed	3
POINSETTIA PROPERTIES AREAS 2,3 & 4	AVENIDA ENCINAS @ POINSETTIA LANE	33.102806	-117.313523	Yes	Closed	3
PORTER FARMS	3612 SEA VIEW WY	33.1628	-117.323625	Yes	Closed	3
R.F. WHITE FUEL TRUCK SPILL	None HY 5 AT S-78	33.174923	-117.348208	Yes	Closed	3
RESIDENTIAL APARTMENT COMPLEX	847 LAGUNA DRIVE	33.165003	-117.347805	Yes	Closed	3

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
ROBERT UHLINGER	2501 STATE ST	33.1648	-117.353692	Yes	Closed	3
ROBERTSON RANCH PARCEL 1	EL CAMINO REAL & CALAVERAS DR.	33.14574413	-117.2840309	Yes	Closed	3
ROBERTSON RANCH, PARCEL 3	4300 COLLEGE BL	33.14301	-117.283348	Yes	Closed	3
SAMBI SEASIDE HEIGHTS	None E HIDDEN VALLEY RD	33.114344	-117.304139	Yes	Closed	3
SOUTH COAST ASPHALT PRODUCTS/HANSON AGGREGATES PAC SO REGIO / HANSON AGGREGATES CARLSBAD PLANT	3701 HAYMAR	33.180318	-117.327248	Yes	Closed	3
STILLMAN SEAL	6020 AVENIDA ENCINAS	33.119831	-117.322731	Yes	Closed	3
SUNNY FRESH CLEANERS	7040 AVENIDA ENCINAS, B-112	33.10097	-117.31238	Yes	Closed	3
TAMARACK EXXON	945 TAMARACK AV	33.152443	-117.335276	Yes	Closed	3
TOSCO CORP #2705723	880 CARLSBAD VILLAGE DR	33.162003	-117.345056	Yes	Closed	3
TOYOTA-CARLSBAD INC USED CARS	5124 PASEO DEL NORTE	33.13526	-117.326784	Yes	Closed	3
WESELOH CHEVROLET COMPANY	5335 PASEO DEL NORTE	33.13144	-117.32658	Yes	Closed	3
WESTERN FLIGHT INC.	2210 PALOMAR AIRPORT RD	33.1257193	-117.2752629	Yes	Closed	3
CARLSBAD TECHNOLOGY INC	5923 BALFOUR CT	33.13112	-117.28106	No	Not Applicable	2
COSTA VISTA NURSERY	7555 EL CAMINO REAL	33.09911	-117.26787	No	Not Applicable	2
COSTCO #462	951 PALOMAR AIRPORT RD	33.1219	-117.31609	No	Not Applicable	2
FOUR SEASONS RESORT AVIARA	7227 AVIARA DR	33.0949	-117.28777	No	Not Applicable	2
OCEAN AIR CHARTERS	2206 PALOMAR AIRPORT RD	33.12676	-117.27347	No	Not Applicable	2
PACIFIC BELL CRLSCA12/DB412	2175 CAMINO VIDA ROBLE	33.11901	-117.27428	No	Not Applicable	2
PALOMAR AIRPORT CENTER	2138 PALOMAR AIRPORT RD	33.12571	-117.27513	No	Not Applicable	2
PRE-MIXED CONCRETE CO	3750 HAYMAR DR	33.180328	-117.327097	No	Not Applicable	2
SDG&E - C/O SEMPRA ENERGY	5016 CARLSBAD BLVD	33.13236	-117.33532	No	Not Applicable	2
CARLSBAD VILLAGE ACADEMY	1640 Magnolia Avenue	33.159217	-117.329028	No	Not Applicable	1
Crown Circuits, Inc.	6070 Avenuenida Encinas	33.118556	-117.322612	No	Not Applicable	1
Melles Griot, Inc., Laser Div.	2251 Rutherford Road	33.1311419	-117.276753	No	Not Applicable	1
PACIFIC RIM ELEMENTARY SCHOOL	1100 Camino De Las Ondas	33.11297	-117.29688	No	Not Applicable	1
Poinsettia Elementary School	2445 Mica Road	33.118	-117.253505	No	Not Applicable	1

Table 5
Summary Table

Site Name	Address	Latitude	Longitude	Releases?	Case open/closed	Ranking
Proposed High School at College and Cannon	Cannon Road & College Boulevard	33.155151	-117.287152	No	Not Applicable	1
SOUTHEAST ELEMENTARY SCHOOL	Poinsettia Lane	33.1172	-117.257	No	Not Applicable	1

Appendix D:
Noise Modeling Information

INPUT: RECEIVERS

<Project Name?>

Dudek													5 March 2014
MG													TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT: <Project Name?>
RUN: Carlsbad GP Update - Existing

Receiver	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
Name			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	L _{Aeq} 1h	L _{Aeq} 1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
R1: Cannon Rd -I5 to El Cmno RI	1	1	5,000.0	6,100.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: Cannon Rd -I5 to El Cmno RI	2	1	5,000.0	6,275.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: Cannon Rd -I5 to El Cmno RI	3	1	5,000.0	6,540.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: Cannon Rd -I5 to El Cmno RI	4	1	5,000.0	7,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: Cannon Rd -I5 to El Cmno RI	5	1	5,000.0	7,010.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: Cannon Rd -I5 to El Cmno RI	6	1	5,000.0	7,020.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: Cannon Rd -I5 to El Cmno RI	7	1	5,000.0	7,030.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: Cannon Rd -I5 to El Cmno RI	8	1	5,000.0	7,040.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: Cannon Rd -El Cmno RI to Cllg Blvd	11	1	7,000.0	6,080.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: Cannon Rd -El Cmno RI to Cllg Blvd	12	1	7,000.0	6,210.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: Cannon Rd -El Cmno RI to Cllg Blvd	13	1	7,000.0	6,460.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: Cannon Rd -El Cmno RI to Cllg Blvd	14	1	7,000.0	6,470.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: Cannon Rd -El Cmno RI to Cllg Blvd	15	1	7,000.0	6,520.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: Cannon Rd -El Cmno RI to Cllg Blvd	16	1	7,000.0	6,530.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: Cannon Rd -El Cmno RI to Cllg Blvd	17	1	7,000.0	6,540.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: Cannon Rd -El Cmno RI to Cllg Blvd	18	1	7,000.0	6,700.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: College Blvd -Palmr AptRd to El Cmr	20	1	8,060.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R2: College Blvd -Palmr AptRd to El Cmr	21	1	8,160.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R3: College Blvd -Palmr AptRd to El Cmr	22	1	8,340.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R4: College Blvd -Palmr AptRd to El Cmr	23	1	8,350.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R5: College Blvd -Palmr AptRd to El Cmr	24	1	8,400.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R6: College Blvd -Palmr AptRd to El Cmr	25	1	8,500.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
R7: College Blvd -Palmr AptRd to El Cmr	26	1	8,510.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R8: College Blvd -Palmr AptRd to El Cmr	27	1	8,520.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R1: College Blvd - N City Limits to Cann	28	1	8,100.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R2: College Blvd - N City Limits to Cann	29	1	8,240.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R3: College Blvd - N City Limits to Cann	30	1	8,410.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R4: College Blvd - N City Limits to Cann	31	1	8,420.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R5: College Blvd - N City Limits to Cann	32	1	8,600.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R6: College Blvd - N City Limits to Cann	33	1	8,610.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R7: College Blvd - N City Limits to Cann	34	1	8,620.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R8: College Blvd - N City Limits to Cann	35	1	8,630.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -I5 to Collg Blvd	37	1	7,000.0	4,210.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -I5 to Collg Blvd	38	1	7,000.0	4,460.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -I5 to Collg Blvd	39	1	7,000.0	4,770.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -I5 to Collg Blvd	40	1	7,000.0	4,780.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -I5 to Collg Blvd	41	1	7,000.0	4,790.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -I5 to Collg Blvd	42	1	7,000.0	4,800.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -I5 to Collg Blvd	43	1	7,000.0	5,003.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -I5 to Collg Blvd	44	1	7,000.0	5,004.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -Cllg Blvd to El Cmno RI	45	1	9,000.0	4,170.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -Cllg Blvd to El Cmno RI	46	1	9,000.0	4,400.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -Cllg Blvd to El Cmno RI	47	1	9,000.0	4,410.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -Cllg Blvd to El Cmno RI	48	1	9,000.0	4,600.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -Cllg Blvd to El Cmno RI	49	1	9,000.0	4,650.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -Cllg Blvd to El Cmno RI	50	1	9,000.0	4,700.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -Cllg Blvd to El Cmno RI	51	1	9,000.0	5,030.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -Cllg Blvd to El Cmno RI	52	1	9,000.0	5,040.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -El Cmno RI to Mlrs Dr	53	1	11,000.0	4,220.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -El Cmno RI to Mlrs Dr	54	1	11,000.0	4,470.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -El Cmno RI to Mlrs Dr	55	1	11,000.0	4,730.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -El Cmno RI to Mlrs Dr	56	1	11,000.0	4,760.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -El Cmno RI to Mlrs Dr	57	1	11,000.0	4,900.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -El Cmno RI to Mlrs Dr	58	1	11,000.0	5,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -El Cmno RI to Mlrs Dr	59	1	11,000.0	5,100.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -El Cmno RI to Mlrs Dr	60	1	11,000.0	5,200.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -Mlrs Dr to W CityLmts	61	1	13,000.0	4,150.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -Mlrs Dr to W CityLmts	62	1	13,000.0	4,360.0	10,000.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
R3: PlmrArptRd -Mlrs Dr to W CityLmts	63	1	13,000.0	4,590.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -Mlrs Dr to W CityLmts	64	1	13,000.0	4,600.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -Mlrs Dr to W CityLmts	65	1	13,000.0	5,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -Mlrs Dr to W CityLmts	66	1	13,000.0	5,001.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -Mlrs Dr to W CityLmts	67	1	13,000.0	5,002.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -Mlrs Dr to W CityLmts	68	1	13,000.0	5,003.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: El Cmno RI -N CityLmts to TmrkAve	70	1	10,140.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R2: El Cmno RI -N CityLmts to TmrkAve	71	1	10,330.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R3: El Cmno RI -N CityLmts to TmrkAve	72	1	10,480.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R4: El Cmno RI -N CityLmts to TmrkAve	73	1	15,000.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R5: El Cmno RI -N CityLmts to TmrkAve	74	1	15,001.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R6: El Cmno RI -N CityLmts to TmrkAve	75	1	15,002.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R7: El Cmno RI -N CityLmts to TmrkAve	76	1	15,003.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R8: El Cmno RI -N CityLmts to TmrkAve	77	1	15,004.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	
R1: El Cmno RI -TmrkAv to CnonAv	78	1	10,120.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R2: El Cmno RI -TmrkAv to CnonAv	79	1	10,290.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R3: El Cmno RI -TmrkAv to CnonAv	80	1	10,450.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R4: El Cmno RI -TmrkAv to CnonAv	81	1	14,900.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R5: El Cmno RI -TmrkAv to CnonAv	82	1	14,901.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R6: El Cmno RI -TmrkAv to CnonAv	83	1	15,000.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R7: El Cmno RI -TmrkAv to CnonAv	84	1	15,001.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R8: El Cmno RI -TmrkAv to CnonAv	85	1	15,002.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	
R1: El Cmno RI-CnonAv to CllgBlvd	86	1	10,160.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R2: El Cmno RI-CnonAv to CllgBlvd	87	1	10,340.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R3: El Cmno RI-CnonAv to CllgBlvd	88	1	10,500.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R4: El Cmno RI-CnonAv to CllgBlvd	89	1	14,800.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R5: El Cmno RI-CnonAv to CllgBlvd	90	1	14,850.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R6: El Cmno RI-CnonAv to CllgBlvd	91	1	14,880.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R7: El Cmno RI-CnonAv to CllgBlvd	92	1	14,950.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R8: El Cmno RI-CnonAv to CllgBlvd	93	1	15,000.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	
R1: El Cmno RI-CllgBlvd to PlmrArptRd	94	1	10,150.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	
R2: El Cmno RI-CllgBlvd to PlmrArptRd	96	1	10,330.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	
R3: El Cmno RI-CllgBlvd to PlmrArptRd	97	1	10,490.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	
R4: El Cmno RI-CllgBlvd to PlmrArptRd	98	1	14,980.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	
R5: El Cmno RI-CllgBlvd to PlmrArptRd	68	1	15,000.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	
R6: El Cmno RI-CllgBlvd to PlmrArptRd	99	1	15,001.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

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R7: El Cmno RI-CllgBlvd to PlmrArptRd	100	1	15,002.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-CllgBlvd to PlmrArptRd	101	1	15,003.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-PlmrArptRd to LaCostaA	102	1	10,210.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-PlmrArptRd to LaCostaA	104	1	10,390.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-PlmrArptRd to LaCostaA	106	1	10,560.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-PlmrArptRd to LaCostaA	107	1	11,550.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-PlmrArptRd to LaCostaA	108	1	11,560.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-PlmrArptRd to LaCostaA	109	1	11,580.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI-PlmrArptRd to LaCostaA	110	1	12,000.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-PlmrArptRd to LaCostaA	111	1	12,001.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-LaCostaAve to RnchoSn	113	1	10,170.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-LaCostaAve to RnchoSn	114	1	10,350.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-LaCostaAve to RnchoSn	115	1	10,510.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-LaCostaAve to RnchoSn	116	1	12,550.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-LaCostaAve to RnchoSn	117	1	12,560.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-LaCostaAve to RnchoSn	118	1	13,000.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI-LaCostaAve to RnchoSn	119	1	13,002.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-LaCostaAve to RnchoSn	120	1	13,003.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: RnchoSntaFeRd-PlmrAirprt Rd to EC	122	1	14,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: RnchoSntaFeRd-PlmrAirprt Rd to EC	123	1	14,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: RnchoSntaFeRd-PlmrAirprt Rd to EC	120	1	14,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: RnchoSntaFeRd-PlmrAirprt Rd to EC	124	1	14,900.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: RnchoSntaFeRd-PlmrAirprt Rd to EC	125	1	14,901.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: RnchoSntaFeRd-PlmrAirprt Rd to EC	126	1	14,902.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: RnchoSntaFeRd-PlmrAirprt Rd to EC	127	1	15,001.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: RnchoSntaFeRd-PlmrAirprt Rd to EC	129	1	15,002.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -LsFlrsDr to CrlsbdVllgDr	131	1	6,710.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -LsFlrsDr to CrlsbdVllgDr	132	1	6,980.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -LsFlrsDr to CrlsbdVllgDr	133	1	7,360.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -LsFlrsDr to CrlsbdVllgDr	134	1	7,775.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -LsFlrsDr to CrlsbdVllgDr	135	1	7,776.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -LsFlrsDr to CrlsbdVllgDr	136	1	7,778.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -LsFlrsDr to CrlsbdVllgDr	137	1	7,779.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -LsFlrsDr to CrlsbdVllgDr	138	1	8,000.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -CrlsbdVllgDr to TmrckAve	139	1	6,730.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -CrlsbdVllgDr to TmrckAve	140	1	7,010.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

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R3: I-5 -CrlsbdVllgDr to TmrckAve	141	1	7,410.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -CrlsbdVllgDr to TmrckAve	142	1	7,420.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -CrlsbdVllgDr to TmrckAve	143	1	7,750.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -CrlsbdVllgDr to TmrckAve	144	1	7,760.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -CrlsbdVllgDr to TmrckAve	145	1	7,779.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -CrlsbdVllgDr to TmrckAve	146	1	8,000.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -TmrckAve to CnonRd	148	1	6,710.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -TmrckAve to CnonRd	149	1	6,980.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -TmrckAve to CnonRd	150	1	7,360.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -TmrckAve to CnonRd	151	1	7,775.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -TmrckAve to CnonRd	152	1	7,776.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -TmrckAve to CnonRd	153	1	7,778.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -TmrckAve to CnonRd	154	1	7,779.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -TmrckAve to CnonRd	155	1	7,800.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -CnonRd to PlmrArprtRd	157	1	6,690.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -CnonRd to PlmrArprtRd	158	1	6,930.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -CnonRd to PlmrArprtRd	159	1	7,250.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -CnonRd to PlmrArprtRd	160	1	7,500.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -CnonRd to PlmrArprtRd	161	1	7,501.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -CnonRd to PlmrArprtRd	162	1	7,502.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -CnonRd to PlmrArprtRd	163	1	7,503.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -CnonRd to PlmrArprtRd	164	1	7,504.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -PlmrArprtRd to PnsttiaLn	166	1	6,700.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -PlmrArprtRd to PnsttiaLn	167	1	6,980.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -PlmrArprtRd to PnsttiaLn	168	1	7,320.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -PlmrArprtRd to PnsttiaLn	169	1	7,775.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -PlmrArprtRd to PnsttiaLn	170	1	7,776.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -PlmrArprtRd to PnsttiaLn	171	1	7,778.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -PlmrArprtRd to PnsttiaLn	172	1	7,779.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -PlmrArprtRd to PnsttiaLn	173	1	8,000.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -PnsttiaLn to LaCstaAve	174	1	6,710.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -PnsttiaLn to LaCstaAve	175	1	6,980.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -PnsttiaLn to LaCstaAve	176	1	7,330.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -PnsttiaLn to LaCstaAve	177	1	7,340.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -PnsttiaLn to LaCstaAve	178	1	7,776.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -PnsttiaLn to LaCstaAve	179	1	7,778.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
R7: I-5 -PnsttiaLn to LaCstaAve	180	1	7,779.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	
R8: I-5 -PnsttiaLn to LaCstaAve	181	1	8,000.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: I-5 to JffrsnSt	183	1	7,000.0	14,570.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: I-5 to JffrsnSt	184	1	7,000.0	14,800.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: I-5 to JffrsnSt	185	1	7,000.0	15,100.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: I-5 to JffrsnSt	186	1	7,000.0	15,500.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: I-5 to JffrsnSt	187	1	7,000.0	15,501.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: I-5 to JffrsnSt	188	1	7,000.0	15,502.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: I-5 to JffrsnSt	189	1	7,000.0	15,503.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: I-5 to JffrsnSt	190	1	7,000.0	17,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: Jffrsn St to ECR	191	1	9,000.0	14,570.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: Jffrsn St to ECR	192	1	9,000.0	14,810.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: Jffrsn St to ECR	193	1	9,000.0	15,150.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: Jffrsn St to ECR	194	1	9,000.0	15,500.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: Jffrsn St to ECR	195	1	9,000.0	15,501.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: Jffrsn St to ECR	196	1	9,000.0	15,502.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: Jffrsn St to ECR	197	1	9,000.0	15,503.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: Jffrsn St to ECR	198	1	9,000.0	17,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: EICmnoRI to CllgBlvd	199	1	11,000.0	14,570.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: EICmnoRI to CllgBlvd	200	1	11,000.0	14,800.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: EICmnoRI to CllgBlvd	201	1	11,000.0	15,100.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: EICmnoRI to CllgBlvd	164	1	11,000.0	15,500.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: EICmnoRI to CllgBlvd	202	1	11,000.0	15,501.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: EICmnoRI to CllgBlvd	203	1	11,000.0	15,502.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: EICmnoRI to CllgBlvd	204	1	11,000.0	15,503.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: EICmnoRI to CllgBlvd	205	1	11,000.0	17,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: LaCstaAve: I-5 to EICmnoRI	209	1	7,500.0	170.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R2: LaCstaAve: I-5 to EICmnoRI	210	1	7,500.0	350.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R3: LaCstaAve: I-5 to EICmnoRI	211	1	7,500.0	540.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R4: LaCstaAve: I-5 to EICmnoRI	212	1	7,500.0	699.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R5: LaCstaAve: I-5 to EICmnoRI	213	1	7,500.0	700.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R6: LaCstaAve: I-5 to EICmnoRI	214	1	7,500.0	701.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R7: LaCstaAve: I-5 to EICmnoRI	215	1	7,500.0	702.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R8: LaCstaAve: I-5 to EICmnoRI	216	1	7,500.0	703.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R200: Cannon Rd -I5 to El Cmno RI @20	218	1	5,050.0	6,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y
R200: Cannon Rd -El Cmno RI to Cllg Bl	219	1	7,000.0	6,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>			
R200: College Blvd -Palmr AptRd to El C	221	1	8,100.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: College Blvd - N City Limits to Car	222	1	8,100.0	7,050.0	20,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: PlmrArprtRd -I5 to Collg Blvd @200	224	1	7,000.0	4,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: PlmrArprtRd -Cllg Blvd to El Cmno	226	1	9,000.0	4,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: PlmrArprtRd -El Cmno RI to Mirs D	227	1	11,000.0	4,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: PlmrArprtRd -Mirrs Dr to W CityLmts	229	1	13,000.0	4,100.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI -N CityLmts to TmrkAv	231	1	10,100.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI -TmrkAv to CnonAv @	232	1	10,100.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI-CnonAv to CllgBlvd @	233	1	10,100.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI-CllgBlvd to PlmrArprtR	234	1	10,100.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI-PlmrArprtRd to LaCost	235	1	10,100.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: El Cmno RI-LaCostaAve to Rncho	236	1	10,100.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: RnchoSntaFeRd-PlmrAirprt Rd to	237	1	14,100.0	2,050.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -LsFlrsDr to CrlsbdVllgDr @200	238	1	6,200.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -CrlsbdVllgDr to TmrckAve @2	239	1	6,200.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -TmrckAve to CnonRd @200'	240	1	6,200.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -CnonRd to PlmrArprtRd @200	241	1	6,200.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -PlmrArprtRd to PnsttiaLn @20	242	1	6,200.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: I-5 -PnsttiaLn to LaCstaAve @200	243	1	6,200.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	Y	
R200: SR-78: I-5 to JffrsnSt @200'	244	1	7,000.0	14,200.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: SR-78: Jffrsn St to ECR @200'	245	1	9,000.0	14,200.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: SR-78: EICmnoRI to CllgBlvd @20	246	1	11,000.0	14,200.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	
R200: LaCstaAve: I-5 to EICmnoRI @200	247	1	7,500.0	200.0	10,000.00	5.00	0.00	66	10.0	8.0	Y	

INPUT: ROADWAYS

<Project Name?>

		point31	31	10,000.0	10,000.0	100.00						
El Cmno RI-TamarackAve to Cannon Av	80.0	point32	32	10,000.0	10,000.0	100.00					Average	
		point33	33	10,000.0	8,000.0	100.00						
El Cmno RI-Cannon Av to College Blvd	80.0	point34	34	10,000.0	8,000.0	100.00					Average	
		point35	35	10,000.0	6,000.0	100.00						
El Cmno RI-College Blvd ot PlmrArptRd	80.0	point36	36	10,000.0	6,000.0	100.00					Average	
		point37	37	10,000.0	4,000.0	100.00						
El Cmno RI-PlmrArptRd to LaCostaAve	80.0	point38	38	10,000.0	4,000.0	100.00					Average	
		point39	39	10,000.0	2,000.0	100.00						
El Cmno RI-LaCostaAve to RnchoSntaFe	80.0	point40	40	10,000.0	2,000.0	100.00					Average	
		point41	41	10,000.0	10.0	100.00						
College Blvd-Palomar AirtRd-El CmnoRI	80.0	point43	43	8,000.0	4,010.0	20,000.00					Average	
		point44	44	8,000.0	6,000.0	20,000.00						
College Blvd-N City Limits to Cannon Rd	80.0	point45	45	8,000.0	6,000.0	20,000.00					Average	
		point46	46	8,000.0	8,000.0	20,000.00						
La Costa Ave - I-5 to El Camino Real	80.0	point47	47	6,000.0	0.0	10,000.00					Average	
		point48	48	9,000.0	0.0	10,000.00						
RnchoSantaFeRd-PlmrAirport Rd to ECR	100.0	point49	49	14,000.0	20.0	100.00					Average	
		point50	50	14,000.0	3,990.0	100.00						
SR-78: I-5 to Jefferson St	140.0	point51	51	6,000.0	14,000.0	10,000.00					Average	
		point52	52	8,000.0	14,000.0	10,000.00						
SR-78: Jefferson St to El Camino Real	140.0	point53	53	8,000.0	14,000.0	10,000.00					Average	
		point54	54	10,000.0	14,000.0	10,000.00						
SR-78: El Camino Real to College Blvd	140.0	point55	55	10,000.0	14,000.0	10,000.00					Average	
		point56	56	12,000.0	14,000.0	10,000.00						

RESULTS: SOUND LEVELS

<Project Name?>

Dudek																		5 March 2014	
MG																			TNM 2.5
																			Calculated with TNM 2.5
RESULTS: SOUND LEVELS																			
PROJECT/CONTRACT:		<Project Name?>																	
RUN:		Carlsbad GP Update - Existing																	
BARRIER DESIGN:		INPUT HEIGHTS																	
ATMOSPHERICS:		68 deg F, 50% RH																	
Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.																			

Receiver																			
Name	No.	#DUs	Existing	No Barrier	With Barrier														
			L _{Aeq1h}	L _{Aeq1h}	Increase over existing		Type	Calculated	Noise Reduction										
				Calculated	Crit'n	Calculated	Crit'n	Impact	L _{Aeq1h}	Calculated	Goal	Calculated							
							Sub'l Inc					Goal	minus						
			dBA	dBA	dBA		dB	dB		dBA									
R1: Cannon Rd -I5 to El Cmno RI	1	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0							
R2: Cannon Rd -I5 to El Cmno RI	2	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0							
R3: Cannon Rd -I5 to El Cmno RI	3	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0							
R4: Cannon Rd -I5 to El Cmno RI	4	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0							
R5: Cannon Rd -I5 to El Cmno RI	5	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0							
R6: Cannon Rd -I5 to El Cmno RI	6	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0							
R7: Cannon Rd -I5 to El Cmno RI	7	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0							
R8: Cannon Rd -I5 to El Cmno RI	8	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0							
R1: Cannon Rd -El Cmno RI to Clig Blvd	11	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0							
R2: Cannon Rd -El Cmno RI to Clig Blvd	12	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0							
R3: Cannon Rd -El Cmno RI to Clig Blvd	13	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0							
R4: Cannon Rd -El Cmno RI to Clig Blvd	14	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0							
R5: Cannon Rd -El Cmno RI to Clig Blvd	15	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0							
R6: Cannon Rd -El Cmno RI to Clig Blvd	16	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0							
R7: Cannon Rd -El Cmno RI to Clig Blvd	17	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0							
R8: Cannon Rd -El Cmno RI to Clig Blvd	18	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0							
R1: College Blvd -Palmr AptRd to El Cmnc	20	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0							
R2: College Blvd -Palmr AptRd to El Cmnc	21	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0							
R3: College Blvd -Palmr AptRd to El Cmnc	22	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0							
R4: College Blvd -Palmr AptRd to El Cmnc	23	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0							
R5: College Blvd -Palmr AptRd to El Cmnc	24	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0							
R6: College Blvd -Palmr AptRd to El Cmnc	25	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0							
R7: College Blvd -Palmr AptRd to El Cmnc	26	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0							
R8: College Blvd -Palmr AptRd to El Cmnc	27	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0							

RESULTS: SOUND LEVELS

<Project Name?>

R1: College Blvd - N City Limits to Cannon	28	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: College Blvd - N City Limits to Cannon	29	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: College Blvd - N City Limits to Cannon	30	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
R4: College Blvd - N City Limits to Cannon	31	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
R5: College Blvd - N City Limits to Cannon	32	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R6: College Blvd - N City Limits to Cannon	33	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
R7: College Blvd - N City Limits to Cannon	34	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
R8: College Blvd - N City Limits to Cannon	35	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
R1: PlmrArptRd -I5 to Collg Blvd	37	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: PlmrArptRd -I5 to Collg Blvd	38	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R3: PlmrArptRd -I5 to Collg Blvd	39	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
R4: PlmrArptRd -I5 to Collg Blvd	40	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
R5: PlmrArptRd -I5 to Collg Blvd	41	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
R6: PlmrArptRd -I5 to Collg Blvd	42	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
R7: PlmrArptRd -I5 to Collg Blvd	43	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
R8: PlmrArptRd -I5 to Collg Blvd	44	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
R1: PlmrArptRd -Clg Blvd to El Cmno RI	45	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: PlmrArptRd -Clg Blvd to El Cmno RI	46	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
R3: PlmrArptRd -Clg Blvd to El Cmno RI	47	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
R4: PlmrArptRd -Clg Blvd to El Cmno RI	48	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
R5: PlmrArptRd -Clg Blvd to El Cmno RI	49	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R6: PlmrArptRd -Clg Blvd to El Cmno RI	50	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
R7: PlmrArptRd -Clg Blvd to El Cmno RI	51	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R8: PlmrArptRd -Clg Blvd to El Cmno RI	52	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R1: PlmrArptRd -El Cmno RI to Mlrs Dr	53	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
R2: PlmrArptRd -El Cmno RI to Mlrs Dr	54	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: PlmrArptRd -El Cmno RI to Mlrs Dr	55	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
R4: PlmrArptRd -El Cmno RI to Mlrs Dr	56	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
R5: PlmrArptRd -El Cmno RI to Mlrs Dr	57	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
R6: PlmrArptRd -El Cmno RI to Mlrs Dr	58	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
R7: PlmrArptRd -El Cmno RI to Mlrs Dr	59	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
R8: PlmrArptRd -El Cmno RI to Mlrs Dr	60	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
R1: PlmrArptRd -Mlrs Dr to W CityLmts	61	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
R2: PlmrArptRd -Mlrs Dr to W CityLmts	62	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: PlmrArptRd -Mlrs Dr to W CityLmts	63	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: PlmrArptRd -Mlrs Dr to W CityLmts	64	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
R5: PlmrArptRd -Mlrs Dr to W CityLmts	65	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
R6: PlmrArptRd -Mlrs Dr to W CityLmts	66	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
R7: PlmrArptRd -Mlrs Dr to W CityLmts	67	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
R8: PlmrArptRd -Mlrs Dr to W CityLmts	68	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
R1: El Cmno RI -N CityLmts to TmrkAve	70	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0

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R2: El Cmno RI -N CityLmts to TmrkAve	71	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
R3: El Cmno RI -N CityLmts to TmrkAve	72	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: El Cmno RI -N CityLmts to TmrkAve	73	1	0.0	40.2	66	40.2	10	----	40.2	0.0	8	-8.0
R5: El Cmno RI -N CityLmts to TmrkAve	74	1	0.0	40.2	66	40.2	10	----	40.2	0.0	8	-8.0
R6: El Cmno RI -N CityLmts to TmrkAve	75	1	0.0	40.2	66	40.2	10	----	40.2	0.0	8	-8.0
R7: El Cmno RI -N CityLmts to TmrkAve	76	1	0.0	40.2	66	40.2	10	----	40.2	0.0	8	-8.0
R8: El Cmno RI -N CityLmts to TmrkAve	77	1	0.0	40.2	66	40.2	10	----	40.2	0.0	8	-8.0
R1: El Cmno RI -TmrkAv to CnonAv	78	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: El Cmno RI -TmrkAv to CnonAv	79	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R3: El Cmno RI -TmrkAv to CnonAv	80	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: El Cmno RI -TmrkAv to CnonAv	81	1	0.0	40.6	66	40.6	10	----	40.6	0.0	8	-8.0
R5: El Cmno RI -TmrkAv to CnonAv	82	1	0.0	40.6	66	40.6	10	----	40.6	0.0	8	-8.0
R6: El Cmno RI -TmrkAv to CnonAv	83	1	0.0	40.4	66	40.4	10	----	40.4	0.0	8	-8.0
R7: El Cmno RI -TmrkAv to CnonAv	84	1	0.0	40.4	66	40.4	10	----	40.4	0.0	8	-8.0
R8: El Cmno RI -TmrkAv to CnonAv	85	1	0.0	40.4	66	40.4	10	----	40.4	0.0	8	-8.0
R1: El Cmno RI-CnonAv to ClIlgBlvd	86	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
R2: El Cmno RI-CnonAv to ClIlgBlvd	87	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: El Cmno RI-CnonAv to ClIlgBlvd	88	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: El Cmno RI-CnonAv to ClIlgBlvd	89	1	0.0	41.3	66	41.3	10	----	41.3	0.0	8	-8.0
R5: El Cmno RI-CnonAv to ClIlgBlvd	90	1	0.0	41.2	66	41.2	10	----	41.2	0.0	8	-8.0
R6: El Cmno RI-CnonAv to ClIlgBlvd	91	1	0.0	41.1	66	41.1	10	----	41.1	0.0	8	-8.0
R7: El Cmno RI-CnonAv to ClIlgBlvd	92	1	0.0	40.9	66	40.9	10	----	40.9	0.0	8	-8.0
R8: El Cmno RI-CnonAv to ClIlgBlvd	93	1	0.0	40.9	66	40.9	10	----	40.9	0.0	8	-8.0
R1: El Cmno RI-ClIlgBlvd to PlmrArptRd	94	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: El Cmno RI-ClIlgBlvd to PlmrArptRd	96	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: El Cmno RI-ClIlgBlvd to PlmrArptRd	97	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
R4: El Cmno RI-ClIlgBlvd to PlmrArptRd	98	1	0.0	43.8	66	43.8	10	----	43.8	0.0	8	-8.0
R5: El Cmno RI-ClIlgBlvd to PlmrArptRd	68	1	0.0	43.7	66	43.7	10	----	43.7	0.0	8	-8.0
R6: El Cmno RI-ClIlgBlvd to PlmrArptRd	99	1	0.0	43.7	66	43.7	10	----	43.7	0.0	8	-8.0
R7: El Cmno RI-ClIlgBlvd to PlmrArptRd	100	1	0.0	43.7	66	43.7	10	----	43.7	0.0	8	-8.0
R8: El Cmno RI-ClIlgBlvd to PlmrArptRd	101	1	0.0	43.7	66	43.7	10	----	43.7	0.0	8	-8.0
R1: El Cmno RI-PlmrArptRd to LaCostaAve	102	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: El Cmno RI-PlmrArptRd to LaCostaAve	104	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
R3: El Cmno RI-PlmrArptRd to LaCostaAve	106	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
R4: El Cmno RI-PlmrArptRd to LaCostaAve	107	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
R5: El Cmno RI-PlmrArptRd to LaCostaAve	108	1	0.0	48.1	66	48.1	10	----	48.1	0.0	8	-8.0
R6: El Cmno RI-PlmrArptRd to LaCostaAve	109	1	0.0	48.0	66	48.0	10	----	48.0	0.0	8	-8.0
R7: El Cmno RI-PlmrArptRd to LaCostaAve	110	1	0.0	46.8	66	46.8	10	----	46.8	0.0	8	-8.0
R8: El Cmno RI-PlmrArptRd to LaCostaAve	111	1	0.0	46.8	66	46.8	10	----	46.8	0.0	8	-8.0
R1: El Cmno RI-LaCostaAve to RnchoSnta	113	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: El Cmno RI-LaCostaAve to RnchoSnta	114	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0

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R3: El Cmno RI-LaCostaAve to RnchoSnta	115	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: El Cmno RI-LaCostaAve to RnchoSnta	116	1	0.0	46.9	66	46.9	10	----	46.9	0.0	8	-8.0
R5: El Cmno RI-LaCostaAve to RnchoSnta	117	1	0.0	47.0	66	47.0	10	----	47.0	0.0	8	-8.0
R6: El Cmno RI-LaCostaAve to RnchoSnta	118	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
R7: El Cmno RI-LaCostaAve to RnchoSnta	119	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
R8: El Cmno RI-LaCostaAve to RnchoSnta	120	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
R1: RnchoSntaFeRd-PlmrAirprt Rd to ECF	122	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: RnchoSntaFeRd-PlmrAirprt Rd to ECF	123	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
R3: RnchoSntaFeRd-PlmrAirprt Rd to ECF	120	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: RnchoSntaFeRd-PlmrAirprt Rd to ECF	124	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
R5: RnchoSntaFeRd-PlmrAirprt Rd to ECF	125	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
R6: RnchoSntaFeRd-PlmrAirprt Rd to ECF	126	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
R7: RnchoSntaFeRd-PlmrAirprt Rd to ECF	127	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
R8: RnchoSntaFeRd-PlmrAirprt Rd to ECF	129	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
R1: I-5 -LsFlrsDr to CrlsbdVllgDr	131	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: I-5 -LsFlrsDr to CrlsbdVllgDr	132	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: I-5 -LsFlrsDr to CrlsbdVllgDr	133	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: I-5 -LsFlrsDr to CrlsbdVllgDr	134	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R5: I-5 -LsFlrsDr to CrlsbdVllgDr	135	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R6: I-5 -LsFlrsDr to CrlsbdVllgDr	136	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R7: I-5 -LsFlrsDr to CrlsbdVllgDr	137	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R8: I-5 -LsFlrsDr to CrlsbdVllgDr	138	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
R1: I-5 -CrlsbdVllgDr to TmrckAve	139	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: I-5 -CrlsbdVllgDr to TmrckAve	140	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
R3: I-5 -CrlsbdVllgDr to TmrckAve	141	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: I-5 -CrlsbdVllgDr to TmrckAve	142	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
R5: I-5 -CrlsbdVllgDr to TmrckAve	143	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
R6: I-5 -CrlsbdVllgDr to TmrckAve	144	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
R7: I-5 -CrlsbdVllgDr to TmrckAve	145	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
R8: I-5 -CrlsbdVllgDr to TmrckAve	146	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
R1: I-5 -TmrckAve to CnonRd	148	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: I-5 -TmrckAve to CnonRd	149	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: I-5 -TmrckAve to CnonRd	150	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: I-5 -TmrckAve to CnonRd	151	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R5: I-5 -TmrckAve to CnonRd	152	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
R6: I-5 -TmrckAve to CnonRd	153	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
R7: I-5 -TmrckAve to CnonRd	154	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
R8: I-5 -TmrckAve to CnonRd	155	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R1: I-5 -CnonRd to PlmrArprtRd	157	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: I-5 -CnonRd to PlmrArprtRd	158	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
R3: I-5 -CnonRd to PlmrArprtRd	159	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0

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R4: I-5 -CnonRd to PlmrArprtRd	160	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
R5: I-5 -CnonRd to PlmrArprtRd	161	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
R6: I-5 -CnonRd to PlmrArprtRd	162	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
R7: I-5 -CnonRd to PlmrArprtRd	163	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
R8: I-5 -CnonRd to PlmrArprtRd	164	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
R1: I-5 -PlmrArprtRd to PnsttiaLn	166	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
R2: I-5 -PlmrArprtRd to PnsttiaLn	167	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R3: I-5 -PlmrArprtRd to PnsttiaLn	168	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: I-5 -PlmrArprtRd to PnsttiaLn	169	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R5: I-5 -PlmrArprtRd to PnsttiaLn	170	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R6: I-5 -PlmrArprtRd to PnsttiaLn	171	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R7: I-5 -PlmrArprtRd to PnsttiaLn	172	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R8: I-5 -PlmrArprtRd to PnsttiaLn	173	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
R1: I-5 -PnsttiaLn to LaCstaAve	174	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: I-5 -PnsttiaLn to LaCstaAve	175	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R3: I-5 -PnsttiaLn to LaCstaAve	176	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: I-5 -PnsttiaLn to LaCstaAve	177	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R5: I-5 -PnsttiaLn to LaCstaAve	178	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R6: I-5 -PnsttiaLn to LaCstaAve	179	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R7: I-5 -PnsttiaLn to LaCstaAve	180	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
R8: I-5 -PnsttiaLn to LaCstaAve	181	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
R1: SR-78: I-5 to JffrsnSt	183	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R2: SR-78: I-5 to JffrsnSt	184	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
R3: SR-78: I-5 to JffrsnSt	185	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: SR-78: I-5 to JffrsnSt	186	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R5: SR-78: I-5 to JffrsnSt	187	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R6: SR-78: I-5 to JffrsnSt	188	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R7: SR-78: I-5 to JffrsnSt	189	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R8: SR-78: I-5 to JffrsnSt	190	1	0.0	46.7	66	46.7	10	----	46.7	0.0	8	-8.0
R1: SR-78: Jffrsn St to ECR	191	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
R2: SR-78: Jffrsn St to ECR	192	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: SR-78: Jffrsn St to ECR	193	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
R4: SR-78: Jffrsn St to ECR	194	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
R5: SR-78: Jffrsn St to ECR	195	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R6: SR-78: Jffrsn St to ECR	196	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R7: SR-78: Jffrsn St to ECR	197	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
R8: SR-78: Jffrsn St to ECR	198	1	0.0	47.3	66	47.3	10	----	47.3	0.0	8	-8.0
R1: SR-78: EICmnoRI to ClIglBlvd	199	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
R2: SR-78: EICmnoRI to ClIglBlvd	200	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
R3: SR-78: EICmnoRI to ClIglBlvd	201	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: SR-78: EICmnoRI to ClIglBlvd	164	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0

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R5: SR-78: EICmnoRI to CllgBlvd	202	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R6: SR-78: EICmnoRI to CllgBlvd	203	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R7: SR-78: EICmnoRI to CllgBlvd	204	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
R8: SR-78: EICmnoRI to CllgBlvd	205	1	0.0	46.6	66	46.6	10	----	46.6	0.0	8	-8.0
R1: LaCstaAve: I-5 to EICmnoRI	209	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R2: LaCstaAve: I-5 to EICmnoRI	210	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
R3: LaCstaAve: I-5 to EICmnoRI	211	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
R4: LaCstaAve: I-5 to EICmnoRI	212	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
R5: LaCstaAve: I-5 to EICmnoRI	213	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
R6: LaCstaAve: I-5 to EICmnoRI	214	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
R7: LaCstaAve: I-5 to EICmnoRI	215	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
R8: LaCstaAve: I-5 to EICmnoRI	216	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
R200: Cannon Rd -I5 to El Cmno RI @200'	218	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
R200: Cannon Rd -El Cmno RI to Cllg Blvd	219	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
R200: College Blvd -Palmr AptRd to El Cmn	221	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
R200: College Blvd - N City Limits to Cann	222	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
R200: PlmrArprtRd -I5 to Collg Blvd @200'	224	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
R200: PlmrArprtRd -Cllg Blvd to El Cmno R	226	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
R200: PlmrArprtRd -El Cmno RI to Mlrs Dr	227	1	0.0	74.6	66	74.6	10	Snd Lvl	74.6	0.0	8	-8.0
R200: PlmrArprtRd -Mlrs Dr to W CityLmts	229	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
R200: El Cmno RI -N CityLmts to TmrkAve	231	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
R200: El Cmno RI -TmrkAv to CnonAv @200'	232	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
R200: El Cmno RI-CnonAv to CllgBlvd @200'	233	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
R200: El Cmno RI-CllgBlvd to PlmrArprtRd	234	1	0.0	72.1	66	72.1	10	Snd Lvl	72.1	0.0	8	-8.0
R200: El Cmno RI-PlmrArprtRd to LaCosta	235	1	0.0	74.2	66	74.2	10	Snd Lvl	74.2	0.0	8	-8.0
R200: El Cmno RI-LaCostaAve to RnchoS	236	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
R200: RnchoSntaFeRd-PlmrArprt Rd to E	237	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
R200: I-5 -LsFlrsDr to CrlsbdVllgDr @200'	238	1	0.0	78.7	66	78.7	10	Snd Lvl	78.7	0.0	8	-8.0
R200: I-5 -CrlsbdVllgDr to TmrckAve @200'	239	1	0.0	78.7	66	78.7	10	Snd Lvl	78.7	0.0	8	-8.0
R200: I-5 -TmrckAve to CnonRd @200'	240	1	0.0	78.7	66	78.7	10	Snd Lvl	78.7	0.0	8	-8.0
R200: I-5 -CnonRd to PlmrArprtRd @200'	241	1	0.0	78.7	66	78.7	10	Snd Lvl	78.7	0.0	8	-8.0
R200: I-5 -PlmrArprtRd to PnsttiaLn @200'	242	1	0.0	78.6	66	78.6	10	Snd Lvl	78.6	0.0	8	-8.0
R200: I-5 -PnsttiaLn to LaCstaAve @200'	243	1	0.0	78.6	66	78.6	10	Snd Lvl	78.6	0.0	8	-8.0
R200: SR-78: I-5 to JffrsnSt @200'	244	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	0.0	8	-8.0
R200: SR-78: Jffrsn St to ECR @200'	245	1	0.0	76.7	66	76.7	10	Snd Lvl	76.7	0.0	8	-8.0
R200: SR-78: EICmnoRI to CllgBlvd @200'	246	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	0.0	8	-8.0
R200: LaCstaAve: I-5 to EICmnoRI @200'	247	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	225	0.0	0.0	0.0

RESULTS: SOUND LEVELS

<Project Name?>

All Impacted		50	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point28	28											
El Camino Real-N City Limits to Tamarack	point29	29	2925	95	55	2	55	3	55	0	0	0	0
	point31	31											
El Cmno RI-TamarackAve to Cannon Av	point32	32	2251	95	55	2	55	3	55	0	0	0	0
	point33	33											
El Cmno RI-Cannon Av to College Blvd	point34	34	3239	95	55	2	55	3	55	0	0	0	0
	point35	35											
El Cmno RI-College Blvd ot PlmrArptRd	point36	36	3048	95	55	2	55	3	55	0	0	0	0
	point37	37											
El Cmno RI-PlmrArptRd to LaCostaAve	point38	38	4976	95	55	2	55	3	55	0	0	0	0
	point39	39											
El Cmno RI-LaCostaAve to RnchoSntaFe	point40	40	3600	95	55	2	55	3	55	0	0	0	0
	point41	41											
College Blvd-Palomar AirptRd-El CmnoRI	point43	43	1381	95	50	2	50	3	50	0	0	0	0
	point44	44											
College Blvd-N City Limits to Cannon Rd	point45	45	2467	95	50	2	50	3	50	0	0	0	0
	point46	46											
La Costa Ave - I-5 to El Camino Real	point47	47	3537	95	55	2	55	3	55	0	0	0	0
	point48	48											
RnchoSantaFeRd-PlmrAirport Rd to ECR	point49	49	2480	95	50	2	50	3	50	0	0	0	0
	point50	50											
SR-78: I-5 to Jefferson St	point51	51	13200	95	65	2	65	3	65	0	0	0	0
	point52	52											
SR-78: Jefferson St to El Camino Real	point53	53	12300	95	65	2	65	3	65	0	0	0	0
	point54	54											
SR-78: El Camino Real to College Blvd	point55	55	13400	95	65	2	65	3	65	0	0	0	0
	point56	56											

INPUT: RECEIVERS

<Project Name?>

Dudek											
MG							5 March 2014				
							TNM 2.5				

INPUT: RECEIVERS

PROJECT/CONTRACT: <Project Name?>
 RUN: Carlsbad GP Update - Existing Supplmntl

Receiver Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
30 Marron Road West of El Camino Real	2	1	18,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40	3	1	18,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	4	1	18,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	5	1	18,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	6	1	18,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	7	1	18,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	8	1	18,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	11	1	18,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	12	1	18,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	13	1	18,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	14	1	18,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	15	1	18,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	16	1	18,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	17	1	18,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	18	1	18,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	20	1	18,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	21	1	18,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	22	1	18,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	23	1	18,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	24	1	18,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	25	1	18,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	26	1	18,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
250	27	1	18,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	28	1	18,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	18,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	18,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	18,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	18,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	18,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	18,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	18,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	18,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	18,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	18,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	18,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	18,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	18,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	18,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	18,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	18,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	18,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	18,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	18,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	18,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	18,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	18,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	18,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	18,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Carlsbad Vllg Dr Carlsbad Blvd I-5	56	1	22,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	22,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	22,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	22,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	22,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	22,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	22,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	22,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	22,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	22,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
140	66	1	22,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	22,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	22,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	70	1	22,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	22,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	22,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	22,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	22,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	22,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	22,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	22,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	22,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	22,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	22,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	22,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	22,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	22,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	22,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	22,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	22,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	22,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	22,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	22,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	22,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	22,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	22,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	22,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	22,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	22,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	22,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	22,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	68	1	22,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	22,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	22,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	22,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	22,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
500	104	1	22,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40 - Carlsbad Village Drl-5 to El Cmino R	108	1	26,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	26,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	26,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	26,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	26,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	26,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	26,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	26,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	26,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	26,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	26,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	26,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	26,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	26,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	26,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	26,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	26,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	26,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	26,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	26,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	26,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	26,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	26,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	26,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	26,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	26,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	26,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	26,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	26,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	26,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	26,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	26,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	26,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	26,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	26,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
390	148	1	26,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	149	1	26,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	26,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	26,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	26,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	26,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	26,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	26,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	26,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	26,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	26,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	26,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
30-Carlsbad Village Dr El CmnoRI to Cllg	162	1	30,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40	163	1	30,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	30,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	30,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	30,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	30,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	30,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	30,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	30,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	30,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	30,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	30,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	30,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	30,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	30,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	30,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	30,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	30,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	30,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	30,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	30,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	30,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	30,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	30,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
270	187	1	30,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	188	1	30,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	189	1	30,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	30,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	30,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	30,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	30,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	30,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	30,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	30,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	30,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	30,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	30,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	30,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	30,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	30,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	30,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	30,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	30,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	30,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	30,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	30,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	30,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	30,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Tamarack Ave Carlsbad Blvd to I-5	214	1	34,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	214	1	34,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	34,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	34,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	34,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	34,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	34,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	34,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	34,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	34,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	34,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	34,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
150	231	1	34,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	34,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	233	1	34,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	234	1	34,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	34,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	34,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	34,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	34,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	34,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	34,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	34,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	34,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	34,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	34,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	34,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	34,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	34,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	34,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	34,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	34,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	34,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	34,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	34,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	34,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	34,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	34,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	34,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	34,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	34,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	34,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	34,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	34,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	34,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	34,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	34,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	34,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
30-Tamarack Ave I-5 to El Camino Real	271	1	38,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	38,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	273	1	38,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	274	1	38,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	38,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	38,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	38,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	38,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	38,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	38,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	38,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	38,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	38,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	38,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	38,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	38,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	38,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	38,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	38,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	38,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	38,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	38,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	38,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	38,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	38,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	38,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	38,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	38,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	38,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	38,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	38,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	38,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	38,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	38,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	38,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	38,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
390	323	1	38,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	38,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	326	1	38,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	327	1	38,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	38,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	38,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	38,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	38,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	38,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	38,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	38,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	38,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Tamarack Ave El Camino Real to CVI	337	1	42,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	338	1	42,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	42,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	42,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	42,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	42,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	42,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	42,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	42,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	42,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	42,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	42,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	42,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	42,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	42,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	42,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	42,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	42,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	42,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	42,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	42,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	42,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	42,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	42,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
270	362	1	42,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	42,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	42,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	365	1	42,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	366	1	42,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	42,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	42,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	42,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	42,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	42,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	42,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	42,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	42,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	42,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	42,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	42,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	42,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	42,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	42,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	42,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	42,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	42,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	42,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	42,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-College Blvd Cannon Rd to El Cmno f	392	1	46,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	46,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	46,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	46,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	46,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	46,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	46,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	46,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	46,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	46,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	46,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	46,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
160	405	1	46,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	46,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	46,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	409	1	46,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	411	1	46,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	46,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	46,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	46,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	46,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	46,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	46,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	46,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	46,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	46,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	46,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	46,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	46,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	46,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	46,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	46,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	46,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	46,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	46,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	46,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	46,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	46,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	46,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	46,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	46,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	46,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	46,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	46,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	46,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	46,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	46,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Faraday Ave Cannon Rd to College B	443	1	50,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
40	444	1	50,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	445	1	50,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	446	1	50,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	447	1	50,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	449	1	50,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	450	1	50,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	451	1	50,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	452	1	50,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	453	1	50,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	454	1	50,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	455	1	50,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	456	1	50,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	457	1	50,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	458	1	50,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	459	1	50,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	460	1	50,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	461	1	50,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	462	1	50,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	463	1	50,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	464	1	50,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	465	1	50,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	466	1	50,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	467	1	50,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	468	1	50,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	469	1	50,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	470	1	50,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	471	1	50,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	472	1	50,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	473	1	50,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	474	1	50,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	476	1	50,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	477	1	50,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	478	1	50,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	479	1	50,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	480	1	50,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	482	1	50,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
400	483	1	50,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	485	1	50,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	50,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	486	1	50,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	487	1	50,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	488	1	50,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	489	1	50,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	490	1	50,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	491	1	50,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	492	1	50,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida EncinasCannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

270	29	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
280	30	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
290	31	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
300	32	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
310	33	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
320	34	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
330	35	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
340	37	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
350	38	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
360	39	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
370	40	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
380	41	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
390	42	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
400	43	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
410	44	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
420	45	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
430	46	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
440	47	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
450	48	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
460	49	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
470	50	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
480	51	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
490	52	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
500	53	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
40-Carlsbad Vllg Dr Carlsbad Blvd I-5	56	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
50	57	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
60	58	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
70	59	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
80	60	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
90	61	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
100	62	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
110	63	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
120	64	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
130	65	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
140	66	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
150	67	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
160	68	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
170	70	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
180	71	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
190	72	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
200	73	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

210	74	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
220	75	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
230	76	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
240	77	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
250	78	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
260	79	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
270	80	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
280	81	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
290	82	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
300	83	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
310	84	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
320	85	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
330	86	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
340	87	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
350	88	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
360	89	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
370	90	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
380	91	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
390	92	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
400	93	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
410	94	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
420	96	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
430	97	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
440	98	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
450	68	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
460	99	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
470	100	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
480	101	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
490	102	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
500	104	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
40 - Carlsbad Village Drl-5 to El Cmino RI	108	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
50	109	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
60	110	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
70	111	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
80	113	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
90	114	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
100	116	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
110	117	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
120	118	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
130	119	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
140	120	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	122	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
160	123	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
170	120	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
180	124	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
190	125	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
200	126	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
210	127	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
220	129	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
230	131	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
240	132	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
250	133	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
260	134	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
270	135	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
280	136	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
290	137	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
300	138	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
310	139	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
320	140	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
330	141	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
340	142	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
350	143	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
360	144	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
370	145	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
380	146	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
390	148	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
400	149	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
410	150	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
420	151	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
430	152	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
440	153	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
450	154	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
460	155	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
470	157	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
480	158	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
490	159	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
500	160	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
30-Carlsbad Village Dr El CmnoRI to Cilge	162	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
40	163	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
50	164	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
60	166	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
70	167	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

80	168	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
90	169	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
100	170	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
110	170	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
120	171	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
130	172	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
140	173	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
150	174	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
160	175	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
170	176	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
180	177	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
190	178	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
200	179	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
210	180	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
220	181	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
230	183	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
240	184	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
250	185	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
260	186	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
270	187	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
280	188	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
290	189	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
300	190	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
310	191	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
320	192	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
330	193	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
340	194	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
350	195	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
360	196	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
370	197	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
380	198	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
390	199	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
400	200	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
410	201	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
420	164	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
430	202	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
440	203	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
450	204	1	0.0	48.6	66	48.6	10	----	48.6	0.0	8	-8.0
460	205	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
470	209	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
480	210	1	0.0	47.9	66	47.9	10	----	47.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

490	211	1	0.0	47.7	66	47.7	10	----	47.7	0.0	8	-8.0
500	212	1	0.0	47.5	66	47.5	10	----	47.5	0.0	8	-8.0
30-Tamarack Ave Carlsbad Blvd to I-5	214	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
40	214	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
50	215	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
60	216	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
70	218	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
80	219	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
90	221	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
100	222	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
110	224	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
120	226	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
130	227	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
140	229	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
150	231	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
160	232	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
170	233	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
180	234	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
190	235	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
200	236	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
210	237	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
220	238	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
230	239	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
240	240	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
250	241	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
260	242	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
270	243	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
280	244	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
290	245	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
300	246	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
310	247	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
320	249	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
330	250	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
340	252	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
350	252	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
360	247	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
370	253	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
380	254	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
390	255	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
400	256	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
410	258	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

420	259	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
430	260	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
440	261	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
450	262	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
460	263	1	0.0	48.3	66	48.3	10	----	48.3	0.0	8	-8.0
470	264	1	0.0	48.1	66	48.1	10	----	48.1	0.0	8	-8.0
480	265	1	0.0	48.0	66	48.0	10	----	48.0	0.0	8	-8.0
490	266	1	0.0	47.8	66	47.8	10	----	47.8	0.0	8	-8.0
500	267	1	0.0	47.6	66	47.6	10	----	47.6	0.0	8	-8.0
30-Tamarack Ave I-5 to El Camino Real	271	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	272	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
50	273	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
60	274	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
70	275	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
80	276	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
90	277	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
100	278	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
110	279	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
120	280	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
130	281	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
140	282	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
150	247	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
160	283	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
170	284	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
180	285	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
190	286	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
200	288	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
210	289	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
220	290	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
230	291	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
240	292	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
250	293	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
260	294	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
270	295	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
280	297	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
290	299	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
300	300	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
310	301	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
320	302	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
330	303	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
340	304	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

350	306	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
360	247	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
370	307	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
380	322	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
390	323	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
400	324	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
410	326	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
420	327	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
430	328	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
440	329	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
450	330	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
460	331	1	0.0	48.8	66	48.8	10	----	48.8	0.0	8	-8.0
470	332	1	0.0	48.6	66	48.6	10	----	48.6	0.0	8	-8.0
480	333	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
490	334	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
500	335	1	0.0	48.1	66	48.1	10	----	48.1	0.0	8	-8.0
30-Tamarack Ave El Camino Real to CVD	337	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	338	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
50	340	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
60	307	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
70	341	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
80	342	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
90	344	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
100	345	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
110	346	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
120	347	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
130	348	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
140	349	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
150	350	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
160	351	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
170	352	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
180	353	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
190	354	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
200	355	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
210	356	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
220	357	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
230	358	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
240	359	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
250	360	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
260	361	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
270	362	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

280	363	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
290	364	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
300	365	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
310	366	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
320	367	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
330	368	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
340	369	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
350	370	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
360	371	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
370	373	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
380	374	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
390	375	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
400	377	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
410	378	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
420	380	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	381	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
440	382	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
450	383	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
460	384	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
470	385	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
480	387	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
490	388	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
500	389	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
40-College Blvd Cannon Rd to El Cmno R	392	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	394	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
60	307	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
70	395	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
80	396	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
90	398	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
100	399	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
110	400	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
120	401	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
130	402	1	0.0	34.7	66	34.7	10	----	34.7	0.0	8	-8.0
140	403	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
150	404	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
160	405	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
170	406	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
180	407	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
190	409	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
200	411	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
210	412	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

220	413	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
230	414	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
240	415	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
250	416	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
260	417	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
270	418	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
280	419	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
290	420	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
300	421	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
310	422	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
320	423	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
330	424	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
340	425	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
350	426	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
360	427	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
370	427	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
380	428	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
390	429	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
400	430	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
410	432	1	0.0	34.8	66	34.8	10	----	34.8	0.0	8	-8.0
420	247	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
430	433	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
440	434	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
450	435	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
460	436	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
470	437	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
480	438	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
490	439	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
500	440	1	0.0	34.9	66	34.9	10	----	34.9	0.0	8	-8.0
30-Faraday Ave Cannon Rd to College Blv	443	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	444	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
50	445	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
60	446	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
70	447	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
80	449	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
90	450	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
100	451	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
110	452	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
120	453	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
130	454	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
140	455	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	456	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
160	457	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
170	458	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
180	459	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
190	460	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
200	461	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
210	462	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
220	463	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
230	464	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
240	465	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
250	466	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
260	467	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
270	468	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
280	469	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
290	470	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
300	471	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
310	472	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
320	473	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
330	474	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
340	476	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
350	477	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
360	478	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
370	479	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
380	480	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
390	482	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
400	483	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
410	485	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
420	247	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
430	486	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
440	487	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
450	488	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
460	489	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
470	490	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
480	491	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
490	492	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		428	0.0	0.0	0.0							
All Impacted		26	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
250	27	1	54,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	28	1	54,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	54,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	54,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	54,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	54,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	54,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	54,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	54,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	54,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	54,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	54,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	54,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	54,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	54,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	54,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	54,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	54,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	54,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	54,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	54,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	54,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	54,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	54,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	54,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	54,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Faraday Ave El Cmno Real to Melrose	56	1	58,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	58,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	58,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	58,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	58,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	58,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	58,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	58,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	58,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	58,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
140	66	1	58,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	58,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	58,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	70	1	58,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	58,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	58,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	58,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	58,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	58,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	58,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	58,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	58,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	58,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	58,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	58,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	58,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	58,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	58,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	58,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	58,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	58,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	58,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	58,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	58,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	58,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	58,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	58,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	58,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	58,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	58,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	58,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	68	1	58,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	58,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	58,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	58,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	58,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
500	104	1	58,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40 - Aviara Pkwy/Alga Rd PAR to Poinstt	108	1	62,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	62,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	62,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	62,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	62,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	62,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	62,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	62,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	62,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	62,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	62,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	62,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	62,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	62,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	62,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	62,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	62,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	62,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	62,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	62,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	62,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	62,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	62,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	62,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	62,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	62,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	62,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	62,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	62,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	62,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	62,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	62,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	62,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	62,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	62,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
390	148	1	62,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	149	1	62,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	62,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	62,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	62,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	62,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	62,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	62,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	62,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	62,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	62,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	62,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Aviara Pkwy/Alga Rd Poinsta Av to E	163	1	66,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	66,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	66,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	66,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	66,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	66,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	66,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	66,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	66,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	66,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	66,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	66,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	66,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	66,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	66,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	66,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	66,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	66,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	66,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	66,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	66,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	66,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	66,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	187	1	66,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
280	188	1	66,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	189	1	66,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	66,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	66,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	66,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	66,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	66,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	66,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	66,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	66,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	66,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	66,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	66,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	66,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	66,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	66,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	66,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	66,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	66,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	66,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	66,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	66,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	66,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Aviara Parkway/Alga Rd ECR to Melro	214	1	70,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	70,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	70,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	70,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	70,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	70,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	70,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	70,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	70,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	70,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	70,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	231	1	70,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	70,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
170	233	1	70,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	234	1	70,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	70,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	70,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	70,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	70,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	70,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	70,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	70,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	70,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	70,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	70,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	70,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	70,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	70,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	70,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	70,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	70,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	70,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	70,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	70,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	70,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	70,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	70,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	70,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	70,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	70,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	70,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	70,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	70,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	70,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	70,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	70,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	70,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-CmnoVidaRoble Palomar Arprt Rd to	271	1	74,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	74,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
50	273	1	74,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	274	1	74,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	74,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	74,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	74,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	74,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	74,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	74,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	74,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	74,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	74,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	74,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	74,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	74,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	74,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	74,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	74,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	74,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	74,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	74,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	74,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	74,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	74,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	74,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	74,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	74,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	74,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	74,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	74,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	74,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	74,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	74,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	74,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	74,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	323	1	74,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	74,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

								<Project Name?>			
410	326	1	74,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	327	1	74,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	74,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	74,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	74,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	74,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	74,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	74,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	74,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	74,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Poinsettia Lane Carlsbad Blvd to I-5	338	1	78,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	78,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	78,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	78,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	78,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	78,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	78,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	78,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	78,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	78,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	78,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	78,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	78,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	78,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	78,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	78,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	78,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	78,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	78,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	78,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	78,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	78,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	78,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	362	1	78,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	78,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	78,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
300	365	1	78,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	366	1	78,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	78,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	78,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	78,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	78,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	78,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	78,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	78,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	78,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	78,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	78,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	78,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	78,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	78,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	78,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	78,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	78,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	78,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	78,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	78,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40- Poinsettia Lane I-5 to Aviara Parkway	392	1	82,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	82,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	82,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	82,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	82,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	82,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	82,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	82,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	82,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	82,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	82,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	82,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	405	1	82,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	82,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	82,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
190	409	1	82,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	411	1	82,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	82,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	82,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	82,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	82,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	82,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	82,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	82,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	82,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	82,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	82,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	82,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	82,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	82,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	82,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	82,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	82,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	82,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	82,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	82,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	82,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	82,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	82,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	82,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	82,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	82,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	82,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	82,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	82,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	82,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	82,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40- Poinsettia Lane Aviara Pkwy to ECR	444	1	86,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	445	1	86,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	446	1	86,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	447	1	86,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
80	449	1	86,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	450	1	86,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	451	1	86,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	452	1	86,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	453	1	86,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	454	1	86,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	455	1	86,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	456	1	86,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	457	1	86,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	458	1	86,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	459	1	86,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	460	1	86,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	461	1	86,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	462	1	86,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	463	1	86,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	464	1	86,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	465	1	86,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	466	1	86,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	467	1	86,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	468	1	86,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	469	1	86,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	470	1	86,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	471	1	86,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	472	1	86,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	473	1	86,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	474	1	86,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	476	1	86,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	477	1	86,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	478	1	86,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	479	1	86,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	480	1	86,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	482	1	86,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	483	1	86,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	485	1	86,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	86,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	486	1	86,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
440	487	1	86,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	488	1	86,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	489	1	86,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	490	1	86,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	491	1	86,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	492	1	86,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

270	29	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
280	30	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
290	31	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
300	32	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
310	33	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
320	34	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
330	35	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
340	37	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
350	38	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
360	39	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
370	40	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
380	41	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
390	42	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
400	43	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
410	44	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
420	45	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
430	46	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
440	47	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
450	48	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
460	49	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
470	50	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
480	51	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
490	52	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
500	53	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
40-Faraday Ave El Cmno Real to Melrose	56	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
50	57	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
60	58	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
70	59	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
80	60	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
90	61	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
100	62	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
110	63	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
120	64	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
130	65	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
140	66	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
150	67	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
160	68	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
170	70	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
180	71	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
190	72	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
200	73	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

210	74	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
220	75	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
230	76	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
240	77	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
250	78	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
260	79	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
270	80	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
280	81	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
290	82	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
300	83	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
310	84	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
320	85	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
330	86	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
340	87	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
350	88	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
360	89	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
370	90	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
380	91	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
390	92	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
400	93	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
410	94	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
420	96	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
430	97	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
440	98	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
450	68	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
460	99	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
470	100	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
480	101	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
490	102	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
500	104	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
40 - Aviara Pkwy/Alga Rd PAR to Poinstta	108	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
50	109	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
60	110	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
70	111	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
80	113	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
90	114	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
100	116	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
110	117	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
120	118	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
130	119	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
140	120	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	122	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
160	123	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
170	120	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
180	124	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
190	125	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
200	126	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
210	127	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
220	129	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
230	131	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
240	132	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
250	133	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
260	134	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
270	135	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
280	136	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
290	137	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
300	138	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
310	139	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
320	140	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
330	141	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
340	142	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
350	143	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
360	144	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
370	145	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
380	146	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
390	148	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
400	149	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
410	150	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
420	151	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
430	152	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
440	153	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
450	154	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
460	155	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
470	157	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
480	158	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
490	159	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
500	160	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
40-Aviara Pkwy/Alga Rd Poinstta Av to EC	163	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
50	164	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
60	166	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
70	167	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
80	168	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

90	169	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
100	170	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
110	170	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
120	171	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
130	172	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
140	173	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
150	174	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
160	175	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
170	176	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
180	177	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
190	178	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
200	179	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
210	180	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
220	181	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
230	183	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
240	184	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
250	185	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
260	186	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
270	187	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
280	188	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
290	189	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
300	190	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
310	191	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
320	192	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
330	193	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
340	194	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
350	195	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
360	196	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
370	197	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
380	198	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
390	199	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
400	200	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
410	201	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
420	164	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
430	202	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
440	203	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
450	204	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
460	205	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
470	209	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
480	210	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
490	211	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

500	212	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
40-Aviara Parkway/Alga Rd ECR to Melros	214	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
50	215	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
60	216	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
70	218	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
80	219	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
90	221	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
100	222	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
110	224	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
120	226	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
130	227	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
140	229	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
150	231	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
160	232	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
170	233	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
180	234	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
190	235	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
200	236	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
210	237	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
220	238	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
230	239	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
240	240	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
250	241	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
260	242	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
270	243	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
280	244	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
290	245	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
300	246	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
310	247	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
320	249	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
330	250	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
340	252	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
350	252	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
360	247	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
370	253	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
380	254	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
390	255	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
400	256	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
410	258	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
420	259	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
430	260	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

440	261	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
450	262	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
460	263	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
470	264	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
480	265	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
490	266	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
500	267	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
30-CmnoVidaRoble Palomar Arprt Rd to E	271	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
40	272	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
50	273	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
60	274	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
70	275	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
80	276	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
90	277	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
100	278	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
110	279	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
120	280	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
130	281	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
140	282	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
150	247	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
160	283	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
170	284	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
180	285	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
190	286	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
200	288	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
210	289	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
220	290	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
230	291	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
240	292	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
250	293	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
260	294	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
270	295	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
280	297	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
290	299	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
300	300	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
310	301	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
320	302	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
330	303	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
340	304	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
350	306	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
360	247	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

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370	307	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
380	322	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
390	323	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
400	324	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
410	326	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
420	327	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
430	328	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
440	329	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
450	330	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
460	331	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
470	332	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
480	333	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
490	334	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
500	335	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
40-Poinsettia Lane Carlsbad Blvd to I-5	338	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
50	340	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
60	307	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
70	341	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
80	342	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
90	344	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
100	345	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
110	346	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
120	347	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
130	348	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
140	349	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
150	350	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
160	351	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
170	352	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
180	353	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
190	354	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
200	355	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
210	356	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
220	357	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
230	358	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
240	359	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
250	360	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
260	361	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
270	362	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
280	363	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
290	364	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
300	365	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0

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310	366	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
320	367	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
330	368	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
340	369	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
350	370	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
360	371	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
370	373	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
380	374	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
390	375	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
400	377	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
410	378	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
420	380	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
430	381	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
440	382	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
450	383	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
460	384	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
470	385	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
480	387	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
490	388	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
500	389	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
40- Poinsettia Lane I-5 to Aviara Parkway	392	1	0.0	74.7	66	74.7	10	Snd Lvl	74.7	0.0	8	-8.0
50	394	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
60	307	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
70	395	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
80	396	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
90	398	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
100	399	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
110	400	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
120	401	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
130	402	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
140	403	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
150	404	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
160	405	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
170	406	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
180	407	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
190	409	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
200	411	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
210	412	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
220	413	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
230	414	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
240	415	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0

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250	416	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
260	417	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
270	418	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
280	419	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
290	420	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
300	421	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
310	422	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
320	423	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
330	424	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
340	425	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
350	426	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
360	427	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
370	427	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
380	428	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
390	429	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
400	430	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
410	432	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
420	247	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
430	433	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
440	434	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
450	435	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
460	436	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
470	437	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
480	438	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
490	439	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
500	440	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
40- Poinsettia Lane Aviara Pkwy to ECR	444	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
50	445	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
60	446	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
70	447	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
80	449	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
90	450	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
100	451	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
110	452	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
120	453	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
130	454	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
140	455	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
150	456	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
160	457	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
170	458	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
180	459	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

190	460	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
200	461	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
210	462	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
220	463	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
230	464	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
240	465	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
250	466	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
260	467	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
270	468	1	0.0	38.4	66	38.4	10	----	38.4	0.0	8	-8.0
280	469	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
290	470	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
300	471	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
310	472	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
320	473	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
330	474	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
340	476	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
350	477	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
360	478	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
370	479	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
380	480	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
390	482	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
400	483	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
410	485	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
420	247	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
430	486	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
440	487	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
450	488	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
460	489	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
470	490	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
480	491	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
490	492	1	0.0	38.5	66	38.5	10	----	38.5	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		424	0.0	0.0	0.0							
All Impacted		50	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
260	28	1	90,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	90,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	90,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	90,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	90,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	90,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	90,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	90,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	90,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	90,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	90,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	90,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	90,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	90,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	90,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	90,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	90,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	90,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	90,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	90,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	90,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	90,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	90,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	90,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	90,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-La Costa Avenue I-5 to El Camino Re	56	1	94,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	94,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	94,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	94,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	94,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	94,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	94,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	94,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	94,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	94,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	66	1	94,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
150	67	1	94,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	94,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	70	1	94,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	94,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	94,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	94,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	94,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	94,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	94,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	94,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	94,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	94,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	94,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	94,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	94,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	94,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	94,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	94,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	94,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	94,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	94,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	94,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	94,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	94,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	94,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	94,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	94,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	94,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	94,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	94,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	68	1	94,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	94,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	94,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	94,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	94,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	104	1	94,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
40-La Costa Ave El Camino Real to RSF	108	1	98,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	98,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	98,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	98,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	98,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	98,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	98,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	98,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	98,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	98,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	98,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	98,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	98,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	98,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	98,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	98,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	98,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	98,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	98,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	98,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	98,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	98,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	98,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	98,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	98,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	98,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	98,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	98,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	98,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	98,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	98,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	98,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	98,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	98,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	98,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	148	1	98,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
400	149	1	98,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	98,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	98,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	98,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	98,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	98,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	98,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	98,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	98,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	98,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	98,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Avenida EncinasCannon Rd to PAR	163	1	102,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	102,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	102,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	102,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	102,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	102,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	102,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	102,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	102,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	102,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	102,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	102,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	102,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	102,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	102,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	102,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	102,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	102,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	102,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	102,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	102,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	102,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	102,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	187	1	102,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	188	1	102,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

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290	189	1	102,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	102,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	102,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	102,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	102,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	102,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	102,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	102,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	102,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	102,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	102,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	102,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	102,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	102,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	102,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	102,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	102,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	102,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	102,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	102,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	102,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	102,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Avenida Encinas PAR to Poinstta Ave	214	1	106,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	106,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	106,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	106,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	106,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	106,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	106,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	106,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	106,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	106,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	106,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	231	1	106,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	106,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	233	1	106,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

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180	234	1	106,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	106,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	106,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	106,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	106,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	106,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	106,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	106,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	106,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	106,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	106,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	106,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	106,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	106,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	106,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	106,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	106,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	106,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	106,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	106,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	106,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	106,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	106,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	106,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	106,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	106,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	106,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	106,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	106,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	106,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	106,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	106,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	106,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Avnda Encinas Pnstta Ave to Carlsbd	271	1	110,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	110,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	273	1	110,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

								<Project Name?>			
60	274	1	110,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	110,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	110,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	110,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	110,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	110,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	110,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	110,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	110,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	110,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	110,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	110,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	110,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	110,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	110,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	110,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	110,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	110,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	110,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	110,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	110,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	110,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	110,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	110,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	110,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	110,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	110,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	110,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	110,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	110,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	110,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	110,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	110,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	323	1	110,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	110,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	326	1	110,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

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420	327	1	110,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	110,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	110,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	110,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	110,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	110,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	110,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	110,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	110,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Paseo del Norte Cannon Rd to PAR	338	1	114,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	114,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	114,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	114,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	114,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	114,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	114,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	114,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	114,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	114,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	114,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	114,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	114,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	114,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	114,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	114,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	114,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	114,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	114,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	114,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	114,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	114,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	114,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	362	1	114,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	114,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	114,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	365	1	114,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

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310	366	1	114,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	114,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	114,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	114,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	114,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	114,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	114,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	114,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	114,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	114,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	114,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	114,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	114,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	114,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	114,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	114,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	114,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	114,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	114,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	114,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40 - Paseo del Norte PAR to Poinstta Ave	392	1	118,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	118,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	118,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	118,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	118,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	118,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	118,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	118,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	118,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	118,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	118,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	118,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	405	1	118,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	118,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	118,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	409	1	118,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
200	411	1	118,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	118,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	118,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	118,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	118,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	118,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	118,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	118,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	118,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	118,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	118,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	118,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	118,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	118,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	118,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	118,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	118,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	118,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	118,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	118,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	118,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	118,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	118,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	118,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	118,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	118,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	118,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	118,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	118,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	118,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	118,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50-Melrose Dr Sycamore Ave to PAR	445	1	122,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	446	1	122,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	447	1	122,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	449	1	122,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	450	1	122,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
100	451	1	122,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	452	1	122,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	453	1	122,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	454	1	122,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	455	1	122,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	456	1	122,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	457	1	122,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	458	1	122,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	459	1	122,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	460	1	122,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	461	1	122,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	462	1	122,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	463	1	122,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	464	1	122,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	465	1	122,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	466	1	122,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	467	1	122,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	468	1	122,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	469	1	122,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	470	1	122,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	471	1	122,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	472	1	122,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	473	1	122,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	474	1	122,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	476	1	122,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	477	1	122,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	478	1	122,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	479	1	122,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	480	1	122,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	482	1	122,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	483	1	122,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	485	1	122,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	122,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	486	1	122,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	487	1	122,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	488	1	122,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
460	489	1	122,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	490	1	122,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	491	1	122,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	492	1	122,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

280	30	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
290	31	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
300	32	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
310	33	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
320	34	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
330	35	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
340	37	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
350	38	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
360	39	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
370	40	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
380	41	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
390	42	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
400	43	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
410	44	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
420	45	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
430	46	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
440	47	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
450	48	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
460	49	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
470	50	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
480	51	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
490	52	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
500	53	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
40-La Costa Avenue I-5 to El Camino Rea	56	1	0.0	77.5	66	77.5	10	Snd Lvl	77.5	0.0	8	-8.0
50	57	1	0.0	76.2	66	76.2	10	Snd Lvl	76.2	0.0	8	-8.0
60	58	1	0.0	75.3	66	75.3	10	Snd Lvl	75.3	0.0	8	-8.0
70	59	1	0.0	74.5	66	74.5	10	Snd Lvl	74.5	0.0	8	-8.0
80	60	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
90	61	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
100	62	1	0.0	72.7	66	72.7	10	Snd Lvl	72.7	0.0	8	-8.0
110	63	1	0.0	72.2	66	72.2	10	Snd Lvl	72.2	0.0	8	-8.0
120	64	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
130	65	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
140	66	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
150	67	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
160	68	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
170	70	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
180	71	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
190	72	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
200	73	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
210	74	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

220	75	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
230	76	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
240	77	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
250	78	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
260	79	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
270	80	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
280	81	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
290	82	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
300	83	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
310	84	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
320	85	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
330	86	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
340	87	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
350	88	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
360	89	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
370	90	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
380	91	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
390	92	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
400	93	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
410	94	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
420	96	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
430	97	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
440	98	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
450	68	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
460	99	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
470	100	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
480	101	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
490	102	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
500	104	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
40-La Costa Ave El Camino Real to RSF F	108	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
50	109	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
60	110	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
70	111	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
80	113	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
90	114	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
100	116	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
110	117	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
120	118	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
130	119	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
140	120	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
150	122	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

160	123	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
170	120	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
180	124	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
190	125	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
200	126	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
210	127	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
220	129	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
230	131	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
240	132	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
250	133	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
260	134	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
270	135	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
280	136	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
290	137	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
300	138	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
310	139	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
320	140	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
330	141	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
340	142	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
350	143	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
360	144	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
370	145	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
380	146	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
390	148	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
400	149	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
410	150	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
420	151	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
430	152	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
440	153	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
450	154	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
460	155	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
470	157	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
480	158	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
490	159	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
500	160	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
40-Avenida EncinasCannon Rd to PAR	163	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
50	164	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
60	166	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
70	167	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
80	168	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
90	169	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

100	170	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
110	170	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
120	171	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
130	172	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
140	173	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
150	174	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
160	175	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
170	176	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
180	177	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
190	178	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
200	179	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
210	180	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
220	181	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
230	183	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
240	184	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
250	185	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
260	186	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
270	187	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
280	188	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
290	189	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
300	190	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
310	191	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
320	192	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
330	193	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
340	194	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
350	195	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
360	196	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
370	197	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
380	198	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
390	199	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
400	200	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
410	201	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
420	164	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
430	202	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
440	203	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
450	204	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
460	205	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
470	209	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
480	210	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
490	211	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
500	212	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

40-Avenida Encinas PAR to Poinstta Ave	214	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
50	215	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
60	216	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
70	218	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
80	219	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
90	221	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
100	222	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
110	224	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
120	226	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
130	227	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
140	229	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
150	231	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
160	232	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
170	233	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
180	234	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
190	235	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
200	236	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
210	237	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
220	238	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
230	239	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
240	240	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
250	241	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
260	242	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
270	243	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
280	244	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
290	245	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
300	246	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
310	247	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
320	249	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
330	250	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
340	252	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
350	252	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
360	247	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
370	253	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
380	254	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
390	255	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
400	256	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
410	258	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
420	259	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
430	260	1	0.0	49.6	66	49.6	10	----	49.6	0.0	8	-8.0
440	261	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

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450	262	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
460	263	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
470	264	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
480	265	1	0.0	48.4	66	48.4	10	----	48.4	0.0	8	-8.0
490	266	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
500	267	1	0.0	48.0	66	48.0	10	----	48.0	0.0	8	-8.0
30-Avnda Encinas Pnssta Ave to Carlsbd E	271	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	272	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
50	273	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
60	274	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
70	275	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
80	276	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
90	277	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
100	278	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
110	279	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
120	280	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
130	281	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
140	282	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
150	247	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
160	283	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
170	284	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
180	285	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
190	286	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
200	288	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
210	289	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
220	290	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
230	291	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
240	292	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
250	293	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
260	294	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
270	295	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
280	297	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
290	299	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
300	300	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
310	301	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
320	302	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
330	303	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
340	304	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
350	306	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
360	247	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
370	307	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0

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380	322	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
390	323	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
400	324	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
410	326	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
420	327	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	328	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
440	329	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
450	330	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
460	331	1	0.0	51.0	66	51.0	10	----	51.0	0.0	1	-8.0
470	332	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
480	333	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
490	334	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
500	335	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
40-Paseo del Norte Cannon Rd to PAR	338	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
50	340	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
60	307	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
70	341	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
80	342	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
90	344	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
100	345	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
110	346	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
120	347	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
130	348	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
140	349	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
150	350	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
160	351	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
170	352	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
180	353	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
190	354	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
200	355	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
210	356	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
220	357	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
230	358	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
240	359	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
250	360	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
260	361	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
270	362	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
280	363	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
290	364	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
300	365	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
310	366	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

320	367	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
330	368	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
340	369	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
350	370	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
360	371	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
370	373	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
380	374	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
390	375	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
400	377	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
410	378	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
420	380	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
430	381	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
440	382	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
450	383	1	0.0	49.4	66	49.4	10	----	49.4	0.0	8	-8.0
460	384	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
470	385	1	0.0	49.0	66	49.0	10	----	49.0	0.0	8	-8.0
480	387	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
490	388	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
500	389	1	0.0	48.3	66	48.3	10	----	48.3	0.0	8	-8.0
40 - Paseo del Norte PAR to Poinstta Ave	392	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
50	394	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
60	307	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
70	395	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
80	396	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
90	398	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
100	399	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
110	400	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
120	401	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
130	402	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
140	403	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
150	404	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
160	405	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
170	406	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
180	407	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
190	409	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
200	411	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
210	412	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
220	413	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
230	414	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
240	415	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
250	416	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

260	417	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
270	418	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
280	419	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
290	420	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
300	421	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
310	422	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
320	423	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
330	424	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
340	425	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
350	426	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
360	427	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
370	427	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
380	428	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
390	429	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
400	430	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
410	432	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
420	247	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
430	433	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
440	434	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
450	435	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
460	436	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
470	437	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
480	438	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
490	439	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
500	440	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
50-Melrose Dr Sycamore Ave to PAR	445	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
60	446	1	0.0	74.1	66	74.1	10	Snd Lvl	74.1	0.0	8	-8.0
70	447	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
80	449	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0
90	450	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
100	451	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
110	452	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
120	453	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
130	454	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
140	455	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
150	456	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
160	457	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
170	458	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
180	459	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
190	460	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
200	461	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

210	462	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
220	463	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
230	464	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
240	465	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
250	466	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
260	467	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
270	468	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
280	469	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
290	470	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
300	471	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
310	472	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
320	473	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
330	474	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
340	476	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
350	477	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
360	478	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
370	479	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
380	480	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
390	482	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
400	483	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
410	485	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
420	247	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
430	486	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
440	487	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
450	488	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
460	489	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
470	490	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
480	491	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
490	492	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		422	0.0	0.0	0.0							
All Impacted		68	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

<Project Name?>

Dudek																		5 March 2014
MG																		TNM 2.5

INPUT: RECEIVERS

PROJECT/CONTRACT:

<Project Name?>

RUN:

Carlsbad GP Update - Existing Suplmtl 4

Receiver	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
Name			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
50-Melrose Dr PAR to Poinstta Ave	4	1	126,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	5	1	126,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	6	1	126,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	7	1	126,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	8	1	126,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	11	1	126,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	12	1	126,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	13	1	126,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	14	1	126,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	15	1	126,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	16	1	126,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	17	1	126,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	18	1	126,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	20	1	126,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	21	1	126,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	22	1	126,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	23	1	126,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	24	1	126,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	25	1	126,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	26	1	126,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	27	1	126,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	28	1	126,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
270	29	1	126,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	126,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	126,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	126,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	126,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	126,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	126,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	126,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	126,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	126,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	126,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	126,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	126,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	126,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	126,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	126,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	126,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	126,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	126,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	126,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	126,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	126,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	126,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	126,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50-Melrose Dr to Poinsettia Ave to Alga F	57	1	130,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	130,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	130,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	130,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	130,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	130,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	130,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	130,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	130,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	66	1	130,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	130,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	130,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
170	70	1	130,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	130,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	130,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	130,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	130,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	130,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	130,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	130,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	130,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	130,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	130,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	130,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	130,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	130,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	130,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	130,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	130,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	130,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	130,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	130,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	130,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	130,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	130,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	130,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	130,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	130,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	130,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	130,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	130,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	130,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	130,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	130,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	104	1	130,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50-Melrose Drive Alga Rd to RSF Rd	109	1	134,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	110	1	134,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	111	1	134,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
380	113	1	134,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	114	1	134,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	116	1	134,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	117	1	134,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	118	1	134,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	119	1	134,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	120	1	134,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	122	1	134,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	123	1	134,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	124	1	134,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	125	1	134,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	126	1	134,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
510	127	1	134,510.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
520	129	1	134,520.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
530	131	1	134,530.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
540	132	1	134,540.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
550	133	1	134,550.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
560	134	1	134,560.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
570	135	1	134,570.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
580	136	1	134,580.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
590	137	1	134,590.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
600	138	1	134,600.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
610	139	1	134,610.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
620	140	1	134,620.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
630	141	1	134,630.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
640	142	1	134,640.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
650	143	1	134,650.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
660	144	1	134,660.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
670	145	1	134,670.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
680	146	1	134,680.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
690	148	1	134,690.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
700	149	1	134,700.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
710	150	1	134,710.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
720	151	1	134,720.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
730	152	1	134,730.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
740	153	1	134,740.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
750	154	1	134,750.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
760	155	1	134,760.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
770	157	1	134,770.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
780	158	1	134,780.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
790	159	1	134,790.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
800	160	1	134,800.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: ROADWAYS

<Project Name?>

Dudek					5 March 2014					
MG					TNM 2.5					

INPUT: ROADWAYS										
PROJECT/CONTRACT:	<Project Name?>									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with the approval of FHWA
RUN:	Carlsbad GP Update - Existing Suplmntl 4									

Roadway	Width	Points	No.	Coordinates (pavement)			Flow Control			Segment	
Name		Name		X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft			ft	ft	ft		mph	%		
Marron Road West of El Camino Real	60.0	point57	57	18,000.0	10.0	100.00				Average	
		point58	58	18,000.0	4,000.0	100.00					
Carlsbad Vllg Dr Carlsbad Blvd I-5	70.0	point59	59	22,000.0	10.0	100.00				Average	
		point60	60	22,000.0	4,000.0	100.00					
Carlsbad Village Dr	-5.0	70.0	0	61.0	26,000.0	10.00	100.00				Average
		point62	62	26,000.0	4,000.0	100.00					
Carlsbad Village Dr	0.0	60.0	0	63.0	30,000.0	10.00	100.00				Average
		point64	64	30,000.0	4,000.0	100.00					
Tamarack Ave Carlsbad Blvd	-5.0	50.0	0	65.0	34,000.0	10.00	100.00				Average
		point66	66	34,000.0	4,000.0	100.00					
Tamarack Ave I-5 to El Camino Real	60.0	point67	67	38,000.0	10.0	100.00				Average	
		point68	68	38,000.0	4,000.0	100.00					
Tamarack Ave El Camino Real	0.0	60.0	0	69.0	42,000.0	10.00	100.00				Average
		point70	70	42,000.0	4,000.0	100.00					
College Blvd Cannon Rd to El Cmno RI	80.0	point71	71	46,000.0	10.0	100.00				Average	
		point72	72	46,000.0	4,000.0	100.00					
Faraday Ave Cannon Rd to College Blvd	60.0	point73	73	50,000.0	10.0	100.00				Average	
		point74	74	50,000.0	4,000.0	100.00					
Faraday Ave College Blvd to El Cmno RI	60.0	point75	75	54,000.0	10.0	100.00				Average	
		point76	76	54,000.0	4,000.0	100.00					
Faraday Ave El Cmno Real to	0.0	60.0	0	77.0	58,000.0	10.00	100.00				Average
		point78	78	58,000.0	4,000.0	100.00					
Aviara Pkwy/Alga Rd PAR to Poinstta A	70.0	point79	79	62,000.0	10.0	100.00				Average	
		point80	80	62,000.0	4,000.0	100.00					
Aviara Pkwy/Alga Rd Poinstta Av to ECR	70.0	point81	81	66,000.0	10.0	100.00				Average	

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

Dudek										5 March 2014			
MG										TNM 2.5			
										Calculated with TNM 2.5			

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:	<Project Name?>												
RUN:	Carlsbad GP Update - Existing Suplmtl 4												
BARRIER DESIGN:	INPUT HEIGHTS												
ATMOSPHERICS:	68 deg F, 50% RH												
	Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												

Receiver													
Name	No.	#DUs	Existing	No Barrier				With Barrier					
			LAeq1h	LAeq1h	Crit'n	Increase over existing		Type	Calculated	Noise Reduction		Calculated minus Goal	
			Calculated	Crit'n		Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal		
			dBA	dBA	dBA		dB	dB		dBA	dB	dB	dB
50-Melrose Dr PAR to Poinstta Ave	4	1	0.0	0.0	66		0.0	10	inactive	0.0	0.0	8	0.0
60	5	1	0.0	72.3	66		72.3	10	Snd Lvl	72.3	0.0	8	-8.0
70	6	1	0.0	71.4	66		71.4	10	Snd Lvl	71.4	0.0	8	-8.0
80	7	1	0.0	70.6	66		70.6	10	Snd Lvl	70.6	0.0	8	-8.0
90	8	1	0.0	70.0	66		70.0	10	Snd Lvl	70.0	0.0	8	-8.0
100	11	1	0.0	69.5	66		69.5	10	Snd Lvl	69.5	0.0	8	-8.0
110	12	1	0.0	69.0	66		69.0	10	Snd Lvl	69.0	0.0	8	-8.0
120	13	1	0.0	68.5	66		68.5	10	Snd Lvl	68.5	0.0	8	-8.0
130	14	1	0.0	68.0	66		68.0	10	Snd Lvl	68.0	0.0	8	-8.0
140	15	1	0.0	67.6	66		67.6	10	Snd Lvl	67.6	0.0	8	-8.0
150	16	1	0.0	67.3	66		67.3	10	Snd Lvl	67.3	0.0	8	-8.0
160	17	1	0.0	66.9	66		66.9	10	Snd Lvl	66.9	0.0	8	-8.0
170	18	1	0.0	66.5	66		66.5	10	Snd Lvl	66.5	0.0	8	-8.0
180	20	1	0.0	66.2	66		66.2	10	Snd Lvl	66.2	0.0	8	-8.0
190	21	1	0.0	65.9	66		65.9	10	----	65.9	0.0	8	-8.0
200	22	1	0.0	65.6	66		65.6	10	----	65.6	0.0	8	-8.0
210	23	1	0.0	65.3	66		65.3	10	----	65.3	0.0	8	-8.0
220	24	1	0.0	65.0	66		65.0	10	----	65.0	0.0	8	-8.0
230	25	1	0.0	64.8	66		64.8	10	----	64.8	0.0	8	-8.0
240	26	1	0.0	64.5	66		64.5	10	----	64.5	0.0	8	-8.0
250	27	1	0.0	64.3	66		64.3	10	----	64.3	0.0	8	-8.0
260	28	1	0.0	64.0	66		64.0	10	----	64.0	0.0	8	-8.0
270	29	1	0.0	63.8	66		63.8	10	----	63.8	0.0	8	-8.0
280	30	1	0.0	63.6	66		63.6	10	----	63.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

290	31	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
300	32	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
310	33	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
320	34	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
330	35	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
340	37	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
350	38	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
360	39	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
370	40	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
380	41	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
390	42	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
400	43	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
410	44	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
420	45	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
430	46	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
440	47	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
450	48	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
460	49	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
470	50	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
480	51	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
490	52	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
500	53	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
50-Melrose Dr to Poinsettia Ave to Alga Rd	57	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
60	58	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
70	59	1	0.0	71.6	66	71.6	10	Snd Lvl	71.6	0.0	8	-8.0
80	60	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
90	61	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
100	62	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
110	63	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
120	64	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
130	65	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
140	66	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
150	67	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
160	68	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
170	70	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
180	71	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
190	72	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
200	73	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
210	74	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
220	75	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
230	76	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

240	77	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
250	78	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
260	79	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
270	80	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
280	81	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
290	82	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
300	83	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
310	84	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
320	85	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
330	86	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
340	87	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
350	88	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
360	89	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
370	90	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
380	91	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
390	92	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
400	93	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
410	94	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
420	96	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
430	97	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
440	98	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
460	99	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
470	100	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
480	101	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
490	102	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
500	104	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
50-Melrose Drive Alga Rd to RSF Rd	109	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
100	110	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
160	111	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0
380	113	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
400	114	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
410	116	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
420	117	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
430	118	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
440	119	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
450	120	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
460	122	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
470	123	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
480	124	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
490	125	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
500	126	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

510	127	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
520	129	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
530	131	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
540	132	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
550	133	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
560	134	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
570	135	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
580	136	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
590	137	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
600	138	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
610	139	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
620	140	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
630	141	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
640	142	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
650	143	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
660	144	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
670	145	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
680	146	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
690	148	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
700	149	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
710	150	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
720	151	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
730	152	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
740	153	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
750	154	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
760	155	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
770	157	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
780	158	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
790	159	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
800	160	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		136	0.0	0.0	0.0							
All Impacted		29	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek																			5 March 2014
MG																			TNM 2.5

INPUT: TRAFFIC FOR LAeq1h Percentages

PROJECT/CONTRACT: <Project Name?>

RUN: Carlsbad GP Update - Existing Suplmntl 4

Roadway	Points																		
Name	Name	No.	Segment	Autos		MTrucks		HTrucks		Buses		Motorcycles							
			Total	P	S	P	S	P	S	P	S	P	S	P	S				
			Volume	%	mph	%	mph	%	mph	%	mph	%	mph	%	mph				
			veh/hr																
Marron Road West of El Camino Real	point57	57	1460	95	55	2	55	3	55	0	0	0	0	0					
	point58	58																	
Carlsbad Vllg Dr Carlsbad Blvd I-5	point59	59	2380	95	25	2	25	3	25	0	0	0	0	0					
	point60	60																	
Carlsbad Village Dr		0	61 1840	95	35	2	35	3	35	0	0	0	0	0					
	point62	62																	
Carlsbad Village Dr		0	63 560	95	40	2	40	3	40	0	0	0	0	0					
	point64	64																	
Tamarack Ave Carlsbad Blvd		0	65 1270	95	25	2	25	3	25	0	0	0	0	0					
	point66	66																	
Tamarack Ave I-5 to El Camino Real	point67	67	1270	95	25	2	25	3	25	0	0	0	0	0					
	point68	68																	
Tamarack Ave El Camino Real		0	69 791	95	45	2	45	3	45	0	0	0	0	0					
	point70	70																	
College Blvd Cannon Rd to El Cmno RI	point71	71	0	95	50	2	50	3	50	0	0	0	0	0					
	point72	72																	
Faraday Ave Cannon Rd to College Blvd	point73	73	930	95	40	2	40	3	40	0	0	0	0	0					
	point74	74																	
Faraday Ave College Blvd to El Cmno RI	point75	75	1660	95	40	2	40	3	40	0	0	0	0	0					
	point76	76																	
Faraday Ave El Cmno Real to		0	77 2280	95	40	2	40	3	40	0	0	0	0	0					
	point78	78																	
Aviara Pkwy/Alga Rd PAR to Poinstta A	point79	79	1120	95	40	2	40	3	40	0	0	0	0	0					

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
260	29	1	138,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	30	1	138,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	31	1	138,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	32	1	138,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	33	1	138,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	34	1	138,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	35	1	138,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	37	1	138,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	38	1	138,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	39	1	138,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	40	1	138,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	41	1	138,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	42	1	138,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	43	1	138,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	44	1	138,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	45	1	138,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	46	1	138,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	47	1	138,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	48	1	138,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	49	1	138,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	50	1	138,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	51	1	138,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	52	1	138,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	53	1	138,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	57	1	138,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40- Carlsbad Blvd Crisbd Vllg Dr Tmrck A	58	1	142,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	59	1	142,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	60	1	142,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	61	1	142,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	62	1	142,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	63	1	142,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	64	1	142,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	65	1	142,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	66	1	142,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	67	1	142,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	68	1	142,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

								<Project Name?>		
150	70	1	142,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
160	71	1	142,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
170	72	1	142,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
180	73	1	142,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
190	74	1	142,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
200	75	1	142,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
210	76	1	142,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
220	77	1	142,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
230	78	1	142,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
240	79	1	142,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
250	80	1	142,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
260	81	1	142,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
270	82	1	142,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
280	83	1	142,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
290	84	1	142,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
300	85	1	142,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
310	86	1	142,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
320	87	1	142,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
330	88	1	142,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
340	89	1	142,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
350	90	1	142,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
360	91	1	142,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
370	92	1	142,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
380	93	1	142,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
390	94	1	142,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
400	96	1	142,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
410	97	1	142,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
420	98	1	142,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
430	99	1	142,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
440	100	1	142,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
450	101	1	142,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
460	102	1	142,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
470	104	1	142,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
480	109	1	142,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
490	110	1	142,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
500	111	1	142,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
40- Carlsbad Blvd Tmrck Ave Cnnn Rd	113	1	146,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	114	1	146,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	116	1	146,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	117	1	146,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	118	1	146,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	119	1	146,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	120	1	146,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	122	1	146,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	123	1	146,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	124	1	146,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	125	1	146,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	126	1	146,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	127	1	146,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	129	1	146,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	131	1	146,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	132	1	146,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	133	1	146,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	134	1	146,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	135	1	146,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	136	1	146,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	137	1	146,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	138	1	146,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	139	1	146,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	140	1	146,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	141	1	146,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	142	1	146,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	143	1	146,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	144	1	146,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	145	1	146,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	146	1	146,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	148	1	146,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	149	1	146,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	150	1	146,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	151	1	146,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	152	1	146,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	153	1	146,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
400	154	1	146,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	155	1	146,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	157	1	146,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	158	1	146,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	159	1	146,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	160	1	146,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	504	1	146,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	505	1	146,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	506	1	146,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	507	1	146,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	508	1	146,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Cannon Rd Plmr AP R	160	1	150,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	509	1	150,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	510	1	150,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	512	1	150,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	513	1	150,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	514	1	150,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	515	1	150,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	516	1	150,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	517	1	150,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	518	1	150,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	519	1	150,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	520	1	150,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	521	1	150,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	522	1	150,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	523	1	150,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	524	1	150,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	525	1	150,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	526	1	150,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	527	1	150,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	528	1	150,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	529	1	150,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	530	1	150,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	531	1	150,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	532	1	150,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	533	1	150,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
290	534	1	150,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	535	1	150,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	536	1	150,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	537	1	150,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	539	1	150,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	540	1	150,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	541	1	150,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	542	1	150,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	543	1	150,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	544	1	150,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	545	1	150,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	547	1	150,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	548	1	150,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	549	1	150,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	550	1	150,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	551	1	150,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	552	1	150,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	553	1	150,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	554	1	150,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	555	1	150,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	556	1	150,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	557	1	150,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Plmr AP Rd Pnstta Ave	558	1	154,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	559	1	154,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	561	1	154,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	160	1	154,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	562	1	154,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	563	1	154,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	564	1	154,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	565	1	154,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	566	1	154,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	567	1	154,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	569	1	154,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	570	1	154,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	571	1	154,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	572	1	154,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
180	573	1	154,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	574	1	154,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	575	1	154,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	576	1	154,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	577	1	154,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	578	1	154,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	579	1	154,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	580	1	154,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	581	1	154,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	582	1	154,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	583	1	154,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	584	1	154,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	585	1	154,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	586	1	154,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	587	1	154,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	589	1	154,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	591	1	154,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	592	1	154,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	593	1	154,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	594	1	154,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	595	1	154,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	596	1	154,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	597	1	154,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	598	1	154,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	599	1	154,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	600	1	154,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	601	1	154,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	602	1	154,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	603	1	154,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	604	1	154,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	605	1	154,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	606	1	154,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	607	1	154,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Pnstta Ave LaCsta Ave	608	1	158,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	609	1	158,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	610	1	158,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
70	611	1	158,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	613	1	158,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	614	1	158,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	615	1	158,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	616	1	158,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	617	1	158,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	618	1	158,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	619	1	158,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	620	1	158,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	621	1	158,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	622	1	158,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	623	1	158,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	624	1	158,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	625	1	158,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	626	1	158,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	627	1	158,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	628	1	158,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	629	1	158,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	630	1	158,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	631	1	158,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	632	1	158,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	633	1	158,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	634	1	158,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	635	1	158,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	636	1	158,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	637	1	158,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	638	1	158,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	639	1	158,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	640	1	158,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	641	1	158,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	642	1	158,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	643	1	158,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	644	1	158,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	645	1	158,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	646	1	158,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	647	1	158,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
430	648	1	158,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	649	1	158,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	650	1	158,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	651	1	158,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	652	1	158,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	653	1	158,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	654	1	158,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	655	1	158,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida EncinasCannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					
Carlsbad Blvd N of Carlsbad Vllg Dr	70.0	point117	117	138,000.0	10.0	100.00				Average	
		point118	118	138,000.0	4,000.0	100.00					
Carlsbad Blvd Clsbd Vllg Dr Tamrk Ave	60.0	point119	119	142,000.0	10.0	100.00				Average	
		point120	120	142,000.0	4,000.0	100.00					

INPUT: ROADWAYS

<Project Name?>

Carlsbad Blvd Tmrck Ave Cannon Rd	80.0	point121	121	146,000.0	10.0	100.00				Average	
		point122	122	146,000.0	4,000.0	100.00					
Carlsbad Blvd Cannon Rd PalmrAirpt Rd	50.0	point123	123	150,000.0	10.0	100.00				Average	
		point124	124	150,000.0	4,000.0	100.00					
Carlsbad Blvd Plmar Arprt Rd Poinstta A	80.0	point125	125	154,000.0	10.0	100.00				Average	
		point126	126	154,000.0	4,000.0	100.00					
Carlsbad Blvd Pnstta Ave La Costa Ave	80.0	point127	127	158,000.0	10.0	100.00				Average	
		point128	128	158,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

Dudek								5 March 2014				
MG								TNM 2.5				
								Calculated with TNM 2.5				
RESULTS: SOUND LEVELS												
PROJECT/CONTRACT:	<Project Name?>											
RUN:	Carlsbad GP Update - Existing Suplmtl 5											
BARRIER DESIGN:	INPUT HEIGHTS											
ATMOSPHERICS:	68 deg F, 50% RH											
									Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.			

Receiver												
Name	No.	#DUs	Existing	No Barrier	Crit'n	Increase over existing		Type Impact	With Barrier			
			L _{Aeq} 1h	L _{Aeq} 1h		Calculated	Crit'n		Calculated	Noise Reduction	Goal	Calculated minus Goal
			dB	dB	dB	dB	dB		dB	dB	dB	dB
40- Carlsbad Blvd N of Crisbd Vllge Dr	4	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
50	5	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
60	6	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
70	7	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
80	8	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
90	11	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
100	12	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
110	13	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
120	14	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
130	15	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
140	16	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
150	17	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
160	18	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
170	20	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
180	21	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
190	22	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
200	23	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
210	24	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
220	25	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
230	26	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
240	27	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
250	28	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
260	29	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
270	30	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

280	31	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
290	32	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
300	33	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
310	34	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
320	35	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
330	37	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
340	38	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
350	39	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
360	40	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
370	41	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
380	42	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
390	43	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
400	44	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
410	45	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
420	46	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
430	47	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
440	48	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
450	49	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
460	50	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
470	51	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
480	52	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
490	53	1	0.0	50.1	66	50.1	10	----	50.1	0.0	8	-8.0
500	57	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
40- Carlsbad Blvd Crlsbd Vllg Dr Tmrck Av	58	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
50	59	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
60	60	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
70	61	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
80	62	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
90	63	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
100	64	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
110	65	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
120	66	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
130	67	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
140	68	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
150	70	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
160	71	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
170	72	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
180	73	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
190	74	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
200	75	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
210	76	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

220	77	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
230	78	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
240	79	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
250	80	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
260	81	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
270	82	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
280	83	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
290	84	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
300	85	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
310	86	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
320	87	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
330	88	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
340	89	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
350	90	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
360	91	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
370	92	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
380	93	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
390	94	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
400	96	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
410	97	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
420	98	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	99	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
440	100	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
450	101	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
460	102	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
470	104	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
480	109	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
490	110	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
500	111	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
40- Carlsbad Blvd Tmrck Ave Cnnn Rd	113	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
50	114	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
60	116	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
70	117	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
80	118	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
90	119	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
100	120	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
110	122	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
120	123	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
130	124	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
140	125	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
150	126	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

160	127	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
170	129	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
180	131	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
190	132	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
200	133	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
210	134	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
220	135	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
230	136	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
240	137	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
250	138	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
260	139	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
270	140	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
280	141	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
290	142	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
300	143	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
310	144	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
320	145	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
330	146	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
340	148	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
350	149	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
360	150	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
370	151	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
380	152	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
390	153	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
400	154	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
410	155	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
420	157	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
430	158	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
440	159	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
450	160	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
460	504	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
470	505	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
480	506	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
490	507	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
500	508	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
40-Carlsbad Blvd Cannon Rd Plmr AP Rd	160	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
50	509	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
60	510	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
70	512	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
80	513	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
90	514	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

100	515	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
110	516	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
120	517	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
130	518	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
140	519	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
150	520	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
160	521	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
170	522	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
180	523	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
190	524	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
200	525	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
210	526	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
220	527	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
230	528	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
240	529	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
250	530	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
260	531	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
270	532	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
280	533	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
290	534	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
300	535	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
310	536	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
320	537	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
330	539	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
340	540	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
350	541	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
360	542	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
370	543	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
380	544	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
390	545	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
400	547	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
410	548	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
420	549	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	550	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
440	551	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
450	552	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
460	553	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
470	554	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
480	555	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
490	556	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
500	557	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

40-Carlsbad Blvd Plmr AP Rd Pnstta Ave	558	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	559	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
60	561	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
70	160	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
80	562	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
90	563	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
100	564	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
110	565	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
120	566	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
130	567	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
140	569	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
150	570	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
160	571	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
170	572	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
180	573	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
190	574	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
200	575	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
210	576	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
220	577	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
230	578	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
240	579	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
250	580	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
260	581	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
270	582	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
280	583	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
290	584	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
300	585	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
310	586	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
320	587	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
330	589	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
340	591	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
350	592	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
360	593	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
370	594	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
380	595	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
390	596	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
400	597	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
410	598	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
420	599	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
430	600	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
440	601	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

450	602	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
460	603	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
470	604	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
480	605	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
490	606	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
500	607	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
40-Carlsbad Blvd Pnstta Ave LaCsta Ave	608	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	609	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
60	610	1	0.0	70.7	66	70.7	10	Snd Lvl	70.7	0.0	8	-8.0
70	611	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
80	613	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0
90	614	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
100	615	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
110	616	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
120	617	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
130	618	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
140	619	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
150	620	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
160	621	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
170	622	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
180	623	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
190	624	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
200	625	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
210	626	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
220	627	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
230	628	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
240	629	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
250	630	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
260	631	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
270	632	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
280	633	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
290	634	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
300	635	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
310	636	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
320	637	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
330	638	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
340	639	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
350	640	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
360	641	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
370	642	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
380	643	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

390	644	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
400	645	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
410	646	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
420	647	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
430	648	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
440	649	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
450	650	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
460	651	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
470	652	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
480	653	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
490	654	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
500	655	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		282	0.0	0.0	0.0							
All Impacted		28	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

Dudek																		5 March 2014								
MG																			TNM 2.5							

INPUT: TRAFFIC FOR LAeq1h Percentages

PROJECT/CONTRACT:	<Project Name?>
RUN:	Carlsbad GP Update - Existing Suplmntl 5

Roadway	Points																											
Name	Name	No.	Segment	Total		Autos		MTrucks		HTrucks		Buses		Motorcycles														
				Volume	P	S	P	S	P	S	P	S	P	S	P	S												
				veh/hr	%	mph	%	mph	%	mph	%	mph	%	mph	%	mph												
Marron Road West of El Camino Real	point57	57		1460	95	55	2	55	3	55	0	0	0	0	0	0												
	point58	58																										
Carlsbad Vllg Dr Carlsbad Blvd I-5	point59	59		2380	95	25	2	25	3	25	0	0	0	0	0	0												
	point60	60																										
Carlsbad Village Dr		0		61 1840	95	35	2	35	3	35	0	0	0	0	0	0												
	point62	62																										
Carlsbad Village Dr		0		63 560	95	40	2	40	3	40	0	0	0	0	0	0												
	point64	64																										
Tamarack Ave Carlsbad Blvd		0		65 1270	95	25	2	25	3	25	0	0	0	0	0	0												
	point66	66																										
Tamarack Ave I-5 to El Camino Real	point67	67		1270	95	25	2	25	3	25	0	0	0	0	0	0												
	point68	68																										
Tamarack Ave El Camino Real		0		69 791	95	45	2	45	3	45	0	0	0	0	0	0												
	point70	70																										
College Blvd Cannon Rd to El Cmno RI	point71	71		0	95	50	2	50	3	50	0	0	0	0	0	0												
	point72	72																										
Faraday Ave Cannon Rd to College Blvd	point73	73		930	95	40	2	40	3	40	0	0	0	0	0	0												
	point74	74																										
Faraday Ave College Blvd to El Cmno RI	point75	75		1660	95	40	2	40	3	40	0	0	0	0	0	0												
	point76	76																										
Faraday Ave El Cmno Real to		0		77 2280	95	40	2	40	3	40	0	0	0	0	0	0												
	point78	78																										
Aviara Pkwy/Alga Rd PAR to Poinstta A	point79	79		1120	95	40	2	40	3	40	0	0	0	0	0	0												

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116											
Carlsbad Blvd N of Carlsbad Vllg Dr	point117	117	1374	95	30	2	30	3	30	0	0	0	0
	point118	118											
Carlsbad Blvd Clsbd Vllg Dr Tamrk Ave	point119	119	1765	95	30	2	30	3	30	0	0	0	0
	point120	120											
Carlsbad Blad Tmrck Ave Cannon Rd	point121	121	1922	95	35	2	35	3	35	0	0	0	0
	point122	122											
Carlsbad Blvd Cannon Rd PalmrAirpt Rd	point123	123	1613	95	35	2	35	3	35	0	0	0	0
	point124	124											
Carlsbad Blvd Plmar Arprt Rd Poinstta A	point125	125	1366	95	50	2	50	3	50	0	0	0	0
	point126	126											
Carlsbad Blvd Pnstta Ave La Costa Ave	point127	127	1609	95	50	2	50	3	50	0	0	0	0
	point128	128											

INPUT: RECEIVERS

<Project Name?>

Dudek						5 March 2014						
MG						TNM 2.5						

INPUT: RECEIVERS

PROJECT/CONTRACT: <Project Name?>
RUN: Carlsbad GP Update - Future Suplmntl 2

Receiver											
Name	No.	#DUs	Coordinates (ground)			Height above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing LAeq1h	Impact Criteria		NR Goal	
						ft	ft	ft	ft	dBA	dBA

30-Faraday Ave College Blvd to El Cmnc	2	1	54,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40	3	1	54,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	4	1	54,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	5	1	54,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	6	1	54,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	7	1	54,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	8	1	54,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	11	1	54,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	12	1	54,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	13	1	54,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	14	1	54,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	15	1	54,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	16	1	54,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	17	1	54,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	18	1	54,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	20	1	54,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	21	1	54,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	22	1	54,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	23	1	54,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	24	1	54,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	25	1	54,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	26	1	54,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
250	27	1	54,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	28	1	54,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	54,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	54,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	54,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	54,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	54,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	54,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	54,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	54,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	54,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	54,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	54,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	54,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	54,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	54,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	54,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	54,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	54,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	54,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	54,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	54,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	54,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	54,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	54,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	54,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Faraday Ave El Cmno Real to Melrose	56	1	58,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	58,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	58,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	58,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	58,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	58,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	58,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	58,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	58,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	58,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
140	66	1	58,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	58,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	58,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	70	1	58,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	58,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	58,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	58,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	58,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	58,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	58,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	58,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	58,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	58,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	58,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	58,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	58,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	58,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	58,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	58,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	58,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	58,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	58,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	58,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	58,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	58,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	58,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	58,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	58,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	58,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	58,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	58,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	68	1	58,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	58,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	58,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	58,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	58,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
500	104	1	58,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40 - Aviara Pkwy/Alga Rd PAR to Poinstt	108	1	62,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	62,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	62,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	62,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	62,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	62,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	62,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	62,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	62,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	62,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	62,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	62,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	62,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	62,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	62,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	62,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	62,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	62,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	62,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	62,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	62,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	62,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	62,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	62,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	62,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	62,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	62,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	62,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	62,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	62,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	62,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	62,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	62,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	62,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	62,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
390	148	1	62,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	149	1	62,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	62,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	62,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	62,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	62,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	62,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	62,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	62,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	62,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	62,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	62,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Aviara Pkwy/Alga Rd Poinsta Av to E	163	1	66,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	66,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	66,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	66,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	66,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	66,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	66,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	66,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	66,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	66,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	66,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	66,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	66,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	66,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	66,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	66,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	66,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	66,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	66,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	66,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	66,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	66,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	66,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	187	1	66,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
280	188	1	66,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	189	1	66,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	66,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	66,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	66,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	66,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	66,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	66,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	66,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	66,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	66,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	66,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	66,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	66,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	66,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	66,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	66,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	66,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	66,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	66,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	66,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	66,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	66,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Aviara Parkway/Alga Rd ECR to Melro	214	1	70,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	70,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	70,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	70,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	70,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	70,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	70,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	70,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	70,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	70,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	70,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	231	1	70,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	70,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
170	233	1	70,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	234	1	70,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	70,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	70,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	70,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	70,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	70,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	70,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	70,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	70,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	70,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	70,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	70,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	70,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	70,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	70,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	70,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	70,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	70,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	70,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	70,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	70,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	70,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	70,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	70,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	70,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	70,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	70,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	70,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	70,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	70,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	70,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	70,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	70,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-CmnoVidaRoble Palomar Arprt Rd to	271	1	74,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	74,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
50	273	1	74,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	274	1	74,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	74,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	74,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	74,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	74,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	74,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	74,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	74,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	74,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	74,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	74,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	74,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	74,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	74,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	74,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	74,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	74,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	74,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	74,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	74,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	74,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	74,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	74,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	74,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	74,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	74,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	74,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	74,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	74,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	74,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	74,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	74,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	74,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	323	1	74,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	74,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
410	326	1	74,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	327	1	74,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	74,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	74,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	74,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	74,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	74,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	74,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	74,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	74,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Poinsettia Lane Carlsbad Blvd to I-5	338	1	78,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	78,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	78,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	78,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	78,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	78,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	78,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	78,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	78,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	78,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	78,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	78,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	78,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	78,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	78,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	78,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	78,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	78,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	78,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	78,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	78,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	78,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	78,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	362	1	78,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	78,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	78,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
300	365	1	78,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	366	1	78,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	78,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	78,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	78,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	78,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	78,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	78,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	78,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	78,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	78,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	78,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	78,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	78,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	78,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	78,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	78,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	78,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	78,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	78,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	78,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40- Poinsettia Lane I-5 to Aviara Parkway	392	1	82,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	82,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	82,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	82,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	82,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	82,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	82,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	82,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	82,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	82,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	82,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	82,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	405	1	82,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	82,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	82,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
190	409	1	82,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	411	1	82,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	82,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	82,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	82,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	82,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	82,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	82,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	82,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	82,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	82,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	82,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	82,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	82,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	82,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	82,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	82,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	82,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	82,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	82,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	82,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	82,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	82,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	82,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	82,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	82,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	82,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	82,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	82,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	82,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	82,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	82,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40- Poinsettia Lane Aviara Pkwy to ECR	444	1	86,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	445	1	86,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	446	1	86,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	447	1	86,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
80	449	1	86,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	450	1	86,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	451	1	86,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	452	1	86,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	453	1	86,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	454	1	86,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	455	1	86,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	456	1	86,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	457	1	86,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	458	1	86,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	459	1	86,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	460	1	86,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	461	1	86,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	462	1	86,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	463	1	86,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	464	1	86,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	465	1	86,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	466	1	86,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	467	1	86,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	468	1	86,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	469	1	86,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	470	1	86,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	471	1	86,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	472	1	86,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	473	1	86,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	474	1	86,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	476	1	86,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	477	1	86,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	478	1	86,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	479	1	86,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	480	1	86,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	482	1	86,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	483	1	86,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	485	1	86,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	86,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	486	1	86,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
440	487	1	86,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	488	1	86,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	489	1	86,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	490	1	86,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	491	1	86,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	492	1	86,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

Dudek										5 March 2014			
MG										TNM 2.5			
										Calculated with TNM 2.5			

RESULTS: SOUND LEVELS

PROJECT/CONTRACT:	<Project Name?>												
RUN:	Carlsbad GP Update - Future Suplmntl 2												
BARRIER DESIGN:	INPUT HEIGHTS												
ATMOSPHERICS:	68 deg F, 50% RH												
	Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.												

Receiver													
Name	No.	#DUs	Existing	No Barrier		Increase over existing		Type Impact	With Barrier				
			L _{Aeq1h}	L _{Aeq1h}	Crit'n	Crit'n	Calculated		Noise Reduction	Calculated	Goal	Calculated	
				Calculated		Calculated			L _{Aeq1h}	Calculated	Goal	Calculated	minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	dB
30-Faraday Ave College Blvd to El Cmno	2	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0	
40	3	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0	
50	4	1	0.0	69.3	66	69.3	10	Snd Lvl	69.3	0.0	8	-8.0	
60	5	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0	
70	6	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0	
80	7	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0	
90	8	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0	
100	11	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0	
110	12	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0	
120	13	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0	
130	14	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0	
140	15	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0	
150	16	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0	
160	17	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0	
170	18	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0	
180	20	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0	
190	21	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0	
200	22	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0	
210	23	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0	
220	24	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0	
230	25	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0	
240	26	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0	
250	27	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0	
260	28	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0	

RESULTS: SOUND LEVELS

<Project Name?>

270	29	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
280	30	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
290	31	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
300	32	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
310	33	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
320	34	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
330	35	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
340	37	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
350	38	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
360	39	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
370	40	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
380	41	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
390	42	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
400	43	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
410	44	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
420	45	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
430	46	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
440	47	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
450	48	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
460	49	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
470	50	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
480	51	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
490	52	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
500	53	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
40-Faraday Ave El Cmno Real to Melrose	56	1	0.0	73.5	66	73.5	10	Snd Lvl	73.5	0.0	8	-8.0
50	57	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
60	58	1	0.0	71.4	66	71.4	10	Snd Lvl	71.4	0.0	8	-8.0
70	59	1	0.0	70.6	66	70.6	10	Snd Lvl	70.6	0.0	8	-8.0
80	60	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
90	61	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
100	62	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
110	63	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
120	64	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
130	65	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
140	66	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
150	67	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
160	68	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
170	70	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
180	71	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
190	72	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
200	73	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

210	74	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
220	75	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
230	76	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
240	77	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
250	78	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
260	79	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
270	80	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
280	81	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
290	82	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
300	83	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
310	84	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
320	85	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
330	86	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
340	87	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
350	88	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
360	89	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
370	90	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
380	91	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
390	92	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
400	93	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
410	94	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
420	96	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
430	97	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
440	98	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
450	68	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
460	99	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
470	100	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
480	101	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
490	102	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
500	104	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
40 - Aviara Pkwy/Alga Rd PAR to Poinstta	108	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
50	109	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
60	110	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
70	111	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
80	113	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
90	114	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
100	116	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
110	117	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
120	118	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
130	119	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
140	120	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	122	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
160	123	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
170	120	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
180	124	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
190	125	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
200	126	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
210	127	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
220	129	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
230	131	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
240	132	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
250	133	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
260	134	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
270	135	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
280	136	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
290	137	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
300	138	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
310	139	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
320	140	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
330	141	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
340	142	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
350	143	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
360	144	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
370	145	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
380	146	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
390	148	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
400	149	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
410	150	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
420	151	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
430	152	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
440	153	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
450	154	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
460	155	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
470	157	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
480	158	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
490	159	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
500	160	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
40-Aviara Pkwy/Alga Rd Poinstta Av to EC	163	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
50	164	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
60	166	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
70	167	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
80	168	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

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90	169	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
100	170	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
110	170	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
120	171	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
130	172	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
140	173	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
150	174	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
160	175	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
170	176	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
180	177	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
190	178	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
200	179	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
210	180	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
220	181	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
230	183	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
240	184	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
250	185	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
260	186	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
270	187	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
280	188	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
290	189	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
300	190	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
310	191	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
320	192	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
330	193	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
340	194	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
350	195	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
360	196	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
370	197	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
380	198	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
390	199	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
400	200	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
410	201	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
420	164	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
430	202	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
440	203	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
450	204	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
460	205	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
470	209	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
480	210	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
490	211	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

500	212	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
40-Aviara Parkway/Alga Rd ECR to Melros	214	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
50	215	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
60	216	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
70	218	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
80	219	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
90	221	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
100	222	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
110	224	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
120	226	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
130	227	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
140	229	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
150	231	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
160	232	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
170	233	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
180	234	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
190	235	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
200	236	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
210	237	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
220	238	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
230	239	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
240	240	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
250	241	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
260	242	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
270	243	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
280	244	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
290	245	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
300	246	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
310	247	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
320	249	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
330	250	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
340	252	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
350	252	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
360	247	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
370	253	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
380	254	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
390	255	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
400	256	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
410	258	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
420	259	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
430	260	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

440	261	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
450	262	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
460	263	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
470	264	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
480	265	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
490	266	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
500	267	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
30-CmnoVidaRoble Palomar Arprt Rd to E	271	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
40	272	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
50	273	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
60	274	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
70	275	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
80	276	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
90	277	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
100	278	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
110	279	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
120	280	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
130	281	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
140	282	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
150	247	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
160	283	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
170	284	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
180	285	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
190	286	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
200	288	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
210	289	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
220	290	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
230	291	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
240	292	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
250	293	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
260	294	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
270	295	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
280	297	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
290	299	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
300	300	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
310	301	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
320	302	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
330	303	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
340	304	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
350	306	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
360	247	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

370	307	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
380	322	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
390	323	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
400	324	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
410	326	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
420	327	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	328	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
440	329	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
450	330	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
460	331	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
470	332	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
480	333	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
490	334	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
500	335	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
40-Poinsettia Lane Carlsbad Blvd to I-5	338	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
50	340	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
60	307	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
70	341	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
80	342	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
90	344	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
100	345	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
110	346	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
120	347	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
130	348	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
140	349	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
150	350	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
160	351	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
170	352	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
180	353	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
190	354	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
200	355	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
210	356	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
220	357	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
230	358	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
240	359	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
250	360	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
260	361	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
270	362	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
280	363	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
290	364	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
300	365	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

310	366	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
320	367	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
330	368	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
340	369	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
350	370	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
360	371	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
370	373	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
380	374	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
390	375	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
400	377	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
410	378	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
420	380	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
430	381	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
440	382	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
450	383	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
460	384	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
470	385	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
480	387	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
490	388	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
500	389	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
40- Poinsettia Lane I-5 to Aviara Parkway	392	1	0.0	75.6	66	75.6	10	Snd Lvl	75.6	0.0	8	-8.0
50	394	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
60	307	1	0.0	73.4	66	73.4	10	Snd Lvl	73.4	0.0	8	-8.0
70	395	1	0.0	72.6	66	72.6	10	Snd Lvl	72.6	0.0	8	-8.0
80	396	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
90	398	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
100	399	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
110	400	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
120	401	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
130	402	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
140	403	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
150	404	1	0.0	68.6	66	68.6	10	Snd Lvl	68.6	0.0	8	-8.0
160	405	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
170	406	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
180	407	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
190	409	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
200	411	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
210	412	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
220	413	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
230	414	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
240	415	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

250	416	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
260	417	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
270	418	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
280	419	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
290	420	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
300	421	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
310	422	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
320	423	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
330	424	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
340	425	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
350	426	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
360	427	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
370	427	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
380	428	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
390	429	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
400	430	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
410	432	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
420	247	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
430	433	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
440	434	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
450	435	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
460	436	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
470	437	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
480	438	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
490	439	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
500	440	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
40- Poinsettia Lane Aviara Pkwy to ECR	444	1	0.0	73.2	66	73.2	10	Snd Lvl	73.2	0.0	8	-8.0
50	445	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
60	446	1	0.0	70.9	66	70.9	10	Snd Lvl	70.9	0.0	8	-8.0
70	447	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
80	449	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
90	450	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
100	451	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
110	452	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
120	453	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
130	454	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
140	455	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
150	456	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
160	457	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
170	458	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
180	459	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

190	460	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
200	461	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
210	462	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
220	463	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
230	464	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
240	465	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
250	466	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
260	467	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
270	468	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
280	469	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
290	470	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
300	471	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
310	472	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
320	473	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
330	474	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
340	476	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
350	477	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
360	478	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
370	479	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
380	480	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
390	482	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
400	483	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
410	485	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
420	247	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
430	486	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
440	487	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
450	488	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
460	489	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
470	490	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
480	491	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
490	492	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		424	0.0	0.0	0.0							
All Impacted		80	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1830	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1415	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1240	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2570	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	3040	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	1720	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	2610	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	4077	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1314	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	1180	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	1060	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1460	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	1510	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	1420	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	3749	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	2260	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	2090	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	4450	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
260	28	1	90,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	90,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	90,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	90,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	90,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	90,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	90,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	90,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	90,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	90,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	90,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	90,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	90,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	90,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	90,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	90,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	90,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	90,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	90,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	90,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	90,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	90,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	90,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	90,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	90,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-La Costa Avenue I-5 to El Camino Re	56	1	94,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	94,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	94,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	94,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	94,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	94,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	94,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	94,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	94,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	94,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	66	1	94,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

								<Project Name?>		
150	67	1	94,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
160	68	1	94,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
170	70	1	94,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
180	71	1	94,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
190	72	1	94,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
200	73	1	94,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
210	74	1	94,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
220	75	1	94,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
230	76	1	94,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
240	77	1	94,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
250	78	1	94,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
260	79	1	94,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
270	80	1	94,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
280	81	1	94,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
290	82	1	94,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
300	83	1	94,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
310	84	1	94,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
320	85	1	94,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
330	86	1	94,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
340	87	1	94,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
350	88	1	94,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
360	89	1	94,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
370	90	1	94,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
380	91	1	94,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
390	92	1	94,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
400	93	1	94,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
410	94	1	94,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
420	96	1	94,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
430	97	1	94,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
440	98	1	94,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
450	68	1	94,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
460	99	1	94,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
470	100	1	94,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
480	101	1	94,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
490	102	1	94,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
500	104	1	94,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
40-La Costa Ave El Camino Real to RSF	108	1	98,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	98,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	98,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	98,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	98,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	98,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	98,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	98,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	98,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	98,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	98,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	98,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	98,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	98,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	98,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	98,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	98,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	98,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	98,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	98,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	98,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	98,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	98,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	98,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	98,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	98,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	98,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	98,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	98,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	98,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	98,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	98,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	98,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	98,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	98,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	148	1	98,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
400	149	1	98,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	98,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	98,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	98,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	98,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	98,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	98,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	98,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	98,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	98,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	98,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Avenida EncinasCannon Rd to PAR	163	1	102,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	102,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	102,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	102,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	102,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	102,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	102,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	102,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	102,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	102,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	102,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	102,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	102,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	102,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	102,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	102,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	102,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	102,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	102,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	102,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	102,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	102,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	102,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	187	1	102,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	188	1	102,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
290	189	1	102,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	102,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	102,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	102,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	102,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	102,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	102,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	102,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	102,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	102,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	102,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	102,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	102,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	102,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	102,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	102,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	102,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	102,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	102,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	102,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	102,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	102,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Avenida Encinas PAR to Poinstta Ave	214	1	106,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	106,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	106,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	106,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	106,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	106,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	106,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	106,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	106,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	106,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	106,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	231	1	106,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	106,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	233	1	106,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
180	234	1	106,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	106,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	106,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	106,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	106,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	106,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	106,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	106,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	106,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	106,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	106,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	106,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	106,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	106,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	106,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	106,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	106,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	106,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	106,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	106,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	106,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	106,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	106,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	106,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	106,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	106,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	106,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	106,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	106,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	106,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	106,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	106,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	106,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Avnda Encinas Pnstta Ave to Carlsbd	271	1	110,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	110,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	273	1	110,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

								<Project Name?>			
60	274	1	110,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	110,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	110,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	110,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	110,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	110,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	110,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	110,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	110,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	110,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	110,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	110,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	110,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	110,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	110,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	110,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	110,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	110,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	110,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	110,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	110,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	110,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	110,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	110,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	110,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	110,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	110,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	110,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	110,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	110,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	110,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	110,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	110,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	323	1	110,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	110,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	326	1	110,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

								<Project Name?>			
420	327	1	110,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	110,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	110,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	110,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	110,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	110,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	110,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	110,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	110,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Paseo del Norte Cannon Rd to PAR	338	1	114,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	114,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	114,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	114,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	114,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	114,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	114,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	114,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	114,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	114,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	114,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	114,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	114,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	114,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	114,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	114,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	114,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	114,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	114,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	114,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	114,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	114,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	114,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	362	1	114,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	114,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	114,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	365	1	114,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
310	366	1	114,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	114,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	114,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	114,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	114,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	114,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	114,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	114,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	114,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	114,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	114,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	114,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	114,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	114,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	114,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	114,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	114,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	114,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	114,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	114,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40 - Paseo del Norte PAR to Poinstta Ave	392	1	118,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	118,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	118,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	118,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	118,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	118,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	118,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	118,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	118,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	118,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	118,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	118,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	405	1	118,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	118,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	118,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	409	1	118,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
200	411	1	118,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	118,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	118,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	118,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	118,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	118,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	118,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	118,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	118,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	118,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	118,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	118,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	118,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	118,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	118,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	118,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	118,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	118,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	118,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	118,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	118,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	118,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	118,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	118,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	118,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	118,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	118,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	118,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	118,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	118,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	118,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50-Melrose Dr Sycamore Ave to PAR	445	1	122,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	446	1	122,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	447	1	122,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	449	1	122,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	450	1	122,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

								<Project Name?>			
410	451	1	122,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	452	1	122,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	453	1	122,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	454	1	122,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	455	1	122,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	456	1	122,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	457	1	122,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	458	1	122,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	459	1	122,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	460	1	122,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
510	461	1	122,510.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
520	462	1	122,520.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
530	463	1	122,530.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
540	464	1	122,540.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
550	465	1	122,550.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
560	466	1	122,560.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
570	467	1	122,570.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
580	468	1	122,580.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
590	469	1	122,590.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
600	470	1	122,600.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
610	471	1	122,610.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
620	472	1	122,620.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
630	473	1	122,630.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
640	474	1	122,640.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
650	476	1	122,650.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
660	477	1	122,660.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
670	478	1	122,670.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
680	479	1	122,680.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
690	480	1	122,690.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
700	482	1	122,700.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
710	483	1	122,710.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
720	485	1	122,720.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
730	247	1	122,730.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
740	486	1	122,740.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
750	487	1	122,750.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
760	488	1	122,760.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
770	489	1	122,770.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
780	490	1	122,780.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
790	491	1	122,790.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
800	492	1	122,800.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

280	30	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
290	31	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
300	32	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
310	33	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
320	34	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
330	35	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
340	37	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
350	38	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
360	39	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
370	40	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
380	41	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
390	42	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
400	43	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
410	44	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
420	45	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
430	46	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
440	47	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
450	48	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
460	49	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
470	50	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
480	51	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
490	52	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
500	53	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
40-La Costa Avenue I-5 to El Camino Rea	56	1	0.0	78.1	66	78.1	10	Snd Lvl	78.1	0.0	8	-8.0
50	57	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	0.0	8	-8.0
60	58	1	0.0	75.9	66	75.9	10	Snd Lvl	75.9	0.0	8	-8.0
70	59	1	0.0	75.1	66	75.1	10	Snd Lvl	75.1	0.0	8	-8.0
80	60	1	0.0	74.4	66	74.4	10	Snd Lvl	74.4	0.0	8	-8.0
90	61	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
100	62	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
110	63	1	0.0	72.8	66	72.8	10	Snd Lvl	72.8	0.0	8	-8.0
120	64	1	0.0	72.3	66	72.3	10	Snd Lvl	72.3	0.0	8	-8.0
130	65	1	0.0	71.9	66	71.9	10	Snd Lvl	71.9	0.0	8	-8.0
140	66	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
150	67	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
160	68	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
170	70	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
180	71	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
190	72	1	0.0	69.8	66	69.8	10	Snd Lvl	69.8	0.0	8	-8.0
200	73	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
210	74	1	0.0	69.2	66	69.2	10	Snd Lvl	69.2	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

220	75	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
230	76	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
240	77	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
250	78	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
260	79	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
270	80	1	0.0	67.7	66	67.7	10	Snd Lvl	67.7	0.0	8	-8.0
280	81	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
290	82	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
300	83	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
310	84	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
320	85	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
330	86	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
340	87	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
350	88	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
360	89	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
370	90	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
380	91	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
390	92	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
400	93	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
410	94	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
420	96	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
430	97	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
440	98	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
450	68	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
460	99	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
470	100	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
480	101	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
490	102	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
500	104	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
40-La Costa Ave El Camino Real to RSF F	108	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
50	109	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
60	110	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
70	111	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
80	113	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
90	114	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
100	116	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
110	117	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
120	118	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
130	119	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
140	120	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
150	122	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

160	123	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
170	120	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
180	124	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
190	125	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
200	126	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
210	127	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
220	129	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
230	131	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
240	132	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
250	133	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
260	134	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
270	135	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
280	136	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
290	137	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
300	138	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
310	139	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
320	140	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
330	141	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
340	142	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
350	143	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
360	144	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
370	145	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
380	146	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
390	148	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
400	149	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
410	150	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
420	151	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
430	152	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
440	153	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
450	154	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
460	155	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
470	157	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
480	158	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
490	159	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
500	160	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
40-Avenida EncinasCannon Rd to PAR	163	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
50	164	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
60	166	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
70	167	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
80	168	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
90	169	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

100	170	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
110	170	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
120	171	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
130	172	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
140	173	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
150	174	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
160	175	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
170	176	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
180	177	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
190	178	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
200	179	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
210	180	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
220	181	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
230	183	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
240	184	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
250	185	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
260	186	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
270	187	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
280	188	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
290	189	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
300	190	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
310	191	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
320	192	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
330	193	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
340	194	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
350	195	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
360	196	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
370	197	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
380	198	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
390	199	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
400	200	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
410	201	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
420	164	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
430	202	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
440	203	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
450	204	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
460	205	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
470	209	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
480	210	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
490	211	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
500	212	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

40-Avenida Encinas PAR to Poinstta Ave	214	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
50	215	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
60	216	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
70	218	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
80	219	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
90	221	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
100	222	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
110	224	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
120	226	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
130	227	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
140	229	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
150	231	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
160	232	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
170	233	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
180	234	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
190	235	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
200	236	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
210	237	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
220	238	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
230	239	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
240	240	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
250	241	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
260	242	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
270	243	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
280	244	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
290	245	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
300	246	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
310	247	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
320	249	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
330	250	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
340	252	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
350	252	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
360	247	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
370	253	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
380	254	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
390	255	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
400	256	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
410	258	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
420	259	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
430	260	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
440	261	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0

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<Project Name?>

450	262	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
460	263	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
470	264	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
480	265	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
490	266	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
500	267	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
30-Avnda Encinas Pnssta Ave to Carlsbd E	271	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	272	1	0.0	68.2	66	68.2	10	Snd Lvl	68.2	0.0	8	-8.0
50	273	1	0.0	67.0	66	67.0	10	Snd Lvl	67.0	0.0	8	-8.0
60	274	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
70	275	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
80	276	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
90	277	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
100	278	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
110	279	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
120	280	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
130	281	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
140	282	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
150	247	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
160	283	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
170	284	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
180	285	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
190	286	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
200	288	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
210	289	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
220	290	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
230	291	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
240	292	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
250	293	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
260	294	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0
270	295	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
280	297	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
290	299	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
300	300	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
310	301	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
320	302	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
330	303	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
340	304	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
350	306	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
360	247	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
370	307	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0

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380	322	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
390	323	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
400	324	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
410	326	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
420	327	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
430	328	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
440	329	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
450	330	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
460	331	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
470	332	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
480	333	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
490	334	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
500	335	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
40-Paseo del Norte Cannon Rd to PAR	338	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
50	340	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
60	307	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
70	341	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
80	342	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
90	344	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
100	345	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
110	346	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
120	347	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
130	348	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
140	349	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
150	350	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
160	351	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
170	352	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
180	353	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
190	354	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
200	355	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
210	356	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
220	357	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
230	358	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
240	359	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
250	360	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
260	361	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
270	362	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
280	363	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
290	364	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
300	365	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
310	366	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0

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320	367	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
330	368	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
340	369	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
350	370	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
360	371	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
370	373	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
380	374	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
390	375	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
400	377	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
410	378	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
420	380	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
430	381	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
440	382	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
450	383	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
460	384	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
470	385	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
480	387	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
490	388	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
500	389	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
40 - Paseo del Norte PAR to Poinstta Ave	392	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
50	394	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
60	307	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
70	395	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
80	396	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
90	398	1	0.0	65.4	66	65.4	10	----	65.4	0.0	8	-8.0
100	399	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
110	400	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
120	401	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
130	402	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
140	403	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
150	404	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
160	405	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
170	406	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
180	407	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
190	409	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
200	411	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
210	412	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
220	413	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
230	414	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
240	415	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
250	416	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0

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260	417	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
270	418	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
280	419	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
290	420	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
300	421	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
310	422	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
320	423	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
330	424	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
340	425	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
350	426	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
360	427	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
370	427	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
380	428	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
390	429	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
400	430	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
410	432	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
420	247	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
430	433	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
440	434	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
450	435	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
460	436	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
470	437	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
480	438	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
490	439	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
500	440	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
50-Melrose Dr Sycamore Ave to PAR	445	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
100	446	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
170	447	1	0.0	70.1	66	70.1	10	Snd Lvl	70.1	0.0	8	-8.0
390	449	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
400	450	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
410	451	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
420	452	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
430	453	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
440	454	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
450	455	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
460	456	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
470	457	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
480	458	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
490	459	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
500	460	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
510	461	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

520	462	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0	
530	463	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0	
540	464	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0	
550	465	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0	
560	466	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0	
570	467	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0	
580	468	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0	
590	469	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0	
600	470	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0	
610	471	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0	
620	472	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0	
630	473	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0	
640	474	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0	
650	476	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0	
660	477	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0	
670	478	1	0.0	57.9	66	57.9	10	----	57.9	0.0	8	-8.0	
680	479	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0	
690	480	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0	
700	482	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0	
710	483	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0	
720	485	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0	
730	247	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0	
740	486	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0	
750	487	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0	
760	488	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0	
770	489	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0	
780	490	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0	
790	491	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0	
800	492	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0	
Dwelling Units		# DUs	Noise Reduction										
			Min	Avg	Max								
			dB	dB	dB								
All Selected		422	0.0	0.0	0.0								
All Impacted		64	0.0	0.0	0.0								
All that meet NR Goal		0	0.0	0.0	0.0								

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1830	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1415	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1240	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2570	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	3040	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	1720	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	2610	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	4077	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1314	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	1180	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	1060	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1460	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	1510	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	1420	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	3749	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	2260	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	2090	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	4450	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
270	29	1	126,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	126,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	126,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	126,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	126,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	126,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	126,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	126,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	126,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	126,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	126,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	126,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	126,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	126,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	126,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	126,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	126,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	126,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	126,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	126,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	126,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	126,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	126,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	126,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50-Melrose Dr to Poinsettia Ave to Alga F	57	1	130,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	130,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	130,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	130,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	130,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	130,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	130,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	130,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	130,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	66	1	130,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	130,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	130,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
170	70	1	130,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	130,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	130,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	130,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	130,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	130,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	130,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	130,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	130,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	130,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	130,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	130,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	130,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	130,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	130,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	130,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	130,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	130,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	130,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	130,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	130,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	130,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	130,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	130,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	130,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	130,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	130,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	130,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	130,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	130,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	130,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	130,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	104	1	130,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50-Melrose Drive Alga Rd to RSF Rd	109	1	134,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	110	1	134,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	111	1	134,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

								<Project Name?>		
420	113	1	134,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
450	114	1	134,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
460	116	1	134,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
470	117	1	134,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
480	118	1	134,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
490	119	1	134,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
500	120	1	134,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
510	122	1	134,510.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
520	123	1	134,520.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
530	124	1	134,530.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
540	125	1	134,540.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
550	126	1	134,550.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
560	127	1	134,560.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
570	129	1	134,570.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
580	131	1	134,580.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
590	132	1	134,590.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
600	133	1	134,600.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
610	134	1	134,610.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
620	135	1	134,620.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
630	136	1	134,630.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
640	137	1	134,640.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
650	138	1	134,650.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
660	139	1	134,660.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
670	140	1	134,670.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
680	141	1	134,680.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
690	142	1	134,690.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
700	143	1	134,700.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
710	144	1	134,710.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
720	145	1	134,720.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
730	146	1	134,730.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
740	148	1	134,740.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
750	149	1	134,750.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
760	150	1	134,760.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
770	151	1	134,770.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
780	152	1	134,780.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
790	153	1	134,790.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
800	154	1	134,800.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
810	155	1	134,810.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
820	157	1	134,820.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
830	158	1	134,830.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
840	159	1	134,840.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
850	160	1	134,850.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

290	31	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
300	32	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
310	33	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
320	34	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
330	35	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
340	37	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
350	38	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
360	39	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
370	40	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
380	41	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
390	42	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
400	43	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
410	44	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
420	45	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
430	46	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
440	47	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
450	48	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
460	49	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
470	50	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
480	51	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
490	52	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
500	53	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
50-Melrose Dr to Poinsettia Ave to Alga Rd	57	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
60	58	1	0.0	73.3	66	73.3	10	Snd Lvl	73.3	0.0	8	-8.0
70	59	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
80	60	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
90	61	1	0.0	71.0	66	71.0	10	Snd Lvl	71.0	0.0	8	-8.0
100	62	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
110	63	1	0.0	70.0	66	70.0	10	Snd Lvl	70.0	0.0	8	-8.0
120	64	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
130	65	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
140	66	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
150	67	1	0.0	68.3	66	68.3	10	Snd Lvl	68.3	0.0	8	-8.0
160	68	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
170	70	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
180	71	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
190	72	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
200	73	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
210	74	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
220	75	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
230	76	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

240	77	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
250	78	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
260	79	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
270	80	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
280	81	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
290	82	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
300	83	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
310	84	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
320	85	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
330	86	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
340	87	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
350	88	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
360	89	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
370	90	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
380	91	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
390	92	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
400	93	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
410	94	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
420	96	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
430	97	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
440	98	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
460	99	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
470	100	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
480	101	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
490	102	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
500	104	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
50-Melrose Drive Alga Rd to RSF Rd	109	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
100	110	1	0.0	73.8	66	73.8	10	Snd Lvl	73.8	0.0	8	-8.0
200	111	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
420	113	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
450	114	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
460	116	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
470	117	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
480	118	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
490	119	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
500	120	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
510	122	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
520	123	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
530	124	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
540	125	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
550	126	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

560	127	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
570	129	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
580	131	1	0.0	60.7	66	60.7	10	----	60.7	0.0	8	-8.0
590	132	1	0.0	60.4	66	60.4	10	----	60.4	0.0	8	-8.0
600	133	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
610	134	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
620	135	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
630	136	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
640	137	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
650	138	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
660	139	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
670	140	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
680	141	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
690	142	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
700	143	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
710	144	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
720	145	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
730	146	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
740	148	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
750	149	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
760	150	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
770	151	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
780	152	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
790	153	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
800	154	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
810	155	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
820	157	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
830	158	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
840	159	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
850	160	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		136	0.0	0.0	0.0							
All Impacted		37	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1830	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1415	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1240	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2570	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	3040	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	1720	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	2610	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	4077	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1314	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	1180	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	1060	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1460	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	1510	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	1420	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	3749	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	2260	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	2090	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	4450	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
260	29	1	138,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	30	1	138,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	31	1	138,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	32	1	138,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	33	1	138,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	34	1	138,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	35	1	138,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	37	1	138,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	38	1	138,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	39	1	138,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	40	1	138,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	41	1	138,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	42	1	138,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	43	1	138,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	44	1	138,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	45	1	138,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	46	1	138,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	47	1	138,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	48	1	138,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	49	1	138,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	50	1	138,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	51	1	138,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	52	1	138,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	53	1	138,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	57	1	138,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40- Carlsbad Blvd Crisbd Vllg Dr Tmrck A	58	1	142,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	59	1	142,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	60	1	142,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	61	1	142,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	62	1	142,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	63	1	142,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	64	1	142,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	65	1	142,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	66	1	142,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	67	1	142,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	68	1	142,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

								<Project Name?>		
150	70	1	142,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
160	71	1	142,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
170	72	1	142,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
180	73	1	142,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
190	74	1	142,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
200	75	1	142,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
210	76	1	142,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
220	77	1	142,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
230	78	1	142,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
240	79	1	142,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
250	80	1	142,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
260	81	1	142,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
270	82	1	142,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
280	83	1	142,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
290	84	1	142,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
300	85	1	142,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
310	86	1	142,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
320	87	1	142,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
330	88	1	142,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
340	89	1	142,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
350	90	1	142,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
360	91	1	142,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
370	92	1	142,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
380	93	1	142,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
390	94	1	142,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
400	96	1	142,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
410	97	1	142,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
420	98	1	142,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
430	99	1	142,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
440	100	1	142,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
450	101	1	142,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
460	102	1	142,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
470	104	1	142,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
480	109	1	142,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
490	110	1	142,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
500	111	1	142,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
40- Carlsbad Blvd Tmrck Ave Cnnn Rd	113	1	146,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	114	1	146,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	116	1	146,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	117	1	146,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	118	1	146,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	119	1	146,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	120	1	146,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	122	1	146,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	123	1	146,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	124	1	146,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	125	1	146,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	126	1	146,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	127	1	146,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	129	1	146,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	131	1	146,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	132	1	146,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	133	1	146,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	134	1	146,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	135	1	146,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	136	1	146,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	137	1	146,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	138	1	146,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	139	1	146,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	140	1	146,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	141	1	146,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	142	1	146,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	143	1	146,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	144	1	146,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	145	1	146,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	146	1	146,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	148	1	146,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	149	1	146,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	150	1	146,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	151	1	146,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	152	1	146,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	153	1	146,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
400	154	1	146,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	155	1	146,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	157	1	146,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	158	1	146,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	159	1	146,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	160	1	146,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	504	1	146,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	505	1	146,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	506	1	146,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	507	1	146,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	508	1	146,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Cannon Rd Plmr AP R	160	1	150,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	509	1	150,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	510	1	150,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	512	1	150,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	513	1	150,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	514	1	150,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	515	1	150,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	516	1	150,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	517	1	150,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	518	1	150,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	519	1	150,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	520	1	150,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	521	1	150,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	522	1	150,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	523	1	150,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	524	1	150,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	525	1	150,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	526	1	150,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	527	1	150,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	528	1	150,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	529	1	150,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	530	1	150,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	531	1	150,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	532	1	150,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	533	1	150,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
290	534	1	150,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	535	1	150,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	536	1	150,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	537	1	150,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	539	1	150,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	540	1	150,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	541	1	150,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	542	1	150,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	543	1	150,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	544	1	150,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	545	1	150,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	547	1	150,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	548	1	150,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	549	1	150,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	550	1	150,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	551	1	150,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	552	1	150,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	553	1	150,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	554	1	150,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	555	1	150,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	556	1	150,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	557	1	150,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Plmr AP Rd Pnstta Ave	558	1	154,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	559	1	154,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	561	1	154,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	160	1	154,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	562	1	154,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	563	1	154,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	564	1	154,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	565	1	154,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	566	1	154,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	567	1	154,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	569	1	154,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	570	1	154,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	571	1	154,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	572	1	154,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
180	573	1	154,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	574	1	154,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	575	1	154,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	576	1	154,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	577	1	154,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	578	1	154,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	579	1	154,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	580	1	154,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	581	1	154,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	582	1	154,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	583	1	154,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	584	1	154,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	585	1	154,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	586	1	154,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	587	1	154,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	589	1	154,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	591	1	154,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	592	1	154,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	593	1	154,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	594	1	154,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	595	1	154,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	596	1	154,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	597	1	154,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	598	1	154,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	599	1	154,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	600	1	154,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	601	1	154,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	602	1	154,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	603	1	154,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	604	1	154,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	605	1	154,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	606	1	154,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	607	1	154,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-Carlsbad Blvd Pnstta Ave LaCsta Ave	608	1	158,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	609	1	158,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	610	1	158,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
70	611	1	158,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	613	1	158,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	614	1	158,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	615	1	158,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	616	1	158,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	617	1	158,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	618	1	158,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	619	1	158,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	620	1	158,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	621	1	158,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	622	1	158,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	623	1	158,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	624	1	158,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	625	1	158,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	626	1	158,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	627	1	158,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	628	1	158,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	629	1	158,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	630	1	158,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	631	1	158,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	632	1	158,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	633	1	158,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	634	1	158,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	635	1	158,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	636	1	158,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	637	1	158,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	638	1	158,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	639	1	158,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	640	1	158,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	641	1	158,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	642	1	158,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	643	1	158,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	644	1	158,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	645	1	158,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	646	1	158,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	647	1	158,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
430	648	1	158,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	649	1	158,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	650	1	158,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	651	1	158,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	652	1	158,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	653	1	158,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	654	1	158,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	655	1	158,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida EncinasCannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					
Carlsbad Blvd N of Carlsbad Vllg Dr	70.0	point117	117	138,000.0	10.0	100.00				Average	
		point118	118	138,000.0	4,000.0	100.00					
Carlsbad Blvd Clsbd Vllg Dr Tamrk Ave	60.0	point119	119	142,000.0	10.0	100.00				Average	
		point120	120	142,000.0	4,000.0	100.00					

INPUT: ROADWAYS

<Project Name?>

Carlsbad Blvd Tmrck Ave Cannon Rd	80.0	point121	121	146,000.0	10.0	100.00				Average	
		point122	122	146,000.0	4,000.0	100.00					
Carlsbad Blvd Cannon Rd PalmrAirpt Rd	50.0	point123	123	150,000.0	10.0	100.00				Average	
		point124	124	150,000.0	4,000.0	100.00					
Carlsbad Blvd Plmar Arprt Rd Poinstta A	80.0	point125	125	154,000.0	10.0	100.00				Average	
		point126	126	154,000.0	4,000.0	100.00					
Carlsbad Blvd Pnstta Ave La Costa Ave	80.0	point127	127	158,000.0	10.0	100.00				Average	
		point128	128	158,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

280	31	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
290	32	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
300	33	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
310	34	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
320	35	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
330	37	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
340	38	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
350	39	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
360	40	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
370	41	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
380	42	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
390	43	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
400	44	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
410	45	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
420	46	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
430	47	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
440	48	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
450	49	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
460	50	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
470	51	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
480	52	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
490	53	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
500	57	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
40- Carlsbad Blvd Crlsbd Vllg Dr Tmrck Av	58	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
50	59	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
60	60	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
70	61	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
80	62	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
90	63	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
100	64	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
110	65	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
120	66	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
130	67	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
140	68	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
150	70	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
160	71	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
170	72	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
180	73	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
190	74	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
200	75	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
210	76	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

220	77	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
230	78	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
240	79	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
250	80	1	0.0	58.6	66	58.6	10	----	58.6	0.0	8	-8.0
260	81	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
270	82	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
280	83	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
290	84	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
300	85	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
310	86	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
320	87	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
330	88	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
340	89	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
350	90	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
360	91	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
370	92	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
380	93	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
390	94	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
400	96	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
410	97	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
420	98	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
430	99	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
440	100	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
450	101	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
460	102	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
470	104	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
480	109	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
490	110	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
500	111	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
40- Carlsbad Blvd Tmrck Ave Cnnn Rd	113	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
50	114	1	0.0	69.7	66	69.7	10	Snd Lvl	69.7	0.0	8	-8.0
60	116	1	0.0	68.7	66	68.7	10	Snd Lvl	68.7	0.0	8	-8.0
70	117	1	0.0	67.9	66	67.9	10	Snd Lvl	67.9	0.0	8	-8.0
80	118	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
90	119	1	0.0	66.6	66	66.6	10	Snd Lvl	66.6	0.0	8	-8.0
100	120	1	0.0	66.1	66	66.1	10	Snd Lvl	66.1	0.0	8	-8.0
110	122	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
120	123	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
130	124	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
140	125	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
150	126	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

160	127	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
170	129	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
180	131	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
190	132	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
200	133	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
210	134	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
220	135	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
230	136	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
240	137	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
250	138	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
260	139	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
270	140	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
280	141	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
290	142	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
300	143	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
310	144	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
320	145	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
330	146	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
340	148	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
350	149	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
360	150	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
370	151	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
380	152	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
390	153	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
400	154	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
410	155	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
420	157	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
430	158	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
440	159	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
450	160	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
460	504	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
470	505	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
480	506	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
490	507	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
500	508	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
40-Carlsbad Blvd Cannon Rd Plmr AP Rd	160	1	0.0	68.5	66	68.5	10	Snd Lvl	68.5	0.0	8	-8.0
50	509	1	0.0	67.4	66	67.4	10	Snd Lvl	67.4	0.0	8	-8.0
60	510	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
70	512	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
80	513	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
90	514	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

100	515	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
110	516	1	0.0	63.5	66	63.5	10	----	63.5	0.0	8	-8.0
120	517	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
130	518	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
140	519	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
150	520	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
160	521	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
170	522	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
180	523	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
190	524	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
200	525	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
210	526	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
220	527	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
230	528	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
240	529	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
250	530	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
260	531	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
270	532	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
280	533	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
290	534	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
300	535	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
310	536	1	0.0	55.3	66	55.3	10	----	55.3	0.0	8	-8.0
320	537	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
330	539	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
340	540	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
350	541	1	0.0	53.9	66	53.9	10	----	53.9	0.0	8	-8.0
360	542	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
370	543	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
380	544	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
390	545	1	0.0	52.8	66	52.8	10	----	52.8	0.0	8	-8.0
400	547	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
410	548	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
420	549	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
430	550	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
440	551	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
450	552	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0
460	553	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
470	554	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
480	555	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
490	556	1	0.0	50.5	66	50.5	10	----	50.5	0.0	8	-8.0
500	557	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

40-Carlsbad Blvd Plmr AP Rd Pnstta Ave	558	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	559	1	0.0	71.5	66	71.5	10	Snd Lvl	71.5	0.0	8	-8.0
60	561	1	0.0	70.4	66	70.4	10	Snd Lvl	70.4	0.0	8	-8.0
70	160	1	0.0	69.6	66	69.6	10	Snd Lvl	69.6	0.0	8	-8.0
80	562	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
90	563	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
100	564	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
110	565	1	0.0	67.3	66	67.3	10	Snd Lvl	67.3	0.0	8	-8.0
120	566	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
130	567	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
140	569	1	0.0	66.0	66	66.0	10	Snd Lvl	66.0	0.0	8	-8.0
150	570	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
160	571	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
170	572	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
180	573	1	0.0	64.6	66	64.6	10	----	64.6	0.0	8	-8.0
190	574	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
200	575	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
210	576	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
220	577	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
230	578	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
240	579	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
250	580	1	0.0	62.7	66	62.7	10	----	62.7	0.0	8	-8.0
260	581	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
270	582	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
280	583	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
290	584	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
300	585	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
310	586	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
320	587	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
330	589	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
340	591	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
350	592	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
360	593	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
370	594	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
380	595	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
390	596	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
400	597	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
410	598	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
420	599	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
430	600	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
440	601	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

450	602	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
460	603	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
470	604	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
480	605	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
490	606	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
500	607	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
40-Carlsbad Blvd Pnstta Ave LaCsta Ave	608	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	609	1	0.0	73.0	66	73.0	10	Snd Lvl	73.0	0.0	8	-8.0
60	610	1	0.0	72.0	66	72.0	10	Snd Lvl	72.0	0.0	8	-8.0
70	611	1	0.0	71.2	66	71.2	10	Snd Lvl	71.2	0.0	8	-8.0
80	613	1	0.0	70.5	66	70.5	10	Snd Lvl	70.5	0.0	8	-8.0
90	614	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
100	615	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
110	616	1	0.0	68.9	66	68.9	10	Snd Lvl	68.9	0.0	8	-8.0
120	617	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
130	618	1	0.0	68.0	66	68.0	10	Snd Lvl	68.0	0.0	8	-8.0
140	619	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
150	620	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
160	621	1	0.0	66.8	66	66.8	10	Snd Lvl	66.8	0.0	8	-8.0
170	622	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0
180	623	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
190	624	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
200	625	1	0.0	65.6	66	65.6	10	----	65.6	0.0	8	-8.0
210	626	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
220	627	1	0.0	65.0	66	65.0	10	----	65.0	0.0	8	-8.0
230	628	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
240	629	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
250	630	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
260	631	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
270	632	1	0.0	63.8	66	63.8	10	----	63.8	0.0	8	-8.0
280	633	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
290	634	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
300	635	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
310	636	1	0.0	62.9	66	62.9	10	----	62.9	0.0	8	-8.0
320	637	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
330	638	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
340	639	1	0.0	62.0	66	62.0	10	----	62.0	0.0	8	-8.0
350	640	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
360	641	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
370	642	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
380	643	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

390	644	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
400	645	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
410	646	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
420	647	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
430	648	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
440	649	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
450	650	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
460	651	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
470	652	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
480	653	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
490	654	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
500	655	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		282	0.0	0.0	0.0							
All Impacted		38	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1470	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1045	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1020	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2070	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	2480	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	0	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	1960	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	3537	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1204	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	820	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	820	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1360	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	880	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	800	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	2539	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	1650	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	1720	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	3570	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116											
Carlsbad Blvd N of Carlsbad Vllg Dr	point117	117	1774	95	30	2	30	3	30	0	0	0	0
	point118	118											
Carlsbad Blvd Clsbd Vllg Dr Tamrk Ave	point119	119	2095	95	30	2	30	3	30	0	0	0	0
	point120	120											
Carlsbad Blad Tmrck Ave Cannon Rd	point121	121	2592	95	35	2	35	3	35	0	0	0	0
	point122	122											
Carlsbad Blvd Cannon Rd PalmrAirpt Rd	point123	123	1613	95	35	2	35	3	35	0	0	0	0
	point124	124											
Carlsbad Blvd Plmar Arprt Rd Poinstta A	point125	125	1516	95	50	2	50	3	50	0	0	0	0
	point126	126											
Carlsbad Blvd Pnstta Ave La Costa Ave	point127	127	2179	95	50	2	50	3	50	0	0	0	0
	point128	128											

INPUT: RECEIVERS

									<Project Name?>		
250	27	1	18,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	28	1	18,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	29	1	18,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	30	1	18,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	31	1	18,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	32	1	18,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	33	1	18,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	34	1	18,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	35	1	18,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	37	1	18,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	38	1	18,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	39	1	18,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	40	1	18,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	41	1	18,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	42	1	18,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	43	1	18,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	44	1	18,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	45	1	18,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	46	1	18,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	47	1	18,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	48	1	18,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	49	1	18,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	50	1	18,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	51	1	18,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	52	1	18,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	53	1	18,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40-Carlsbad Vllg Dr Carlsbad Blvd I-5	56	1	22,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	57	1	22,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	58	1	22,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	59	1	22,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	60	1	22,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	61	1	22,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	62	1	22,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	63	1	22,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	64	1	22,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	65	1	22,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
140	66	1	22,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	67	1	22,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	68	1	22,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	70	1	22,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	71	1	22,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	72	1	22,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	73	1	22,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	74	1	22,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	75	1	22,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	76	1	22,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	77	1	22,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	78	1	22,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	79	1	22,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	80	1	22,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	81	1	22,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	82	1	22,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	83	1	22,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	84	1	22,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	85	1	22,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	86	1	22,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	87	1	22,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	88	1	22,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	89	1	22,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	90	1	22,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	91	1	22,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	92	1	22,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	93	1	22,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	94	1	22,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	96	1	22,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	97	1	22,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	98	1	22,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	68	1	22,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	99	1	22,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	100	1	22,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	101	1	22,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	102	1	22,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
500	104	1	22,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40 - Carlsbad Village Drl-5 to El Cmino R	108	1	26,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	109	1	26,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	110	1	26,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	111	1	26,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	113	1	26,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	114	1	26,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	116	1	26,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	117	1	26,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	118	1	26,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	119	1	26,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	120	1	26,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	122	1	26,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	123	1	26,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	120	1	26,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	124	1	26,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	125	1	26,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	126	1	26,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	127	1	26,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	129	1	26,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	131	1	26,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	132	1	26,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	133	1	26,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	134	1	26,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
270	135	1	26,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	136	1	26,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	137	1	26,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	138	1	26,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	139	1	26,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	140	1	26,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	141	1	26,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	142	1	26,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	143	1	26,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	144	1	26,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	145	1	26,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	146	1	26,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
390	148	1	26,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	149	1	26,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	150	1	26,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	151	1	26,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	152	1	26,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	153	1	26,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	154	1	26,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	155	1	26,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	157	1	26,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
480	158	1	26,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
490	159	1	26,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
500	160	1	26,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
30-Carlsbad Village Dr El CmnoRI to Cllg	162	1	30,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
40	163	1	30,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
50	164	1	30,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
60	166	1	30,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
70	167	1	30,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
80	168	1	30,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
90	169	1	30,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
100	170	1	30,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
110	170	1	30,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
120	171	1	30,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
130	172	1	30,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
140	173	1	30,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
150	174	1	30,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
160	175	1	30,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
170	176	1	30,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
180	177	1	30,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
190	178	1	30,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
200	179	1	30,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
210	180	1	30,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
220	181	1	30,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
230	183	1	30,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
240	184	1	30,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
250	185	1	30,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
260	186	1	30,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

									<Project Name?>		
270	187	1	30,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
280	188	1	30,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
290	189	1	30,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
300	190	1	30,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
310	191	1	30,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
320	192	1	30,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
330	193	1	30,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
340	194	1	30,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
350	195	1	30,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
360	196	1	30,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
370	197	1	30,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
380	198	1	30,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
390	199	1	30,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
400	200	1	30,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
410	201	1	30,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
420	164	1	30,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
430	202	1	30,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
440	203	1	30,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
450	204	1	30,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
460	205	1	30,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	
470	209	1	30,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	210	1	30,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	211	1	30,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	212	1	30,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Tamarack Ave Carlsbad Blvd to I-5	214	1	34,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	214	1	34,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	215	1	34,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	216	1	34,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	218	1	34,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	219	1	34,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	221	1	34,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	222	1	34,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	224	1	34,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	226	1	34,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	227	1	34,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	229	1	34,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
150	231	1	34,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	232	1	34,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	233	1	34,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	234	1	34,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	235	1	34,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	236	1	34,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	237	1	34,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	238	1	34,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	239	1	34,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	240	1	34,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	241	1	34,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	242	1	34,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	243	1	34,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	244	1	34,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	245	1	34,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	246	1	34,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	247	1	34,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	249	1	34,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	250	1	34,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	252	1	34,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	252	1	34,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	34,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	253	1	34,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	254	1	34,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	255	1	34,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	256	1	34,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	258	1	34,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	259	1	34,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	260	1	34,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	261	1	34,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	262	1	34,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	263	1	34,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	264	1	34,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	265	1	34,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	266	1	34,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	267	1	34,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
30-Tamarack Ave I-5 to El Camino Real	271	1	38,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	272	1	38,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	273	1	38,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	274	1	38,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	275	1	38,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	276	1	38,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	277	1	38,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	278	1	38,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	279	1	38,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	280	1	38,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	281	1	38,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	282	1	38,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	247	1	38,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	283	1	38,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	284	1	38,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	285	1	38,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	286	1	38,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	288	1	38,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	289	1	38,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	290	1	38,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	291	1	38,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	292	1	38,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	293	1	38,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	294	1	38,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	295	1	38,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	297	1	38,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	299	1	38,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	300	1	38,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	301	1	38,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	302	1	38,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	303	1	38,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	304	1	38,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	306	1	38,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	247	1	38,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	307	1	38,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	322	1	38,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
390	323	1	38,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	324	1	38,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	326	1	38,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	327	1	38,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	328	1	38,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	329	1	38,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	330	1	38,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	331	1	38,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	332	1	38,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	333	1	38,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	334	1	38,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	335	1	38,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Tamarack Ave El Camino Real to CVI	337	1	42,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40	338	1	42,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	340	1	42,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	42,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	341	1	42,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	342	1	42,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	344	1	42,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	345	1	42,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	346	1	42,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	347	1	42,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	348	1	42,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	349	1	42,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	350	1	42,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	351	1	42,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	352	1	42,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	353	1	42,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	354	1	42,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	355	1	42,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	356	1	42,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	357	1	42,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	358	1	42,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	359	1	42,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	360	1	42,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	361	1	42,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
270	362	1	42,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	363	1	42,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	364	1	42,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	365	1	42,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	366	1	42,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	367	1	42,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	368	1	42,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	369	1	42,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	370	1	42,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	371	1	42,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	373	1	42,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	374	1	42,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	375	1	42,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	377	1	42,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	378	1	42,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	380	1	42,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	381	1	42,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	382	1	42,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	383	1	42,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	384	1	42,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	385	1	42,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	387	1	42,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	388	1	42,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	389	1	42,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
40-College Blvd Cannon Rd to El Cmno f	392	1	46,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	394	1	46,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	307	1	46,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	395	1	46,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	396	1	46,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	398	1	46,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	399	1	46,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	400	1	46,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	401	1	46,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	402	1	46,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	403	1	46,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	404	1	46,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
160	405	1	46,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	406	1	46,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	407	1	46,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	409	1	46,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	411	1	46,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	412	1	46,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	413	1	46,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	414	1	46,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	415	1	46,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	416	1	46,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	417	1	46,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	418	1	46,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	419	1	46,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	420	1	46,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	421	1	46,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	422	1	46,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	423	1	46,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	424	1	46,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	425	1	46,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	426	1	46,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	427	1	46,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	427	1	46,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	428	1	46,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	429	1	46,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
400	430	1	46,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	432	1	46,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	46,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	433	1	46,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	434	1	46,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	435	1	46,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	436	1	46,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	437	1	46,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	438	1	46,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	439	1	46,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
500	440	1	46,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
30-Faraday Ave Cannon Rd to College B	443	1	50,030.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
40	444	1	50,040.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
50	445	1	50,050.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
60	446	1	50,060.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
70	447	1	50,070.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
80	449	1	50,080.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
90	450	1	50,090.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
100	451	1	50,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
110	452	1	50,110.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
120	453	1	50,120.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
130	454	1	50,130.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
140	455	1	50,140.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
150	456	1	50,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
160	457	1	50,160.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
170	458	1	50,170.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
180	459	1	50,180.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
190	460	1	50,190.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
200	461	1	50,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
210	462	1	50,210.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
220	463	1	50,220.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
230	464	1	50,230.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
240	465	1	50,240.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
250	466	1	50,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
260	467	1	50,260.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
270	468	1	50,270.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
280	469	1	50,280.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
290	470	1	50,290.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
300	471	1	50,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
310	472	1	50,310.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
320	473	1	50,320.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
330	474	1	50,330.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
340	476	1	50,340.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
350	477	1	50,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
360	478	1	50,360.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
370	479	1	50,370.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
380	480	1	50,380.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
390	482	1	50,390.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: RECEIVERS

									<Project Name?>		
400	483	1	50,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
410	485	1	50,410.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
420	247	1	50,420.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
430	486	1	50,430.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
440	487	1	50,440.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
450	488	1	50,450.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
460	489	1	50,460.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
470	490	1	50,470.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
480	491	1	50,480.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y
490	492	1	50,490.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0	Y

INPUT: ROADWAYS

<Project Name?>

		point82	82	66,000.0	4,000.0	100.00					
Aviara Parkway/Alga Rd ECR to Melrose	70.0	point83	83	70,000.0	10.0	100.00				Average	
		point84	84	70,000.0	4,000.0	100.00					
CmnoVidaRoble Palomar Arprt Rd to ECR	50.0	point85	85	74,000.0	10.0	100.00				Average	
		point86	86	74,000.0	4,000.0	100.00					
Poinsettia Lane Carlsbad Blvd	-5.0	70.0	0	87.0	78,000.0	10.00	100.00				Average
		point88	88	78,000.0	4,000.0	100.00					
Poinsettia Lane I-5 to Aviara Parkway	70.0	point89	89	82,000.0	10.0	100.00				Average	
		point90	90	82,000.0	4,000.0	100.00					
Poinsettia Lane Aviara Pkwy	0.0	70.0	0	91.0	86,000.0	10.00	100.00				Average
		point92	92	86,000.0	4,000.0	100.00					
Poinsettia Lane ECR to Melrose Dr	70.0	point93	93	90,000.0	10.0	100.00				Average	
		point94	94	90,000.0	4,000.0	100.00					
La Costa Avenue I-5 to El Camino Real	70.0	point95	95	94,000.0	10.0	100.00				Average	
		point96	96	94,000.0	4,000.0	100.00					
La Costa Ave El Camino Real to RSF Rd	70.0	point97	97	98,000.0	10.0	100.00				Average	
		point98	98	98,000.0	4,000.0	100.00					
Avenida Encinas Cannon Rd to PAR	60.0	point99	99	102,000.0	10.0	100.00				Average	
		point100	100	102,000.0	4,000.0	100.00					
Avenida Encinas PAR to Poinstta Ave	60.0	point101	101	106,000.0	10.0	100.00				Average	
		point102	102	106,000.0	4,000.0	100.00					
Avnda Encinas Pnstta Ave to Carlsbd BI	60.0	point103	103	110,000.0	10.0	100.00				Average	
		point104	104	110,000.0	4,000.0	100.00					
Paseo del Norte Cannon Rd to PAR	60.0	point105	105	114,000.0	10.0	100.00				Average	
		point106	106	114,000.0	4,000.0	100.00					
Paseo del Norte PAR to Poinstta Ave	60.0	point107	107	118,000.0	10.0	100.00				Average	
		point108	108	118,000.0	4,000.0	100.00					
Melrose Dr Sycamore Ave to PAR	100.0	point109	109	122,000.0	10.0	100.00				Average	
		point110	110	122,000.0	4,000.0	100.00					
Melrose Dr PAR to Poinstta Ave	100.0	point111	111	126,000.0	10.0	100.00				Average	
		point112	112	126,000.0	4,000.0	100.00					
Melrose Dr to Poinsettia Ave to Alga Rd	100.0	point113	113	130,000.0	10.0	100.00				Average	
		point114	114	130,000.0	4,000.0	100.00					
Melrose Drive Alga Rd to RSF Rd	100.0	point115	115	134,000.0	10.0	100.00				Average	
		point116	116	134,000.0	4,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

270	29	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
280	30	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
290	31	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
300	32	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
310	33	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
320	34	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
330	35	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
340	37	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
350	38	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
360	39	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
370	40	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
380	41	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
390	42	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
400	43	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
410	44	1	0.0	57.2	66	57.2	10	----	57.2	0.0	8	-8.0
420	45	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
430	46	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
440	47	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
450	48	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
460	49	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
470	50	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
480	51	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
490	52	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
500	53	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
40-Carlsbad Vllg Dr Carlsbad Blvd I-5	56	1	0.0	69.0	66	69.0	10	Snd Lvl	69.0	0.0	8	-8.0
50	57	1	0.0	67.6	66	67.6	10	Snd Lvl	67.6	0.0	8	-8.0
60	58	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
70	59	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
80	60	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
90	61	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
100	62	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
110	63	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
120	64	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
130	65	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
140	66	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
150	67	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
160	68	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
170	70	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
180	71	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
190	72	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
200	73	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

210	74	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
220	75	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
230	76	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
240	77	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
250	78	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
260	79	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
270	80	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
280	81	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
290	82	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
300	83	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
310	84	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
320	85	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
330	86	1	0.0	56.7	66	56.7	10	----	56.7	0.0	8	-8.0
340	87	1	0.0	56.4	66	56.4	10	----	56.4	0.0	8	-8.0
350	88	1	0.0	56.1	66	56.1	10	----	56.1	0.0	8	-8.0
360	89	1	0.0	55.7	66	55.7	10	----	55.7	0.0	8	-8.0
370	90	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
380	91	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
390	92	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
400	93	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
410	94	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
420	96	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
430	97	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
440	98	1	0.0	53.6	66	53.6	10	----	53.6	0.0	8	-8.0
450	68	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
460	99	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
470	100	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
480	101	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
490	102	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
500	104	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
40 - Carlsbad Village Drl-5 to El Cmino RI	108	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
50	109	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
60	110	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
70	111	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
80	113	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
90	114	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
100	116	1	0.0	64.5	66	64.5	10	----	64.5	0.0	8	-8.0
110	117	1	0.0	64.1	66	64.1	10	----	64.1	0.0	8	-8.0
120	118	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
130	119	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
140	120	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	122	1	0.0	62.4	66	62.4	10	----	62.4	0.0	8	-8.0
160	123	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
170	120	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
180	124	1	0.0	61.4	66	61.4	10	----	61.4	0.0	8	-8.0
190	125	1	0.0	61.1	66	61.1	10	----	61.1	0.0	8	-8.0
200	126	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
210	127	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
220	129	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
230	131	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
240	132	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
250	133	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
260	134	1	0.0	59.3	66	59.3	10	----	59.3	0.0	8	-8.0
270	135	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
280	136	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
290	137	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
300	138	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
310	139	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
320	140	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
330	141	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
340	142	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
350	143	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
360	144	1	0.0	55.9	66	55.9	10	----	55.9	0.0	8	-8.0
370	145	1	0.0	55.5	66	55.5	10	----	55.5	0.0	8	-8.0
380	146	1	0.0	55.2	66	55.2	10	----	55.2	0.0	8	-8.0
390	148	1	0.0	54.9	66	54.9	10	----	54.9	0.0	8	-8.0
400	149	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
410	150	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
420	151	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
430	152	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
440	153	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
450	154	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
460	155	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
470	157	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
480	158	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
490	159	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
500	160	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
30-Carlsbad Village Dr El CmnoRI to Cilge	162	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
40	163	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
50	164	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
60	166	1	0.0	63.3	66	63.3	10	----	63.3	0.0	8	-8.0
70	167	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

80	168	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
90	169	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
100	170	1	0.0	60.8	66	60.8	10	----	60.8	0.0	8	-8.0
110	170	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
120	171	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
130	172	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
140	173	1	0.0	59.0	66	59.0	10	----	59.0	0.0	8	-8.0
150	174	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
160	175	1	0.0	58.3	66	58.3	10	----	58.3	0.0	8	-8.0
170	176	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
180	177	1	0.0	57.6	66	57.6	10	----	57.6	0.0	8	-8.0
190	178	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
200	179	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
210	180	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
220	181	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
230	183	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
240	184	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
250	185	1	0.0	55.6	66	55.6	10	----	55.6	0.0	8	-8.0
260	186	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
270	187	1	0.0	54.6	66	54.6	10	----	54.6	0.0	8	-8.0
280	188	1	0.0	54.2	66	54.2	10	----	54.2	0.0	8	-8.0
290	189	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
300	190	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
310	191	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
320	192	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
330	193	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
340	194	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
350	195	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
360	196	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
370	197	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
380	198	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
390	199	1	0.0	50.3	66	50.3	10	----	50.3	0.0	8	-8.0
400	200	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
410	201	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
420	164	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
430	202	1	0.0	49.2	66	49.2	10	----	49.2	0.0	8	-8.0
440	203	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
450	204	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
460	205	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
470	209	1	0.0	48.2	66	48.2	10	----	48.2	0.0	8	-8.0
480	210	1	0.0	48.0	66	48.0	10	----	48.0	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

490	211	1	0.0	47.8	66	47.8	10	----	47.8	0.0	8	-8.0
500	212	1	0.0	47.6	66	47.6	10	----	47.6	0.0	8	-8.0
30-Tamarack Ave Carlsbad Blvd to I-5	214	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
40	214	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0
50	215	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
60	216	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
70	218	1	0.0	64.3	66	64.3	10	----	64.3	0.0	8	-8.0
80	219	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
90	221	1	0.0	63.1	66	63.1	10	----	63.1	0.0	8	-8.0
100	222	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0
110	224	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
120	226	1	0.0	61.7	66	61.7	10	----	61.7	0.0	8	-8.0
130	227	1	0.0	61.3	66	61.3	10	----	61.3	0.0	8	-8.0
140	229	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
150	231	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
160	232	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
170	233	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
180	234	1	0.0	59.5	66	59.5	10	----	59.5	0.0	8	-8.0
190	235	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
200	236	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
210	237	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
220	238	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
230	239	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0
240	240	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
250	241	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
260	242	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
270	243	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
280	244	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
290	245	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
300	246	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
310	247	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
320	249	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
330	250	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
340	252	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
350	252	1	0.0	53.1	66	53.1	10	----	53.1	0.0	8	-8.0
360	247	1	0.0	52.9	66	52.9	10	----	52.9	0.0	8	-8.0
370	253	1	0.0	52.6	66	52.6	10	----	52.6	0.0	8	-8.0
380	254	1	0.0	52.3	66	52.3	10	----	52.3	0.0	8	-8.0
390	255	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0
400	256	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
410	258	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

420	259	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
430	260	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
440	261	1	0.0	51.0	66	51.0	10	----	51.0	0.0	8	-8.0
450	262	1	0.0	50.8	66	50.8	10	----	50.8	0.0	8	-8.0
460	263	1	0.0	50.6	66	50.6	10	----	50.6	0.0	8	-8.0
470	264	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
480	265	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
490	266	1	0.0	50.0	66	50.0	10	----	50.0	0.0	8	-8.0
500	267	1	0.0	49.8	66	49.8	10	----	49.8	0.0	8	-8.0
30-Tamarack Ave I-5 to El Camino Real	271	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	272	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
50	273	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
60	274	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
70	275	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
80	276	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
90	277	1	0.0	61.0	66	61.0	10	----	61.0	0.0	8	-8.0
100	278	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
110	279	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
120	280	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
130	281	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
140	282	1	0.0	58.8	66	58.8	10	----	58.8	0.0	8	-8.0
150	247	1	0.0	58.4	66	58.4	10	----	58.4	0.0	8	-8.0
160	283	1	0.0	58.1	66	58.1	10	----	58.1	0.0	8	-8.0
170	284	1	0.0	57.7	66	57.7	10	----	57.7	0.0	8	-8.0
180	285	1	0.0	57.4	66	57.4	10	----	57.4	0.0	8	-8.0
190	286	1	0.0	57.1	66	57.1	10	----	57.1	0.0	8	-8.0
200	288	1	0.0	56.8	66	56.8	10	----	56.8	0.0	8	-8.0
210	289	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
220	290	1	0.0	56.3	66	56.3	10	----	56.3	0.0	8	-8.0
230	291	1	0.0	56.0	66	56.0	10	----	56.0	0.0	8	-8.0
240	292	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
250	293	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
260	294	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
270	295	1	0.0	54.5	66	54.5	10	----	54.5	0.0	8	-8.0
280	297	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
290	299	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
300	300	1	0.0	53.4	66	53.4	10	----	53.4	0.0	8	-8.0
310	301	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
320	302	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
330	303	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
340	304	1	0.0	52.1	66	52.1	10	----	52.1	0.0	8	-8.0

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<Project Name?>

350	306	1	0.0	51.8	66	51.8	10	----	51.8	0.0	8	-8.0
360	247	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
370	307	1	0.0	51.2	66	51.2	10	----	51.2	0.0	8	-8.0
380	322	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
390	323	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
400	324	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
410	326	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
420	327	1	0.0	49.9	66	49.9	10	----	49.9	0.0	8	-8.0
430	328	1	0.0	49.7	66	49.7	10	----	49.7	0.0	8	-8.0
440	329	1	0.0	49.5	66	49.5	10	----	49.5	0.0	8	-8.0
450	330	1	0.0	49.3	66	49.3	10	----	49.3	0.0	8	-8.0
460	331	1	0.0	49.1	66	49.1	10	----	49.1	0.0	8	-8.0
470	332	1	0.0	48.9	66	48.9	10	----	48.9	0.0	8	-8.0
480	333	1	0.0	48.7	66	48.7	10	----	48.7	0.0	8	-8.0
490	334	1	0.0	48.5	66	48.5	10	----	48.5	0.0	8	-8.0
500	335	1	0.0	48.3	66	48.3	10	----	48.3	0.0	8	-8.0
30-Tamarack Ave El Camino Real to CVD	337	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	338	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
50	340	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0
60	307	1	0.0	66.3	66	66.3	10	Snd Lvl	66.3	0.0	8	-8.0
70	341	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
80	342	1	0.0	64.8	66	64.8	10	----	64.8	0.0	8	-8.0
90	344	1	0.0	64.2	66	64.2	10	----	64.2	0.0	8	-8.0
100	345	1	0.0	63.7	66	63.7	10	----	63.7	0.0	8	-8.0
110	346	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
120	347	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
130	348	1	0.0	62.3	66	62.3	10	----	62.3	0.0	8	-8.0
140	349	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
150	350	1	0.0	61.6	66	61.6	10	----	61.6	0.0	8	-8.0
160	351	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
170	352	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
180	353	1	0.0	60.5	66	60.5	10	----	60.5	0.0	8	-8.0
190	354	1	0.0	60.2	66	60.2	10	----	60.2	0.0	8	-8.0
200	355	1	0.0	59.9	66	59.9	10	----	59.9	0.0	8	-8.0
210	356	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
220	357	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
230	358	1	0.0	59.1	66	59.1	10	----	59.1	0.0	8	-8.0
240	359	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
250	360	1	0.0	58.5	66	58.5	10	----	58.5	0.0	8	-8.0
260	361	1	0.0	58.0	66	58.0	10	----	58.0	0.0	8	-8.0
270	362	1	0.0	57.5	66	57.5	10	----	57.5	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

280	363	1	0.0	57.0	66	57.0	10	----	57.0	0.0	8	-8.0
290	364	1	0.0	56.6	66	56.6	10	----	56.6	0.0	8	-8.0
300	365	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
310	366	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
320	367	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
330	368	1	0.0	55.0	66	55.0	10	----	55.0	0.0	8	-8.0
340	369	1	0.0	54.7	66	54.7	10	----	54.7	0.0	8	-8.0
350	370	1	0.0	54.3	66	54.3	10	----	54.3	0.0	8	-8.0
360	371	1	0.0	54.0	66	54.0	10	----	54.0	0.0	8	-8.0
370	373	1	0.0	53.7	66	53.7	10	----	53.7	0.0	8	-8.0
380	374	1	0.0	53.3	66	53.3	10	----	53.3	0.0	8	-8.0
390	375	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
400	377	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
410	378	1	0.0	52.4	66	52.4	10	----	52.4	0.0	8	-8.0
420	380	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
430	381	1	0.0	51.9	66	51.9	10	----	51.9	0.0	8	-8.0
440	382	1	0.0	51.6	66	51.6	10	----	51.6	0.0	8	-8.0
450	383	1	0.0	51.4	66	51.4	10	----	51.4	0.0	8	-8.0
460	384	1	0.0	51.1	66	51.1	10	----	51.1	0.0	8	-8.0
470	385	1	0.0	50.9	66	50.9	10	----	50.9	0.0	8	-8.0
480	387	1	0.0	50.7	66	50.7	10	----	50.7	0.0	8	-8.0
490	388	1	0.0	50.4	66	50.4	10	----	50.4	0.0	8	-8.0
500	389	1	0.0	50.2	66	50.2	10	----	50.2	0.0	8	-8.0
40-College Blvd Cannon Rd to El Cmno R	392	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
50	394	1	0.0	75.0	66	75.0	10	Snd Lvl	75.0	0.0	8	-8.0
60	307	1	0.0	73.9	66	73.9	10	Snd Lvl	73.9	0.0	8	-8.0
70	395	1	0.0	73.1	66	73.1	10	Snd Lvl	73.1	0.0	8	-8.0
80	396	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0
90	398	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0
100	399	1	0.0	71.3	66	71.3	10	Snd Lvl	71.3	0.0	8	-8.0
110	400	1	0.0	70.8	66	70.8	10	Snd Lvl	70.8	0.0	8	-8.0
120	401	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0
130	402	1	0.0	69.9	66	69.9	10	Snd Lvl	69.9	0.0	8	-8.0
140	403	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
150	404	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
160	405	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
170	406	1	0.0	68.4	66	68.4	10	Snd Lvl	68.4	0.0	8	-8.0
180	407	1	0.0	68.1	66	68.1	10	Snd Lvl	68.1	0.0	8	-8.0
190	409	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
200	411	1	0.0	67.5	66	67.5	10	Snd Lvl	67.5	0.0	8	-8.0
210	412	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0

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220	413	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
230	414	1	0.0	66.7	66	66.7	10	Snd Lvl	66.7	0.0	8	-8.0
240	415	1	0.0	66.4	66	66.4	10	Snd Lvl	66.4	0.0	8	-8.0
250	416	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
260	417	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
270	418	1	0.0	65.7	66	65.7	10	----	65.7	0.0	8	-8.0
280	419	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
290	420	1	0.0	65.3	66	65.3	10	----	65.3	0.0	8	-8.0
300	421	1	0.0	65.1	66	65.1	10	----	65.1	0.0	8	-8.0
310	422	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
320	423	1	0.0	64.7	66	64.7	10	----	64.7	0.0	8	-8.0
330	424	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
340	425	1	0.0	64.0	66	64.0	10	----	64.0	0.0	8	-8.0
350	426	1	0.0	63.6	66	63.6	10	----	63.6	0.0	8	-8.0
360	427	1	0.0	63.2	66	63.2	10	----	63.2	0.0	8	-8.0
370	427	1	0.0	62.8	66	62.8	10	----	62.8	0.0	8	-8.0
380	428	1	0.0	62.5	66	62.5	10	----	62.5	0.0	8	-8.0
390	429	1	0.0	62.1	66	62.1	10	----	62.1	0.0	8	-8.0
400	430	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0
410	432	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
420	247	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
430	433	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
440	434	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
450	435	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
460	436	1	0.0	60.0	66	60.0	10	----	60.0	0.0	8	-8.0
470	437	1	0.0	59.7	66	59.7	10	----	59.7	0.0	8	-8.0
480	438	1	0.0	59.4	66	59.4	10	----	59.4	0.0	8	-8.0
490	439	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
500	440	1	0.0	58.9	66	58.9	10	----	58.9	0.0	8	-8.0
30-Faraday Ave Cannon Rd to College Blv	443	1	0.0	0.0	66	0.0	10	invalid	0.0	0.0	8	0.0
40	444	1	0.0	69.1	66	69.1	10	Snd Lvl	69.1	0.0	8	-8.0
50	445	1	0.0	67.8	66	67.8	10	Snd Lvl	67.8	0.0	8	-8.0
60	446	1	0.0	66.9	66	66.9	10	Snd Lvl	66.9	0.0	8	-8.0
70	447	1	0.0	66.2	66	66.2	10	Snd Lvl	66.2	0.0	8	-8.0
80	449	1	0.0	65.5	66	65.5	10	----	65.5	0.0	8	-8.0
90	450	1	0.0	64.9	66	64.9	10	----	64.9	0.0	8	-8.0
100	451	1	0.0	64.4	66	64.4	10	----	64.4	0.0	8	-8.0
110	452	1	0.0	63.9	66	63.9	10	----	63.9	0.0	8	-8.0
120	453	1	0.0	63.4	66	63.4	10	----	63.4	0.0	8	-8.0
130	454	1	0.0	63.0	66	63.0	10	----	63.0	0.0	8	-8.0
140	455	1	0.0	62.6	66	62.6	10	----	62.6	0.0	8	-8.0

RESULTS: SOUND LEVELS

<Project Name?>

150	456	1	0.0	62.2	66	62.2	10	----	62.2	0.0	8	-8.0
160	457	1	0.0	61.9	66	61.9	10	----	61.9	0.0	8	-8.0
170	458	1	0.0	61.5	66	61.5	10	----	61.5	0.0	8	-8.0
180	459	1	0.0	61.2	66	61.2	10	----	61.2	0.0	8	-8.0
190	460	1	0.0	60.9	66	60.9	10	----	60.9	0.0	8	-8.0
200	461	1	0.0	60.6	66	60.6	10	----	60.6	0.0	8	-8.0
210	462	1	0.0	60.3	66	60.3	10	----	60.3	0.0	8	-8.0
220	463	1	0.0	60.1	66	60.1	10	----	60.1	0.0	8	-8.0
230	464	1	0.0	59.8	66	59.8	10	----	59.8	0.0	8	-8.0
240	465	1	0.0	59.6	66	59.6	10	----	59.6	0.0	8	-8.0
250	466	1	0.0	59.2	66	59.2	10	----	59.2	0.0	8	-8.0
260	467	1	0.0	58.7	66	58.7	10	----	58.7	0.0	8	-8.0
270	468	1	0.0	58.2	66	58.2	10	----	58.2	0.0	8	-8.0
280	469	1	0.0	57.8	66	57.8	10	----	57.8	0.0	8	-8.0
290	470	1	0.0	57.3	66	57.3	10	----	57.3	0.0	8	-8.0
300	471	1	0.0	56.9	66	56.9	10	----	56.9	0.0	8	-8.0
310	472	1	0.0	56.5	66	56.5	10	----	56.5	0.0	8	-8.0
320	473	1	0.0	56.2	66	56.2	10	----	56.2	0.0	8	-8.0
330	474	1	0.0	55.8	66	55.8	10	----	55.8	0.0	8	-8.0
340	476	1	0.0	55.4	66	55.4	10	----	55.4	0.0	8	-8.0
350	477	1	0.0	55.1	66	55.1	10	----	55.1	0.0	8	-8.0
360	478	1	0.0	54.8	66	54.8	10	----	54.8	0.0	8	-8.0
370	479	1	0.0	54.4	66	54.4	10	----	54.4	0.0	8	-8.0
380	480	1	0.0	54.1	66	54.1	10	----	54.1	0.0	8	-8.0
390	482	1	0.0	53.8	66	53.8	10	----	53.8	0.0	8	-8.0
400	483	1	0.0	53.5	66	53.5	10	----	53.5	0.0	8	-8.0
410	485	1	0.0	53.2	66	53.2	10	----	53.2	0.0	8	-8.0
420	247	1	0.0	53.0	66	53.0	10	----	53.0	0.0	8	-8.0
430	486	1	0.0	52.7	66	52.7	10	----	52.7	0.0	8	-8.0
440	487	1	0.0	52.5	66	52.5	10	----	52.5	0.0	8	-8.0
450	488	1	0.0	52.2	66	52.2	10	----	52.2	0.0	8	-8.0
460	489	1	0.0	52.0	66	52.0	10	----	52.0	0.0	8	-8.0
470	490	1	0.0	51.7	66	51.7	10	----	51.7	0.0	8	-8.0
480	491	1	0.0	51.5	66	51.5	10	----	51.5	0.0	8	-8.0
490	492	1	0.0	51.3	66	51.3	10	----	51.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction		
		Min	Avg	Max
		dB	dB	dB
All Selected	428	0.0	0.0	0.0
All Impacted	51	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point80	80											
Aviara Pkwy/Alga Rd Poinstta Av to ECR	point81	81	1830	95	40	2	40	3	40	0	0	0	0
	point82	82											
Aviara Parkway/Alga Rd ECR to Melrose	point83	83	1415	95	40	2	40	3	40	0	0	0	0
	point84	84											
CmnoVidaRoble Palomar Arprt Rd to ECR	point85	85	1240	95	40	2	40	3	40	0	0	0	0
	point86	86											
Poinsettia Lane Carlsbad Blvd		0	87	2570	95	35	2	35	3	35	0	0	0
	point88	88											
Poinsettia Lane I-5 to Aviara Parkway	point89	89	3040	95	50	2	50	3	50	0	0	0	0
	point90	90											
Poinsettia Lane Aviara Pkwy		0	91	1720	95	50	2	50	3	50	0	0	0
	point92	92											
Poinsettia Lane ECR to Melrose Dr	point93	93	2610	95	50	2	50	3	50	0	0	0	0
	point94	94											
La Costa Avenue I-5 to El Camino Real	point95	95	4077	95	55	2	55	3	55	0	0	0	0
	point96	96											
La Costa Ave El Camino Real to RSF Rd	point97	97	1314	95	35	2	35	3	35	0	0	0	0
	point98	98											
Avenida Encinas Cannon Rd to PAR	point99	99	1180	95	40	2	40	3	40	0	0	0	0
	point100	100											
Avenida Encinas PAR to Poinstta Ave	point101	101	1060	95	35	2	35	3	35	0	0	0	0
	point102	102											
Avnda Encinas Pnstta Ave to Carlsbd BI	point103	103	1460	95	35	2	35	3	35	0	0	0	0
	point104	104											
Paseo del Norte Cannon Rd to PAR	point105	105	1510	95	35	2	35	3	35	0	0	0	0
	point106	106											
Paseo del Norte PAR to Poinstta Ave	point107	107	1420	95	40	2	40	3	40	0	0	0	0
	point108	108											
Melrose Dr Sycamore Ave to PAR	point109	109	3749	95	55	2	55	3	55	0	0	0	0
	point110	110											
Melrose Dr PAR to Poinstta Ave	point111	111	2260	95	55	2	55	3	55	0	0	0	0
	point112	112											
Melrose Dr to Poinsettia Ave to Alga Rd	point113	113	2090	95	55	2	55	3	55	0	0	0	0
	point114	114											
Melrose Drive Alga Rd to RSF Rd	point115	115	4450	95	55	2	55	3	55	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point116	116												
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INPUT: RECEIVERS

									<Project Name?>		
R7: College Blvd -Palmr AptRd to El Cmr	26	1	8,510.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R8: College Blvd -Palmr AptRd to El Cmr	27	1	8,520.0	5,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R1: College Blvd - N City Limits to Cannoc	28	1	8,100.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R2: College Blvd - N City Limits to Cannoc	29	1	8,250.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R3: College Blvd - N City Limits to Cannoc	30	1	8,430.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R4: College Blvd - N City Limits to Cannoc	31	1	8,450.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R5: College Blvd - N City Limits to Cannoc	32	1	8,600.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R6: College Blvd - N City Limits to Cannoc	33	1	8,610.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R7: College Blvd - N City Limits to Cannoc	34	1	8,620.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R8: College Blvd - N City Limits to Cannoc	35	1	8,630.0	7,000.0	20,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -I5 to Collg Blvd	37	1	7,000.0	4,210.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -I5 to Collg Blvd	38	1	7,000.0	4,470.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -I5 to Collg Blvd	39	1	7,000.0	4,810.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -I5 to Collg Blvd	40	1	7,000.0	5,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -I5 to Collg Blvd	41	1	7,000.0	5,001.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -I5 to Collg Blvd	42	1	7,000.0	5,002.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -I5 to Collg Blvd	43	1	7,000.0	5,003.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -I5 to Collg Blvd	44	1	7,000.0	5,004.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -Cllg Blvd to El Cmno RI	45	1	9,000.0	4,170.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -Cllg Blvd to El Cmno RI	46	1	9,000.0	4,430.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -Cllg Blvd to El Cmno RI	47	1	9,000.0	4,800.0	10,000.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -Cllg Blvd to El Cmno RI	48	1	9,000.0	5,000.0	10,000.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -Cllg Blvd to El Cmno RI	49	1	9,000.0	5,010.0	10,000.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -Cllg Blvd to El Cmno RI	50	1	9,000.0	5,020.0	10,000.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -Cllg Blvd to El Cmno RI	51	1	9,000.0	5,030.0	10,000.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -Cllg Blvd to El Cmno RI	52	1	9,000.0	5,040.0	10,000.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -El Cmno RI to Mlrs Dr	53	1	11,000.0	4,220.0	10,000.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -El Cmno RI to Mlrs Dr	54	1	11,000.0	4,480.0	10,000.00	5.00	0.00	66	10.0	8.0	
R3: PlmrArptRd -El Cmno RI to Mlrs Dr	55	1	11,000.0	4,200.0	100.00	5.00	0.00	66	10.0	8.0	
R4: PlmrArptRd -El Cmno RI to Mlrs Dr	56	1	11,000.0	4,250.0	100.00	5.00	0.00	66	10.0	8.0	
R5: PlmrArptRd -El Cmno RI to Mlrs Dr	57	1	11,000.0	4,300.0	100.00	5.00	0.00	66	10.0	8.0	
R6: PlmrArptRd -El Cmno RI to Mlrs Dr	58	1	11,000.0	4,350.0	100.00	5.00	0.00	66	10.0	8.0	
R7: PlmrArptRd -El Cmno RI to Mlrs Dr	59	1	11,000.0	4,400.0	100.00	5.00	0.00	66	10.0	8.0	
R8: PlmrArptRd -El Cmno RI to Mlrs Dr	60	1	11,000.0	4,500.0	100.00	5.00	0.00	66	10.0	8.0	
R1: PlmrArptRd -Mlrs Dr to W CityLmts	61	1	13,000.0	4,100.0	100.00	5.00	0.00	66	10.0	8.0	
R2: PlmrArptRd -Mlrs Dr to W CityLmts	62	1	13,000.0	4,150.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: RECEIVERS

<Project Name?>

R3: PlmrArptRd -Mlrs Dr to W CityLmts	63	1	13,000.0	4,200.0	100.00	5.00	0.00	66	10.0	8.0
R4: PlmrArptRd -Mlrs Dr to W CityLmts	64	1	13,000.0	4,250.0	100.00	5.00	0.00	66	10.0	8.0
R5: PlmrArptRd -Mlrs Dr to W CityLmts	65	1	13,000.0	4,300.0	100.00	5.00	0.00	66	10.0	8.0
R6: PlmrArptRd -Mlrs Dr to W CityLmts	66	1	13,000.0	4,350.0	100.00	5.00	0.00	66	10.0	8.0
R7: PlmrArptRd -Mlrs Dr to W CityLmts	67	1	13,000.0	4,400.0	100.00	5.00	0.00	66	10.0	8.0
R8: PlmrArptRd -Mlrs Dr to W CityLmts	68	1	13,000.0	4,500.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI -N CityLmts to TmrkAve	70	1	10,100.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI -N CityLmts to TmrkAve	71	1	10,150.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI -N CityLmts to TmrkAve	72	1	10,200.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI -N CityLmts to TmrkAve	73	1	10,250.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI -N CityLmts to TmrkAve	74	1	10,300.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI -N CityLmts to TmrkAve	75	1	10,350.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI -N CityLmts to TmrkAve	76	1	10,400.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI -N CityLmts to TmrkAve	77	1	10,500.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI -TmrkAv to CnonAv	78	1	10,100.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI -TmrkAv to CnonAv	79	1	10,150.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI -TmrkAv to CnonAv	80	1	10,200.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI -TmrkAv to CnonAv	81	1	10,250.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI -TmrkAv to CnonAv	82	1	10,300.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI -TmrkAv to CnonAv	83	1	10,350.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI -TmrkAv to CnonAv	84	1	10,400.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI -TmrkAv to CnonAv	85	1	10,500.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-CnonAv to CllgBlvd	86	1	10,100.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-CnonAv to CllgBlvd	87	1	10,150.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-CnonAv to CllgBlvd	88	1	10,200.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-CnonAv to CllgBlvd	89	1	10,250.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-CnonAv to CllgBlvd	90	1	10,300.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-CnonAv to CllgBlvd	91	1	10,350.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI-CnonAv to CllgBlvd	92	1	10,400.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-CnonAv to CllgBlvd	93	1	10,500.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-CllgBlvd to PlmrArptRd	94	1	10,100.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-CllgBlvd to PlmrArptRd	96	1	10,150.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-CllgBlvd to PlmrArptRd	97	1	10,200.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-CllgBlvd to PlmrArptRd	98	1	10,250.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-CllgBlvd to PlmrArptRd	68	1	10,300.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-CllgBlvd to PlmrArptRd	99	1	10,350.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

<Project Name?>

R7: El Cmno RI-CllgBlvd to PlmrArptRd	100	1	10,400.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-CllgBlvd to PlmrArptRd	101	1	10,500.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-PlmrArptRd to LaCostaA	102	1	10,100.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-PlmrArptRd to LaCostaA	104	1	10,150.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-PlmrArptRd to LaCostaA	106	1	10,200.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-PlmrArptRd to LaCostaA	107	1	10,250.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-PlmrArptRd to LaCostaA	108	1	10,300.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-PlmrArptRd to LaCostaA	109	1	10,350.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI-PlmrArptRd to LaCostaA	110	1	10,400.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-PlmrArptRd to LaCostaA	111	1	10,500.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: El Cmno RI-LaCostaAve to RnchoSn	113	1	10,100.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: El Cmno RI-LaCostaAve to RnchoSn	114	1	10,150.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: El Cmno RI-LaCostaAve to RnchoSn	115	1	10,200.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: El Cmno RI-LaCostaAve to RnchoSn	116	1	10,250.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: El Cmno RI-LaCostaAve to RnchoSn	117	1	10,300.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: El Cmno RI-LaCostaAve to RnchoSn	118	1	10,350.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: El Cmno RI-LaCostaAve to RnchoSn	119	1	10,400.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: El Cmno RI-LaCostaAve to RnchoSn	120	1	10,500.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: RnchoSntaFeRd-PlmrAirprt Rd to EC	122	1	14,100.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: RnchoSntaFeRd-PlmrAirprt Rd to EC	123	1	14,150.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: RnchoSntaFeRd-PlmrAirprt Rd to EC	120	1	14,200.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: RnchoSntaFeRd-PlmrAirprt Rd to EC	124	1	14,250.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: RnchoSntaFeRd-PlmrAirprt Rd to EC	125	1	14,300.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: RnchoSntaFeRd-PlmrAirprt Rd to EC	126	1	14,350.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: RnchoSntaFeRd-PlmrAirprt Rd to EC	127	1	14,400.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: RnchoSntaFeRd-PlmrAirprt Rd to EC	129	1	14,500.0	2,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -LsFlrsDr to CrlsbdVllgDr	131	1	6,100.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -LsFlrsDr to CrlsbdVllgDr	132	1	6,150.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -LsFlrsDr to CrlsbdVllgDr	133	1	6,200.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -LsFlrsDr to CrlsbdVllgDr	134	1	6,250.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -LsFlrsDr to CrlsbdVllgDr	135	1	6,300.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -LsFlrsDr to CrlsbdVllgDr	136	1	6,350.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -LsFlrsDr to CrlsbdVllgDr	137	1	6,400.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -LsFlrsDr to CrlsbdVllgDr	138	1	6,500.0	11,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -CrlsbdVllgDr to TmrckAve	139	1	6,100.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -CrlsbdVllgDr to TmrckAve	140	1	6,150.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

<Project Name?>

R3: I-5 -CrlsbdVllgDr to TmrckAve	141	1	6,200.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -CrlsbdVllgDr to TmrckAve	142	1	6,250.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -CrlsbdVllgDr to TmrckAve	143	1	6,300.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -CrlsbdVllgDr to TmrckAve	144	1	6,350.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -CrlsbdVllgDr to TmrckAve	145	1	6,400.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -CrlsbdVllgDr to TmrckAve	146	1	6,500.0	9,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -TmrckAve to CnonRd	148	1	6,100.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -TmrckAve to CnonRd	149	1	6,150.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -TmrckAve to CnonRd	150	1	6,200.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -TmrckAve to CnonRd	151	1	6,250.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -TmrckAve to CnonRd	152	1	6,300.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -TmrckAve to CnonRd	153	1	6,350.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -TmrckAve to CnonRd	154	1	6,400.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -TmrckAve to CnonRd	155	1	6,500.0	7,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -CnonRd to PlmrArprtRd	157	1	6,100.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -CnonRd to PlmrArprtRd	158	1	6,150.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -CnonRd to PlmrArprtRd	159	1	6,200.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -CnonRd to PlmrArprtRd	160	1	6,250.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -CnonRd to PlmrArprtRd	161	1	6,300.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -CnonRd to PlmrArprtRd	162	1	6,350.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -CnonRd to PlmrArprtRd	163	1	6,400.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -CnonRd to PlmrArprtRd	164	1	6,500.0	5,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -PlmrArprtRd to PnsttiaLn	166	1	6,100.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -PlmrArprtRd to PnsttiaLn	167	1	6,150.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -PlmrArprtRd to PnsttiaLn	168	1	6,200.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -PlmrArprtRd to PnsttiaLn	169	1	6,250.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -PlmrArprtRd to PnsttiaLn	170	1	6,300.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -PlmrArprtRd to PnsttiaLn	171	1	6,350.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R7: I-5 -PlmrArprtRd to PnsttiaLn	172	1	6,400.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R8: I-5 -PlmrArprtRd to PnsttiaLn	173	1	6,500.0	3,000.0	100.00	5.00	0.00	66	10.0	8.0
R1: I-5 -PnsttiaLn to LaCstaAve	174	1	6,100.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R2: I-5 -PnsttiaLn to LaCstaAve	175	1	6,150.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R3: I-5 -PnsttiaLn to LaCstaAve	176	1	6,200.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R4: I-5 -PnsttiaLn to LaCstaAve	177	1	6,250.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R5: I-5 -PnsttiaLn to LaCstaAve	178	1	6,300.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0
R6: I-5 -PnsttiaLn to LaCstaAve	179	1	6,350.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0

INPUT: RECEIVERS

									<Project Name?>		
R7: I-5 -PnsttiaLn to LaCstaAve	180	1	6,400.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	
R8: I-5 -PnsttiaLn to LaCstaAve	181	1	6,500.0	1,000.0	100.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: I-5 to JffrsnSt	183	1	7,000.0	14,100.0	100.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: I-5 to JffrsnSt	184	1	7,000.0	14,150.0	100.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: I-5 to JffrsnSt	185	1	7,000.0	14,200.0	100.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: I-5 to JffrsnSt	186	1	7,000.0	14,250.0	100.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: I-5 to JffrsnSt	187	1	7,000.0	14,300.0	100.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: I-5 to JffrsnSt	188	1	7,000.0	14,350.0	100.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: I-5 to JffrsnSt	189	1	7,000.0	14,400.0	100.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: I-5 to JffrsnSt	190	1	7,000.0	14,500.0	100.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: Jffrsn St to ECR	191	1	9,000.0	14,100.0	100.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: Jffrsn St to ECR	192	1	9,000.0	14,150.0	100.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: Jffrsn St to ECR	193	1	9,000.0	14,200.0	100.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: Jffrsn St to ECR	194	1	9,000.0	14,250.0	100.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: Jffrsn St to ECR	195	1	9,000.0	14,300.0	100.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: Jffrsn St to ECR	196	1	9,000.0	14,350.0	100.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: Jffrsn St to ECR	197	1	9,000.0	14,400.0	100.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: Jffrsn St to ECR	198	1	9,000.0	14,500.0	100.00	5.00	0.00	66	10.0	8.0	
R1: SR-78: EICmnoRI to ClIlgBlvd	199	1	11,000.0	14,100.0	100.00	5.00	0.00	66	10.0	8.0	
R2: SR-78: EICmnoRI to ClIlgBlvd	200	1	11,000.0	14,150.0	100.00	5.00	0.00	66	10.0	8.0	
R3: SR-78: EICmnoRI to ClIlgBlvd	201	1	11,000.0	14,200.0	100.00	5.00	0.00	66	10.0	8.0	
R4: SR-78: EICmnoRI to ClIlgBlvd	164	1	11,000.0	14,250.0	100.00	5.00	0.00	66	10.0	8.0	
R5: SR-78: EICmnoRI to ClIlgBlvd	202	1	11,000.0	14,300.0	100.00	5.00	0.00	66	10.0	8.0	
R6: SR-78: EICmnoRI to ClIlgBlvd	203	1	11,000.0	14,350.0	100.00	5.00	0.00	66	10.0	8.0	
R7: SR-78: EICmnoRI to ClIlgBlvd	204	1	11,000.0	14,400.0	100.00	5.00	0.00	66	10.0	8.0	
R8: SR-78: EICmnoRI to ClIlgBlvd	205	1	11,000.0	14,500.0	100.00	5.00	0.00	66	10.0	8.0	

INPUT: ROADWAYS

<Project Name?>

Dudek					5 March 2014					
MG					TNM 2.5					

INPUT: ROADWAYS

PROJECT/CONTRACT:

<Project Name?>

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

RUN:

Carlsbad GP Update - Year 2035

Roadway Name	Width	Points			Coordinates (pavement)			Flow Control		Segment		
		Name	No.		X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pvmt Type	On Struct?
	ft				ft	ft	ft		mph	%		
Cannon Road - I-5 to El Camino Real	80.0	point1	1		4,000.0	6,000.0	100.00				Average	
		point2	2		6,000.0	6,000.0	100.00					
Cannon Rd-El Camino Real to College Blv	80.0	point3	3		6,000.0	6,000.0	100.00				Average	
		point4	4		8,000.0	6,000.0	100.00					
I-5 - Las Flores Dr to Carlsbad Vllg Dr	170.0	point9	9		6,000.0	12,000.0	100.00				Average	
		point10	10		6,000.0	10,000.0	100.00					
I-5 - Carlsbad Vllg Dr to Tamarack Ave	170.0	point11	11		6,000.0	10,000.0	100.00				Average	
		point12	12		6,000.0	8,000.0	100.00					
I-5 - Tamarack Ave to Cannon Rd	170.0	point13	13		6,000.0	8,000.0	100.00				Average	
		point14	14		6,000.0	6,000.0	100.00					
I-5 - Cannon Rd to Palomar Airport Rd	170.0	point15	15		6,000.0	6,000.0	100.00				Average	
		point16	16		6,000.0	4,000.0	100.00					
I-5 - Palomar Airport Rd to Poinsettia Ln	170.0	point17	17		6,000.0	4,000.0	100.00				Average	
		point18	18		6,000.0	2,000.0	100.00					
I-5 - Poinsettia Ln to La Costa Ave	170.0	point19	19		6,000.0	2,000.0	100.00				Average	
		point20	20		6,000.0	10.0	100.00					
Palomar Airport Rd - I-5 to College Blvd	110.0	point21	21		6,000.0	4,000.0	100.00				Average	
		point22	22		8,000.0	4,000.0	100.00					
Plmar Arprt Rd-CollegeBlvd to El CmnoRI	110.0	point23	23		8,000.0	4,000.0	100.00				Average	
		point24	24		10,000.0	4,000.0	100.00					
Plmar Arprt Rd-El CmnoRI to Melrose Dr	110.0	point25	25		10,000.0	4,000.0	100.00				Average	
		point26	26		12,000.0	4,000.0	100.00					
Plmar Arprt Rd-Melrose Dr to W City Limit	110.0	point27	27		12,000.0	4,000.0	100.00				Average	
		point28	28		14,000.0	4,000.0	100.00					
El Camino Real-N City Limits to Tamarack	80.0	point29	29		10,000.0	12,000.0	100.00				Average	

INPUT: ROADWAYS

<Project Name?>

		point31	31	10,000.0	10,000.0	100.00					
El Cmno RI-TamarackAve to Cannon Av	80.0	point32	32	10,000.0	10,000.0	100.00				Average	
		point33	33	10,000.0	8,000.0	100.00					
El Cmno RI-Cannon Av to College Blvd	80.0	point34	34	10,000.0	8,000.0	100.00				Average	
		point35	35	10,000.0	6,000.0	100.00					
El Cmno RI-College Blvd ot PlmrArptRd	80.0	point36	36	10,000.0	6,000.0	100.00				Average	
		point37	37	10,000.0	4,000.0	100.00					
El Cmno RI-PlmrArptRd to LaCostaAve	80.0	point38	38	10,000.0	4,000.0	100.00				Average	
		point39	39	10,000.0	2,000.0	100.00					
El Cmno RI-LaCostaAve to RnchoSntaFe	80.0	point40	40	10,000.0	2,000.0	100.00				Average	
		point41	41	10,000.0	10.0	100.00					
College Blvd-Palomar AirtRd-El CmnoRI	80.0	point43	43	8,000.0	4,000.0	100.00				Average	
		point44	44	8,000.0	6,000.0	100.00					
College Blvd-N City Limits to Cannon Rd	80.0	point45	45	8,000.0	6,000.0	100.00				Average	
		point46	46	8,000.0	8,000.0	100.00					
La Costa Ave - I-5 to El Camino Real	80.0	point47	47	6,000.0	10.0	100.00				Average	
		point48	48	9,000.0	10.0	100.00					
RnchoSantaFeRd-PlmrAirport Rd to ECR	100.0	point49	49	14,000.0	20.0	100.00				Average	
		point50	50	14,000.0	4,000.0	100.00					
SR-78: I-5 to Jefferson St	140.0	point51	51	6,000.0	14,000.0	100.00				Average	
		point52	52	8,000.0	14,000.0	100.00					
SR-78: Jefferson St to El Camino Real	140.0	point53	53	8,000.0	14,000.0	100.00				Average	
		point54	54	10,000.0	14,000.0	100.00					
SR-78: El Camino Real to College Blvd	140.0	point55	55	10,000.0	14,000.0	100.00				Average	
		point56	56	12,000.0	14,000.0	100.00					

RESULTS: SOUND LEVELS

<Project Name?>

R1: College Blvd - N City Limits to Cannon	28	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: College Blvd - N City Limits to Cannon	29	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: College Blvd - N City Limits to Cannon	30	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: College Blvd - N City Limits to Cannon	31	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: College Blvd - N City Limits to Cannon	32	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: College Blvd - N City Limits to Cannon	33	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: College Blvd - N City Limits to Cannon	34	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: College Blvd - N City Limits to Cannon	35	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: PlmrArptRd -I5 to Collg Blvd	37	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: PlmrArptRd -I5 to Collg Blvd	38	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: PlmrArptRd -I5 to Collg Blvd	39	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: PlmrArptRd -I5 to Collg Blvd	40	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: PlmrArptRd -I5 to Collg Blvd	41	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: PlmrArptRd -I5 to Collg Blvd	42	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: PlmrArptRd -I5 to Collg Blvd	43	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: PlmrArptRd -I5 to Collg Blvd	44	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: PlmrArptRd -Clg Blvd to El Cmno RI	45	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: PlmrArptRd -Clg Blvd to El Cmno RI	46	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: PlmrArptRd -Clg Blvd to El Cmno RI	47	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: PlmrArptRd -Clg Blvd to El Cmno RI	48	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: PlmrArptRd -Clg Blvd to El Cmno RI	49	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: PlmrArptRd -Clg Blvd to El Cmno RI	50	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: PlmrArptRd -Clg Blvd to El Cmno RI	51	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: PlmrArptRd -Clg Blvd to El Cmno RI	52	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: PlmrArptRd -El Cmno RI to Mlrs Dr	53	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: PlmrArptRd -El Cmno RI to Mlrs Dr	54	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: PlmrArptRd -El Cmno RI to Mlrs Dr	55	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: PlmrArptRd -El Cmno RI to Mlrs Dr	56	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: PlmrArptRd -El Cmno RI to Mlrs Dr	57	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: PlmrArptRd -El Cmno RI to Mlrs Dr	58	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: PlmrArptRd -El Cmno RI to Mlrs Dr	59	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: PlmrArptRd -El Cmno RI to Mlrs Dr	60	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: PlmrArptRd -Mlrs Dr to W CityLmts	61	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: PlmrArptRd -Mlrs Dr to W CityLmts	62	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: PlmrArptRd -Mlrs Dr to W CityLmts	63	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: PlmrArptRd -Mlrs Dr to W CityLmts	64	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: PlmrArptRd -Mlrs Dr to W CityLmts	65	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: PlmrArptRd -Mlrs Dr to W CityLmts	66	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: PlmrArptRd -Mlrs Dr to W CityLmts	67	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: PlmrArptRd -Mlrs Dr to W CityLmts	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI -N CityLmts to TmrkAve	70	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

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R2: El Cmno RI -N CityLmts to TmrkAve	71	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: El Cmno RI -N CityLmts to TmrkAve	72	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI -N CityLmts to TmrkAve	73	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI -N CityLmts to TmrkAve	74	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI -N CityLmts to TmrkAve	75	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI -N CityLmts to TmrkAve	76	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI -N CityLmts to TmrkAve	77	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI -TmrkAv to CnonAv	78	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: El Cmno RI -TmrkAv to CnonAv	79	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: El Cmno RI -TmrkAv to CnonAv	80	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI -TmrkAv to CnonAv	81	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI -TmrkAv to CnonAv	82	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI -TmrkAv to CnonAv	83	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI -TmrkAv to CnonAv	84	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI -TmrkAv to CnonAv	85	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI-CnonAv to ClIlgBlvd	86	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: El Cmno RI-CnonAv to ClIlgBlvd	87	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: El Cmno RI-CnonAv to ClIlgBlvd	88	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI-CnonAv to ClIlgBlvd	89	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI-CnonAv to ClIlgBlvd	90	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI-CnonAv to ClIlgBlvd	91	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI-CnonAv to ClIlgBlvd	92	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI-CnonAv to ClIlgBlvd	93	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI-ClIlgBlvd to PlmrArptRd	94	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: El Cmno RI-ClIlgBlvd to PlmrArptRd	96	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: El Cmno RI-ClIlgBlvd to PlmrArptRd	97	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI-ClIlgBlvd to PlmrArptRd	98	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI-ClIlgBlvd to PlmrArptRd	68	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI-ClIlgBlvd to PlmrArptRd	99	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI-ClIlgBlvd to PlmrArptRd	100	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI-ClIlgBlvd to PlmrArptRd	101	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI-PlmrArptRd to LaCostaAve	102	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: El Cmno RI-PlmrArptRd to LaCostaAve	104	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: El Cmno RI-PlmrArptRd to LaCostaAve	106	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI-PlmrArptRd to LaCostaAve	107	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI-PlmrArptRd to LaCostaAve	108	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI-PlmrArptRd to LaCostaAve	109	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI-PlmrArptRd to LaCostaAve	110	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI-PlmrArptRd to LaCostaAve	111	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: El Cmno RI-LaCostaAve to RnchoSnta	113	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: El Cmno RI-LaCostaAve to RnchoSnta	114	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

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R3: El Cmno RI-LaCostaAve to RnchoSnta	115	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: El Cmno RI-LaCostaAve to RnchoSnta	116	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: El Cmno RI-LaCostaAve to RnchoSnta	117	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: El Cmno RI-LaCostaAve to RnchoSnta	118	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: El Cmno RI-LaCostaAve to RnchoSnta	119	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: El Cmno RI-LaCostaAve to RnchoSnta	120	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: RnchoSntaFeRd-PlmrAirprt Rd to ECF	122	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: RnchoSntaFeRd-PlmrAirprt Rd to ECF	123	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: RnchoSntaFeRd-PlmrAirprt Rd to ECF	120	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: RnchoSntaFeRd-PlmrAirprt Rd to ECF	124	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: RnchoSntaFeRd-PlmrAirprt Rd to ECF	125	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: RnchoSntaFeRd-PlmrAirprt Rd to ECF	126	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: RnchoSntaFeRd-PlmrAirprt Rd to ECF	127	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: RnchoSntaFeRd-PlmrAirprt Rd to ECF	129	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -LsFlrsDr to CrlsbdVllgDr	131	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -LsFlrsDr to CrlsbdVllgDr	132	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -LsFlrsDr to CrlsbdVllgDr	133	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: I-5 -LsFlrsDr to CrlsbdVllgDr	134	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -LsFlrsDr to CrlsbdVllgDr	135	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -LsFlrsDr to CrlsbdVllgDr	136	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -LsFlrsDr to CrlsbdVllgDr	137	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -LsFlrsDr to CrlsbdVllgDr	138	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -CrlsbdVllgDr to TmrckAve	139	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -CrlsbdVllgDr to TmrckAve	140	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -CrlsbdVllgDr to TmrckAve	141	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: I-5 -CrlsbdVllgDr to TmrckAve	142	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -CrlsbdVllgDr to TmrckAve	143	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -CrlsbdVllgDr to TmrckAve	144	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -CrlsbdVllgDr to TmrckAve	145	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -CrlsbdVllgDr to TmrckAve	146	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -TmrckAve to CnonRd	148	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -TmrckAve to CnonRd	149	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -TmrckAve to CnonRd	150	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: I-5 -TmrckAve to CnonRd	151	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -TmrckAve to CnonRd	152	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -TmrckAve to CnonRd	153	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -TmrckAve to CnonRd	154	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -TmrckAve to CnonRd	155	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -CnonRd to PlmrArprtRd	157	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -CnonRd to PlmrArprtRd	158	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -CnonRd to PlmrArprtRd	159	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

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R4: I-5 -CnonRd to PlmrArprtRd	160	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -CnonRd to PlmrArprtRd	161	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -CnonRd to PlmrArprtRd	162	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -CnonRd to PlmrArprtRd	163	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -CnonRd to PlmrArprtRd	164	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -PlmrArprtRd to PnsttiaLn	166	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -PlmrArprtRd to PnsttiaLn	167	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -PlmrArprtRd to PnsttiaLn	168	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: I-5 -PlmrArprtRd to PnsttiaLn	169	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -PlmrArprtRd to PnsttiaLn	170	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -PlmrArprtRd to PnsttiaLn	171	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -PlmrArprtRd to PnsttiaLn	172	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -PlmrArprtRd to PnsttiaLn	173	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: I-5 -PnsttiaLn to LaCstaAve	174	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: I-5 -PnsttiaLn to LaCstaAve	175	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: I-5 -PnsttiaLn to LaCstaAve	176	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: I-5 -PnsttiaLn to LaCstaAve	177	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: I-5 -PnsttiaLn to LaCstaAve	178	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: I-5 -PnsttiaLn to LaCstaAve	179	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: I-5 -PnsttiaLn to LaCstaAve	180	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: I-5 -PnsttiaLn to LaCstaAve	181	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: SR-78: I-5 to JffrsnSt	183	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: SR-78: I-5 to JffrsnSt	184	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: SR-78: I-5 to JffrsnSt	185	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: SR-78: I-5 to JffrsnSt	186	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: SR-78: I-5 to JffrsnSt	187	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: SR-78: I-5 to JffrsnSt	188	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: SR-78: I-5 to JffrsnSt	189	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: SR-78: I-5 to JffrsnSt	190	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: SR-78: Jffrsn St to ECR	191	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: SR-78: Jffrsn St to ECR	192	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: SR-78: Jffrsn St to ECR	193	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: SR-78: Jffrsn St to ECR	194	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R5: SR-78: Jffrsn St to ECR	195	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: SR-78: Jffrsn St to ECR	196	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: SR-78: Jffrsn St to ECR	197	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: SR-78: Jffrsn St to ECR	198	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R1: SR-78: EICmnoRI to ClIglBlvd	199	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R2: SR-78: EICmnoRI to ClIglBlvd	200	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R3: SR-78: EICmnoRI to ClIglBlvd	201	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R4: SR-78: EICmnoRI to ClIglBlvd	164	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0

RESULTS: SOUND LEVELS

<Project Name?>

R5: SR-78: EICmnoRI to ClIlgBlvd	202	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R6: SR-78: EICmnoRI to ClIlgBlvd	203	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R7: SR-78: EICmnoRI to ClIlgBlvd	204	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
R8: SR-78: EICmnoRI to ClIlgBlvd	205	1	0.0	0.0	66	0.0	10	inactive	0.0	0.0	8	0.0
Dwelling Units		# DUs	Noise Reduction									
			Min	Avg	Max							
			dB	dB	dB							
All Selected		192	0.0	0.0	0.0							
All Impacted		0	0.0	0.0	0.0							
All that meet NR Goal		0	0.0	0.0	0.0							

INPUT: TRAFFIC FOR LAeq1h Percentages

<Project Name?>

	point28	28											
El Camino Real-N City Limits to Tamarack	point29	29	3495	95	55	2	55	3	55	0	0	0	0
	point31	31											
El Cmno RI-TamarackAve to Cannon Av	point32	32	3302	95	55	2	55	3	55	0	0	0	0
	point33	33											
El Cmno RI-Cannon Av to College Blvd	point34	34	3610	95	55	2	55	3	55	0	0	0	0
	point35	35											
El Cmno RI-College Blvd ot PlmrArptRd	point36	36	4508	95	55	2	55	3	55	0	0	0	0
	point37	37											
El Cmno RI-PlmrArptRd to LaCostaAve	point38	38	6206	95	55	2	55	3	55	0	0	0	0
	point39	39											
El Cmno RI-LaCostaAve to RnchoSntaFe	point40	40	4290	95	55	2	55	3	55	0	0	0	0
	point41	41											
College Blvd-Palomar AirptRd-El CmnoRI	point43	43	1631	95	50	2	50	3	50	0	0	0	0
	point44	44											
College Blvd-N City Limits to Cannon Rd	point45	45	3327	95	50	2	50	3	50	0	0	0	0
	point46	46											
La Costa Ave - I-5 to El Camino Real	point47	47	3938	95	55	2	55	3	55	0	0	0	0
	point48	48											
RnchoSantaFeRd-PlmrAirport Rd to ECR	point49	49	2901	95	50	2	50	3	50	0	0	0	0
	point50	50											
SR-78: I-5 to Jefferson St	point51	51	17340	95	65	2	65	3	65	0	0	0	0
	point52	52											
SR-78: Jefferson St to El Camino Real	point53	53	15460	95	65	2	65	3	65	0	0	0	0
	point54	54											
SR-78: El Camino Real to College Blvd	point55	55	17150	95	65	2	65	3	65	0	0	0	0
	point56	56											

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
 Copyright 2006, HMMH Inc.
 Case: City of Carlsbad Rail Contours

RESULTS			
Noise Source	Ldn (dB)	Leq - daytime (dB)	Leq - nighttime (dB)
All Sources	60	57	53
Source 1	56	55	49
Source 2	44	43	36
Source 3	56	50	50
Source 4	54	47	47
Source 5	0	0	0
Source 6	0	0	0
Source 7	0	0	0
Source 8	0	0	0

Enter noise receiver land use category below

LAND USE CATEGORY	
Noise receiver land use category (1, 2 or 3)	2

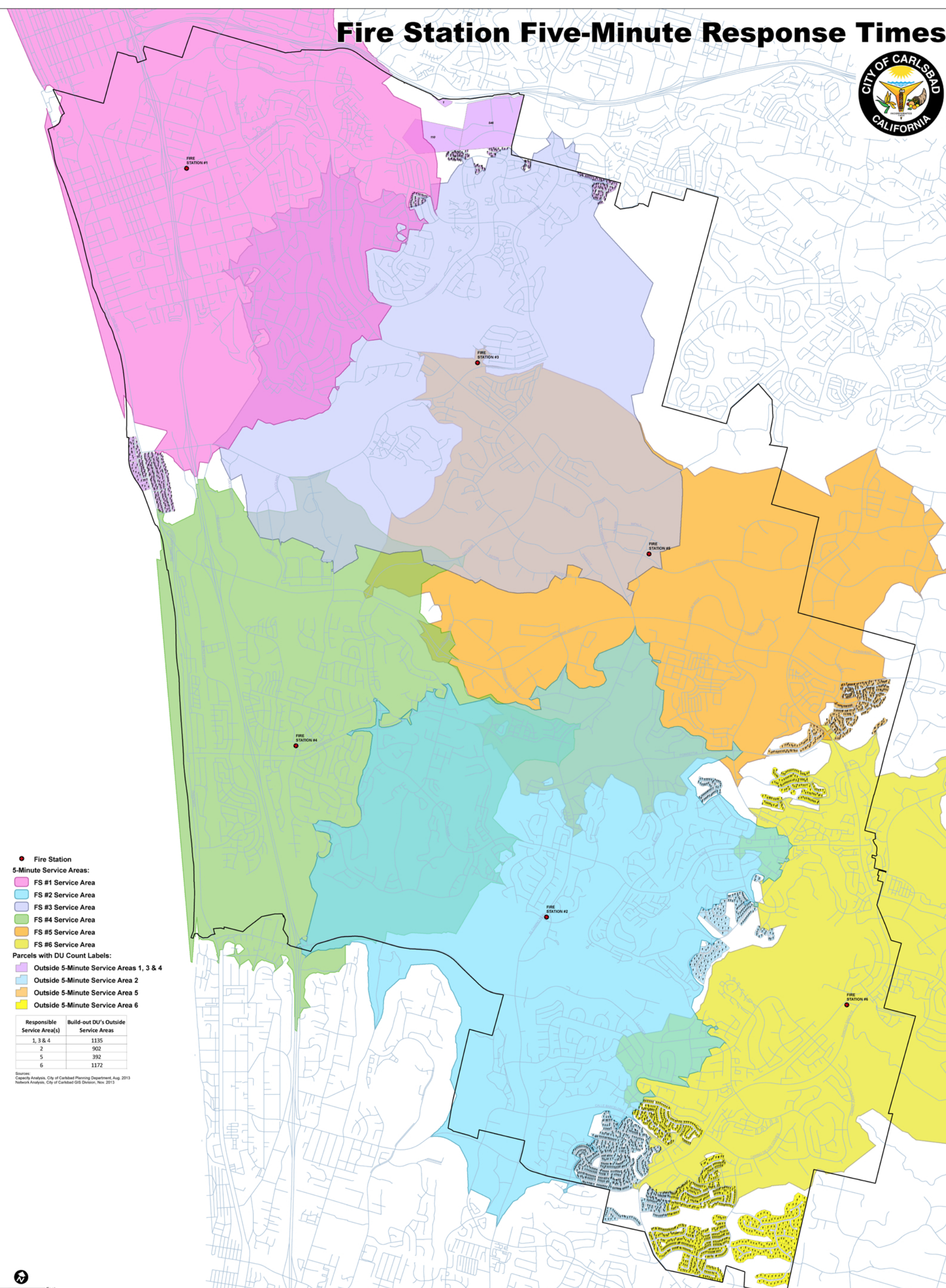
Enter data for up to 8 noise sources below - see reference list for source numbers

NOISE SOURCE PARAMETERS								
Parameter	Source 1		Source 2		Source 3		Source 4	
Source Num.	Commuter Diesel Locomotive	2	RRT/LRT	4	Freight Locomotive	9	Freight Cars	10
Distance (source to receiver)	distance (ft)	250	distance (ft)	250	distance (ft)	250	distance (ft)	250
Daytime Hours (7 AM - 10 PM)	speed (mph)	30	speed (mph)	30	speed (mph)	30	speed (mph)	30
	trains/hour	2.6	trains/hour	2.6	trains/hour	0.25	trains/hour	0.25
	locos/train	2	cars/train	6	locos/train	4	length of cars (ft) / train	3000
Nighttime Hours (10 PM - 7 AM)	speed (mph)	30	speed (mph)	30	speed (mph)	30	speed (mph)	30
	trains/hour	0.444444	trains/hour	0.444444	trains/hour	0.25	trains/hour	0.25
	locos/train	2	cars/train	6	locos/train	4	length of cars (ft) / train	3000
Wheel Flats?		10.00%	% of cars w/ wheel flats	10.00%		20.00%	% of cars w/ wheel flats	20.00%
Jointed Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Embedded Track?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Aerial Structure?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Barrier Present?	Y/N	N	Y/N	N	Y/N	N	Y/N	N
Intervening Rows of Buildings	number of rows	0	number of rows	0	number of rows	0	number of rows	0

SOURCE REFERENCE LIST	
Source	Number
Commuter Electric Locomotive	1
Commuter Diesel Locomotive	2
Commuter Rail Cars	3
RRT/LRT	4
AGT, Steel Wheel	5
AGT, Rubber Tire	6

Appendix E:
Fire Station Response Times

Fire Station Five-Minute Response Times

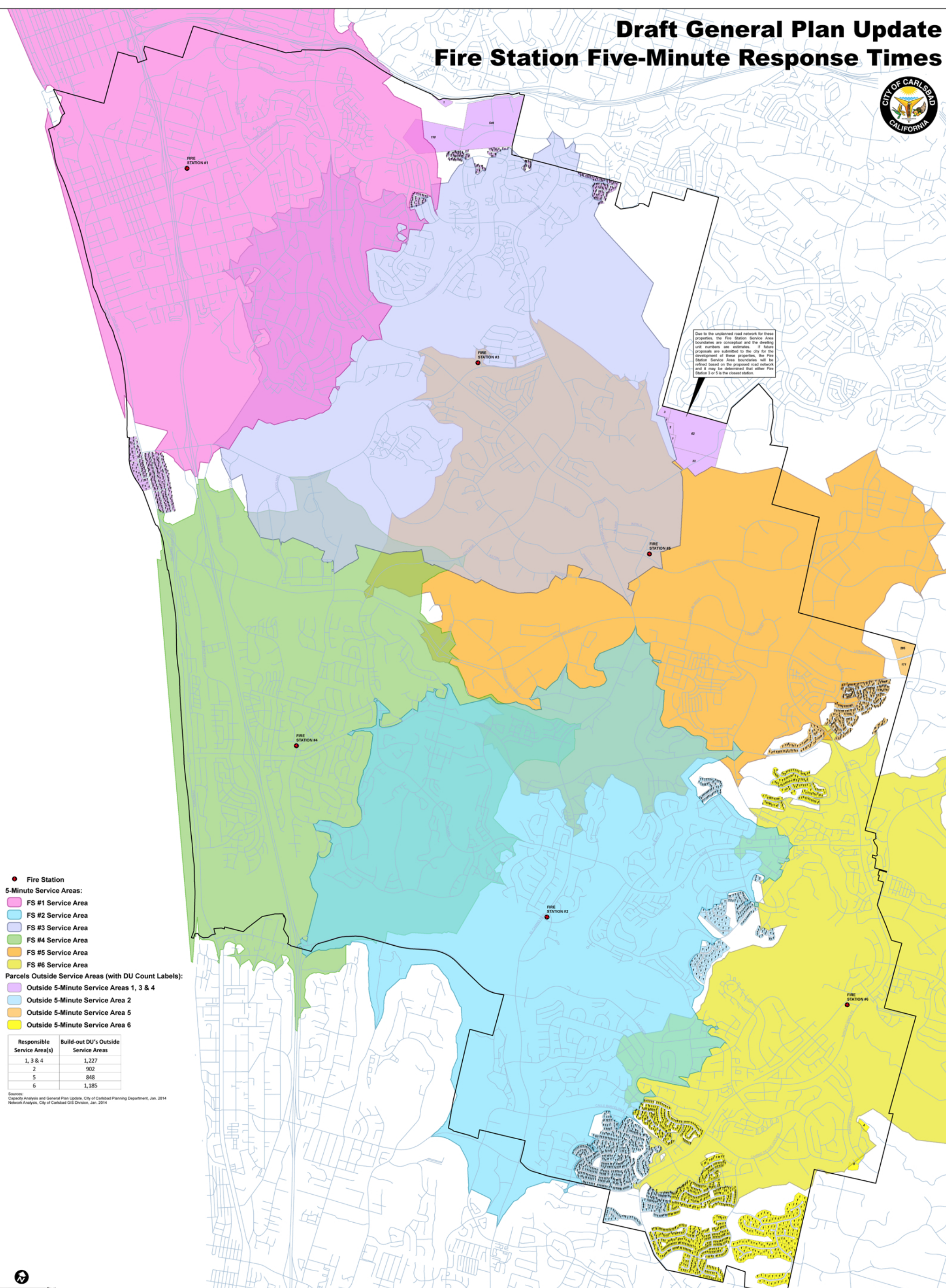


- Fire Station
- 5-Minute Service Areas:
 - FS #1 Service Area
 - FS #2 Service Area
 - FS #3 Service Area
 - FS #4 Service Area
 - FS #5 Service Area
 - FS #6 Service Area
- Parcels with DU Count Labels:
 - Outside 5-Minute Service Areas 1, 3 & 4
 - Outside 5-Minute Service Area 2
 - Outside 5-Minute Service Area 5
 - Outside 5-Minute Service Area 6

Responsible Service Area(s)	Build-out DU's Outside Service Areas
1, 3 & 4	1135
2	902
5	392
6	1172

Sources:
 Capacity Analysis, City of Carlsbad Planning Department, Aug. 2013
 Network Analysis, City of Carlsbad GIS Division, Nov. 2013

Draft General Plan Update Fire Station Five-Minute Response Times



Due to the unplanned road network for these properties, the Fire Station Service Area boundaries are conceptual and the dwelling unit numbers are estimates. If future proposals are submitted to the city for the development of these properties, the Fire Station Service Area boundaries will be defined based on the proposed road network and it may be determined that either Fire Station 3 or 5 is the closest station.

- Fire Station
- 5-Minute Service Areas:
 - FS #1 Service Area
 - FS #2 Service Area
 - FS #3 Service Area
 - FS #4 Service Area
 - FS #5 Service Area
 - FS #6 Service Area
- Parcels Outside Service Areas (with DU Count Labels):
 - Outside 5-Minute Service Areas 1, 3 & 4
 - Outside 5-Minute Service Area 2
 - Outside 5-Minute Service Area 5
 - Outside 5-Minute Service Area 6

Responsible Service Area(s)	Build-out DU's Outside Service Areas
1, 3 & 4	1,227
2	902
5	848
6	1,185

Sources:
Capacity Analysis and General Plan Update, City of Carlsbad Planning Department, Jan. 2014
Network Analysis, City of Carlsbad GIS Division, Jan. 2014

Appendix F:
Transportation Appendix

Roadway Segment Volumes

Location ID	Segment	From	To	Existing Lanes	Existing Classification	2008					Existing LOS	Future Lanes	Future Classification	2035		2040 Growth	Added Volume From TAZ 800 NOT in Model	2040					Existing LOS							
						Existing ADT	Model Base	LOS A	LOS B	LOS C				LOS D	LOS E			Model Future (Plot April 17, 2013)	Model Future (Plot 12-16-2013)	Model Difference (4/13 vs 12/13)	Projected Future	LOS		LOS A	LOS B	LOS C	LOS D	LOS E		
1	Cannon Road	I-5	El Camino Real	4	Arterial	4Arterial	25,420	12,200	15,000	21,000	30,000	35,000	40,000	LOS C	4	Arterial	4Arterial	16,600	18,700	2,100	6,500	1,500	33,420	LOS D	15,000	21,000	30,000	35,000	40,000	LOS D
2	Cannon Road	El Camino Real	College Blvd	4	Arterial	4Arterial	17,764	25,600	15,000	21,000	30,000	35,000	40,000	LOS B	4	Arterial	4Arterial	6,500	7,000	500	(18,600)	-	17,770	LOS B	15,000	21,000	30,000	35,000	40,000	LOS B
3	College Blvd	Palomar Airport Rd	El Camino Real	4	Arterial	4Arterial	13,806	21,500	15,000	21,000	30,000	35,000	40,000	LOS A	4	Arterial	4Arterial	24,000	100	100	2,600	-	16,410	LOS B	15,000	21,000	30,000	35,000	40,000	LOS B
4	College Blvd	N. City Limits	Cannon Rd	4	Arterial	4Arterial	24,670	44,000	15,000	21,000	30,000	35,000	40,000	LOS C	4	Arterial	4Arterial	52,600	(200)	(200)	8,400	1,500	34,570	LOS D	15,000	21,000	30,000	35,000	40,000	LOS D
5	Palomar Airport Road	I-5	College Blvd	6	Arterial	6Arterial	48,626	46,100	25,000	35,000	50,000	55,000	60,000	LOS C	6	Arterial	6Arterial	54,900	54,400	(500)	8,300	1,500	58,430	LOS E	25,000	35,000	50,000	55,000	60,000	LOS E
6	Palomar Airport Road	College Blvd	El Camino Real	6	Arterial	6Arterial	35,154	35,800	25,000	35,000	50,000	55,000	60,000	LOS C	6	Arterial	6Arterial	44,400	44,400	100	8,700	1,500	45,360	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
7	Palomar Airport Road	El Camino Real	Melrose Dr	6	Arterial	6Arterial	52,786	57,600	25,000	35,000	50,000	55,000	60,000	LOS D	6	Arterial	6Arterial	71,900	72,000	100	14,400	2,000	69,190	LOS F	25,000	35,000	50,000	55,000	60,000	LOS F
8	Palomar Airport Road	Melrose Dr	W. City Limits	6	Arterial	6Arterial	31,880	46,800	25,000	35,000	50,000	55,000	60,000	LOS B	6	Arterial	6Arterial	60,700	60,500	(200)	13,700	1,000	46,580	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
9	La Costa Ave	I-5	El Camino Real	4	Arterial	4Arterial	35,371	34,400	15,000	21,000	30,000	35,000	40,000	LOS E	4	Arterial	4Arterial	38,400	38,200	(200)	3,800	-	39,180	LOS E	15,000	21,000	30,000	35,000	40,000	LOS E
10	El Camino Real	N. City Limits	Tamarack Ave	4	Arterial	4Arterial	29,245	29,400	15,000	21,000	30,000	35,000	40,000	LOS C	6	Arterial	6Arterial	35,100	35,300	200	5,900	2,000	37,150	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
11	El Camino Real	Tamarack Ave	Cannon Rd	4	Arterial	4Arterial	22,514	35,300	15,000	21,000	30,000	35,000	40,000	LOS C	6	Arterial	6Arterial	45,800	45,800	-	10,500	2,000	35,020	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
12	El Camino Real	Cannon Rd	College Blvd	6	Arterial	6Arterial	32,393	45,200	25,000	35,000	50,000	55,000	60,000	LOS B	6	Arterial	6Arterial	48,900	46,400	(2,500)	1,200	2,000	35,600	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
13	El Camino Real	College Blvd	Palomar Airport Rd	6	Arterial	6Arterial	30,477	42,200	25,000	35,000	50,000	55,000	60,000	LOS B	6	Arterial	6Arterial	56,800	56,200	(600)	14,000	5,500	49,980	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
14	El Camino Real	Palomar Airport Rd	La Costa Ave	6	Arterial	6Arterial	49,760	58,500	25,000	35,000	50,000	55,000	60,000	LOS C	6	Arterial	6Arterial	70,800	70,900	100	12,400	1,500	63,660	LOS F	25,000	35,000	50,000	55,000	60,000	LOS F
15	El Camino Real	La Costa Ave	Rancho Santa Fe Rd	6	Arterial	6Arterial	35,997	39,100	25,000	35,000	50,000	55,000	60,000	LOS C	6	Arterial	6Arterial	46,000	46,200	200	7,100	500	43,600	LOS C	25,000	35,000	50,000	55,000	60,000	LOS C
16	Rancho Santa Fe Rd	Palomar Airport Rd	El Camino Real	6	Arterial	6Arterial	24,801	37,900	25,000	35,000	50,000	55,000	60,000	LOS A	6	Arterial	6Arterial	42,100	42,700	600	4,800	500	30,110	LOS B	25,000	35,000	50,000	55,000	60,000	LOS B
17	Interstate 5 (mixed flow lanes)	Las Flores Dr	Carlsbad Village Dr	8	Freeway	8Freeway	197,000	181600	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	191000	203700	12,700	22,100	1,500	220,600	LOS F	-	-	140,800	158,400	176,000	LOS F
18	Interstate 5 (mixed flow lanes)	Carlsbad Village Dr	Tamarack Ave	8	Freeway	8Freeway	195,000	184800	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	194900	203700	8,800	18,900	1,500	215,400	LOS F	-	-	140,800	158,400	176,000	LOS F
19	Interstate 5 (mixed flow lanes)	Tamarack Ave	Cannon Rd	8	Freeway	8Freeway	197,000	184600	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	202200	213700	11,500	29,100	1,500	227,600	LOS F	-	-	140,800	158,400	176,000	LOS F
20	Interstate 5 (mixed flow lanes)	Cannon Rd	Palomar Airport Rd	8	Freeway	8Freeway	200,000	176900	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	195100	206300	11,200	29,400	1,500	230,900	LOS F	-	-	140,800	158,400	176,000	LOS F
21	Interstate 5 (mixed flow lanes)	Palomar Airport Rd	Poinsettia Ln	8	Freeway	8Freeway	192,000	187500	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	206200	215800	9,600	28,300	1,500	221,800	LOS F	-	-	140,800	158,400	176,000	LOS F
22	Interstate 5 (mixed flow lanes)	Poinsettia Ln	La Costa Ave	8	Freeway	8Freeway	195,000	198300	-	-	140,800	158,400	176,000	LOS F	8	Freeway	8Freeway	206200	214100	7,900	15,800	1,500	212,300	LOS F	-	-	140,800	158,400	176,000	LOS F
23	SR-78 (mixed flow lanes)	I-5	Jefferson	6	Freeway	6Freeway	132,000	123,400	-	-	105,600	118,800	132,000	LOS F	6	Freeway	6Freeway	164,800	171,500	6,700	48,100	500	180,600	LOS F	-	-	105,600	118,800	132,000	LOS F
24	SR-78 (mixed flow lanes)	Jefferson	El Camino Real	6	Freeway	6Freeway	123,000	118,000	-	-	105,600	118,800	132,000	LOS E	6	Freeway	6Freeway	149,600	156,100	6,500	38,100	500	161,600	LOS F	-	-	105,600	118,800	132,000	LOS F
25	SR-78 (mixed flow lanes)	El Camino Real	College Blvd	6	Freeway	6Freeway	134,000	124,400	-	-	105,600	118,800	132,000	LOS F	6	Freeway	6Freeway	161,900	168,800	6,900	44,400	500	178,900	LOS F	-	-	105,600	118,800	132,000	LOS F

Biking, Pedestrian and Transit Multi-Modal Level of Service

Biking MMLOS

Carlsbad Village Drive - Carlsbad Boulevard to I-5

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	0.5
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	0.5
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	1.5
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	

TOTAL	8
MMLOS	B

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Tamarack - Carlsbad Bouelvard to I-5

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	0.5
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	6.5
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Faraday - Cannon to College

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	plus points
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from La Costa to Poinsettia

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from La Costa to Poinsettia

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	
Angled Parking	0	

TOTAL	5.5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from La Costa to Poinsettia

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	4
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from La Costa to Poinsettia

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	5 plus point for buffer
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	7
MMLOS	C

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from La Costa to Poinsettia

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	5 plus point for buffer
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	7
MMLOS	C

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Biking MMLOS

Carlsbad Boulevard from Carlsbad Village Drive to

	VALUE	SCORE
Right-of-Way (Choose One)		
More than 1 Bike facility	6	
Class I Shared Use Path	5	
Class II Bike Lane	4	5 plus point for buffer
Class III Bike Lane	3	
No Bike Lane	0	
Connectivity		
Directly connected to both North-South and East-West on-street lanes	0.5	0.5
Amenities		
Bike racks provided frequently	0.5	
Bike facility signs provided frequently	0.5	0.5
Bike-friendly intersections (bicyclists are not trapped by right-turn lanes)	0.5	
Enhanced bicycle detection at intersection	0.5	
Other Elements		
Posted speed limit is 25 mph or less	0.5	
Good Pavement Conditions (including lack of obstacles such as storm drains)	0.5	0.5
Adjacent Vehicle Parking (Choose One)		
No parking	1.5	
Back-in Angled	1	
Parallel	0.5	0.5
Angled Parking	0	

TOTAL	7
MMLOS	C

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - La Costa to Poinsettia
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

TOTAL	5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - Poinsettia to Palomar Airport Road
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

TOTAL	5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - Poinesttia to Palomar Airport Road
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	3
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	1
Pedestrian lighting	0.5	
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

TOTAL	5.5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - Cannon to Tamarack
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.25 Partial credit since it is only on one side of the
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.25 Partial credit since it is only on one side of the

TOTAL	4.5
MMLOS	F

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - Tamarack to Carlsbad Village Drive
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	1
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.25 Sufficient sidewalk on the west side only
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.25 Partial credit since it is only on one side of the

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Boulevard - Tamarack to Carlsbad Village Drive
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	1
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

TOTAL	6.5
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Carlsbad Village Drive - Carlsbad Boulevard to I-5
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	
5	1	1
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0.5
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	0.5
Other Elements		
Active building frontages	1	1
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Pedestrian MMLOS

Faraday - Cannon to College
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	
4	2	2 Average of three lane crossing (west area) and five lane
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	0.5
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	0.5
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	

TOTAL	6
MMLOS	D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

crossing (east area)

Pedestrian MMLOS

Tamarack - Carlsbad Boulevard to I-5
Attributes of a Ped-Friendly Street

	VALUE	SCORE
Number of Lanes to Cross (Choose One)		
2 or fewer	4	
3	3	3
4	2	
5	1	
5 or more	0	
Unsignalized Crossing		
Presence of median for pedestrian refuge (at least 6' wide with low plantings or feaures)	0.5	0
Well-marked crosswalk and mid-block crossings at safe and convenient locations	0.5	0.5
Amenities, signing, sidewalk and roadway character strongly suggest the presence of a pedestrian crossing	0.5	0.5
Drivers and pedestrians have unobstructed views of each other	0.5	0.5
Appropriate speed (typically 25 mph or less zone)	0.5	
Other Elements		
Active building frontages	1	
Pedestrian lighting	0.5	0.5
Street trees and quality street furniture facing businesses	0.5	
Sidewalks are 10 feet (adjacent to retail) or 6 feet (adjacent to residential uses) or 8 feet otherwise	0.5	0.5
Sense of security by presence of other people and clear sight lines	0.5	0.5
On-street parking and/or landscaping as a pedestrian "buffer" from vehicle traffic	0.5	0.5

TOTAL 6.5
MMLOS D

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	
Provides Bench	0.5	0.25 Some stops provide a bench, some
Bus stop well lit and have a sense of security	0.5	0.25
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	
Provides Bench	0.5	0.5
Bus stop well lit and have a sense of security	0.5	0.25
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5.25
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	
Provides Bench	0.5	
Bus stop well lit and have a sense of security	0.5	0.25
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	1
Buses provide on-board bike rack	1	1

TOTAL	5.75
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	0.1 One stop had a cover
Provides Bench	0.5	0.5 Most provide a bench
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5.6
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	0
Provides Bench	0.5	0.5 Most provide a bench
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5.5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE	
Right-of-Way			
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0	
Service			
Provides at least 15 minute headways during the peak hours	1.5	0	
Good on-time performance	1.5	1.5	
Provides a single transfer to Coaster	1.5	1.5	
Visual Interest and Amenity			
Provides covered bus stop	0.5	0.2	One stop has a cover, others do not
Provides Bench	0.5	0	
Bus stop well lit and have a sense of security	0.5	0.5	
Other Elements			
Corridor has transit preemption to reduce delays along the entire corridor	0.5		
Seat is always available	0.5	0.5	
Multiple other transit routes connect to corridor and transfers are available	0.5		
Bike parking is available at busstop	1		
Buses provide on-board bike rack	1	1	

TOTAL	5.2
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	0.1 One stop has a cover, others do nc
Provides Bench	0.5	0.25 About half have a bench
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5.35
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	0.1 One stop has a cover, others do not
Provides Bench	0.5	0.4 Most have a bench
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5.5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	
Provides Bench	0.5	
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

Transit MMLOS

	VALUE	SCORE
Right-of-Way		
Dedicated right-of-way lane for transit only (BRT corridor or bus-only lane)	0.5	0
Service		
Provides at least 15 minute headways during the peak hours	1.5	0
Good on-time performance	1.5	1.5
Provides a single transfer to Coaster	1.5	1.5
Visual Interest and Amenity		
Provides covered bus stop	0.5	
Provides Bench	0.5	
Bus stop well lit and have a sense of security	0.5	0.5
Other Elements		
Corridor has transit preemption to reduce delays along the entire corridor	0.5	
Seat is always available	0.5	0.5
Multiple other transit routes connect to corridor and transfers are available	0.5	
Bike parking is available at busstop	1	
Buses provide on-board bike rack	1	1

TOTAL	5
MMLOS	E

MMLOS KEY	
9.0-10	A
8.0-8.99	B
7.0-7.99	C
6.0-6.99	D
5.0-5.99	E
0-4.99	F

SANDAG Model Trip Generation Matrix

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trip generation and land use by zone

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
647	101	SINGLE FAMILY	du	1025.0
12505.	8728.			
647	4112	RIGHT-OF-WAY	acre	44.5
0.	0.			
647	7210	OTHER RECREATION-HIGH	acre	13.1
769.	525.			
647	7607	RESIDENTIAL RECREATION	acre	6.1
0.	0.			
647	9101	INACTIVE USE	acre	76.4
0.	0.			
647		TOTAL		
13274.	9253.			
648	101	SINGLE FAMILY	du	1.0
12.	9.			
648	4112	RIGHT-OF-WAY	acre	2.8
0.	0.			
648	5004	NEIGHBORHOOD COMMERCIAL	acre	14.2
18629.	13185.			
648	5008	SERVICE STATION	acre	1.2
4957.	3609.			
648		TOTAL		
23598.	16802.			
649	101	SINGLE FAMILY	du	1.0
12.	9.			
649	102	MULTI-FAMILY	du	656.0
5707.	4007.			
649	2201	EXTRACTIVE INDUSTRY	acre	46.4
60.	51.			
649	9101	INACTIVE USE	acre	148.0
0.	0.			
649		TOTAL		
5780.	4066.			
656	9101	INACTIVE USE	acre	95.5
0.	0.			
656		TOTAL		
0.	0.			
657	102	MULTI-FAMILY	du	259.0
2253.	1582.			
657	4112	RIGHT-OF-WAY	acre	5.7

0.	0.			
657	4113	COMMUNICATION OR UTILITY	acre	0.5
2.	1.			
657	5002	REGIONAL COMMERCIAL	acre	77.5
55978.	39544.			
657	5003	COMMUNITY COMMERCIAL	acre	16.0
13131.	9292.			
657	9101	INACTIVE USE	acre	5.4
0.	0.			
657		TOTAL		
71364.	50419.			
667	101	SINGLE FAMILY	du	240.0
2928.	2044.			
667	4112	RIGHT-OF-WAY	acre	22.2
0.	0.			
667	6102	CHURCH	acre	1.9
100.	77.			
667	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
667	8002	INTENSIVE AGRICULTURE	acre	4.1
1.	1.			
667	9101	INACTIVE USE	acre	92.9
0.	0.			
667		TOTAL		
5147.	3305.			
676	101	SINGLE FAMILY	du	255.0
3111.	2171.			
676	102	MULTI-FAMILY	du	322.0
2801.	1967.			
676	4112	RIGHT-OF-WAY	acre	23.4
0.	0.			
676	4113	COMMUNICATION OR UTILITY	acre	0.9
3.	2.			
676	6002	LOW RISE OFFICE	acre	2.3
672.	518.			
676	7607	RESIDENTIAL RECREATION	acre	0.4
0.	0.			
676	9101	INACTIVE USE	acre	73.5
0.	0.			
676		TOTAL		
6587.	4658.			
677	101	SINGLE FAMILY	du	1.0
12.	9.			
677	102	MULTI-FAMILY	du	89.0
774.	544.			
677	4112	RIGHT-OF-WAY	acre	2.9
0.	0.			
677	5004	NEIGHBORHOOD COMMERCIAL	acre	10.1
13250.	9378.			

677	6002	LOW RISE OFFICE	acre	6.0
1753.	1350.			
677		TOTAL		
15790.	11280.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1.	681	4113	COMMUNICATION OR UTILITY	acre 0.4
		1.		
6.	681	8003	FIELD CROPS	acre 55.7
		4.		
0.	681	9101	INACTIVE USE	acre 737.8
		0.		
7.	681		TOTAL	
		5.		
4026.	685	101	SINGLE FAMILY	du 330.0
		2810.		
1931.	685	102	MULTI-FAMILY	du 222.0
		1356.		
115.	685	2105	PUBLIC STORAGE	acre 4.1
		97.		
0.	685	4112	RIGHT-OF-WAY	acre 23.2
		0.		
15.	685	4113	COMMUNICATION OR UTILITY	acre 4.6
		11.		
2117.	685	6806	ELEMENTARY SCHOOL	site 1.0
		1183.		
0.	685	7607	RESIDENTIAL RECREATION	acre 0.5
		0.		
0.	685	9101	INACTIVE USE	acre 106.4
		0.		
8204.	685		TOTAL	
		5457.		
4233.	689	101	SINGLE FAMILY	du 347.0
		2955.		
0.	689	4112	RIGHT-OF-WAY	acre 24.2
		0.		
4196.	689	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site 1.0
		2578.		
2117.	689	6806	ELEMENTARY SCHOOL	site 1.0
		1183.		
0.	689	9101	INACTIVE USE	acre 46.1
		0.		
10547.	689		TOTAL	
		6716.		
4892.	690	101	SINGLE FAMILY	du 401.0
		3415.		

690	4112	RIGHT-OF-WAY	acre	39.8
0.	0.			
690	4113	COMMUNICATION OR UTILITY	acre	1.1
4.	3.			
690	7607	RESIDENTIAL RECREATION	acre	0.1
0.	0.			
690	9101	INACTIVE USE	acre	77.6
0.	0.			
690		TOTAL		
4896.	3417.			
691	102	MULTI-FAMILY	du	495.0
4306.	3023.			
691	4112	RIGHT-OF-WAY	acre	4.3
0.	0.			
691	9101	INACTIVE USE	acre	0.3
0.	0.			
691		TOTAL		
4306.	3023.			
693	101	SINGLE FAMILY	du	99.0
1208.	843.			
693	102	MULTI-FAMILY	du	407.0
3541.	2486.			
693	4112	RIGHT-OF-WAY	acre	20.0
0.	0.			
693	5009	OTHER COMMERCIAL	acre	0.9
107.	78.			
693	6002	LOW RISE OFFICE	acre	0.2
58.	45.			
693	6509	OTHER HEALTH CARE	acre	0.8
385.	286.			
693	7601	ACTIVE PARK	acre	0.9
60.	39.			
693	7607	RESIDENTIAL RECREATION	acre	0.1
0.	0.			
693	9101	INACTIVE USE	acre	84.6
0.	0.			
693	9702	MIXED USE 67% STREETFRONT	acre	1.6
1413.	1026.			
693		TOTAL		
6772.	4803.			
700	101	SINGLE FAMILY	du	169.0
2062.	1439.			
700	4112	RIGHT-OF-WAY	acre	10.2
0.	0.			
700	6102	CHURCH	acre	1.0
53.	41.			
700	8002	INTENSIVE AGRICULTURE	acre	2.8
1.	1.			
700	9101	INACTIVE USE	acre	3.1

0.	0.	
700		TOTAL
2115.	1480.	

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
703	101	SINGLE FAMILY	du	406.0
4953.	3457.			
703	4112	RIGHT-OF-WAY	acre	33.4
0.	0.			
703	9101	INACTIVE USE	acre	19.9
0.	0.			
703		TOTAL		
4953.	3457.			
706	101	SINGLE FAMILY	du	601.0
7332.	5118.			
706	102	MULTI-FAMILY	du	48.0
418.	293.			
706	4112	RIGHT-OF-WAY	acre	57.2
0.	0.			
706	4113	COMMUNICATION OR UTILITY	acre	1.4
4.	3.			
706	6102	CHURCH	acre	1.3
69.	53.			
706	6109	OTHER PUBLIC SERVICE	acre	0.9
356.	258.			
706	8002	INTENSIVE AGRICULTURE	acre	0.3
0.	0.			
706	9101	INACTIVE USE	acre	12.1
0.	0.			
706	9500	UNDER CONTRUCTION	acre	0.2
1.	1.			
706		TOTAL		
8180.	5726.			
713	101	SINGLE FAMILY	du	238.0
2904.	2027.			
713	4112	RIGHT-OF-WAY	acre	17.2
0.	0.			
713	9101	INACTIVE USE	acre	3.8
0.	0.			
713		TOTAL		
2904.	2027.			
717	101	SINGLE FAMILY	du	158.0
1928.	1345.			
717	4112	RIGHT-OF-WAY	acre	32.0
0.	0.			

0.	717	4114	PARKING	acre	1.2
		0.			
1110.	717	6002	LOW RISE OFFICE	acre	3.8
		855.			
2117.	717	6806	ELEMENTARY SCHOOL	site	1.0
		1183.			
1.	717	8002	INTENSIVE AGRICULTURE	acre	3.8
		1.			
0.	717	9101	INACTIVE USE	acre	2.1
		0.			
1.	717	9500	UNDER CONTRUCTION	acre	0.2
		1.			
5157.	717		TOTAL		
		3385.			
2794.	725	101	SINGLE FAMILY	du	229.0
		1950.			
2097.	725	102	MULTI-FAMILY	du	241.0
		1472.			
0.	725	4112	RIGHT-OF-WAY	acre	19.4
		0.			
2.	725	4113	COMMUNICATION OR UTILITY	acre	0.5
		1.			
0.	725	7607	RESIDENTIAL RECREATION	acre	0.4
		0.			
0.	725	9101	INACTIVE USE	acre	86.3
		0.			
4892.	725		TOTAL		
		3423.			
1891.	726	101	SINGLE FAMILY	du	155.0
		1320.			
2088.	726	102	MULTI-FAMILY	du	240.0
		1466.			
19.	726	1409	OTHER GROUP QUARTERS	acre	4.4
		14.			
0.	726	4112	RIGHT-OF-WAY	acre	10.5
		0.			
146.	726	6002	LOW RISE OFFICE	acre	0.5
		113.			
60.	726	6809	OTHER SCHOOL	acre	0.3
		49.			
0.	726	9101	INACTIVE USE	acre	0.2
		0.			
4204.	726		TOTAL		
		2961.			
512.	727	101	SINGLE FAMILY	du	42.0
		358.			
1375.	727	102	MULTI-FAMILY	du	158.0
		965.			
	727	1409	OTHER GROUP QUARTERS	acre	1.4

6.	727	4.	4112	RIGHT-OF-WAY	acre	16.8
0.		0.				

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
727	6804	SENIOR HIGH SCHOOL	site	1.0
5347.	2406.			
727	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	1.0
4196.	2578.			
727	7605	PASSIVE BEACH	acre	1.6
3.	2.			
727	9101	INACTIVE USE	acre	17.3
0.	0.			
727	9702	MIXED USE 67% STREETFRONT	acre	7.2
6229.	4522.			
727		TOTAL		
17670.	10835.			
732	101	SINGLE FAMILY	du	305.0
3721.	2597.			
732	4112	RIGHT-OF-WAY	acre	25.1
0.	0.			
732	6102	CHURCH	acre	2.9
153.	118.			
732	6804	SENIOR HIGH SCHOOL	site	1.0
5347.	2406.			
732	7210	OTHER RECREATION-HIGH	acre	2.0
117.	80.			
732	8002	INTENSIVE AGRICULTURE	acre	0.3
0.	0.			
732	8003	FIELD CROPS	acre	3.6
0.	0.			
732	9101	INACTIVE USE	acre	1.8
0.	0.			
732		TOTAL		
9339.	5201.			
735	101	SINGLE FAMILY	du	408.0
4978.	3474.			
735	102	MULTI-FAMILY	du	117.0
1018.	715.			
735	4112	RIGHT-OF-WAY	acre	22.4
0.	0.			
735	7601	ACTIVE PARK	acre	16.3
1084.	713.			
735	7607	RESIDENTIAL RECREATION	acre	0.6
0.	0.			
735	9101	INACTIVE USE	acre	28.2

0.	0.			
735		TOTAL		
7079.	4902.			
742	101	SINGLE FAMILY	du	23.0
281.	196.			
742	4112	RIGHT-OF-WAY	acre	23.9
0.	0.			
742	4114	PARKING	acre	1.0
0.	0.			
742	5008	SERVICE STATION	acre	0.6
2478.	1805.			
742	6002	LOW RISE OFFICE	acre	2.7
789.	608.			
742	6003	GOV'T OFFICE OR CENTER	acre	4.2
4402.	3308.			
742	6105	FIRE OR POLICE STATION	site	1.0
309.	228.			
742	6109	OTHER PUBLIC SERVICE	acre	0.8
317.	229.			
742	6509	OTHER HEALTH CARE	acre	1.2
578.	429.			
742	9101	INACTIVE USE	acre	1.1
0.	0.			
742		TOTAL		
9153.	6801.			
744	101	SINGLE FAMILY	du	8.0
98.	68.			
744	102	MULTI-FAMILY	du	244.0
2123.	1490.			
744	103	MOBILE HOME PARK	du	25.0
165.	109.			
744	4111	TRANSIT STATION	acre	0.3
84.	64.			
744	4112	RIGHT-OF-WAY	acre	17.4
0.	0.			
744	4113	COMMUNICATION OR UTILITY	acre	0.1
0.	0.			
744	5007	STREETFRONT COMMERCIAL	acre	1.8
2301.	1671.			
744	5009	OTHER COMMERCIAL	acre	10.6
1259.	917.			
744	6002	LOW RISE OFFICE	acre	1.7
497.	383.			
744	6102	CHURCH	acre	0.2
11.	8.			
744	9101	INACTIVE USE	acre	0.1
0.	0.			
744	9702	MIXED USE 67% STREETFRONT	acre	11.1
9521.	6912.			
744		TOTAL		

16058. 11623.

749 101 SINGLE FAMILY
4307. 3006.

du 353.0

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
0.	749	4112	RIGHT-OF-WAY	acre 36.7
309.	749	6105	FIRE OR POLICE STATION	site 1.0
0.	749	9101	INACTIVE USE	acre 37.6
4615.	749		TOTAL	
		3234.		
378.	752	101	SINGLE FAMILY	du 31.0
1879.	752	102	MULTI-FAMILY	du 216.0
1.	752	1409	OTHER GROUP QUARTERS	acre 0.2
0.	752	4112	RIGHT-OF-WAY	acre 6.5
3149.	752	5004	NEIGHBORHOOD COMMERCIAL	acre 2.4
2173.	752	5007	STREETFRONT COMMERCIAL	acre 1.7
71.	752	5009	OTHER COMMERCIAL	acre 0.6
1023.	752	6002	LOW RISE OFFICE	acre 3.5
1535.	752	6104	POST OFFICE	acre 1.4
193.	752	6509	OTHER HEALTH CARE	acre 0.4
0.	752	9101	INACTIVE USE	acre 1.1
6626.	752	9702	MIXED USE 67% STREETFRONT	acre 7.7
17027.	752		TOTAL	
		12250.		
268.	753	101	SINGLE FAMILY	du 22.0
1348.	753	102	MULTI-FAMILY	du 155.0
1647.	753	1501	LOW-RISE HOTEL OR MOTEL	acre 4.9
	753	4112	RIGHT-OF-WAY	acre 7.2

0.	0.			
753	5007	STREETFRONT COMMERCIAL	acre	2.3
2941.	2136.			
753	5008	SERVICE STATION	acre	1.3
5370.	3910.			
753	6002	LOW RISE OFFICE	acre	2.8
818.	630.			
753	6509	OTHER HEALTH CARE	acre	0.2
96.	71.			
753	9101	INACTIVE USE	acre	0.6
0.	0.			
753	9702	MIXED USE 67% STREETFRONT	acre	2.8
2421.	1758.			
753		TOTAL		
14910.	10653.			
756	101	SINGLE FAMILY	du	618.0
7540.	5263.			
756	4112	RIGHT-OF-WAY	acre	38.2
0.	0.			
756	9101	INACTIVE USE	acre	25.1
0.	0.			
756		TOTAL		
7540.	5263.			
757	101	SINGLE FAMILY	du	206.0
2513.	1754.			
757	102	MULTI-FAMILY	du	22.0
191.	134.			
757	4112	RIGHT-OF-WAY	acre	14.9
0.	0.			
757	6002	LOW RISE OFFICE	acre	0.8
234.	180.			
757	6102	CHURCH	acre	1.5
79.	61.			
757	6109	OTHER PUBLIC SERVICE	acre	1.2
475.	344.			
757	7601	ACTIVE PARK	acre	6.0
399.	263.			
757	9101	INACTIVE USE	acre	0.7
0.	0.			
757		TOTAL		
3892.	2736.			
759	101	SINGLE FAMILY	du	10.0
122.	85.			
759	102	MULTI-FAMILY	du	197.0
1714.	1203.			
759	1501	LOW-RISE HOTEL OR MOTEL	acre	0.5
168.	103.			
759	4112	RIGHT-OF-WAY	acre	7.5
0.	0.			

759	5004	NEIGHBORHOOD COMMERCIAL	acre	3.8
4985.	3528.			
759	5007	STREETFRONT COMMERCIAL	acre	0.1
128.	93.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
178.	759	5009	OTHER COMMERCIAL	acre 1.5
		130.		
58.	759	6002	LOW RISE OFFICE	acre 0.2
		45.		
346.	759	7601	ACTIVE PARK	acre 5.2
		228.		
0.	759	9101	INACTIVE USE	acre 0.2
		0.		
7194.	759	9702	MIXED USE 67% STREETFRONT	acre 8.4
		5223.		
14894.	759		TOTAL	
		10638.		
5697.	761	101	SINGLE FAMILY	du 467.0
		3977.		
0.	761	4112	RIGHT-OF-WAY	acre 32.3
		0.		
0.	761	9101	INACTIVE USE	acre 14.0
		0.		
5697.	761		TOTAL	
		3977.		
586.	764	101	SINGLE FAMILY	du 48.0
		409.		
1174.	764	102	MULTI-FAMILY	du 135.0
		825.		
14.	764	1409	OTHER GROUP QUARTERS	acre 3.2
		10.		
202.	764	1501	LOW-RISE HOTEL OR MOTEL	acre 0.6
		124.		
189.	764	1503	RESORT	acre 1.2
		116.		
0.	764	4112	RIGHT-OF-WAY	acre 9.9
		0.		
1023.	764	5007	STREETFRONT COMMERCIAL	acre 0.8
		743.		
584.	764	6002	LOW RISE OFFICE	acre 2.0
		450.		
148.	764	6102	CHURCH	acre 2.8
		114.		
140.	764	7601	ACTIVE PARK	acre 2.1
		92.		
	764	7605	PASSIVE BEACH	acre 6.4

13.	8.				
764	9101	INACTIVE USE	acre	0.6	
0.	0.				
764	9702	MIXED USE 67% STREETFRONT	acre	4.7	
4050.	2940.				
764		TOTAL			
8122.	5830.				
765	101	SINGLE FAMILY	du	2.0	
24.	17.				
765	102	MULTI-FAMILY	du	85.0	
739.	519.				
765	4112	RIGHT-OF-WAY	acre	2.0	
0.	0.				
765	4114	PARKING	acre	0.1	
0.	0.				
765	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1	
5379.	3807.				
765	5007	STREETFRONT COMMERCIAL	acre	0.2	
256.	186.				
765	5008	SERVICE STATION	acre	0.3	
1239.	902.				
765	6002	LOW RISE OFFICE	acre	0.6	
175.	135.				
765	6003	GOV'T OFFICE OR CENTER	acre	0.7	
734.	551.				
765	6102	CHURCH	acre	0.6	
32.	24.				
765	9101	INACTIVE USE	acre	0.1	
0.	0.				
765	9702	MIXED USE 67% STREETFRONT	acre	1.7	
1491.	1082.				
765		TOTAL			
10069.	7224.				
772	101	SINGLE FAMILY	du	11.0	
134.	94.				
772	102	MULTI-FAMILY	du	96.0	
835.	586.				
772	4112	RIGHT-OF-WAY	acre	7.7	
0.	0.				
772	4114	PARKING	acre	0.5	
0.	0.				
772	5007	STREETFRONT COMMERCIAL	acre	3.6	
4603.	3343.				
772	6002	LOW RISE OFFICE	acre	3.1	
906.	698.				
772	9101	INACTIVE USE	acre	0.1	
0.	0.				
772	9702	MIXED USE 67% STREETFRONT	acre	3.9	
3377.	2452.				
772		TOTAL			

9855. 7173.

773 101 SINGLE FAMILY
329. 230.

du 27.0

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
773	102	MULTI-FAMILY	du	326.0
2836.	1991.			
773	4112	RIGHT-OF-WAY	acre	5.6
0.	0.			
773	6002	LOW RISE OFFICE	acre	0.9
263.	203.			
773	6003	GOV'T OFFICE OR CENTER	acre	0.9
943.	709.			
773	6102	CHURCH	acre	2.9
153.	118.			
773		TOTAL		
4525.	3250.			
776	101	SINGLE FAMILY	du	160.0
1952.	1362.			
776	102	MULTI-FAMILY	du	20.0
174.	122.			
776	4112	RIGHT-OF-WAY	acre	13.6
0.	0.			
776	6102	CHURCH	acre	4.1
216.	166.			
776	6805	JUNIOR HIGH OR MIDDLE SCHOOL	site	2.0
8393.	5156.			
776	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
776	8002	INTENSIVE AGRICULTURE	acre	3.6
1.	1.			
776	9101	INACTIVE USE	acre	0.4
0.	0.			
776		TOTAL		
12854.	7991.			
779	101	SINGLE FAMILY	du	19.0
232.	162.			
779	102	MULTI-FAMILY	du	93.0
809.	568.			
779	4112	RIGHT-OF-WAY	acre	6.3
0.	0.			
779	4114	PARKING	acre	0.4
0.	0.			
779	5007	STREETFRONT COMMERCIAL	acre	3.0
3836.	2786.			
779	5009	OTHER COMMERCIAL	acre	0.7

83.	61.				
779	6002	LOW RISE OFFICE	acre	1.8	
526.	405.				
779	9101	INACTIVE USE	acre	0.1	
0.	0.				
779	9702	MIXED USE 67% STREETFRONT	acre	4.8	
4093.	2971.				
779		TOTAL			
9578.	6952.				
785	101	SINGLE FAMILY	du	108.0	
1318.	920.				
785	102	MULTI-FAMILY	du	116.0	
1009.	709.				
785	4112	RIGHT-OF-WAY	acre	12.8	
0.	0.				
785	5007	STREETFRONT COMMERCIAL	acre	1.5	
1918.	1393.				
785	5009	OTHER COMMERCIAL	acre	0.7	
83.	61.				
785	6102	CHURCH	acre	0.2	
11.	8.				
785	6109	OTHER PUBLIC SERVICE	acre	3.9	
1544.	1117.				
785	6809	OTHER SCHOOL	acre	0.3	
60.	49.				
785	7601	ACTIVE PARK	acre	7.1	
472.	311.				
785	9101	INACTIVE USE	acre	1.4	
0.	0.				
785		TOTAL			
6414.	4567.				
789	101	SINGLE FAMILY	du	183.0	
2233.	1558.				
789	4112	RIGHT-OF-WAY	acre	8.9	
0.	0.				
789	8002	INTENSIVE AGRICULTURE	acre	2.0	
1.	0.				
789	9101	INACTIVE USE	acre	3.8	
0.	0.				
789	9500	UNDER CONTRUCTION	acre	0.3	
2.	1.				
789		TOTAL			
2235.	1560.				
793	101	SINGLE FAMILY	du	12.0	
146.	102.				
793	102	MULTI-FAMILY	du	195.0	
1696.	1191.				
793	1501	LOW-RISE HOTEL OR MOTEL	acre	0.9	
302.	186.				

793	4112	RIGHT-OF-WAY	acre	6.4
0.	0.			
793	5007	STREETFRONT COMMERCIAL	acre	3.0
3836.	2786.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
793	6002	LOW RISE OFFICE	acre	0.7
205.	158.			
793	9702	MIXED USE 67% STREETFRONT	acre	2.3
1956.	1420.			
793		TOTAL		
8141.	5843.			
794	101	SINGLE FAMILY	du	12.0
146.	102.			
794	102	MULTI-FAMILY	du	91.0
792.	556.			
794	2105	PUBLIC STORAGE	acre	2.0
56.	47.			
794	4112	RIGHT-OF-WAY	acre	4.4
0.	0.			
794	4114	PARKING	acre	0.2
0.	0.			
794	4119	OTHER TRANSPORTATION	acre	1.3
141.	108.			
794	5009	OTHER COMMERCIAL	acre	2.4
285.	208.			
794	6002	LOW RISE OFFICE	acre	1.0
292.	225.			
794		TOTAL		
1713.	1246.			
797	101	SINGLE FAMILY	du	11.0
134.	94.			
797	102	MULTI-FAMILY	du	50.0
435.	305.			
797	1503	RESORT	acre	4.1
646.	398.			
797	4112	RIGHT-OF-WAY	acre	5.8
0.	0.			
797	7605	PASSIVE BEACH	acre	0.3
1.	0.			
797	9101	INACTIVE USE	acre	0.1
0.	0.			
797		TOTAL		
1216.	797.			
798	101	SINGLE FAMILY	du	48.0
586.	409.			

798	102	MULTI-FAMILY	du	43.0
374.	263.			
798	1501	LOW-RISE HOTEL OR MOTEL	acre	3.0
1008.	621.			
798	4112	RIGHT-OF-WAY	acre	15.6
0.	0.			
798	5004	NEIGHBORHOOD COMMERCIAL	acre	0.8
1050.	743.			
798	5008	SERVICE STATION	acre	0.6
2478.	1805.			
798	6002	LOW RISE OFFICE	acre	0.4
117.	90.			
798	6102	CHURCH	acre	7.3
385.	296.			
798	6809	OTHER SCHOOL	acre	1.4
279.	231.			
798	9101	INACTIVE USE	acre	0.2
0.	0.			
798	9500	UNDER CONTRUCTION	acre	0.3
2.	1.			
798		TOTAL		
6279.	4458.			
799	101	SINGLE FAMILY	du	97.0
1183.	826.			
799	102	MULTI-FAMILY	du	152.0
1322.	928.			
799	1409	OTHER GROUP QUARTERS	acre	0.9
4.	3.			
799	4112	RIGHT-OF-WAY	acre	10.2
0.	0.			
799	5008	SERVICE STATION	acre	0.9
3717.	2707.			
799	5009	OTHER COMMERCIAL	acre	1.8
214.	156.			
799	9101	INACTIVE USE	acre	0.4
0.	0.			
799		TOTAL		
6441.	4620.			
800	101	SINGLE FAMILY	du	44.0
537.	375.			
800	102	MULTI-FAMILY	du	474.0
4124.	2895.			
800	4112	RIGHT-OF-WAY	acre	4.1
0.	0.			
800	8003	FIELD CROPS	acre	109.2
11.	8.			
800	9101	INACTIVE USE	acre	227.1
0.	0.			
800		TOTAL		
4672.	3278.			

801 101 SINGLE FAMILY
2538. 1771.

du 208.0

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
801	102	MULTI-FAMILY	du	610.0
5307.	3726.			
801	4112	RIGHT-OF-WAY	acre	22.9
0.	0.			
801	6003	GOV'T OFFICE OR CENTER	acre	8.1
8532.	6411.			
801	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
801	6809	OTHER SCHOOL	acre	0.2
40.	33.			
801	7601	ACTIVE PARK	acre	2.7
180.	118.			
801	9101	INACTIVE USE	acre	0.4
0.	0.			
801		TOTAL		
18713.	13242.			
802	101	SINGLE FAMILY	du	154.0
1879.	1311.			
802	4113	COMMUNICATION OR UTILITY	acre	12.1
39.	30.			
802	8003	FIELD CROPS	acre	141.3
14.	11.			
802	9101	INACTIVE USE	acre	300.5
0.	0.			
802		TOTAL		
1932.	1353.			
803	101	SINGLE FAMILY	du	44.0
537.	375.			
803	102	MULTI-FAMILY	du	213.0
1853.	1301.			
803	4114	PARKING	acre	2.5
0.	0.			
803	7607	RESIDENTIAL RECREATION	acre	4.5
0.	0.			
803	8003	FIELD CROPS	acre	107.8
11.	8.			
803	9101	INACTIVE USE	acre	243.7
0.	0.			
803		TOTAL		
2401.	1684.			

805	101	SINGLE FAMILY	du	56.0
683.	477.			
805	102	MULTI-FAMILY	du	269.0
2340.	1643.			
805	1501	LOW-RISE HOTEL OR MOTEL	acre	0.2
67.	41.			
805	1503	RESORT	acre	1.6
252.	155.			
805	4112	RIGHT-OF-WAY	acre	8.3
0.	0.			
805	9101	INACTIVE USE	acre	0.4
0.	0.			
805		TOTAL		
3343.	2316.			
813	101	SINGLE FAMILY	du	234.0
2855.	1993.			
813	102	MULTI-FAMILY	du	365.0
3175.	2229.			
813	4112	RIGHT-OF-WAY	acre	26.5
0.	0.			
813	5007	STREETFRONT COMMERCIAL	acre	0.3
384.	279.			
813	7605	PASSIVE BEACH	unique	0.0
24691.	15946.			
813	9101	INACTIVE USE	acre	11.5
0.	0.			
813	9500	UNDER CONTRUCTION	acre	0.1
1.	0.			
813		TOTAL		
31106.	20447.			
814	101	SINGLE FAMILY	du	332.0
4050.	2827.			
814	102	MULTI-FAMILY	du	164.0
1427.	1002.			
814	4112	RIGHT-OF-WAY	acre	24.3
0.	0.			
814	9101	INACTIVE USE	acre	10.6
0.	0.			
814		TOTAL		
5477.	3829.			
817	101	SINGLE FAMILY	du	244.0
2977.	2078.			
817	4112	RIGHT-OF-WAY	acre	18.9
0.	0.			
817	4113	COMMUNICATION OR UTILITY	acre	0.9
3.	2.			
817		TOTAL		
2980.	2080.			

822	101	SINGLE FAMILY	du	107.0
1305.	911.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
822	102	MULTI-FAMILY	du	587.0
5107.	3585.			
822	4112	RIGHT-OF-WAY	acre	6.6
0.	0.			
822	4114	PARKING	acre	0.5
0.	0.			
822	9101	INACTIVE USE	acre	0.2
0.	0.			
822		TOTAL		
6412.	4496.			
825	103	MOBILE HOME PARK	du	595.0
3927.	2604.			
825	4112	RIGHT-OF-WAY	acre	15.6
0.	0.			
825	7607	RESIDENTIAL RECREATION	acre	7.1
0.	0.			
825	9101	INACTIVE USE	acre	13.9
0.	0.			
825		TOTAL		
3927.	2604.			
826	101	SINGLE FAMILY	du	341.0
4160.	2904.			
826	4112	RIGHT-OF-WAY	acre	15.8
0.	0.			
826	9101	INACTIVE USE	acre	33.4
0.	0.			
826		TOTAL		
4160.	2904.			
828	101	SINGLE FAMILY	du	26.0
317.	221.			
828	102	MULTI-FAMILY	du	187.0
1627.	1142.			
828	4112	RIGHT-OF-WAY	acre	25.4
0.	0.			
828	5004	NEIGHBORHOOD COMMERCIAL	acre	4.5
5904.	4178.			
828	5008	SERVICE STATION	acre	0.4
1652.	1203.			
828		TOTAL		
9500.	6745.			

838	101	SINGLE FAMILY	du	22.0
268.	187.			
838	103	MOBILE HOME PARK	du	211.0
1393.	924.			
838	4112	RIGHT-OF-WAY	acre	11.0
0.	0.			
838	5004	NEIGHBORHOOD COMMERCIAL	acre	7.0
9196.	6509.			
838	8003	FIELD CROPS	acre	18.5
2.	1.			
838	9101	INACTIVE USE	acre	6.1
0.	0.			
838		TOTAL		
10859.	7621.			
841	101	SINGLE FAMILY	du	135.0
1647.	1150.			
841	102	MULTI-FAMILY	du	366.0
3184.	2235.			
841	4112	RIGHT-OF-WAY	acre	26.6
0.	0.			
841	5008	SERVICE STATION	acre	0.4
1652.	1203.			
841	7604	ACTIVE BEACH	acre	3.9
14.	9.			
841	9101	INACTIVE USE	acre	22.5
0.	0.			
841		TOTAL		
6497.	4597.			
843	101	SINGLE FAMILY	du	327.0
3989.	2785.			
843	102	MULTI-FAMILY	du	233.0
2027.	1423.			
843	4112	RIGHT-OF-WAY	acre	26.7
0.	0.			
843	4114	PARKING	acre	0.1
0.	0.			
843	5007	STREETFRONT COMMERCIAL	acre	1.0
1278.	929.			
843	9101	INACTIVE USE	acre	30.6
0.	0.			
843		TOTAL		
7295.	5136.			
848	101	SINGLE FAMILY	du	430.0
5246.	3662.			
848	4112	RIGHT-OF-WAY	acre	32.5
0.	0.			
848	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			

848	7601	ACTIVE PARK	acre	4.2
279.	184.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
848	9101	INACTIVE USE	acre	234.2
0.	0.			
848		TOTAL		
7642.	5029.			
857	101	SINGLE FAMILY	du	3.0
37.	26.			
857	102	MULTI-FAMILY	du	250.0
2175.	1527.			
857	4112	RIGHT-OF-WAY	acre	2.6
0.	0.			
857	5004	NEIGHBORHOOD COMMERCIAL	acre	6.0
7871.	5571.			
857	7204	GOLF COURSE	acre	31.0
0.	0.			
857	8002	INTENSIVE AGRICULTURE	acre	9.8
3.	2.			
857	9101	INACTIVE USE	acre	18.4
0.	0.			
857		TOTAL		
10086.	7126.			
862	101	SINGLE FAMILY	du	367.0
4477.	3125.			
862	103	MOBILE HOME PARK	du	111.0
733.	486.			
862	4112	RIGHT-OF-WAY	acre	50.3
0.	0.			
862	7607	RESIDENTIAL RECREATION	acre	2.1
0.	0.			
862	9101	INACTIVE USE	acre	101.5
0.	0.			
862		TOTAL		
5210.	3611.			
868	4112	RIGHT-OF-WAY	acre	32.8
0.	0.			
868	5002	REGIONAL COMMERCIAL	acre	41.7
30120.	21277.			
868	8002	INTENSIVE AGRICULTURE	acre	49.2
15.	12.			
868	9101	INACTIVE USE	acre	395.5
0.	0.			

868		TOTAL		
30135.	21289.			
870	101	SINGLE FAMILY	du	40.0
488.	341.			
870	8003	FIELD CROPS	acre	32.2
3.	3.			
870	9101	INACTIVE USE	acre	13.4
0.	0.			
870		TOTAL		
491.	343.			
883	4112	RIGHT-OF-WAY	acre	6.6
0.	0.			
883	6109	OTHER PUBLIC SERVICE	acre	2.6
1029.	744.			
883	9101	INACTIVE USE	acre	5.2
0.	0.			
883		TOTAL		
1029.	744.			
884	101	SINGLE FAMILY	du	207.0
2525.	1763.			
884	102	MULTI-FAMILY	du	50.0
435.	305.			
884	1409	OTHER GROUP QUARTERS	acre	1.6
7.	5.			
884	4112	RIGHT-OF-WAY	acre	16.0
0.	0.			
884	9101	INACTIVE USE	acre	25.4
0.	0.			
884		TOTAL		
2967.	2073.			
889	1501	LOW-RISE HOTEL OR MOTEL	acre	5.3
1781.	1097.			
889	4112	RIGHT-OF-WAY	acre	19.8
0.	0.			
889	4113	COMMUNICATION OR UTILITY	acre	123.3
395.	308.			
889	5007	STREETFRONT COMMERCIAL	acre	0.6
767.	557.			
889	5008	SERVICE STATION	acre	0.7
2891.	2105.			
889	5009	OTHER COMMERCIAL	acre	46.6
5536.	4031.			
889	6003	GOV'T OFFICE OR CENTER	acre	5.7
5975.	4489.			
889	7601	ACTIVE PARK	acre	2.2
146.	96.			
889	7605	PASSIVE BEACH	unique	0.0
6173.	3986.			

889	9101	INACTIVE USE	acre	55.4
0.	0.			
889		TOTAL		
23664.	16670.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
892	101	SINGLE FAMILY	du	163.0
1989.	1388.			
892	102	MULTI-FAMILY	du	451.0
3924.	2755.			
892	4112	RIGHT-OF-WAY	acre	16.9
0.	0.			
892	6809	OTHER SCHOOL	acre	2.6
519.	428.			
892	9101	INACTIVE USE	acre	190.1
0.	0.			
892		TOTAL		
6431.	4571.			
897	4113	COMMUNICATION OR UTILITY	acre	6.2
20.	15.			
897	4119	OTHER TRANSPORTATION	acre	9.0
976.	747.			
897	6105	FIRE OR POLICE STATION	site	1.0
309.	228.			
897	7601	ACTIVE PARK	acre	5.5
366.	241.			
897	8003	FIELD CROPS	acre	16.2
2.	1.			
897	9101	INACTIVE USE	acre	193.0
0.	0.			
897		TOTAL		
1672.	1232.			
898	2101	INDUSTRIAL PARK	acre	119.9
21127.	17552.			
898	4112	RIGHT-OF-WAY	acre	3.3
0.	0.			
898	6002	LOW RISE OFFICE	acre	31.5
9204.	7088.			
898	9101	INACTIVE USE	acre	258.1
0.	0.			
898		TOTAL		
30331.	24640.			
916	2101	INDUSTRIAL PARK	acre	49.5
8722.	7246.			
916	4112	RIGHT-OF-WAY	acre	20.7
0.	0.			

916	6002	LOW RISE OFFICE	acre	16.1
4704.	3623.			
916	9101	INACTIVE USE	acre	49.4
0.	0.			
916	9500	UNDER CONTRUCTION	acre	3.5
21.	16.			
916		TOTAL		
13447.	10885.			
917	101	SINGLE FAMILY	du	1.0
12.	9.			
917	2101	INDUSTRIAL PARK	acre	118.2
20827.	17302.			
917	2104	WAREHOUSING	acre	8.0
450.	377.			
917	4112	RIGHT-OF-WAY	acre	9.8
0.	0.			
917	4114	PARKING	acre	5.0
0.	0.			
917	6002	LOW RISE OFFICE	acre	1.0
292.	225.			
917	9101	INACTIVE USE	acre	28.4
0.	0.			
917		TOTAL		
21581.	17913.			
930	2101	INDUSTRIAL PARK	acre	42.6
7506.	6236.			
930	4112	RIGHT-OF-WAY	acre	1.9
0.	0.			
930	7210	OTHER RECREATION-HIGH	acre	8.9
522.	357.			
930	7601	ACTIVE PARK	acre	12.3
818.	538.			
930	9101	INACTIVE USE	acre	3.7
0.	0.			
930		TOTAL		
8846.	7131.			
934	102	MULTI-FAMILY	du	456.0
3967.	2785.			
934		TOTAL		
3967.	2785.			
942	2101	INDUSTRIAL PARK	acre	46.6
8211.	6821.			
942	4112	RIGHT-OF-WAY	acre	13.0
0.	0.			
942	5008	SERVICE STATION	acre	5.6
23131.	16842.			
942	6002	LOW RISE OFFICE	acre	7.9
2308.	1778.			

942	6003	GOV'T OFFICE OR CENTER	acre	5.0
5241.	3938.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
942	9101	INACTIVE USE	acre	46.9
0.	0.			
942		TOTAL		
38891.	29379.			
948	2101	INDUSTRIAL PARK	acre	41.5
7312.	6075.			
948	4112	RIGHT-OF-WAY	acre	1.6
0.	0.			
948	9101	INACTIVE USE	acre	106.1
0.	0.			
948		TOTAL		
7312.	6075.			
951	4112	RIGHT-OF-WAY	acre	16.3
0.	0.			
951	7204	GOLF COURSE	acre	262.0
0.	0.			
951	7205	GOLF CLUB HOUSE	site	1.0
708.	483.			
951	9101	INACTIVE USE	acre	20.8
0.	0.			
951		TOTAL		
708.	483.			
962	102	MULTI-FAMILY	du	153.0
1331.	935.			
962	2101	INDUSTRIAL PARK	acre	6.1
1075.	893.			
962	4112	RIGHT-OF-WAY	acre	18.4
0.	0.			
962	4113	COMMUNICATION OR UTILITY	acre	0.6
2.	1.			
962	9101	INACTIVE USE	acre	32.4
0.	0.			
962		TOTAL		
2408.	1829.			
964	1501	LOW-RISE HOTEL OR MOTEL	acre	3.5
1176.	724.			
964	2101	INDUSTRIAL PARK	acre	97.4
17162.	14258.			
964	4112	RIGHT-OF-WAY	acre	9.5

0.	0.				
964	4114	PARKING	acre	10.9	
0.	0.				
964	6002	LOW RISE OFFICE	acre	27.2	
7948.	6120.				
964	9101	INACTIVE USE	acre	5.1	
0.	0.				
964		TOTAL			
26286.	21102.				
981	2101	INDUSTRIAL PARK	acre	21.1	
3718.	3089.				
981	4112	RIGHT-OF-WAY	acre	12.1	
0.	0.				
981	9101	INACTIVE USE	acre	61.0	
0.	0.				
981		TOTAL			
3718.	3089.				
984	4112	RIGHT-OF-WAY	acre	32.2	
0.	0.				
984	5006	AUTO COMMERCIAL	acre	70.8	
31563.	22358.				
984	9101	INACTIVE USE	acre	2.9	
0.	0.				
984		TOTAL			
31563.	22358.				
989	2101	INDUSTRIAL PARK	acre	80.3	
14149.	11755.				
989	2103	LIGHT INDUSTRY	acre	4.7	
403.	333.				
989	4112	RIGHT-OF-WAY	acre	12.3	
0.	0.				
989	6002	LOW RISE OFFICE	acre	8.1	
2367.	1823.				
989	7204	GOLF COURSE	acre	13.6	
0.	0.				
989	9101	INACTIVE USE	acre	8.9	
0.	0.				
989		TOTAL			
16918.	13910.				
990	4112	RIGHT-OF-WAY	acre	9.6	
0.	0.				
990	6002	LOW RISE OFFICE	acre	20.9	
6107.	4703.				
990	8002	INTENSIVE AGRICULTURE	acre	7.8	
2.	2.				
990	9101	INACTIVE USE	acre	45.6	
0.	0.				
990		TOTAL			

6109. 4705.

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
993	2101	INDUSTRIAL PARK	acre	19.4
3418.	2840.			
993	4112	RIGHT-OF-WAY	acre	2.0
0.	0.			
993	4114	PARKING	acre	3.0
0.	0.			
993	6002	LOW RISE OFFICE	acre	1.2
351.	270.			
993		TOTAL		
3769.	3110.			
994	101	SINGLE FAMILY	du	1.0
12.	9.			
994	2101	INDUSTRIAL PARK	acre	15.6
2749.	2284.			
994	4112	RIGHT-OF-WAY	acre	2.8
0.	0.			
994	4114	PARKING	acre	4.6
0.	0.			
994		TOTAL		
2761.	2292.			
995	2101	INDUSTRIAL PARK	acre	28.5
5022.	4172.			
995	4112	RIGHT-OF-WAY	acre	14.0
0.	0.			
995	4114	PARKING	acre	6.4
0.	0.			
995	6002	LOW RISE OFFICE	acre	23.0
6721.	5175.			
995		TOTAL		
11742.	9347.			
996	4112	RIGHT-OF-WAY	acre	6.4
0.	0.			
996	4113	COMMUNICATION OR UTILITY	acre	0.4
1.	1.			
996	4114	PARKING	acre	1.1
0.	0.			
996	9101	INACTIVE USE	acre	60.8
0.	0.			
996	9500	UNDER CONTRUCTION	acre	14.7
87.	68.			

996		TOTAL		
88.	69.			
997	1501	LOW-RISE HOTEL OR MOTEL	acre	2.9
975.	600.			
997	2101	INDUSTRIAL PARK	acre	39.2
6907.	5738.			
997	4112	RIGHT-OF-WAY	acre	56.7
0.	0.			
997	4114	PARKING	acre	7.8
0.	0.			
997	5001	WHOLESALE TRADE	acre	4.7
204.	145.			
997	5007	STREETFRONT COMMERCIAL	acre	1.1
1406.	1021.			
997	6002	LOW RISE OFFICE	acre	6.8
1987.	1530.			
997		TOTAL		
11479.	9034.			
998	101	SINGLE FAMILY	du	260.0
3172.	2214.			
998	102	MULTI-FAMILY	du	2.0
17.	12.			
998	4112	RIGHT-OF-WAY	acre	21.0
0.	0.			
998	7605	PASSIVE BEACH	acre	8.1
16.	10.			
998	9101	INACTIVE USE	acre	30.6
0.	0.			
998		TOTAL		
3206.	2237.			
1001	2101	INDUSTRIAL PARK	acre	34.2
6026.	5006.			
1001	9101	INACTIVE USE	acre	3.2
0.	0.			
1001		TOTAL		
6026.	5006.			
1005	2101	INDUSTRIAL PARK	acre	14.4
2537.	2108.			
1005	4112	RIGHT-OF-WAY	acre	4.7
0.	0.			
1005	6002	LOW RISE OFFICE	acre	5.8
1695.	1305.			
1005	9101	INACTIVE USE	acre	7.8
0.	0.			
1005		TOTAL		
4232.	3413.			
1007	2101	INDUSTRIAL PARK	acre	36.0

6343. 5270.

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1007	4112	RIGHT-OF-WAY	acre	2.1
0.	0.			
1007	4114	PARKING	acre	3.3
0.	0.			
1007		TOTAL		
6343.	5270.			
1017	2101	INDUSTRIAL PARK	acre	66.2
11664.	9691.			
1017	4112	RIGHT-OF-WAY	acre	8.1
0.	0.			
1017	9101	INACTIVE USE	acre	38.4
0.	0.			
1017		TOTAL		
11664.	9691.			
1019	2101	INDUSTRIAL PARK	acre	24.1
4246.	3528.			
1019	4112	RIGHT-OF-WAY	acre	5.9
0.	0.			
1019	9101	INACTIVE USE	acre	2.0
0.	0.			
1019		TOTAL		
4246.	3528.			
1023	4112	RIGHT-OF-WAY	acre	10.1
0.	0.			
1023	6002	LOW RISE OFFICE	acre	40.0
11688.	9001.			
1023		TOTAL		
11688.	9001.			
1030	2101	INDUSTRIAL PARK	acre	14.0
2467.	2049.			
1030	9500	UNDER CONTRUCTION	acre	13.1
77.	61.			
1030		TOTAL		
2544.	2110.			
1037	4101	COMMERCIAL AIRPORT	unique	0.0
7100.	4594.			
1037	4103	GENERAL AVIATION AIRPORT	acre	220.6
1346.	1035.			

1037	4112	RIGHT-OF-WAY	acre	11.1
0.	0.			
1037	7204	GOLF COURSE	acre	2.5
0.	0.			
1037	9101	INACTIVE USE	acre	2.8
0.	0.			
1037		TOTAL		
8446.	5629.			
1039	101	SINGLE FAMILY	du	546.0
6661.	4650.			
1039	102	MULTI-FAMILY	du	409.0
3558.	2498.			
1039	4112	RIGHT-OF-WAY	acre	47.6
0.	0.			
1039	9101	INACTIVE USE	acre	48.0
0.	0.			
1039		TOTAL		
10219.	7148.			
1043	4112	RIGHT-OF-WAY	acre	3.8
0.	0.			
1043	7201	TOURIST ATTRACTION	unique	0.0
11382.	7373.			
1043	7210	OTHER RECREATION-HIGH	acre	128.4
7537.	5145.			
1043		TOTAL		
18919.	12518.			
1044	2101	INDUSTRIAL PARK	acre	25.4
4475.	3718.			
1044	4112	RIGHT-OF-WAY	acre	6.2
0.	0.			
1044	9101	INACTIVE USE	acre	50.6
0.	0.			
1044		TOTAL		
4475.	3718.			
1046	2101	INDUSTRIAL PARK	acre	7.6
1339.	1113.			
1046	2103	LIGHT INDUSTRY	acre	2.9
249.	206.			
1046	4112	RIGHT-OF-WAY	acre	17.3
0.	0.			
1046	4119	OTHER TRANSPORTATION	acre	4.8
520.	398.			
1046	6002	LOW RISE OFFICE	acre	8.6
2513.	1935.			
1046	7204	GOLF COURSE	acre	109.7
0.	0.			
1046	9101	INACTIVE USE	acre	16.1
0.	0.			

1046	TOTAL
4621.	3652.

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1047	2101	INDUSTRIAL PARK	acre	39.8
7013.	5826.			
1047	4112	RIGHT-OF-WAY	acre	10.2
0.	0.			
1047	9101	INACTIVE USE	acre	33.0
0.	0.			
1047	9500	UNDER CONTRUCTION	acre	12.3
73.	57.			
1047		TOTAL		
7085.	5883.			
1051	2101	INDUSTRIAL PARK	acre	11.0
1938.	1610.			
1051	4112	RIGHT-OF-WAY	acre	10.9
0.	0.			
1051	4114	PARKING	acre	6.6
0.	0.			
1051	9101	INACTIVE USE	acre	9.4
0.	0.			
1051	9500	UNDER CONTRUCTION	acre	6.8
40.	31.			
1051		TOTAL		
1978.	1642.			
1053	1503	RESORT	acre	11.1
1749.	1076.			
1053	4112	RIGHT-OF-WAY	acre	5.2
0.	0.			
1053	5005	SPECIALTY COMMERCIAL	acre	38.2
47101.	33337.			
1053	5007	STREETFRONT COMMERCIAL	acre	2.6
3324.	2414.			
1053	8002	INTENSIVE AGRICULTURE	acre	53.7
16.	13.			
1053	9101	INACTIVE USE	acre	7.5
0.	0.			
1053		TOTAL		
52190.	36841.			
1054	1501	LOW-RISE HOTEL OR MOTEL	acre	4.5
1512.	931.			
1054	1503	RESORT	acre	15.1
2380.	1464.			

1054	2101	INDUSTRIAL PARK	acre	60.0
10565.	8777.			
1054	2103	LIGHT INDUSTRY	acre	14.5
1243.	1028.			
1054	2105	PUBLIC STORAGE	acre	3.1
87.	73.			
1054	4112	RIGHT-OF-WAY	acre	9.3
0.	0.			
1054	4114	PARKING	acre	4.8
0.	0.			
1054	6109	OTHER PUBLIC SERVICE	acre	4.8
1900.	1374.			
1054		TOTAL		
17687.	13647.			
1062	4112	RIGHT-OF-WAY	acre	11.2
0.	0.			
1062	6804	SENIOR HIGH SCHOOL	site	1.0
5347.	2406.			
1062	9101	INACTIVE USE	acre	124.7
0.	0.			
1062		TOTAL		
5347.	2406.			
1063	101	SINGLE FAMILY	du	137.0
1671.	1167.			
1063	4112	RIGHT-OF-WAY	acre	22.7
0.	0.			
1063	9101	INACTIVE USE	acre	27.5
0.	0.			
1063	9500	UNDER CONTRUCTION	acre	0.3
2.	1.			
1063		TOTAL		
1673.	1168.			
1068	101	SINGLE FAMILY	du	524.0
6393.	4462.			
1068	102	MULTI-FAMILY	du	120.0
1044.	733.			
1068	4112	RIGHT-OF-WAY	acre	65.3
0.	0.			
1068	4114	PARKING	acre	0.4
0.	0.			
1068	7607	RESIDENTIAL RECREATION	acre	7.8
0.	0.			
1068	9101	INACTIVE USE	acre	84.6
0.	0.			
1068	9500	UNDER CONTRUCTION	acre	3.7
22.	17.			
1068		TOTAL		
7459.	5212.			

1075	101	SINGLE FAMILY	du	106.0
1293.	903.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1075	102	MULTI-FAMILY	du	84.0
731.	513.			
1075	4112	RIGHT-OF-WAY	acre	16.9
0.	0.			
1075	9101	INACTIVE USE	acre	73.7
0.	0.			
1075		TOTAL		
2024.	1416.			
1079	101	SINGLE FAMILY	du	1.0
12.	9.			
1079	1503	RESORT	acre	9.0
1418.	873.			
1079	5007	STREETFRONT COMMERCIAL	acre	1.5
1918.	1393.			
1079		TOTAL		
3348.	2274.			
1085	1501	LOW-RISE HOTEL OR MOTEL	acre	3.9
1311.	807.			
1085	2101	INDUSTRIAL PARK	acre	73.2
12898.	10715.			
1085	4112	RIGHT-OF-WAY	acre	28.4
0.	0.			
1085	4113	COMMUNICATION OR UTILITY	acre	3.3
11.	8.			
1085	4114	PARKING	acre	10.2
0.	0.			
1085	6002	LOW RISE OFFICE	acre	23.3
6808.	5243.			
1085	9101	INACTIVE USE	acre	10.5
0.	0.			
1085	9500	UNDER CONTRUCTION	acre	3.9
23.	18.			
1085		TOTAL		
21050.	16791.			
1087	103	MOBILE HOME PARK	du	93.0
614.	407.			
1087	1501	LOW-RISE HOTEL OR MOTEL	acre	5.4
1815.	1117.			
1087	1503	RESORT	acre	3.5
552.	339.			

1087	4112	RIGHT-OF-WAY	acre	43.8
0.	0.			
1087	7210	OTHER RECREATION-HIGH	acre	8.5
499.	341.			
1087	7605	PASSIVE BEACH	acre	13.7
27.	18.			
1087	9101	INACTIVE USE	acre	11.7
0.	0.			
1087		TOTAL		
3507.	2222.			
1091	101	SINGLE FAMILY	du	5.0
61.	43.			
1091	102	MULTI-FAMILY	du	57.0
496.	348.			
1091	2101	INDUSTRIAL PARK	acre	4.9
863.	717.			
1091	4112	RIGHT-OF-WAY	acre	11.3
0.	0.			
1091	4114	PARKING	acre	0.7
0.	0.			
1091	6002	LOW RISE OFFICE	acre	1.3
380.	293.			
1091	7601	ACTIVE PARK	acre	32.1
2135.	1405.			
1091	9101	INACTIVE USE	acre	173.6
0.	0.			
1091	9500	UNDER CONTRUCTION	acre	2.0
12.	9.			
1091		TOTAL		
3947.	2814.			
1093	2101	INDUSTRIAL PARK	acre	63.9
11259.	9354.			
1093	2105	PUBLIC STORAGE	acre	4.3
121.	101.			
1093	4112	RIGHT-OF-WAY	acre	9.9
0.	0.			
1093	4114	PARKING	acre	11.1
0.	0.			
1093	6002	LOW RISE OFFICE	acre	11.4
3331.	2565.			
1093		TOTAL		
14711.	12020.			
1100	4112	RIGHT-OF-WAY	acre	4.2
0.	0.			
1100	6002	LOW RISE OFFICE	acre	16.2
4734.	3645.			
1100	9101	INACTIVE USE	acre	3.0
0.	0.			
1100		TOTAL		

4734. 3645.

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1101	2101	INDUSTRIAL PARK	acre	8.6
1515.	1259.			
1101	4112	RIGHT-OF-WAY	acre	10.1
0.	0.			
1101	6002	LOW RISE OFFICE	acre	4.7
1373.	1058.			
1101	9101	INACTIVE USE	acre	14.4
0.	0.			
1101		TOTAL		
2889.	2316.			
1108	4112	RIGHT-OF-WAY	acre	4.8
0.	0.			
1108	6002	LOW RISE OFFICE	acre	18.6
5435.	4185.			
1108	9101	INACTIVE USE	acre	24.0
0.	0.			
1108		TOTAL		
5435.	4185.			
1111	2101	INDUSTRIAL PARK	acre	50.3
8863.	7363.			
1111	4112	RIGHT-OF-WAY	acre	8.2
0.	0.			
1111	6807	SCHOOL DISTRICT OFFICE	acre	6.3
1578.	1210.			
1111		TOTAL		
10441.	8573.			
1115	102	MULTI-FAMILY	du	209.0
1818.	1277.			
1115	4112	RIGHT-OF-WAY	acre	4.5
0.	0.			
1115	9101	INACTIVE USE	acre	9.2
0.	0.			
1115		TOTAL		
1818.	1277.			
1118	101	SINGLE FAMILY	du	623.0
7601.	5305.			
1118	102	MULTI-FAMILY	du	407.0
3541.	2486.			
1118	2104	WAREHOUSING	acre	7.0

393.	330.			
1118	4112	RIGHT-OF-WAY	acre	41.2
0.	0.			
1118	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1118	6809	OTHER SCHOOL	acre	1.2
239.	198.			
1118	7607	RESIDENTIAL RECREATION	acre	0.2
0.	0.			
1118	9101	INACTIVE USE	acre	21.8
0.	0.			
1118		TOTAL		
13891.	9502.			
1121	101	SINGLE FAMILY	du	21.0
256.	179.			
1121	4112	RIGHT-OF-WAY	acre	22.8
0.	0.			
1121	6109	OTHER PUBLIC SERVICE	acre	0.7
277.	200.			
1121	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1121	9101	INACTIVE USE	acre	62.1
0.	0.			
1121		TOTAL		
2650.	1562.			
1124	102	MULTI-FAMILY	du	175.0
1522.	1069.			
1124	4112	RIGHT-OF-WAY	acre	23.4
0.	0.			
1124	4113	COMMUNICATION OR UTILITY	acre	31.4
100.	78.			
1124	4114	PARKING	acre	1.0
0.	0.			
1124	5003	COMMUNITY COMMERCIAL	acre	2.0
1641.	1162.			
1124	5008	SERVICE STATION	acre	0.9
3717.	2707.			
1124	6109	OTHER PUBLIC SERVICE	acre	14.0
5543.	4009.			
1124	9101	INACTIVE USE	acre	29.9
0.	0.			
1124		TOTAL		
12524.	9024.			
1125	101	SINGLE FAMILY	du	4.0
49.	34.			
1125	4112	RIGHT-OF-WAY	acre	2.0
0.	0.			
1125	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			

1125	6809	OTHER SCHOOL	acre	1.3
259.	214.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1125	7601	ACTIVE PARK	acre	10.5
698.	459.			
1125	7607	RESIDENTIAL RECREATION	acre	1.0
0.	0.			
1125	9101	INACTIVE USE	acre	16.6
0.	0.			
1125		TOTAL		
3124.	1891.			
1126	101	SINGLE FAMILY	du	379.0
4624.	3227.			
1126	4112	RIGHT-OF-WAY	acre	25.8
0.	0.			
1126	6102	CHURCH	acre	12.9
681.	523.			
1126	7607	RESIDENTIAL RECREATION	acre	2.1
0.	0.			
1126	9101	INACTIVE USE	acre	114.1
0.	0.			
1126	9500	UNDER CONTRUCTION	acre	3.1
18.	14.			
1126		TOTAL		
5323.	3765.			
1127	1501	LOW-RISE HOTEL OR MOTEL	acre	2.4
807.	497.			
1127	2104	WAREHOUSING	acre	1.1
62.	52.			
1127	2105	PUBLIC STORAGE	acre	3.4
96.	80.			
1127	4112	RIGHT-OF-WAY	acre	30.8
0.	0.			
1127	4114	PARKING	acre	0.4
0.	0.			
1127	5007	STREETFRONT COMMERCIAL	acre	4.3
5510.	4002.			
1127	5008	SERVICE STATION	acre	0.5
2065.	1504.			
1127	5009	OTHER COMMERCIAL	acre	10.3
1221.	889.			
1127	6002	LOW RISE OFFICE	acre	5.3
1549.	1193.			
1127	9101	INACTIVE USE	acre	2.6

0.	0.			
1127		TOTAL		
11310.	8216.			
1130	4119	OTHER TRANSPORTATION	acre	4.1
444.	340.			
1130	5007	STREETFRONT COMMERCIAL	acre	3.4
4334.	3148.			
1130	5009	OTHER COMMERCIAL	acre	4.4
525.	382.			
1130	6002	LOW RISE OFFICE	acre	3.2
938.	722.			
1130	6003	GOV'T OFFICE OR CENTER	acre	4.1
4287.	3221.			
1130	6809	OTHER SCHOOL	acre	3.2
638.	527.			
1130		TOTAL		
11167.	8341.			
1131	4112	RIGHT-OF-WAY	acre	5.1
0.	0.			
1131	5003	COMMUNITY COMMERCIAL	acre	22.7
18630.	13183.			
1131	9101	INACTIVE USE	acre	15.7
0.	0.			
1131		TOTAL		
18630.	13183.			
1142	101	SINGLE FAMILY	du	248.0
3026.	2112.			
1142	4112	RIGHT-OF-WAY	acre	18.0
0.	0.			
1142	7601	ACTIVE PARK	acre	29.7
1975.	1300.			
1142	7607	RESIDENTIAL RECREATION	acre	1.1
0.	0.			
1142	9101	INACTIVE USE	acre	28.1
0.	0.			
1142		TOTAL		
5001.	3411.			
1145	2101	INDUSTRIAL PARK	acre	38.4
6766.	5621.			
1145	5008	SERVICE STATION	acre	1.7
7022.	5113.			
1145	6002	LOW RISE OFFICE	acre	3.0
877.	675.			
1145	9101	INACTIVE USE	acre	47.2
0.	0.			
1145		TOTAL		
14665.	11409.			

1148	101	SINGLE FAMILY	du	198.0
2416.	1686.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1148	102	MULTI-FAMILY	du	481.0
4185.	2938.			
1148	4112	RIGHT-OF-WAY	acre	14.4
0.	0.			
1148	7607	RESIDENTIAL RECREATION	acre	6.9
0.	0.			
1148	9101	INACTIVE USE	acre	31.7
0.	0.			
1148		TOTAL		
6600.	4624.			
1151	2101	INDUSTRIAL PARK	acre	63.2
11136.	9251.			
1151	4112	RIGHT-OF-WAY	acre	8.8
0.	0.			
1151	6003	GOV'T OFFICE OR CENTER	acre	2.3
2411.	1811.			
1151		TOTAL		
13547.	11063.			
1155	101	SINGLE FAMILY	du	273.0
3331.	2325.			
1155	4112	RIGHT-OF-WAY	acre	30.2
0.	0.			
1155	4114	PARKING	acre	3.6
0.	0.			
1155	9101	INACTIVE USE	acre	77.5
0.	0.			
1155		TOTAL		
3331.	2325.			
1167	101	SINGLE FAMILY	du	495.0
6039.	4215.			
1167	4112	RIGHT-OF-WAY	acre	32.1
0.	0.			
1167	9101	INACTIVE USE	acre	60.4
0.	0.			
1167		TOTAL		
6039.	4215.			
1173	101	SINGLE FAMILY	du	371.0
4526.	3159.			
1173	4112	RIGHT-OF-WAY	acre	51.8

0.	0.			
1173	7204	GOLF COURSE	acre	38.0
0.	0.			
1173	7607	RESIDENTIAL RECREATION	acre	5.3
0.	0.			
1173	9101	INACTIVE USE	acre	147.6
0.	0.			
1173	9500	UNDER CONTRUCTION	acre	2.8
17.	13.			
1173		TOTAL		
4543.	3172.			
1176	101	SINGLE FAMILY	du	740.0
9028.	6302.			
1176	102	MULTI-FAMILY	du	90.0
783.	550.			
1176	4112	RIGHT-OF-WAY	acre	18.1
0.	0.			
1176	7601	ACTIVE PARK	acre	24.2
1609.	1059.			
1176	7607	RESIDENTIAL RECREATION	acre	1.2
0.	0.			
1176	8002	INTENSIVE AGRICULTURE	acre	4.2
1.	1.			
1176	8003	FIELD CROPS	acre	16.9
2.	1.			
1176	9101	INACTIVE USE	acre	86.3
0.	0.			
1176		TOTAL		
11423.	7912.			
1183	101	SINGLE FAMILY	du	688.0
8394.	5859.			
1183	102	MULTI-FAMILY	du	81.0
705.	495.			
1183	4112	RIGHT-OF-WAY	acre	19.0
0.	0.			
1183	7607	RESIDENTIAL RECREATION	acre	3.1
0.	0.			
1183	9101	INACTIVE USE	acre	8.0
0.	0.			
1183		TOTAL		
9098.	6353.			
1187	101	SINGLE FAMILY	du	30.0
366.	255.			
1187	102	MULTI-FAMILY	du	180.0
1566.	1099.			
1187	4112	RIGHT-OF-WAY	acre	21.0
0.	0.			
1187	4114	PARKING	acre	0.2
0.	0.			

1187	7204	GOLF COURSE	acre	42.8
0.	0.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1187	7601	ACTIVE PARK	acre	1.7
113.	74.			
1187	9101	INACTIVE USE	acre	44.8
0.	0.			
1187	9500	UNDER CONTRUCTION	acre	5.2
31.	24.			
1187		TOTAL		
2076.	1453.			
1191	101	SINGLE FAMILY	du	617.0
7527.	5254.			
1191	4112	RIGHT-OF-WAY	acre	21.2
0.	0.			
1191	7607	RESIDENTIAL RECREATION	acre	2.5
0.	0.			
1191	9101	INACTIVE USE	acre	21.0
0.	0.			
1191		TOTAL		
7527.	5254.			
1192	101	SINGLE FAMILY	du	186.0
2269.	1584.			
1192	4112	RIGHT-OF-WAY	acre	22.6
0.	0.			
1192	8002	INTENSIVE AGRICULTURE	acre	11.3
3.	3.			
1192	8003	FIELD CROPS	acre	2.8
0.	0.			
1192	9101	INACTIVE USE	acre	30.7
0.	0.			
1192		TOTAL		
2273.	1587.			
1193	101	SINGLE FAMILY	du	300.0
3660.	2555.			
1193	4112	RIGHT-OF-WAY	acre	22.2
0.	0.			
1193	4113	COMMUNICATION OR UTILITY	acre	4.4
14.	11.			
1193	6102	CHURCH	acre	11.1
586.	450.			
1193	7204	GOLF COURSE	acre	39.1
0.	0.			

1193	7607	RESIDENTIAL RECREATION	acre	0.1
0.	0.			
1193	8002	INTENSIVE AGRICULTURE	acre	9.2
3.	2.			
1193	9101	INACTIVE USE	acre	54.0
0.	0.			
1193		TOTAL		
4263.	3018.			
1194	101	SINGLE FAMILY	du	402.0
4904.	3423.			
1194	4112	RIGHT-OF-WAY	acre	35.1
0.	0.			
1194	7607	RESIDENTIAL RECREATION	acre	0.9
0.	0.			
1194	9101	INACTIVE USE	acre	4.1
0.	0.			
1194		TOTAL		
4904.	3423.			
1195	101	SINGLE FAMILY	du	459.0
5600.	3909.			
1195	102	MULTI-FAMILY	du	478.0
4159.	2920.			
1195	4112	RIGHT-OF-WAY	acre	43.9
0.	0.			
1195	6109	OTHER PUBLIC SERVICE	acre	0.7
277.	200.			
1195	7607	RESIDENTIAL RECREATION	acre	1.6
0.	0.			
1195	8003	FIELD CROPS	acre	1.1
0.	0.			
1195	9101	INACTIVE USE	acre	14.8
0.	0.			
1195		TOTAL		
10036.	7029.			
1197	101	SINGLE FAMILY	du	258.0
3148.	2197.			
1197	102	MULTI-FAMILY	du	288.0
2506.	1759.			
1197	4112	RIGHT-OF-WAY	acre	17.7
0.	0.			
1197	9101	INACTIVE USE	acre	87.7
0.	0.			
1197		TOTAL		
5653.	3956.			
1203	101	SINGLE FAMILY	du	155.0
1891.	1320.			
1203	103	MOBILE HOME PARK	du	150.0
990.	657.			

1203	4112	RIGHT-OF-WAY	acre	24.0
0.	0.			

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1203	4114	PARKING	acre	0.1
0.	0.			
1203	7210	OTHER RECREATION-HIGH	acre	46.6
2735.	1867.			
1203	7607	RESIDENTIAL RECREATION	acre	0.6
0.	0.			
1203	9101	INACTIVE USE	acre	1.0
0.	0.			
1203		TOTAL		
5616.	3844.			
1212	101	SINGLE FAMILY	du	219.0
2672.	1865.			
1212	102	MULTI-FAMILY	du	92.0
800.	562.			
1212	1501	LOW-RISE HOTEL OR MOTEL	acre	9.2
3092.	1903.			
1212	4111	TRANSIT STATION	acre	5.9
1650.	1261.			
1212	4112	RIGHT-OF-WAY	acre	57.5
0.	0.			
1212	5006	AUTO COMMERCIAL	acre	7.1
3165.	2242.			
1212	5007	STREETFRONT COMMERCIAL	acre	2.8
3580.	2600.			
1212	7607	RESIDENTIAL RECREATION	acre	1.3
0.	0.			
1212	9101	INACTIVE USE	acre	10.7
0.	0.			
1212		TOTAL		
14960.	10433.			
1214	101	SINGLE FAMILY	du	168.0
2050.	1431.			
1214	102	MULTI-FAMILY	du	136.0
1183.	831.			
1214	4112	RIGHT-OF-WAY	acre	40.2
0.	0.			
1214	4113	COMMUNICATION OR UTILITY	acre	6.6
21.	16.			
1214	4114	PARKING	acre	0.7
0.	0.			
1214	9101	INACTIVE USE	acre	337.4

0.	0.			
1214	9500	UNDER CONTRUCTION	acre	6.5
38.	30.			
1214		TOTAL		
3292.	2308.			
1219	101	SINGLE FAMILY	du	399.0
4868.	3398.			
1219	4112	RIGHT-OF-WAY	acre	32.6
0.	0.			
1219	7204	GOLF COURSE	acre	75.3
0.	0.			
1219	7607	RESIDENTIAL RECREATION	acre	0.3
0.	0.			
1219	9101	INACTIVE USE	acre	65.2
0.	0.			
1219	9500	UNDER CONTRUCTION	acre	0.2
1.	1.			
1219		TOTAL		
4869.	3399.			
1220	101	SINGLE FAMILY	du	689.0
8406.	5867.			
1220	102	MULTI-FAMILY	du	24.0
209.	147.			
1220	4112	RIGHT-OF-WAY	acre	54.9
0.	0.			
1220	9101	INACTIVE USE	acre	5.0
0.	0.			
1220		TOTAL		
8615.	6014.			
1221	102	MULTI-FAMILY	du	190.0
1653.	1160.			
1221	4112	RIGHT-OF-WAY	acre	3.6
0.	0.			
1221	9101	INACTIVE USE	acre	5.2
0.	0.			
1221		TOTAL		
1653.	1160.			
1222	101	SINGLE FAMILY	du	618.0
7540.	5263.			
1222	102	MULTI-FAMILY	du	160.0
1392.	977.			
1222	4112	RIGHT-OF-WAY	acre	48.6
0.	0.			
1222	4113	COMMUNICATION OR UTILITY	acre	3.4
11.	8.			
1222	6102	CHURCH	acre	4.9
259.	199.			
1222	6806	ELEMENTARY SCHOOL	site	1.0

2117.	1183.			
1222	9101	INACTIVE USE	acre	25.0
0.	0.			
1222		TOTAL		
11318.	7630.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1224	101	SINGLE FAMILY	du	170.0
2074.	1448.			
1224	4112	RIGHT-OF-WAY	acre	11.9
0.	0.			
1224	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1224	7607	RESIDENTIAL RECREATION	acre	0.3
0.	0.			
1224	9101	INACTIVE USE	acre	20.0
0.	0.			
1224		TOTAL		
4191.	2631.			
1238	101	SINGLE FAMILY	du	2.0
24.	17.			
1238	4112	RIGHT-OF-WAY	acre	3.4
0.	0.			
1238	5004	NEIGHBORHOOD COMMERCIAL	acre	1.8
2361.	1671.			
1238	5007	STREETFRONT COMMERCIAL	acre	25.1
32090.	23308.			
1238	6002	LOW RISE OFFICE	acre	0.7
205.	158.			
1238	6103	LIBRARY	acre	5.9
2563.	1737.			
1238	6104	POST OFFICE	acre	3.6
3947.	2743.			
1238		TOTAL		
41190.	29634.			
1244	101	SINGLE FAMILY	du	141.0
1720.	1201.			
1244	1503	RESORT	acre	40.4
6367.	3918.			
1244	4112	RIGHT-OF-WAY	acre	7.6
0.	0.			
1244	5009	OTHER COMMERCIAL	acre	4.8
570.	415.			
1244	7204	GOLF COURSE	acre	82.5
0.	0.			
1244	7607	RESIDENTIAL RECREATION	acre	0.2
0.	0.			
1244	9101	INACTIVE USE	acre	31.7

0.	0.			
1244		TOTAL		
8657.	5534.			
1245	101	SINGLE FAMILY	du	301.0
3672.	2563.			
1245	4112	RIGHT-OF-WAY	acre	1.3
0.	0.			
1245	7607	RESIDENTIAL RECREATION	acre	13.3
0.	0.			
1245	9101	INACTIVE USE	acre	30.1
0.	0.			
1245		TOTAL		
3672.	2563.			
1247	101	SINGLE FAMILY	du	27.0
329.	230.			
1247	102	MULTI-FAMILY	du	168.0
1462.	1026.			
1247	4112	RIGHT-OF-WAY	acre	26.2
0.	0.			
1247	9101	INACTIVE USE	acre	137.2
0.	0.			
1247		TOTAL		
1791.	1256.			
1248	4112	RIGHT-OF-WAY	acre	30.0
0.	0.			
1248	5004	NEIGHBORHOOD COMMERCIAL	acre	16.5
21646.	15320.			
1248	5008	SERVICE STATION	acre	1.1
4544.	3308.			
1248	6002	LOW RISE OFFICE	acre	1.9
555.	428.			
1248		TOTAL		
26745.	19056.			
1251	103	MOBILE HOME PARK	du	399.0
2633.	1746.			
1251		TOTAL		
2633.	1746.			
1253	101	SINGLE FAMILY	du	112.0
1366.	954.			
1253	4112	RIGHT-OF-WAY	acre	40.8
0.	0.			
1253	9101	INACTIVE USE	acre	1.5
0.	0.			
1253		TOTAL		
1366.	954.			
1254	101	SINGLE FAMILY	du	494.0

6027. 4207.

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1254	102	MULTI-FAMILY	du	9.0
78.	55.			
1254	4112	RIGHT-OF-WAY	acre	33.7
0.	0.			
1254	4114	PARKING	acre	0.3
0.	0.			
1254	6109	OTHER PUBLIC SERVICE	acre	4.4
1742.	1260.			
1254	9101	INACTIVE USE	acre	5.4
0.	0.			
1254		TOTAL		
7847.	5522.			
1255	101	SINGLE FAMILY	du	92.0
1122.	783.			
1255	102	MULTI-FAMILY	du	168.0
1462.	1026.			
1255	4112	RIGHT-OF-WAY	acre	16.5
0.	0.			
1255	6105	FIRE OR POLICE STATION	site	1.0
309.	228.			
1255	7204	GOLF COURSE	acre	11.2
0.	0.			
1255	9101	INACTIVE USE	acre	0.2
0.	0.			
1255		TOTAL		
2893.	2037.			
1256	101	SINGLE FAMILY	du	358.0
4368.	3049.			
1256	102	MULTI-FAMILY	du	731.0
6360.	4465.			
1256	4112	RIGHT-OF-WAY	acre	36.9
0.	0.			
1256	9101	INACTIVE USE	acre	47.5
0.	0.			
1256	9500	UNDER CONTRUCTION	acre	0.6
4.	3.			
1256		TOTAL		
10731.	7516.			
1265	101	SINGLE FAMILY	du	332.0
4050.	2827.			

1265	4112	RIGHT-OF-WAY	acre	11.9
0.	0.			
1265	7204	GOLF COURSE	acre	3.0
0.	0.			
1265	7607	RESIDENTIAL RECREATION	acre	0.2
0.	0.			
1265	8002	INTENSIVE AGRICULTURE	acre	28.4
9.	7.			
1265	9101	INACTIVE USE	acre	59.4
0.	0.			
1265		TOTAL		
4059.	2834.			
1268	101	SINGLE FAMILY	du	266.0
3245.	2265.			
1268	4112	RIGHT-OF-WAY	acre	128.9
0.	0.			
1268	7204	GOLF COURSE	acre	32.0
0.	0.			
1268	7205	GOLF CLUB HOUSE	site	1.0
708.	483.			
1268	9101	INACTIVE USE	acre	501.7
0.	0.			
1268		TOTAL		
3953.	2748.			
1271	101	SINGLE FAMILY	du	4.0
49.	34.			
1271	102	MULTI-FAMILY	du	187.0
1627.	1142.			
1271	2103	LIGHT INDUSTRY	acre	2.6
223.	184.			
1271	2105	PUBLIC STORAGE	acre	5.7
160.	134.			
1271	4112	RIGHT-OF-WAY	acre	21.0
0.	0.			
1271	5009	OTHER COMMERCIAL	acre	14.3
1694.	1234.			
1271	7604	ACTIVE BEACH	unique	0.0
6173.	3984.			
1271	7605	PASSIVE BEACH	acre	4.9
10.	6.			
1271	9101	INACTIVE USE	acre	59.3
0.	0.			
1271	9702	MIXED USE 67% STREETFRONT	acre	6.2
5316.	3859.			
1271		TOTAL		
15251.	10577.			
1272	101	SINGLE FAMILY	du	212.0
2586.	1805.			
1272	4112	RIGHT-OF-WAY	acre	10.5

0.	0.				
1272	7607	RESIDENTIAL RECREATION	acre	1.7	
0.	0.				

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-----Trips-----		----- Land Use -----		
Zone	Code	Name	Type	Amount
Person	Vehicle			
1272	9101	INACTIVE USE	acre	3.5
0.	0.			
1272		TOTAL		
2586.	1805.			
1276	101	SINGLE FAMILY	du	370.0
4514.	3151.			
1276	4112	RIGHT-OF-WAY	acre	19.6
0.	0.			
1276	7204	GOLF COURSE	acre	16.0
0.	0.			
1276	7607	RESIDENTIAL RECREATION	acre	3.5
0.	0.			
1276	9101	INACTIVE USE	acre	42.5
0.	0.			
1276	9500	UNDER CONTRUCTION	acre	1.1
6.	5.			
1276		TOTAL		
4520.	3156.			
1278	101	SINGLE FAMILY	du	307.0
3745.	2614.			
1278	4112	RIGHT-OF-WAY	acre	39.3
0.	0.			
1278	7607	RESIDENTIAL RECREATION	acre	0.6
0.	0.			
1278	9101	INACTIVE USE	acre	107.6
0.	0.			
1278		TOTAL		
3745.	2614.			
1284	101	SINGLE FAMILY	du	666.0
8125.	5671.			
1284	102	MULTI-FAMILY	du	336.0
2923.	2052.			
1284	4112	RIGHT-OF-WAY	acre	48.1
0.	0.			
1284	7601	ACTIVE PARK	acre	3.2
213.	140.			
1284	7607	RESIDENTIAL RECREATION	acre	1.5
0.	0.			
1284	9101	INACTIVE USE	acre	155.7
0.	0.			

1284		TOTAL		
11261.	7864.			
1286	102	MULTI-FAMILY	du	96.0
835.	586.			
1286	1503	RESORT	acre	68.4
10780.	6633.			
1286	4112	RIGHT-OF-WAY	acre	11.6
0.	0.			
1286	5009	OTHER COMMERCIAL	acre	6.1
729.	531.			
1286		TOTAL		
12344.	7750.			
1288	101	SINGLE FAMILY	du	184.0
2245.	1567.			
1288	4112	RIGHT-OF-WAY	acre	35.3
0.	0.			
1288	9101	INACTIVE USE	acre	29.9
0.	0.			
1288	9500	UNDER CONTRUCTION	acre	0.5
3.	2.			
1288		TOTAL		
2248.	1569.			
1289	101	SINGLE FAMILY	du	81.0
988.	690.			
1289	4112	RIGHT-OF-WAY	acre	11.8
0.	0.			
1289	4113	COMMUNICATION OR UTILITY	acre	21.4
68.	53.			
1289	9101	INACTIVE USE	acre	211.5
0.	0.			
1289		TOTAL		
1057.	743.			
1303	101	SINGLE FAMILY	du	71.0
866.	605.			
1303	102	MULTI-FAMILY	du	883.0
7682.	5393.			
1303	4112	RIGHT-OF-WAY	acre	9.6
0.	0.			
1303	7204	GOLF COURSE	acre	134.0
0.	0.			
1303	7607	RESIDENTIAL RECREATION	acre	0.6
0.	0.			
1303	9101	INACTIVE USE	acre	15.9
0.	0.			
1303	9500	UNDER CONTRUCTION	acre	1.1
6.	5.			
1303		TOTAL		
8555.	6003.			

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----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1311	4112	RIGHT-OF-WAY	acre	4.8
0.	0.			
1311	4113	COMMUNICATION OR UTILITY	acre	4.1
13.	10.			
1311	4119	OTHER TRANSPORTATION	acre	3.9
423.	324.			
1311	5004	NEIGHBORHOOD COMMERCIAL	acre	11.1
14562.	10306.			
1311	6102	CHURCH	acre	0.4
21.	16.			
1311	7204	GOLF COURSE	acre	85.3
0.	0.			
1311		TOTAL		
15019.	10656.			
1315	101	SINGLE FAMILY	du	1301.0
15872.	11079.			
1315	4112	RIGHT-OF-WAY	acre	94.7
0.	0.			
1315	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1315	6809	OTHER SCHOOL	acre	0.5
100.	82.			
1315	7607	RESIDENTIAL RECREATION	acre	5.1
0.	0.			
1315	9101	INACTIVE USE	acre	93.2
0.	0.			
1315	9500	UNDER CONTRUCTION	acre	9.9
58.	46.			
1315		TOTAL		
18147.	12390.			
1319	101	SINGLE FAMILY	du	924.0
11273.	7868.			
1319	102	MULTI-FAMILY	du	32.0
278.	195.			
1319	4112	RIGHT-OF-WAY	acre	64.6
0.	0.			
1319	6102	CHURCH	acre	3.5
185.	142.			
1319	6105	FIRE OR POLICE STATION	site	1.0
309.	228.			
1319	6806	ELEMENTARY SCHOOL	site	1.0

2117.	1183.			
1319	9101	INACTIVE USE	acre	33.0
0.	0.			
1319		TOTAL		
14162.	9617.			
1320	102	MULTI-FAMILY	du	150.0
1305.	916.			
1320	4112	RIGHT-OF-WAY	acre	2.7
0.	0.			
1320	5004	NEIGHBORHOOD COMMERCIAL	acre	8.4
11020.	7799.			
1320	5007	STREETFRONT COMMERCIAL	acre	4.8
6175.	4485.			
1320	6002	LOW RISE OFFICE	acre	1.8
526.	405.			
1320	7607	RESIDENTIAL RECREATION	acre	0.7
0.	0.			
1320	9101	INACTIVE USE	acre	6.3
0.	0.			
1320		TOTAL		
19026.	13606.			
1322	102	MULTI-FAMILY	du	511.0
4446.	3121.			
1322	1409	OTHER GROUP QUARTERS	acre	4.5
20.	14.			
1322	4112	RIGHT-OF-WAY	acre	20.0
0.	0.			
1322	9101	INACTIVE USE	acre	177.0
0.	0.			
1322		TOTAL		
4465.	3135.			
1323	101	SINGLE FAMILY	du	183.0
2233.	1558.			
1323	4112	RIGHT-OF-WAY	acre	8.3
0.	0.			
1323	5004	NEIGHBORHOOD COMMERCIAL	acre	2.0
2624.	1857.			
1323	9101	INACTIVE USE	acre	63.7
0.	0.			
1323		TOTAL		
4856.	3415.			
1325	101	SINGLE FAMILY	du	547.0
6673.	4658.			
1325	4112	RIGHT-OF-WAY	acre	39.8
0.	0.			
1325	6804	SENIOR HIGH SCHOOL	site	1.0
5347.	2406.			
1325	7607	RESIDENTIAL RECREATION	acre	1.6

0.	0.				
1325	9101	INACTIVE USE	acre	166.1	
0.	0.				
1325		TOTAL			
12021.	7064.				

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2035 RC 2011 RTP\Carlsbad Update
trip generation and land use by zone

page 27

----- Land Use -----				
-----Trips-----				
Zone	Code	Name	Type	Amount
Person	Vehicle			
1332	101	SINGLE FAMILY	du	131.0
1598.	1116.			
1332	102	MULTI-FAMILY	du	496.0
4315.	3030.			
1332	4112	RIGHT-OF-WAY	acre	20.4
0.	0.			
1332	5004	NEIGHBORHOOD COMMERCIAL	acre	4.1
5379.	3807.			
1332	6102	CHURCH	acre	4.4
232.	179.			
1332	7601	ACTIVE PARK	acre	28.0
1862.	1225.			
1332	7607	RESIDENTIAL RECREATION	acre	0.7
0.	0.			
1332	9101	INACTIVE USE	acre	10.6
0.	0.			
1332		TOTAL		
13387.	9356.			
1345	101	SINGLE FAMILY	du	468.0
5710.	3985.			
1345	4112	RIGHT-OF-WAY	acre	39.2
0.	0.			
1345	5004	NEIGHBORHOOD COMMERCIAL	acre	4.8
6297.	4457.			
1345	6002	LOW RISE OFFICE	acre	0.9
263.	203.			
1345	6509	OTHER HEALTH CARE	acre	1.8
866.	643.			
1345	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1345	7607	RESIDENTIAL RECREATION	acre	2.0
0.	0.			
1345	9101	INACTIVE USE	acre	32.5
0.	0.			
1345		TOTAL		
15253.	10471.			
1347	101	SINGLE FAMILY	du	915.0
11163.	7792.			
1347	4112	RIGHT-OF-WAY	acre	61.6
0.	0.			
1347	4114	PARKING	acre	3.4

0.	0.			
1347	6102	CHURCH	acre	6.4
338.	260.			
1347	7607	RESIDENTIAL RECREATION	acre	2.6
0.	0.			
1347	9101	INACTIVE USE	acre	67.8
0.	0.			
1347		TOTAL		
11501.	8051.			
1353	4112	RIGHT-OF-WAY	acre	11.3
0.	0.			
1353	5003	COMMUNITY COMMERCIAL	acre	30.9
25360.	17945.			
1353	9101	INACTIVE USE	acre	27.2
0.	0.			
1353		TOTAL		
25360.	17945.			
1358	101	SINGLE FAMILY	du	670.0
8174.	5705.			
1358	4112	RIGHT-OF-WAY	acre	66.6
0.	0.			
1358	4113	COMMUNICATION OR UTILITY	acre	9.7
31.	24.			
1358	6806	ELEMENTARY SCHOOL	site	1.0
2117.	1183.			
1358	9101	INACTIVE USE	acre	161.7
0.	0.			
1358		TOTAL		
10322.	6913.			

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2035 Carlsbad Average Daily Traffic Volume

SANDAG
SR12
2035

Carlsbad

ADT Volume

Functional Classifications

- Freeway
- Prime
- Major
- Collector
- Light Collector
- Rural Collector
- Local
- Freeway Ramp
- Local Ramp
- - - Zone Connector

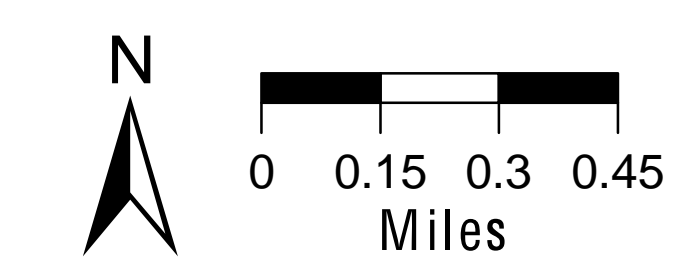
Traffic Analysis Zones

Unadjusted ADT(x1000)

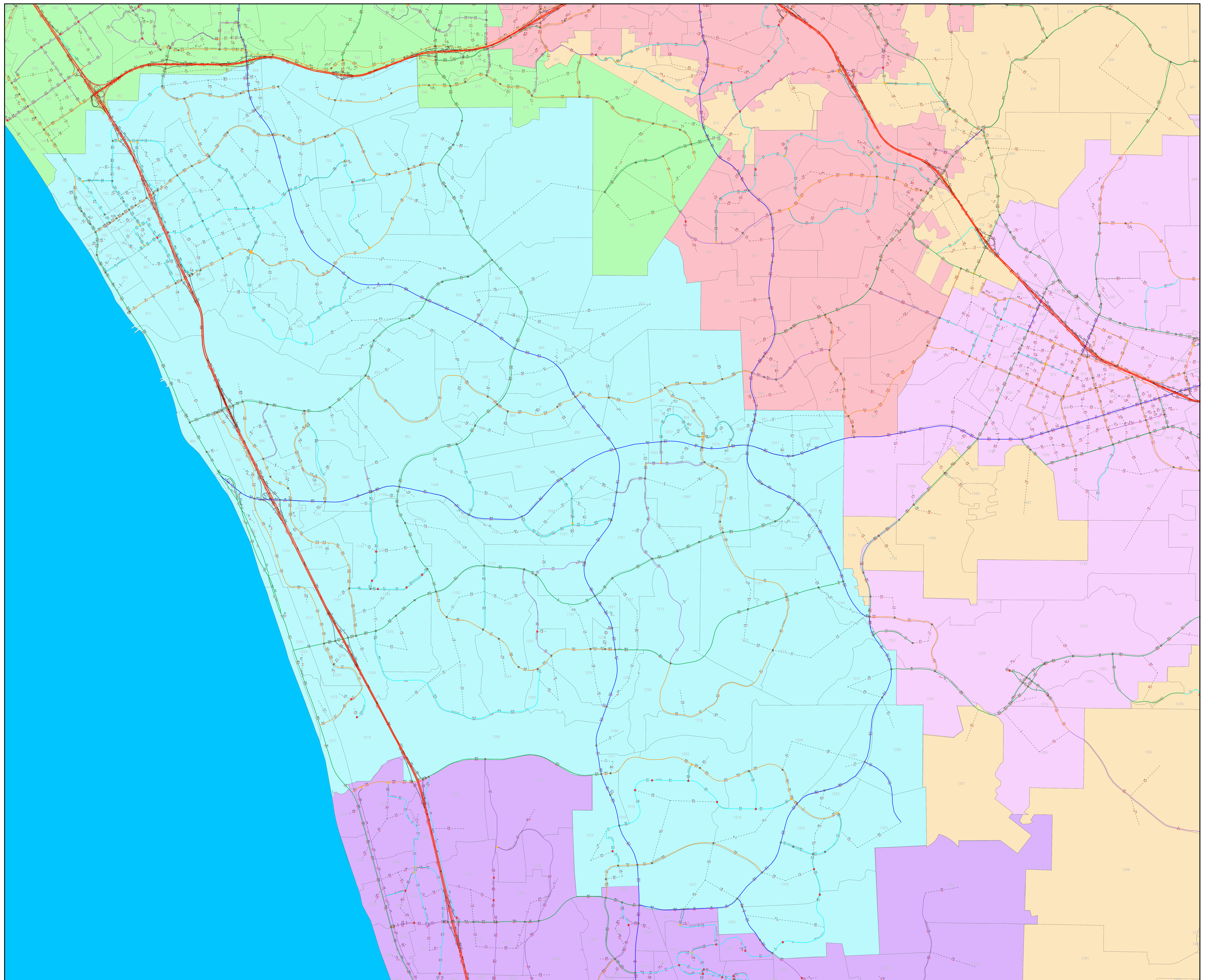
Adjusted ADT(x1000)

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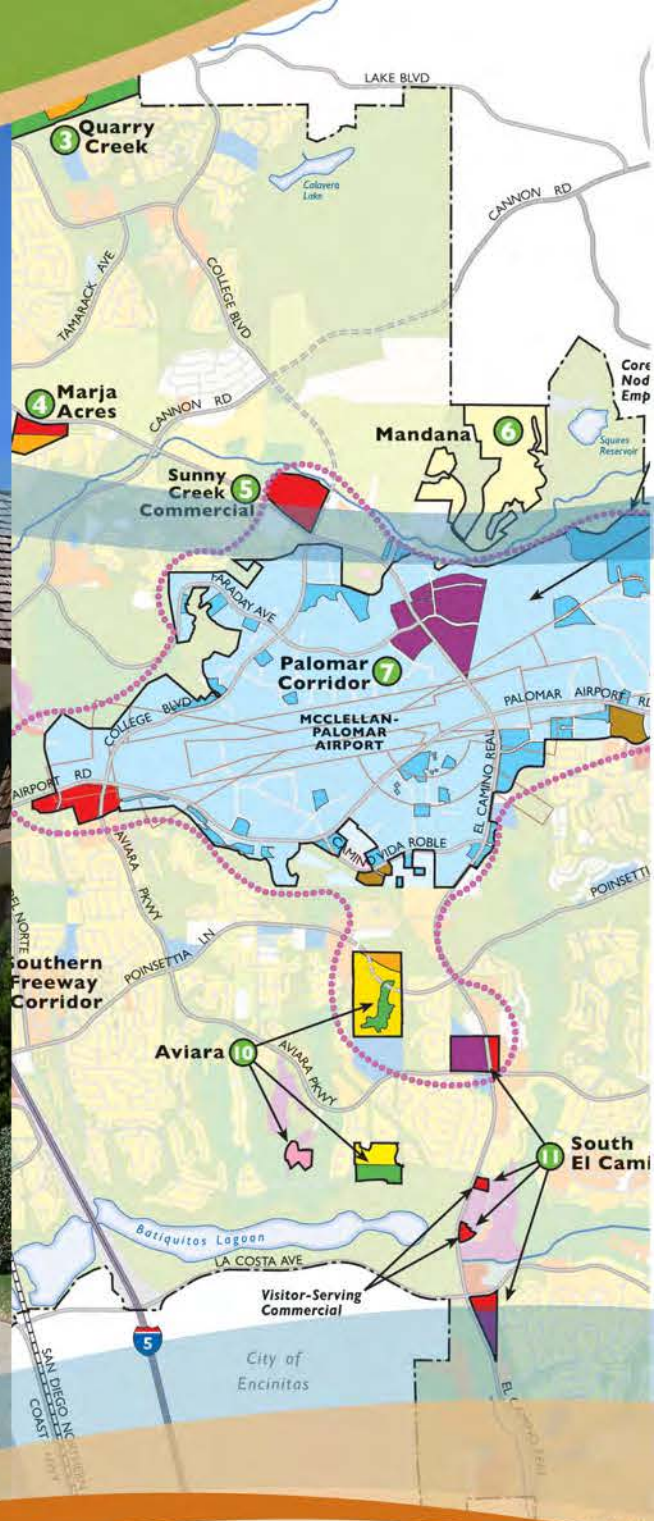
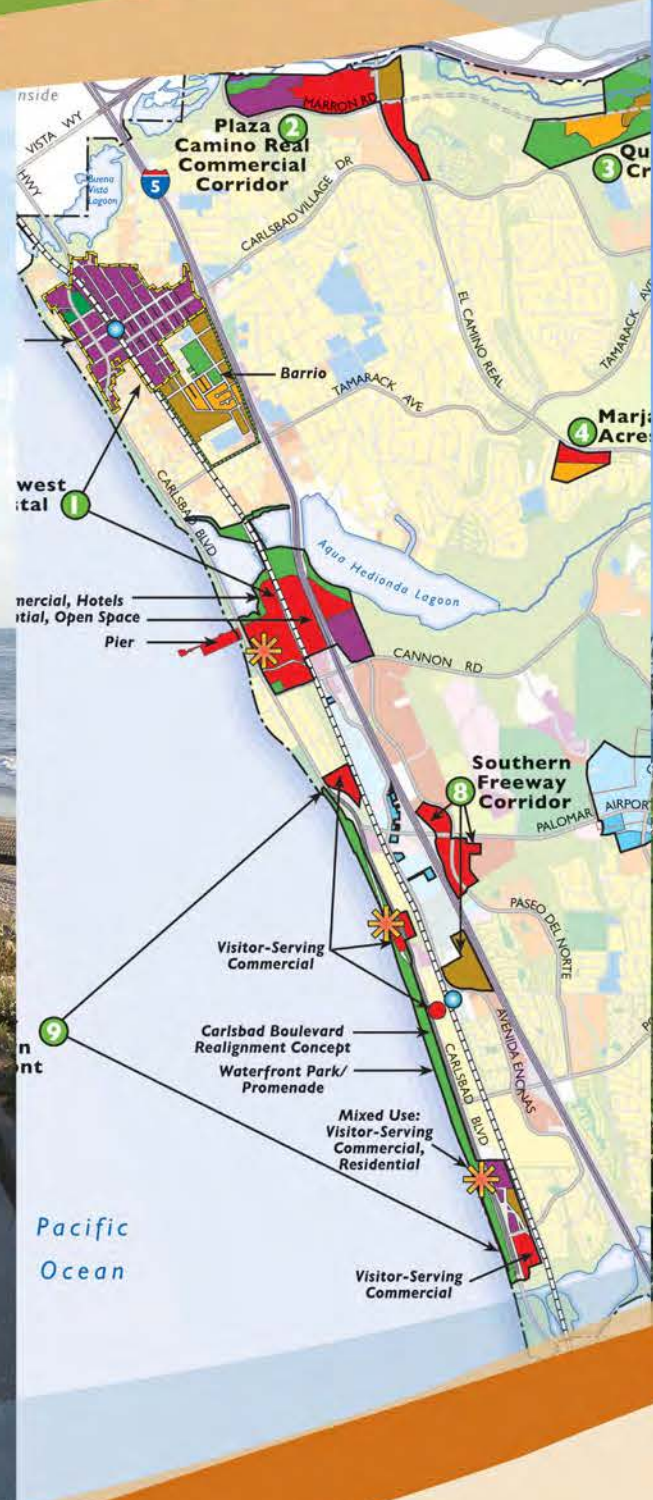
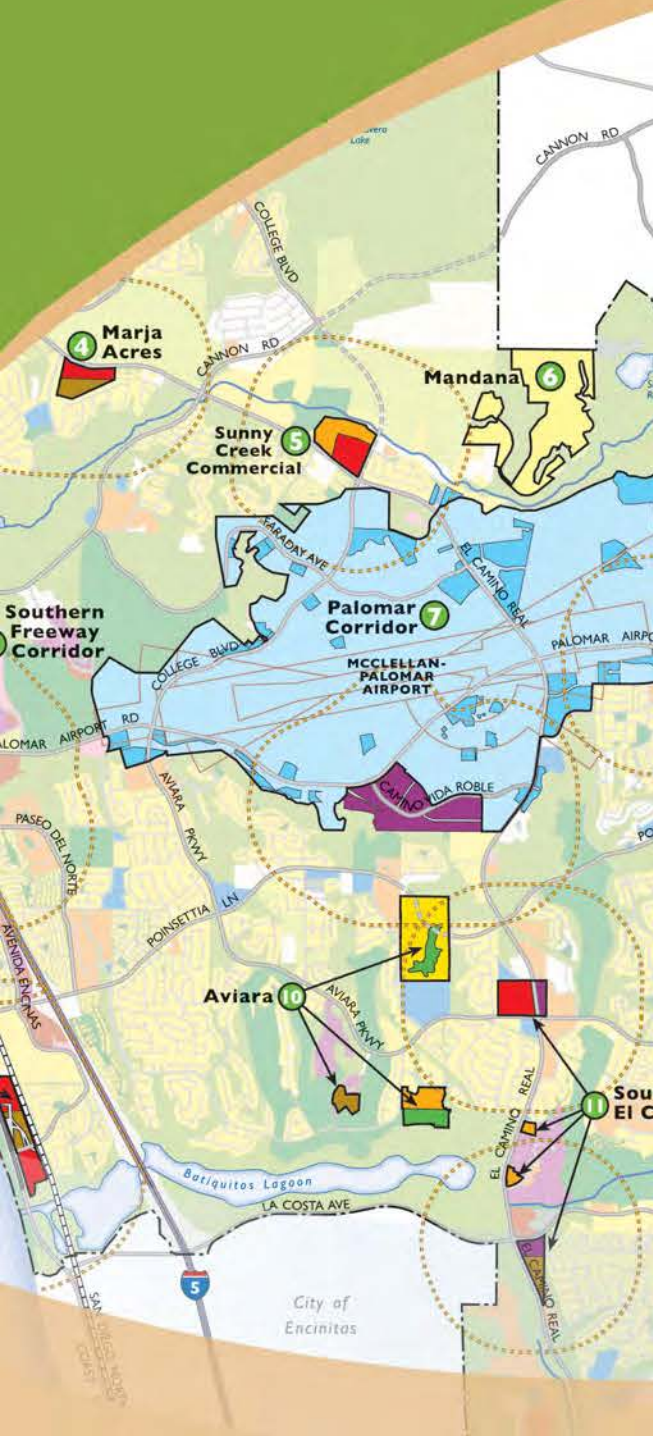
SAN DIEGO ASSOCIATION OF GOVERNMENTS
401 B STREET, SUITE 800
SAN DIEGO, CALIFORNIA 92101 USA
(619) 699-1900
E-mail: sandag@sandag.org
Web site: www.sandag.org



Date: December 16, 2013



Appendix G:
2012 Carlsbad Land Use Concepts



Land Use Concepts

January, 2012

City Council

Matt Hall, *Mayor*
Ann J. Kulchin, *Mayor Pro Tem*
Mark Packard, *Council Member*
Keith Blackburn, *Council Member*
Farrah Douglas, *Council Member*

City Staff

Lisa Hildabrand, *City Manager*
Gary Barberio, *Community and Economic Development Director*
Don Neu, *City Planner*
David de Cordova, *Principal Planner (Project Manager)*
Chris DeCerbo, *Principal Planner*
Jennifer Jesser, *Senior Planner (Project Manager)*
Kristina Ray, *Communications Manager*
Rachel McGuire, *Communications Coordinator*
Barbara Nedros, *Administrative Secretary*

Consultants

DYETT & BHATIA
Urban and Regional Planners

Dudek, *Environmental Consultants*
Fehr & Peers, *Transportation Consultants*
Rosenow Spevacek Group, Inc., *Economic and Fiscal Consultants*

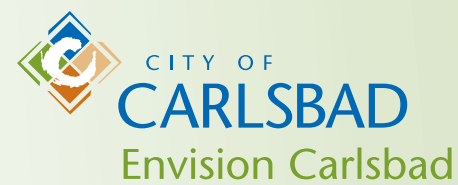
Envision Carlsbad Citizens' Committee

EC³ Primary Member

Mike Howes
Fred Sandquist
Barbara Hamilton
Jim Farley
Jim Comstock
Hap L'Heureux
Gina McBride
Julie Baker
Eric Larson
Allen Sweet
Greg Nelson
Kirk Cowles
Diane Proulx
Robert Gates
Jeff Segall
John O'Reilly
Jeannie Sprague-Bentley
–
Sean Bentley

EC³ Alternate Member

Dr. Anne Spacie
–
–
–
Jack Cumming
Robert Nielsen
–
–
–
–
Guy Roney
Glen Etherington
–
–
Jim Bradley
Tina Schmidt
Sean Sexton
Chris Korogi



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1

Introduction

1.1 Purpose of this Report

Purpose

This Envision Carlsbad Land Use Concepts Report represents an essential step in the second phase of the Envision Carlsbad process, which entails an update of the city's General Plan, Local Coastal Program and Zoning Ordinance. The three land use concepts described in this report show a range of land use options to guide the future of Carlsbad toward achievement of the Carlsbad Community Vision, which is summarized in Section 1.3 of this report. Input from community members and stakeholders on the concepts will lead to formulation of a Preferred Plan, which will serve as the foundation for the new General Plan. The Preferred Plan will likely consist of the land use options found to be most desirable by the community, infused with new ideas generated during the public input process.

Because of the conceptual nature of the land use concepts, it is important to consider them relative to the overarching goals established in the Carlsbad Community Vision. More specific planning, including details on land use and development policies and regulations, will ensue once the Carlsbad City Council has accepted a Preferred Plan.

Report Organization

This report presents a quick overview of existing conditions as well as planned programs in Carlsbad followed by a presentation of the land use concepts and corresponding comparative analysis following this Introduction. The following summarizes the components of this report:

- **A Snapshot of the City.** Overview of existing land use patterns as well as circulation and existing and planned open space in Carlsbad.
- **Looking Ahead.** Description of the process for constructing the land use concepts.
- **Overview of Concepts.** Text, statistics and illustrations to describe the three land use concepts.
- **Comparison of Concepts.** Traffic, livability, fiscal and environmental impacts of the land use concepts are presented. Side-by-side summary of the distinguishing characteristics of the land use concepts, along with an expanded statistical summary.

1.2 Envision Carlsbad Background

Project Background

For more than two decades, Carlsbad has been developing and changing based on the premise of available land to accommodate a growing population while maintaining an excellent quality of life. Carlsbad's basic guiding documents, such as the General Plan, were created on that premise. Today, however, with the city almost built-out, development will occur primarily through infill and redevelopment, which presents challenges to ensure the protection and enhancement of Carlsbad's excellent quality of life.

The City Council, community leaders and city staff are facing these challenges head-on and initiated "Envision Carlsbad" to engage the entire community in a process of envisioning and planning for the future. In January 2010, the Carlsbad City Council adopted the Carlsbad Community Vision representing the community's most important values, priorities and aspirations for the future. The community's vision guides the second phase of the Envision Carlsbad process, which entails an update of the city's General Plan, Local Coastal Program and Zoning Ordinance.

CARLSBAD EVOLUTION

Carlsbad today occupies approximately 39 square miles of rolling hills, beaches and bluffs along the northern coast of San Diego County. The city is located about 30 miles north of San Diego and about 90 miles south of Los Angeles. In addition to the Pacific Ocean coastline along its western boundary, Carlsbad is surrounded by the city of Oceanside to the north, the city of Encinitas to the south, and the cities of Vista and San Marcos and unincorporated areas of San Diego County to the east. Along Carlsbad's northern edge, urban development abuts Highway 78, with the highway and Buena Vista Lagoon acting as a boundary between Carlsbad and Oceanside. Similarly, Batiquitos Lagoon along the city's southern edge acts as a boundary between Carlsbad and Encinitas. To the east, city boundaries are less clear, as a mix of hillsides and urban development are located adjacent to the cities of Vista and San Marcos and unincorporated county lands. The city's regional location is depicted in Figure 1.2-1: Regional Setting.

From the city's incorporation in 1952 and for many years after, Carlsbad existed as a "quaint village-by-the-sea." In 1952, the city consisted of about 7.5 square miles centered on the Village. Figure 1.2-2: City Evolution shows that over time a series of annexations gradually expanded the city's land area south and east to its current size of 39 square miles. The Village, once the heart of the community, is now at the city's northwest corner, almost a 10-mile drive from the city's southeastern edge.

As a relatively young city, much of Carlsbad's economic growth can be traced back to the city's proactive planning efforts to attract and develop Plaza Camino Real and Car Country Carlsbad in the late 1960s and early 1970s. Both have served as regional retail centers for North San Diego County. Sales in apparel and automobiles reaffirm the importance of Plaza Camino Real and Car Country Carlsbad as regional assets to the city's economic base. Given Carlsbad's

¹ City of Carlsbad, General Plan 1994.

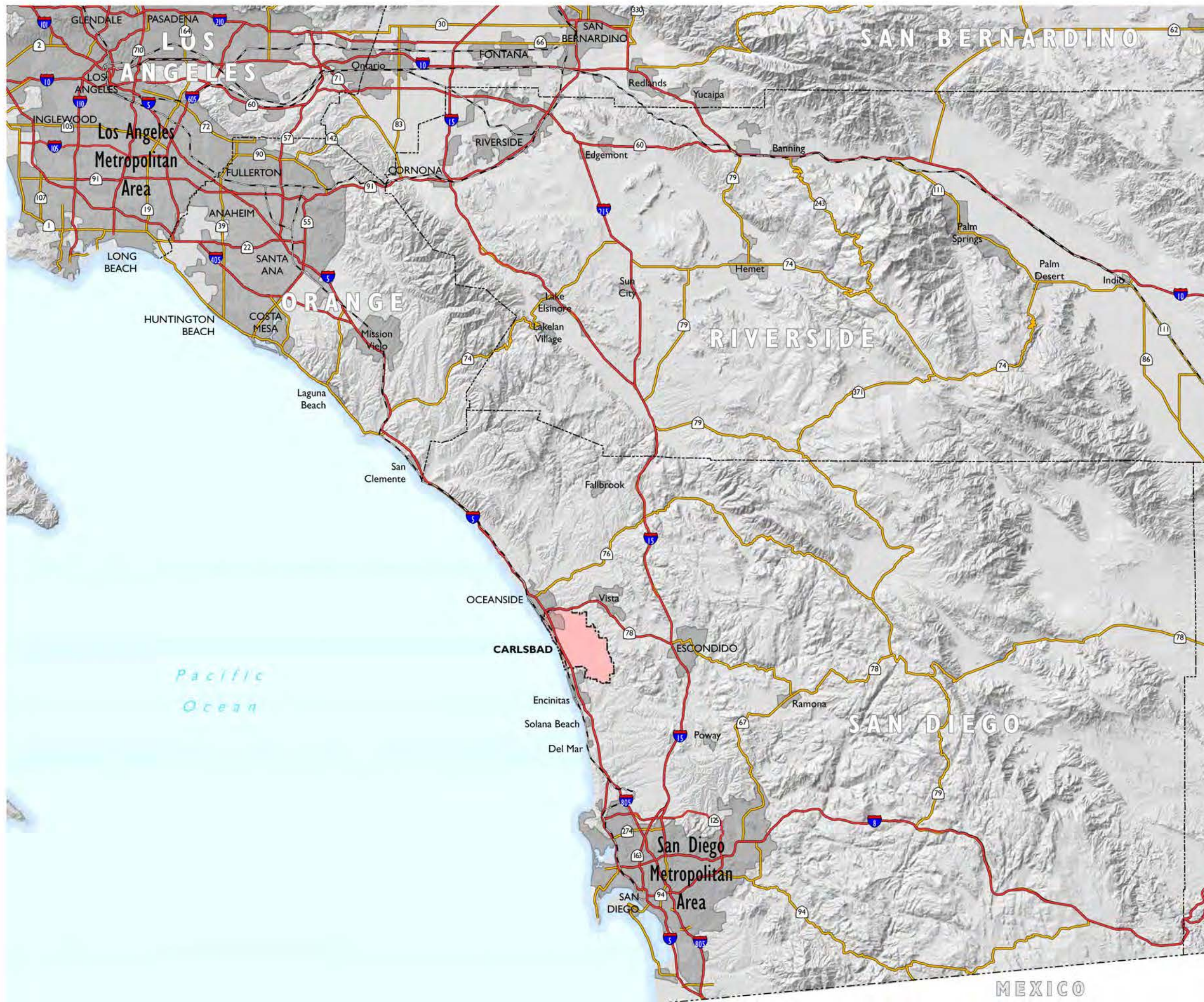
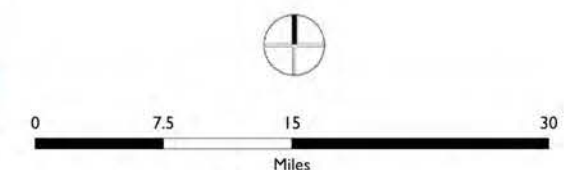


Figure 1.2-1: Regional Setting

- Carlsbad City Limits
- Urban Areas*
- County Lines
- Interstates
- Highways & Major Roads
- Passenger Rail Lines

*The urban areas data provided by ESRI does not depict city limits. Its purpose is to show the general areas of higher population and should be regarded as an illustrative feature on the map.



Source: ESRI, 2009; City of Carlsbad, 2009; SANDAG, 2008; USGS, 2002; Dyett & Bhatia, 2011.

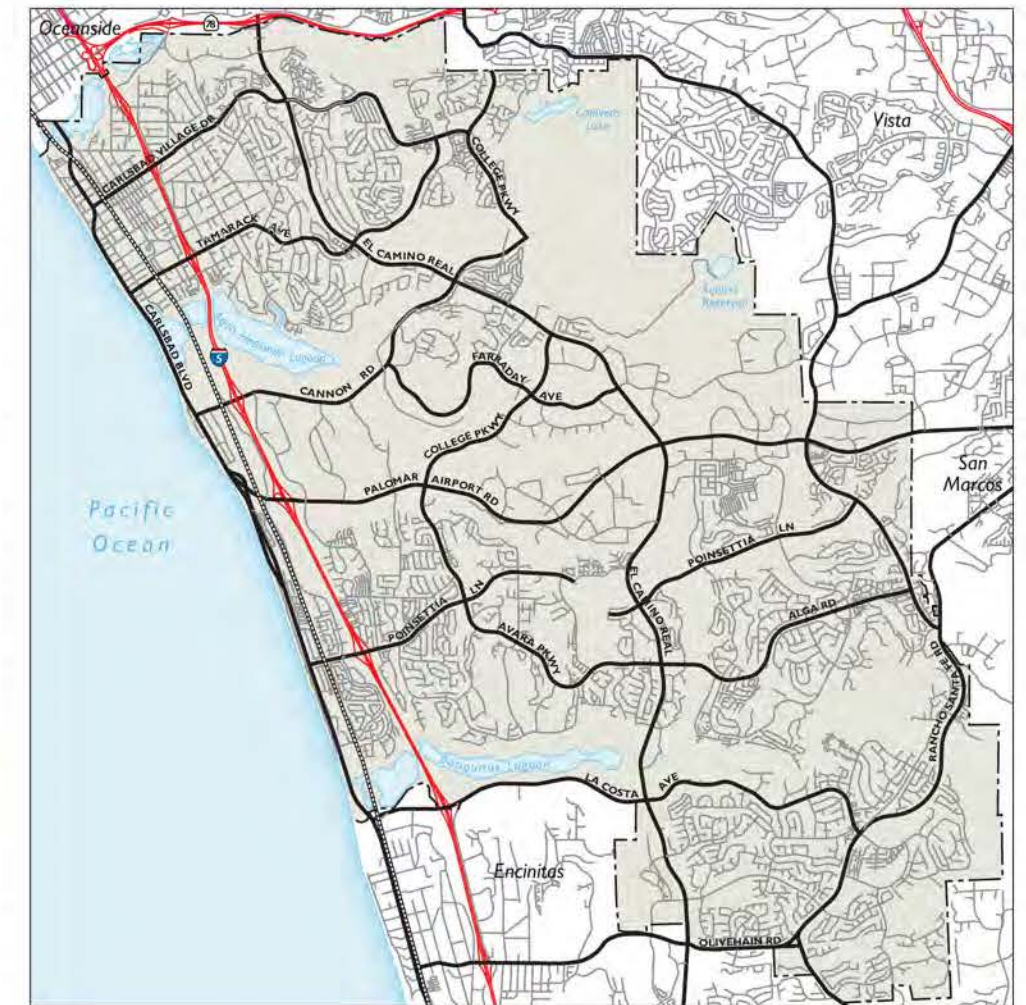
Figure 1.2-2: City Evolution



1968



1975



2010

 Carlsbad City Limits



0 1/2 1 2 4
MILES

Source: USGS 7.5 Minute Quads, San Luis Rey, San Marcos, Encinitas, Rancho Santa Fe, 1968, 1975; City of Carlsbad, 2009; Dyett & Bhatia, 2010.

rapid economic growth and development in the 1980s, city leaders and residents took measures in 1986 to proactively manage the city's growth, fiscal health and levels of service by passing Proposition E, which established the City of Carlsbad Growth Management Plan. The Growth Management Plan limits the total number of residential dwelling units in the city to 54,599. Other planning efforts include the preparation of the Village Master Plan which established a vision for the future character and development of the Village, the Ponto Beachfront Village Vision Plan which establishes a blueprint for development of the Ponto neighborhood, and other redevelopment efforts focusing on the Ponto Beach and Power Plant areas. In 2008, Carlsbad residents voted to approve Proposition D, where Carlsbad is now governed by its own charter document.

Work Completed

During the first task in this second phase of Envision Carlsbad, existing conditions and issues were evaluated. This evaluation was presented in six working papers, structured around the core values identified in the Carlsbad Community Vision. The working papers provide background information and technical analysis that will be relied upon for subsequent tasks. They also raised policy issues (presented at the end of each working paper) to help the Envision Carlsbad Citizens' Committee (EC3) brainstorm how these issues may shape potential alternatives or policies. Copies of these working papers may be found on the Envision Carlsbad website: www.carlsbadca.gov/envision

The six working papers focus on the following community core values:

1. Sustainability
2. The Local Economy, Business Diversity and Tourism
3. Open Space and the Natural Environment; Access to Recreation and Active, Healthy Lifestyles
4. History, the Arts and Cultural Resources; High Quality Education and Community Services
5. Walking, Biking, Public Transportation and Connectivity
6. Small Town Feel, Beach Community Character and Connectedness; Neighborhood Revitalization, Community Design and Livability

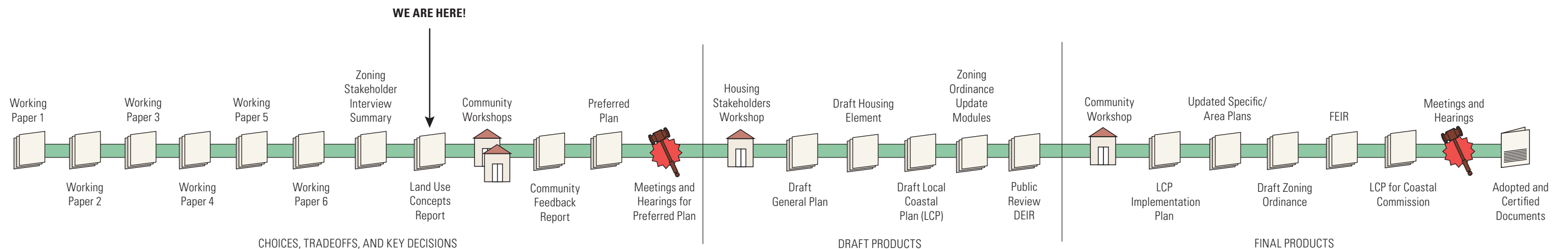
Public participation lies at the heart of the Envision Carlsbad process. During each phase of the process, community members and stakeholders are being asked for ideas and input through a variety of methods, including:

- Public workshops and meetings;
- Envision Carlsbad Citizens' Committee;
- Workshops with the City Council and Planning Commission;
- Project website at www.carlsbadca.gov/envision
- Newsletters, videos and media coverage; and
- Public opinion survey.

Next Steps

The land use concepts evaluation process relies heavily on public input. Two workshops will be held and an online survey will be available to provide opportunities for Carlsbad residents, businesses, and institutions to provide opinions on the concepts. The Envision Carlsbad Citizens' Committee and decision-makers will also consider the concepts in upcoming meetings. Following feedback on the land use concepts, a Preferred Plan will be developed that will likely consist of the land use options found to be most desirable by the community, infused with new ideas generated during public discussions. The Preferred Plan will consist of several detailed plan components, including land use and circulation, which will be incorporated into the draft General Plan. Figure 1.2-3: Work Program Summary shows a generalized program for this second part of the Envision Carlsbad process. A detailed work program may be found on the Envision Carlsbad website: www.carlsbadca.gov/envision

Figure 1.2-3: Work Program Summary



1.3 Community Vision

The Carlsbad Community Vision reflects the community’s aspirations for Carlsbad’s future. It is a clear and motivational summary of the vision expressed by community members during the first phase of Envision Carlsbad. The Carlsbad Community Vision is based upon nine core values that were commonly expressed by the community. These values represent the qualities and characteristics of Carlsbad that community members aspire to protect, maintain, improve, change or achieve in the future.

The Vision

CORE VALUE	VISION STATEMENT
Small Town Feel, Beach Community Character, and Connectedness	<i>Enhance Carlsbad’s defining attributes—its small town feel and beach community character. Build on the city’s culture of civic engagement, volunteerism, and philanthropy.</i>
Open Space and the Natural Environment	<i>Prioritize protection and enhancement of open space and the natural environment. Support and protect Carlsbad’s unique open space and agricultural heritage.</i>
Access to Recreation and Active, Healthy Lifestyles	<i>Promote active lifestyles and community health by furthering access to trails, parks, beaches, and other recreation opportunities.</i>
The Local Economy, Business Diversity, and Tourism	<i>Strengthen the city’s strong and diverse economy and its position as an employment hub in North San Diego County. Promote business diversity, increased specialty retail and dining opportunities, and Carlsbad’s tourism.</i>
Walking, Biking, Public Transportation and Connectivity	<i>Increase travel options through enhanced walking, bicycling, and public transportation systems. Enhance mobility through increased connectivity and intelligent transportation management.</i>

CORE VALUE	VISION STATEMENT
Sustainability	<i>Build on the City’s sustainability initiatives to emerge as a leader in green development and sustainability. Pursue public/private partnerships, particularly on sustainable water, energy, recycling, and foods.</i>
History, the Arts, and Cultural Resources	<i>Emphasize the arts by promoting a multitude of events and productions year-round, cutting-edge venues to host world-class performances, and celebrate Carlsbad’s cultural heritage in dedicated facilities and programs.</i>
High Quality Education and Community Services	<i>Support quality, comprehensive education and life-long learning opportunities, provide housing and community services for a changing population, and maintain a high standard for citywide public safety.</i>
Neighborhood Revitalization Community Design, and Livability	<i>Revitalize neighborhoods and enhance citywide community design and livability. Promote a greater mix of uses citywide, more activities along the coastline, and link density to public transportation. Revitalize the Village as a community focal point and a unique and memorable center for visitors, and rejuvenate the historic Barrio neighborhood.</i>

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2 A Snapshot of the City

2.1 Existing Land Use Pattern

The following section describes the range of existing land uses in the city and the character of development.

Existing Uses

The geographically dominant land use in Carlsbad is single-family residential, with neighborhoods distributed throughout the city. Residential uses account for 31 percent of the city's land area (exclusive of local streets), as shown in Table 2.1-1, with the largest share attributed to single-family homes. According to the San Diego Association of Governments (SANDAG), there are 43,496 residential units in the city, which consist of 29,390 single-family homes (68 percent of total), 12,807 multi-family units (29 percent of total) and 1,299 mobile homes (3 percent of total).¹

Non-residential uses, including commercial, industrial and hotels, account for 10 percent of the city's land area. Commercial and industrial uses are primarily concentrated along Palomar Airport Road. As shown in Table 2.1-2, and according to Colliers International (2nd quarter of 2010), there are 14.9 million square feet of industrial and research and development/flex space and 5.6 million square feet of office space. Notably, as of mid-2010, vacancy rates were relatively high at 14.6 percent (industrial) and 29.3 percent (research and development/flex space). Hotels, which make up 1 percent of Carlsbad's land area, are scattered throughout the city, taking advantage of freeway access, the airport and proximity to major activity and employment centers, including Legoland, beaches, golf courses, the Village and business parks. Public and quasi-public uses, including city buildings and utilities, account for 5 percent of the city's total acreage.

Although the coastal portions of Carlsbad are largely developed, natural vegetation remains in and around the three coastal lagoons and on the higher, steeper-sloped, inland portions of the city. Ten percent of the city's land area is used for parks and recreation, 4 percent for agriculture and 33 percent as other open space or natural areas. Finally, the remaining 6 percent of land is undeveloped or vacant. Although some of the vacant land may be available for development, some sections may not be developable due to site constraints, such as steep slopes or natural habitat that is protected pursuant to the city's Habitat Management Plan.

A more detailed discussion regarding existing land use patterns may be found in Working Paper 6.



¹ SANDAG 2050 Regional Growth Forecast for City of Carlsbad, received from City of Carlsbad Planning Department by Dyett & Bhatia on July 14, 2011.

TABLE 2.1-1: EXISTING LAND USES		
LAND USE	ACRES	SHARE OF SUB TOTAL
Residential Total	6,796	32%
Rural Residential	87	<1%
Single Family Detached Residential	5,084	24%
Single Family Attached Residential	646	3%
Mobile Homes	180	1%
Multi-Family Residential	800	4%
Non-Residential Total	2,087	10%
Shopping Centers	131	1%
Hotel, Motel, Resort	223	1%
Commercial	309	1%
Office	270	1%
Industrial	1,154	5%
Public/Quasi-Public Total	1,069	5%
Transportation, Communication, Utilities	571	3%
Education/Institutional	497	2%
Agriculture/Open Space Total	10,089	47%
Agriculture	935	4%
Recreation	2,074	10%
Open Space	7,080	33%
Undeveloped/Under Construction Total	1,385	6%
Undeveloped/Vacant	1,341	6%
Under Construction	44	<1%
Subtotal	21,427	100%
Right of Ways	3,582	
Grand Total	25,009	

Notes:

a. Numbers may not add up due to rounding.

b. Planned land uses, such as open space, may differ than existing land uses shown in this table. In addition, some "undeveloped/vacant" land may be been developed since the date of SANDAG's data, while some "under construction" may have been completed.

Source: SANDAG, 2008; City of Carlsbad Planning Department, 2011; Dyett & Bhatia, 2012

TABLE 2.1-2: EXISTING INVENTORY OF RESIDENTIAL AND NON-RESIDENTIAL USES		
	UNITS/SQUARE FEET	VACANCY RATE (%)
Residential (Units)	43,496	8.0
Single-Family	29,390	7.1
Multi-Family ¹	12,807	9.8
Mobile Homes	1,299	9.9
Non-Residential (square feet/hotel rooms)	24,373,400	
Industrial and R&D/Flex Inventory	14,910,100	14.6
Office-Inventory	5,622,700	29.3
Retail	3,840,600	4.7
Hotel Rooms	3,600	n/a

1. Includes assisted living/professional care facilities.

Source: Residential: SANDAG 2050 Regional Growth Forecast for City of Carlsbad, received from City of Carlsbad Planning Department by Dyett & Bhatia on July 14, 2011. Non-Residential: Colliers International (Q2 2010) and City of Carlsbad Planning Department (Working Paper 6).

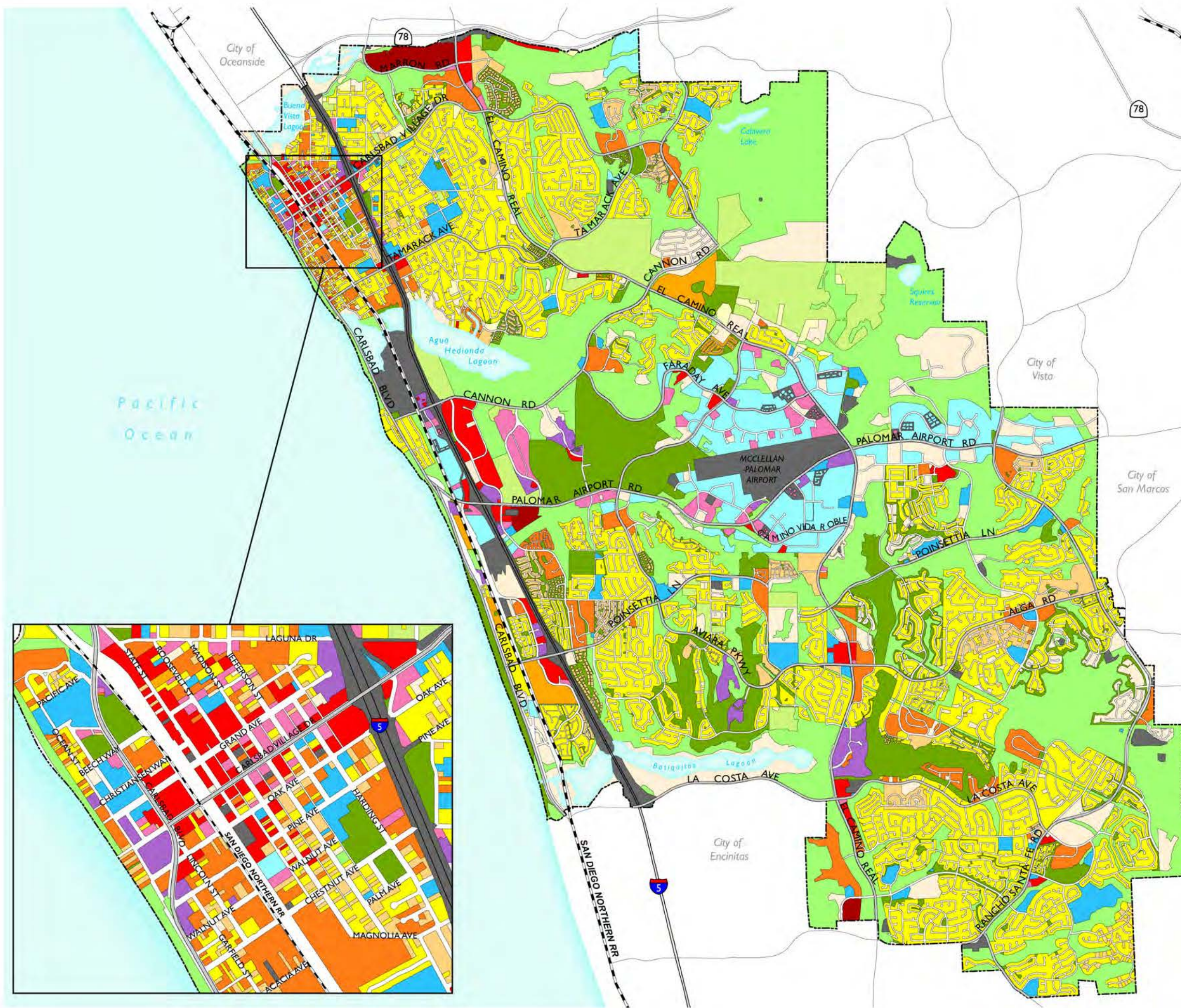
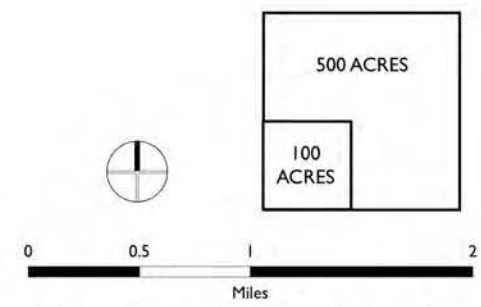


Figure 2.1-1: Existing Land Uses

- Spaced Rural Residential
- Single Family Detached Residential
- Single Family Attached Residential
- Mobile Homes
- Multi-Family Residential
- Shopping Centers
- Commercial
- Hotel, Motel, Resort
- Office
- Education/Institutional
- Transportation, Communication, Utilities
- Industrial
- Agriculture
- Recreation
- Open Space
- Undeveloped
- Highways
- Major Roads
- Railroad
- City Limits



Source: City of Carlsbad, 2009; SANDAG, 2008; Dyett & Bhatia, 2011.

2.2 Circulation and Connectivity

The following section describes the circulation system within the city, including the roadway, transit and bicycle system. This presents an overall view of the current and planned infrastructure to support walking, bicycling, using public transit and driving in Carlsbad and provides context to evaluate the land use concepts based on the “walking, biking, public transportation and connectivity” core value in the Carlsbad Community Vision. A comparative analysis of the land use concepts in regards to circulation and connectivity is located in Section 5.8.

Roadway System

The current General Plan classifies the roadway network within Carlsbad by the following facility types: freeways, prime arterials, major arterials, secondary arterials and a network of collector and local streets. Figure 2.2-1 shows the classification of major roadways within the city.

Freeways

Freeway facilities are high-volume/high-speed roadways with access occurring only at grade-separated interchanges. Interstate 5 extends along a north-south alignment through the city. North of the city, Interstate 5 continues through North San Diego County and Orange County, and provides access further north. South of the city, Interstate 5 provides access to other coastal cities in San Diego County, the City of San Diego and the South Bay, reaching the Mexican border at the southern edge of San Diego County. State Route 78 extends east-west, from Interstate 15 to Interstate 5.

Prime Arterials

Carlsbad contains a network of prime arterials traveling both north-south and east-west. These prime arterials generally have six travel lanes and are designed to carry very high volumes of traffic while providing access to adjacent properties when alternatives for access are unavailable. The prime arterials within the city include Palomar Airport Road, El Camino Real, Melrose Drive, Rancho Santa Fe Road and Olivenhain Road.

Major Arterials

Major arterials are generally four-lane roadways that supplement the prime arterials. These roadways are designed to carry moderate to heavy traffic while also providing access to adjacent properties when alternatives are unavailable. Some of the major arterials in Carlsbad include Carlsbad Boulevard, Cannon Road, Poinsettia Lane, Alga Road, Camino Junipero and College Boulevard. Portions of Carlsbad Village Drive and La Costa Avenue are also classified as major arterials.

Secondary Arterials

Secondary arterials are generally two to four-lane roadways that supplement the prime and major arterials. These roadways are designed to carry moderate levels of traffic while also providing access to adjacent properties. Some of the secondary arterials in the city include Marron Road, Paseo Del Norte, Avenida Encinas, Aviara Parkway, Alicante Road, El Fuerte Street, Camino De Los Coches and Calle Barcelona. Portions of Carlsbad Village Drive, Faraday Avenue, Tamarack Avenue and La Costa Avenue are also classified as secondary arterials.

Collector Streets

Collector streets provide connections between the arterial system and local streets that generally provide direct access to adjacent properties. Examples of collector streets include portions of Tamarack and Faraday avenues.

Planned Roadway System Improvements

There are several planned improvements to the city’s roadway network. The Circulation Element of the current General Plan includes completion of the city’s roadway network, with inclusion of the following new or improved roadway segments (though construction is contingent on funding being allocated and upon completion of environmental analysis pursuant to the California Environmental Quality Act [CEQA]):

- **Cannon Road.** Cannon Road is an existing east-west major arterial running between Carlsbad Boulevard and College Boulevard, with an unconstructed segment east of College Boulevard. The Circulation Element identifies the extension of this major arterial to the eastern city limit.
- **College Boulevard.** College Boulevard is an existing north-south major arterial running between the northern city limit and Palomar Airport Road, with an unconstructed segment between Cannon Road and El Camino Real. The Circulation Element identifies the extension of College Boulevard between Cannon Road and El Camino Real.
- **Poinsettia Lane.** Poinsettia Lane is an existing east-west major arterial running between Carlsbad Boulevard and Melrose Drive, with an unconstructed segment west of El Camino Real. Additionally, the segment of Poinsettia Lane between Aviara Parkway and Black Rail Road is not constructed to its ultimate configuration. The Circulation Element identifies the extension of Poinsettia Lane to complete the missing segments.
- **Camino Junipero.** Camino Junipero is an existing east-west major arterial beginning at Rancho Santa Fe Road and nearly reaching the eastern city limit. The Circulation Element identifies this major arterial extending to the eastern city limit.
- **Marron Road.** Marron Road is an existing east-west secondary arterial running between Jefferson Street and Avenida De Anita, with an unconstructed segment between Avenida De Anita and the eastern city limit. The Circulation Element identifies the extension of this secondary arterial to the eastern city limit.

Other future roadway improvements include the Carlsbad Boulevard realignment project and property exchange with the State Parks Department. In July of 2000, the City of Carlsbad together with the Carlsbad Housing and Redevelopment Commission adopted the South Carlsbad Coastal Redevelopment Area (SCCRA) Plan. One of the goals set forth within the SCCRA Plan is to provide funding for the realignment of Carlsbad Boulevard which has the potential to yield excess property that could facilitate the expansion of uses—primarily open space and recreational—along the waterfront. It is anticipated that the realignment project will include a promenade or similar space along the west side of southbound Carlsbad Blvd. The promenade might include, but is not limited to, landscaping, public art, park furniture, trash containers, lighting, water fountains, bicycle racks, etc.

These planned roadway improvements are shown in the context of each land use concept in Figures 4.2-1, 4.3-1, and 4.4-1 in Chapter 4.

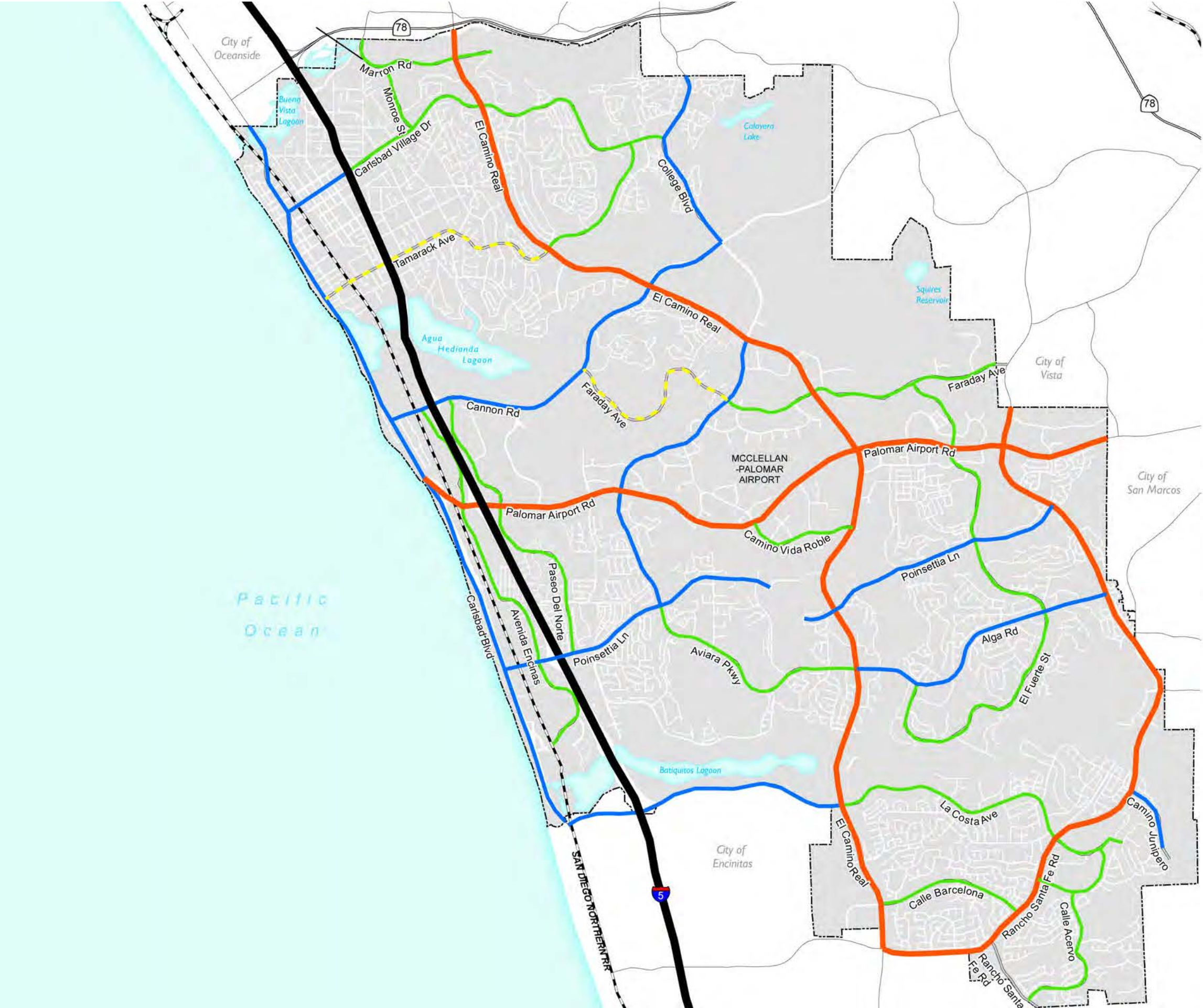
Transit

North County Transit District (Bus Service)

Fixed-route public transportation service in Carlsbad, consisting of bus and rail, is provided by the North County Transit District (NCTD). Figure 2.2-2 illustrates the existing public transit routes serving Carlsbad.

System-wide, NCTD operates a total of eight BREEZE Transit Centers, with two located in Carlsbad: Carlsbad Village Station and Plaza Camino Real. The Carlsbad Village Station Transit Center includes six bus bays and serves three NCTD routes (Routes 101, 321, and 325). The Plaza Camino Real Transit Center is located at the Plaza Camino Real shopping center and includes eight bus bays and serves three NCTD routes (Routes 302, 309, and 325). Both transit centers provide sheltered seating and information on transit services through informational signs and posters.

Figure 2.2-1: Existing Road Classifications



Railroad
 City Limits
Road Classifications
 Freeway
 Prime Arterial
 Major Arterial
 Secondary Arterial
 Collector

Source: City of Carlsbad, 2009; SANDAG, 2008; Dyett & Bhatia, 2009; Fehr & Peers, 2010

Figure 2.2-2: Existing Regional and Local Transit Routes

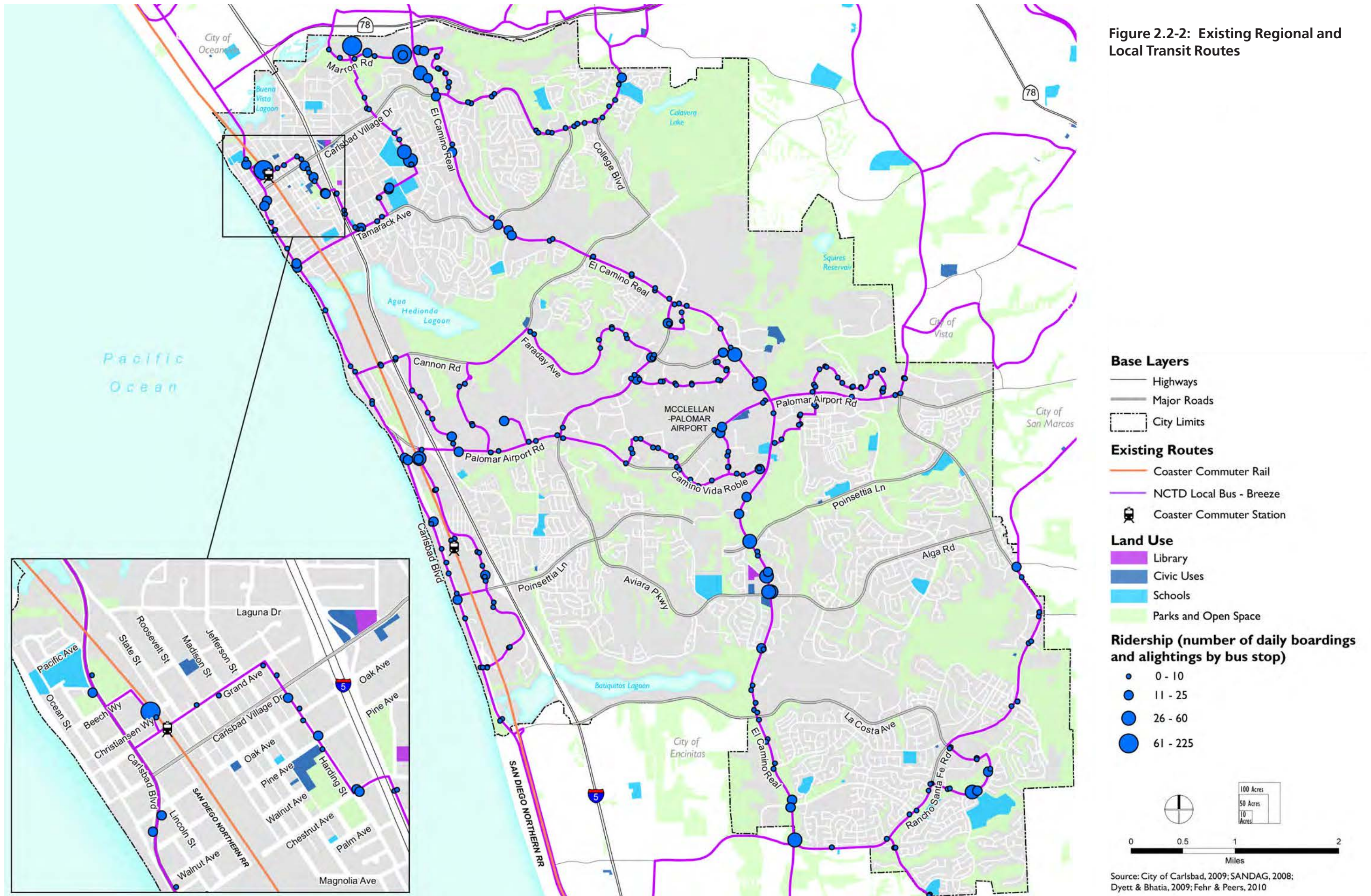
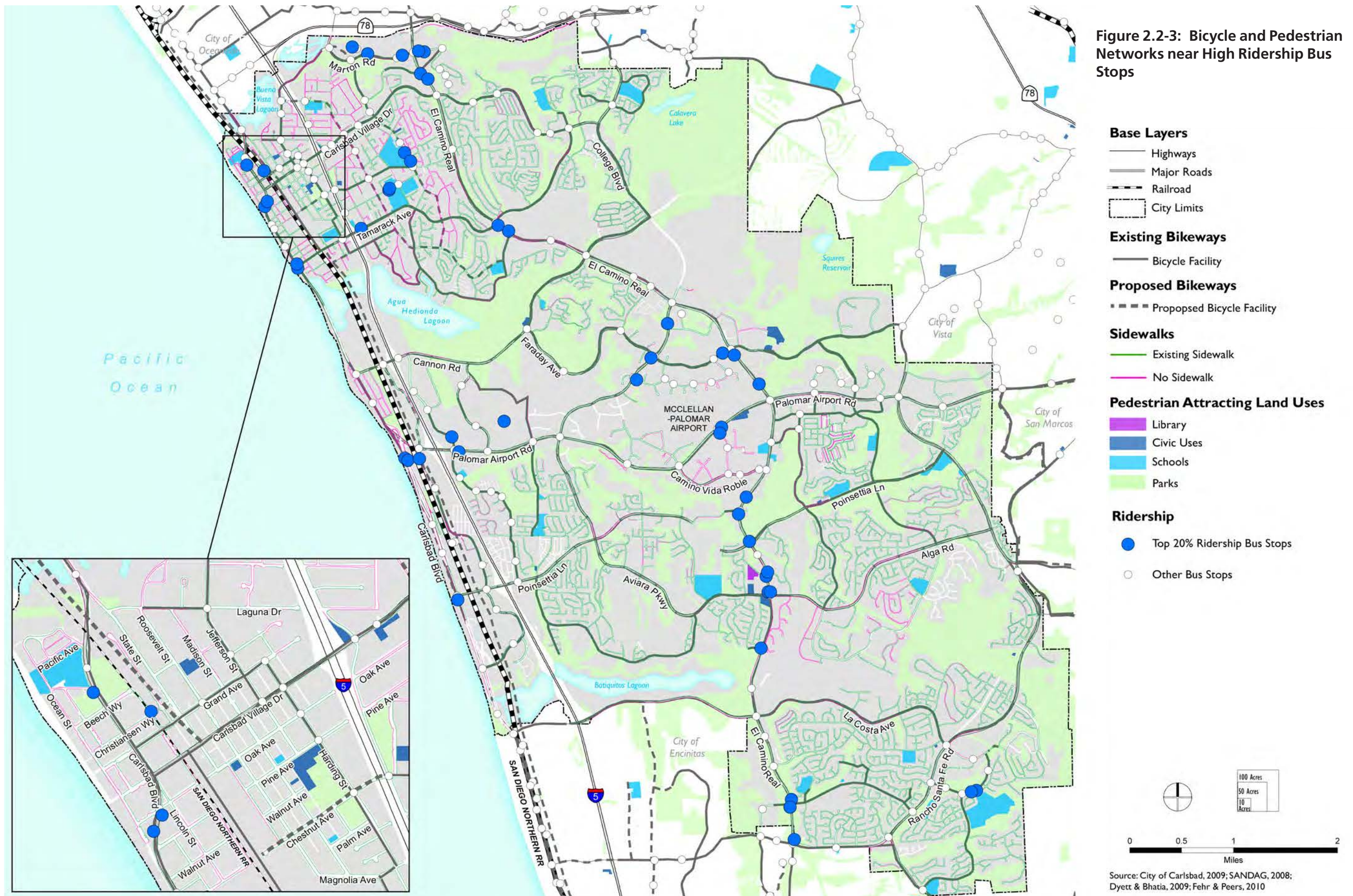


Figure 2.2-3: Bicycle and Pedestrian Networks near High Ridership Bus Stops



NCTD is preparing a Mobility Plan which includes a comprehensive study of their service, with the objective of developing an improved transit network in partnership with local communities. Specific elements of this study include examination of resident and rider demographics, major origins, destinations, connections, and evaluation of existing bus route performance. Potential changes to NCTD service such as route or fair restructuring would result in an enhanced NCTD experience for all users. For more information on this Mobility Plan, please visit: www.nctdmp.tmdinc.net/info01.htm.

An enhanced transit system that better serves travel patterns and area residents with improved system efficiency and service would likely increase the viability of utilizing transit for a wider variety of trip purposes. NCTD has stated an objective of achieving greater coordination in municipal planning efforts such as bus routing and local land use decisions. The General Plan update provides an opportunity to develop and implement transit goals that can work in concert with the efforts underway at NCTD to better serve residents of Carlsbad.

COASTER Commuter Rail

The COASTER is a north-south commuter rail transit service connecting San Diego with North County six days a week. Each COASTER train has a capacity exceeding 1,000 passengers and provides access to a number of regional coastal destinations including downtown San Diego, Old Town San Diego, Sorrento Valley, Solana Beach, Encinitas, and Oceanside. System-wide, the COASTER currently serves approximately 4,700 passengers on a typical weekday and 1,800 passengers on a typical Saturday. Weekday peak period service frequencies are approximately 30 minutes, with mid-day service frequencies of approximately 90 minutes. Carlsbad is served by two COASTER stations, one located north of Poinsettia Lane and the other located at Carlsbad Village Drive. Each COASTER station includes parking, platform boarding areas, ticketing machines, sheltered seating, and other amenities such as shade and trash receptacles.

Poinsettia Station

The Poinsettia COASTER Station is located on Avenida Encinas, north of Poinsettia Lane. This station is predominantly surrounded by residential and open space land uses. The Poinsettia Station is served by NCTD Routes 444 and 445, and includes several bus bays. Another bus stop is located on Carlsbad Boulevard, approximately one-quarter mile walking distance. The Poinsettia Station includes approximately 320 parking spaces.

Carlsbad Village Station

The Carlsbad Village COASTER Station is located on State Street, north of Grand Avenue. This station is surrounded by a variety of land uses including residential, shopping centers, restaurants and bars, hotels, offices, and open space. The Carlsbad Village Station is served by NCTD Routes 101, 321 and 325, and includes six bus bays with a bus stop located immediately west of the tracks along Washington Street. Another bus stop is located along Grand Avenue, at Roosevelt Street, within one-quarter mile walking distance. The Carlsbad Village Station includes approximately 420 parking spaces.

Planned Transit Improvements

The SANDAG 2050 Regional Transportation Plan (RTP) contains information regarding a number of proposed improvements to the transit network within Carlsbad. The “revenue constrained transit network” of the SANDAG 2050 RTP includes coastal rail improvements for tracks serving the COASTER and increased service and proposed rapid bus service along Palomar Airport Road, connecting McClellan Palomar Airport to San Diego International Airport. Improvements also include increased service along certain local bus routes with the goal of 15 minute service in key corridors.

Senate Bill 10 (SB 10), authored by Senator Christine Kehoe and passed in 2007, mandates that the San Diego County Regional Airport Authority, in collaboration with SANDAG, prepare a Regional Aviation Strategic Plan (RASP) to evaluate ways to optimize the public use airports in the region. SB 10 also requires the development of an Airport Multimodal Accessibility Plan (AMAP), an effort led by SANDAG and coordinated with the Airport Authority. Where the RASP will identify the airport infrastructure needed to meet future aviation demand, the AMAP will identify surface transportation infrastructure needs associated with future airport expansion. A draft of the San Diego AMAP was released for public review in June 2011. Recommended transit access improvements for the McClellan-Palomar Airport include modifying NCTD Route 445 to serve the airport terminal using the new Owens Avenue connection for more direct access to the terminal and the route modification would provide connectivity to COASTER service at the Carlsbad Poinsettia Station.

Bicycle Movement

The City of Carlsbad adopted a Bikeway Master Plan in 2007, which guides the future development of bikeways and enhancement of the city’s existing bikeway network. There are currently bicycle facilities on most major arterial roadways within the city, including Carlsbad Boulevard, Carlsbad Village Drive, El Camino Real, Palomar Airport Road and La Costa Avenue. Figure 2.2-3 displays the existing and proposed bicycle facilities in Carlsbad.

A majority of the roadways within the city currently include a bicycle facility of some type within its right-of-way. There are, however, several bicycle facility gaps at critical locations. In particular, bicycle lanes are discontinued along both Cannon Road and Palomar Airport Road, just east of Carlsbad Boulevard. These gaps greatly diminish connectivity to the coastline for cyclists.

Planned Bicycle Improvements

The city’s Bicycle Master Plan indicates a number of planned bicycle facilities, including the Coastal Rail Trail, the Carlsbad Boulevard Bike Path at Ponto, two Class II Bike Lane projects at Hillside Drive and Avenida Encinas, and five Class III Bike Route projects in the northwest quadrant of the city.

The proposed Coastal Rail Trail (30+ miles) located in the North County Transit District’s (NCTD) right-of-way will provide great opportunities for biking of all purposes. This trail will run along the eastern side of the railroad tracks through the coastal cities of Oceanside, Carlsbad, Encinitas, and Solana Beach in San Diego’s North County. A ¾-mile segment of the Coastal Rail Trail in Carlsbad was completed in 2005, connecting Tamarack Avenue with Oak Avenue.

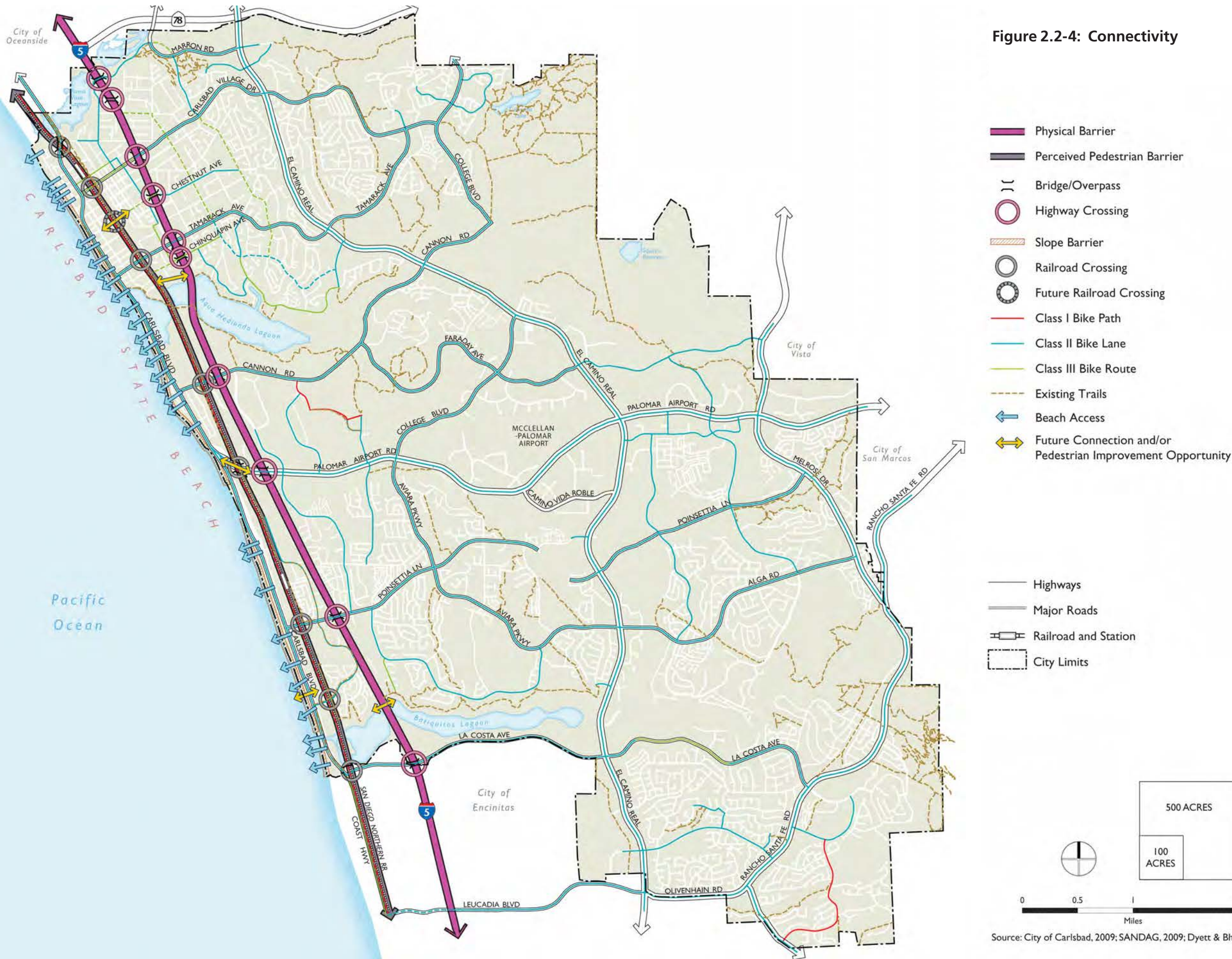
In addition, the Carlsbad Boulevard Bike Path at Ponto located on the western side of Carlsbad Boulevard (along the coast) between Palomar Airport Road and Poinsettia Lane, will provide residents of Carlsbad and visitors to South Carlsbad State Beach with a separated bike path.

Pedestrian, Bikeway and Transit Integration

A higher percentage of people are likely to use transit if they can walk to the station or bus stop, rather than driving cars to access transit. Good pedestrian and bicycle access is a key parameter in measuring the accessibility of the local transit facilities. Figure 2.2-3 displays locations of existing and missing sidewalks, existing and proposed bicycle facilities, and the various bus stop locations falling within the top 20 percent of current ridership activity within Carlsbad.

As shown, the busiest transit stops are located along the major streets with good pedestrian connectivity via sidewalks. While missing and incomplete sidewalks are problematic, it is the lack of a well-connected underlying roadway grid network that tends to form the most significant barrier to pedestrians. Missing sidewalks tend to be more common along smaller streets often within lower density residential areas which also lack through street connectivity. Pedestrian access along major roadways is generally good with adjacent sidewalks and crossing connections provided via

Figure 2.2-4: Connectivity



Source: City of Carlsbad, 2009; SANDAG, 2009; Dyett & Bhatia, 2011

marked crossings at signalized intersections. Some of the potential barriers to pedestrians accessing local transit facilities include:

- Missing sidewalks near bus stops, schools and parks
- Long distances between marked pedestrian crossings discourage pedestrians who must go out of their way to utilize a marked crossing

The major transit stops in Carlsbad are generally well served by existing bicycle facilities. All but a handful of the busiest transit stops are located on roadways with existing bicycle facilities. A number of bus stop locations in the northwest area of Carlsbad are along roadways currently without bicycle facilities. Bicycle facilities, however, are proposed for several streets in this area as per the city's adopted Bicycle Master Plan, including:

- Chestnut Avenue
- Highland Drive
- Monroe Street
- Coastal Rail Trail

Connectivity

One of the core values identified in the Carlsbad Community Vision is the “small town feel, beach community character and connectedness.” In a small town, one would expect to be able to walk everywhere. Moreover, in a small “beach” town, residents would expect to be able to walk to the beach. In Carlsbad, a simple walk to the beach is only available to residents that live along the coastline; the remaining majority of Carlsbad residents must access the beach by car, reducing connectedness among community members and potential interactions among neighbors and friends. With the city's natural topography and physical barriers created by I-5, the railroad, and the three lagoons, this access is limited even for drivers. These connections and constraints are illustrated in Figure 2.2-4.

Detailed discussion regarding the circulation system may be found in Working Paper 5, with additional analysis of beach access and connectivity in Working Paper 6.

2.3 Open Space, Parks & Recreation

This presents an overall view of the current and planned open space and park areas in Carlsbad and provides context to evaluate the land use concepts based on the “open space and natural environment” core value identified in the Carlsbad Community Vision. A comparative analysis of the land use concepts in regards to open space and parks is located in Section 5.5 and supplemented by an analysis of park access in Section 5.7.

Open Space

Carlsbad is situated along the Pacific Coast. Elevations range from sea level along the coast to about 1,000 feet above mean sea level at the southeastern border of the city. Land within the city's jurisdiction covers about 42 square miles (26,880 acres), about 38 percent of which the city currently classifies as open space. About 77 percent of that open space consists of natural open space such as native habitats, lagoons and streams. Other lands classified by the city as open space include agricultural lands, recreation areas and open space for aesthetic, cultural and educational purposes.

The city's open space network boasts three lagoons, nearly 45 miles of hiking trails, and almost seven miles of coastline, as well as unique agricultural and horticultural resources such as the strawberry fields grown by the Carlsbad Strawberry Company and the Flower Fields. Carlsbad is unique in its conservation goals for 40 percent of the city in open space. Other cities in North San Diego County have goals for open space in the 12 to 15 percent range.

Prior to the adoption of the city's Growth Management Plan (1986), the Carlsbad General Plan designated and preserved 25 percent of the city as open space for protection of environmentally significant land and sensitive habitat. The Growth Management Plan required all development (after 1986) to designate 15 percent of the project land area as permanent open space (exclusive of environmentally constrained non-developable land) except in areas of the city already developed (Local Facility Management Zones 1 through 10, and 16). When the open space required by the city's General Plan is combined with the additional open space required by the Growth Management Plan, and properties protected by the city's Habitat Management Plan, it is estimated that the amount of open space in the city at build-out will be 40 percent of the total city area. Figure 2.3-1 shows the open space within the City of Carlsbad.

Several plans and programs are in place to enhance open space in the community:

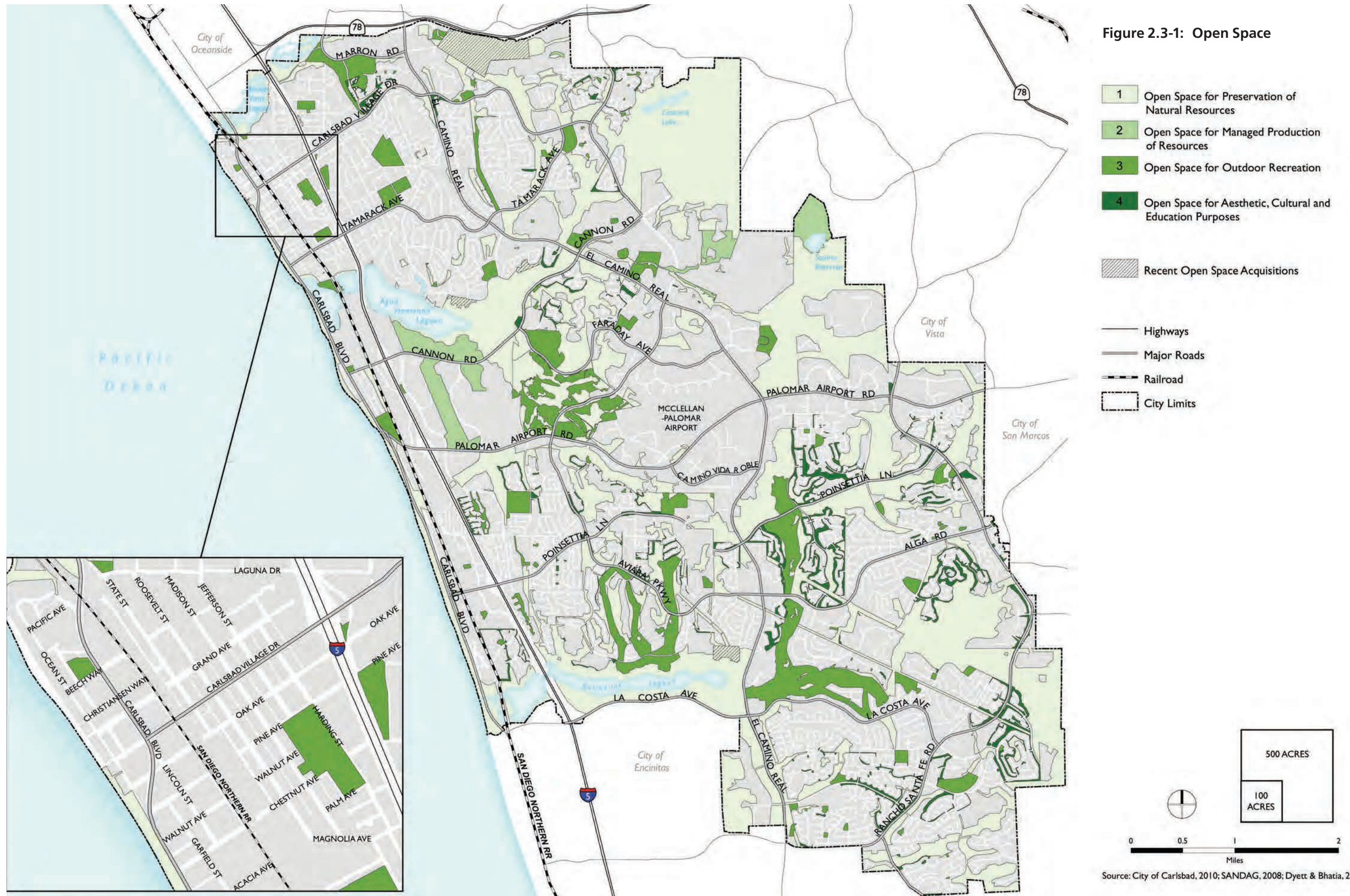
Multiple Habitat Conservation Program

Under the California Natural Community Conservation Program, the City of Carlsbad and six other cities in northern San Diego County participated in the preparation of the Multiple Habitat Conservation Program (MHCP), which was adopted and certified by the San Diego Association of Governments (SANDAG) Board of Directors in March 2003. The MHCP is a comprehensive subregional plan that addresses the needs of multiple plant and animal species in northwestern San Diego County and encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach and Vista. The intent is that these jurisdictions will implement their respective portions of the MHCP through citywide subarea plans, which describe the specific implementing mechanisms each city will institute for the MHCP.

Habitat Management Plan for Natural Communities in the City of Carlsbad

The City of Carlsbad prepared a subarea plan as a part of the MHCP, called the “Habitat Management Plan for Natural Communities in the City of Carlsbad” (HMP), which was adopted by the Carlsbad City Council in November 2004. The HMP outlines specific conservation, management, facility siting, land use, and other measures that the city will take to preserve the diversity of habitat and protect sensitive biological resources in the city while also allowing for additional development and growth as anticipated under the city's General Plan. Formal approval and adoption of the HMP occurred through issuance of a permit by the wildlife agencies, namely U.S. Fish and Wildlife Service (FWS)

Figure 2.3-1: Open Space



and California Department of Fish and Game (CDFG), as well as execution of an implementation agreement between the city and the wildlife agencies. To date, Carlsbad's HMP is the only adopted subarea plan in the MHCP subregion.

The HMP preserve contains natural habitats that are necessary to sustain threatened, listed or sensitive species, and to maintain biological value. According to the permit issued by the wildlife agencies, the HMP is required to establish a preserve of 6,478 acres of natural habitat (within the city's jurisdictional boundary), as well as an additional 308 acres of "core area" habitat for the coastal California gnatcatcher (outside of the city's jurisdiction).

Open Space Management Plan

As a framework plan to assist in the implementation of the HMP, the city's Open Space Management Plan (OSMP) establishes procedures, standards, guidelines and conditions for long-term conservation and management of sensitive species and habitat. There are three additional categories of open space land in the OSMP that are dedicated as non-preserve uses in the HMP:

Other Natural Lands. These are lands that do not contribute significantly to the overall biological value, but continue to be managed as open space.

Developed Parks. This category includes existing parks as well as parks to be developed in the future.

Drainage Basins. The drainage basin parcels serve as an "overlay" because they are sometimes covered by other categories and may overlap with the HMP areas.

Open Space Conservation Resource Management Plan

The City of Carlsbad's Open Space Conservation Resource Management Plan (OSCRMP) (1992) defines a program for implementation of an integrated open space system incorporating all types of General Plan open space, including natural habitats and trails.

Community Forest Management Plan

The Community Forest Management Plan (2000) provides guidance to conserve forest areas through proper design, maintenance and education. The document includes guidelines and procedures for planting, maintaining, removing, replacing and preserving trees within public areas.

Proposition C Open Space and Trails

In 2002, Proposition C was passed by Carlsbad voters, which authorized the City Council to exceed the \$1 million capital spending limit for specified projects, one of which was the acquisition of open space and trail linkages. The Proposition C Open Space and Trails Ad Hoc Citizens' Committee was formed by the City Council in October 2005 to establish a prioritized list of potential property acquisitions associated with the open space and trails linkage component of Proposition C. Several conservation acquisitions of Prop C ranked properties have occurred to-date. The Sherman property was acquired by the California Department of Fish and Game (CDFG) and is now the CDFG's Buena Vista Creek Ecological Reserve., The Mitsuuchi property near Batiquitos Lagoon and two Caltrans properties near Agua Hedionda Lagoon have been acquired by SANDAG.

Agricultural Heritage/Proposition D

In November 2006, Proposition D—Preserve the Flower and Strawberry Fields and Save Tax Payers Money (Prop D)—amended the Carlsbad General Plan by designating an area of land for special consideration called "The Cannon Road Open Space, Farming and Public Use Corridor." The Prop D areas consist of approximately 307 acres

of privately-owned lands, including the strawberry fields and the Flower Fields. The proposition placed a permanent open space designation on the lands to encourage continuation of agriculture as long as it is economically viable for the landowners. When agriculture is no longer economically viable, only other open space uses would be allowed on the lands. The Proposition specifically prohibits residential, commercial and industrial-type uses in the area other than those normally associated with farming operations and open space uses.

The city conducted a comprehensive planning and public participation process to determine the most appropriate use of the site, which is limited to open space, recreational and public uses. Based on the input received during that public participation process, the city adopted new regulations in the zoning ordinance to fully implement Proposition D. The new regulations are currently under review by the California Coastal Commission.

Lagoons and Lagoon Watersheds

Lagoons are a valuable part of the city's open space network and provide various public benefits, such as hiking trails, scenic viewsheds, nature preserves, nature education, fishing and water recreation. There are three lagoons, totaling more than 1,000 acres, located within the city:

- **Buena Vista Lagoon.** Buena Vista Lagoon is a 350-acre fresh water lagoon managed by CDFG as a nature reserve. Located on the border between Carlsbad and Oceanside, it became California's first ecological reserve in 1969.
- **Agua Hedionda Lagoon.** Agua Hedionda Lagoon consists of three inter-connected lagoons, divided by the I-5 freeway and a railroad bridge. Cabrillo Power LLG owns and manages the lagoon water body, which primarily provides cooling water for the electric producing generators at the Encina Power Plant. A portion along the eastern edge of the lagoon is protected by CDFG and designated as a Marine Protected Area under the Marine Life Protection Act. The Agua Hedionda Ecological Reserve was acquired in 2000 by the CDFG and consists of 186 acres of wetland at the eastern end of the lagoon.
- **Batiquitos Lagoon.** Batiquitos Lagoon consists of approximately 561 acres protected as a game sanctuary and bird estuary. The Batiquitos Lagoon is owned by both the CDFG and the California State Lands Commission.

Parks and Recreation Facilities

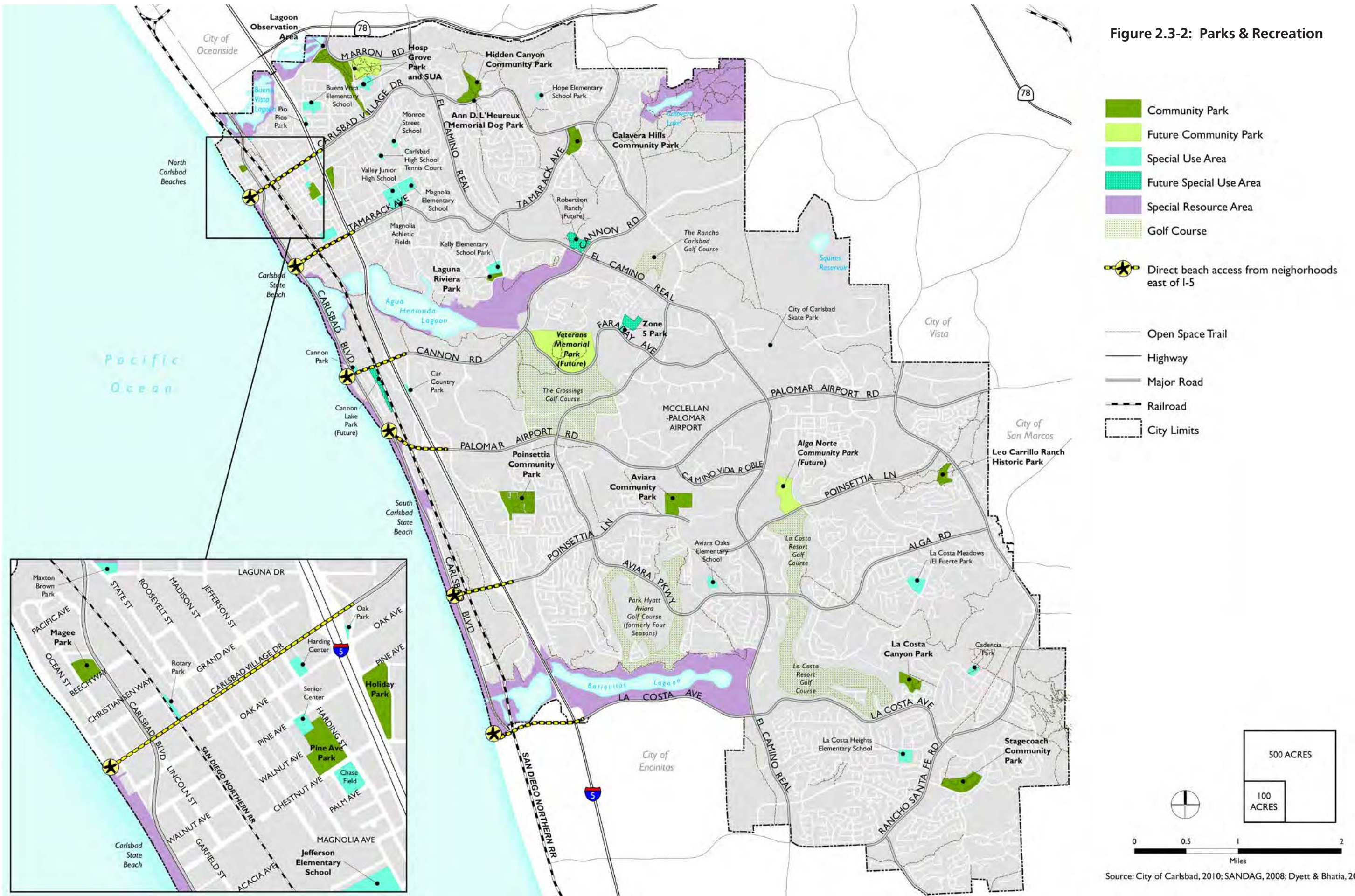
Park Classifications

Parks in the city are classified as follows:

- **Community Parks.** Community parks are approximately 20-50 acres in size (though some smaller parks have been "grandfathered" into this classification), and designed to serve the recreational needs of several neighborhoods, with a focus on serving families. Community parks are designed to be accessed primarily by vehicle, and are therefore typically located on or near an arterial roadway.
- **Special Use Areas.** Special use areas are typically between one and five acres in size, with only one or two basic uses, which can be either active or passive in orientation. Examples include, but are not limited to, skate parks, dog parks, tennis courts or picnic areas.
- **Special Resource Areas.** Special resource areas have citywide and potentially regional significance related to the quality of the site or service that it provides. This quality may be a natural feature (geological, ecological, hydrological), historical (architectural, archaeological), or some combination thereof. Special resource areas are typically larger than community parks. Three special resource areas (Lake Calavera, Agua Hedionda Lagoon, and Batiquitos Lagoon) are also designated regional open space parks.

Figure 2.3-2 shows the location of different parks within Carlsbad.

Figure 2.3-2: Parks & Recreation



Existing Parks Inventory

The City of Carlsbad currently has 12 community parks (221 acres), 25 special use areas (61 acres), and five special resource areas (more than 1,300 acres). Table 2.3-1 provides the approximate acreages of existing and future community parks, special use areas and special resource areas.

If combined, the standards for the different types of recreation resource areas (special resource areas, special use areas, and community parks) results in a parks standard of 5.5 acres per 1,000 population. Of this, 3.0 acres per 1,000 population are required of developers (to comply with growth management), while the city works to achieve the other 2.5 acres per 1,000 population on its own.

Planned Parks and Future Need

Planned New Parks

Several entirely new parks are already scheduled in order to meet identified needs in accordance with citywide growth management facilities standards. These include:

- **Alga Norte Community Park.** A community park on a 32-acre site in the southeast quadrant east of El Camino Real, bordered on the south by Poinsettia Lane and on the east by Alicante Road.
- **Veterans Park** is a community park planned for the northwest quadrant, north of Faraday Avenue just east of Cannon Road and across the street from portions of The Crossings at Carlsbad golf course. The city-owned site is approximately 100 acres, of which only about 30 is developable (however trails may be located throughout most of the 100 acres).
- **Robertson Ranch.** Robertson Ranch is a 13-acre special use area planned for the northeast quadrant on the north-east corner of El Camino Real and Cannon Road.

Future Park Need

Based on the city’s current growth management plan and park facility standard (3 acres per 1,000 population), the city estimates that at buildout the parkland demand will be 357 acres (citywide), assuming that the current city park standards are in place. The standards as well as land uses themselves will be examined as part of the General Plan update, so these numbers may change. Special resource areas need is not be discussed here because the city supply already vastly exceeds anticipated need based on current citywide standards. With 414 acres of funded and currently-planned parks (such as Alga Norte and Veterans), the city will meet its growth management parkland requirements based on current population projections. Furthermore, all concepts show some additional parkland within several focus areas to locate additional parkland close to where future population will reside.

Additional discussion regarding open space, and parks and recreation may be found in Working Paper 3.

TABLE 2.3-1: EXISTING AND FUTURE PARKS (ACRES)	
Community Parks	221.5
Special Use Areas	60.8
Special Resource Areas	1,305.2
Sub-Total Existing	1,587.5
Planned Future	414.0
Total Existing and Future	2,001.5
Note: Planned Future Parks includes parks whose development is underway or are planned for the future. These exclude proposals for new parks within focus areas in the three concepts.	

Source: Working Paper 3, 2011.

3

Looking Ahead

The land use concepts take into consideration a variety of factors, including community input, market demand, and development constraints and opportunities. The SANDAG population and employment projections shown below are provided for informational purposes regarding potential growth in Carlsbad. The market demand shows residential and non-residential demand while the land availability and development constraints section shows where the demand can be met given development constraints.

3.1 Growth Projections

Population and Employment Projections

Changes to Carlsbad’s population and employment over the next 25-30 years will be influenced by many factors, including regional growth, economic forces, local policies, and Carlsbad’s attractiveness to future residents and employers. Carlsbad’s 2008 population was 103,406 and SANDAG projects that the city will add 23,983 residents by 2040, bringing the population to 127,389. SANDAG projects that the greatest population increase will occur in the Northwest and Northeast quadrants of the city. Data for the year 2040 is presented because SANDAG does not provide projections for the year 2035.

In 2008, Carlsbad contained 61,999 jobs. SANDAG expects employment in Carlsbad to increase at a higher rate than population growth, projecting an annual increase of 0.8 percent, resulting in 83,528 jobs by 2040. SANDAG projects that the greatest employment increase will occur in the Northeast and Southeast quadrants of the city.

TABLE 3.1-1: POPULATION AND JOB GROWTH SCENARIOS								
	POPULATION				JOBS			
	2008	2040	2008-2040 CHANGE	ANNUAL GROWTH RATE	2008	2040	2008-2040 CHANGE	ANNUAL GROWTH RATE
NW	27,907	35,490	7,583	0.7%	35,850	40,825	4,975	0.4%
NE	14,868	21,629	6,761	1.0%	7,658	18,944	11,286	1.9%
SW	23,887	27,905	4,018	0.4%	14,182	15,969	1,787	0.3%
SE	36,744	42,365	5,621	0.4%	4,309	7,790	3,481	1.4%
Total	103,406	127,389	23,983	0.6%	61,999	83,528	21,529	0.8%

Source: SANDAG, 2011

Market Demand

Based on market analysis conducted for Envision Carlsbad (see Working Paper 2), net demand for residential units in 2035 is projected to be 5,270 units as shown in Table 3.1-2. Analysis indicates that residents 20 to 34 years of age with a greater preference for multifamily housing are projected to be the largest drivers of housing need during the next ten years. Based on tapestry segmentation profiles for these residents, future growth in demand for multifamily housing will focus on the city’s northwest quadrant, as younger, up-and-coming residents with growing wealth exhibit a growing preference for older, urban neighborhoods with an abundance of services, retail opportunities, and walking access to amenities, such as those offered in Carlsbad Village and the Barrio. Redevelopment potential of these areas will therefore be greatest during the next 10 years. From 2031 to 2041, a significant increase in residents 85 years of age or older will create a much greater demand during that timeframe for multifamily senior housing and assisted living facilities.

Approximately 63.6 percent of all employees in the city are employed in manufacturing/light industrial (30.2 percent) and research and development/business park/office (33.3 percent) uses. Working Paper 2 shows that under Constant Distribution and Decennial Shift in Distribution scenarios, through 2040, a forecasted demand of approximately 3.94 million to 4.37 million square feet of new manufacturing/light industrial and research and development/business park/office space is projected for Carlsbad.

Table 3.1-2 provides space demand projections for manufacturing/light industrial and research and development/business park/office uses based on a decennial shift in distribution scenario. Based on current trends in land costs in North San Diego County and Carlsbad’s traded job clusters, this scenario assumes a more realistic distribution of jobs and land, and that employment distribution and demand for building space and land by industry will increasingly shift over time toward a higher concentration of research and development/business park/office uses, and a lower concentration of manufacturing/light industrial uses.

Additional discussion of housing, and market and employment trends is contained in Working Paper 2.

TABLE 3.1-2: 2035 RESIDENTIAL AND NON-RESIDENTIAL DEMAND			
LAND USE	TOTAL 2035 DEMAND	PIPELINE DEVELOPMENT ¹	NET 2035 DEMAND
Residential (Units)	6,280	1,010	5,270
Industrial/R&D/Office (square feet)	3,295,000	1,117,000	2,179,000
Commercial/Retail (square feet)	917,000	380,000	537,000
Hotel (rooms) ²	2,700	250	2,450
Public/Institutional	n/a	433,000	-

1. Pipeline includes development projects reported in Working Paper 6.

2. Hotel 2035 demand not projected by market analysis. Hotel demand based on average increase of 500 – 600 rooms every 5 years, resulting in a 75% increase in hotel capacity over the next 25 years.

Source: Rosenow Spevacek Group, Inc., 2011; Working Paper 2, 2011.

Development Projects

There are several development projects in the pipeline that may be constructed in the near term. The majority of these projects are residential, including large-scale developments, such as the approved Robertson Ranch Master Plan, with housing, commercial space and substantial open space, and the proposed Dos Colinas senior housing community. Development projects are summarized in Working Paper 6 and illustrated on Figure 3.2-1 in Section 3.2 of this report. These projects alone could add over 1,000 housing units, 250 hotel rooms, 294,000 square feet of office, 433,000 square feet of public/institutional, 823,000 square feet of industrial, and 380,000 square feet of retail development to the city.

3.2 Land Availability and Development Constraints

Opportunity Sites

With the city nearing “built out” and the preservation of open space a priority, undeveloped land available for development is limited. Vacant sites exist throughout the city, but many of these sites are small, irregular in shape, or otherwise constrained due to natural or physical features (such as steep slope) that render development infeasible. Therefore, much of the city’s future development will come from expanded development on sites with existing structures or redevelopment of sites and structures that come to the end of their useful life over the next 20 years.

Methodology

Sites that have the potential to accommodate Carlsbad’s future projected growth (opportunity sites) were classified into three categories: vacant, underutilized sites, and vacant or underutilized sites that are part of specific or master plan area (See Figure 3.2-1):

- Vacant sites contain no development or are used as surface parking lots
- Underutilized sites refer to sites that have some existing (and even recent) development that is low density and available for intensification; or existing structures that may be at the end of their useful life during the planning period and appropriate for redevelopment.
- Vacant or underutilized sites that lie within approved master or specific plan areas may be developed consistent with the plan and will contribute to the city’s ability to meet residential and non-residential demand, as well as demand for community resources. Notably, if the master or specific plan is amended or is not built, there may be opportunity for development or redevelopment different from the current stipulations of the master or specific plans.

The following method was used to determine “opportunity” sites. The first three steps apply to underutilized sites, which contain existing structures or uses. The last two steps apply to both vacant and underutilized sites.

- **Assessed Building Value/Land Value Ratio.** The assessed building value to the land value for each site was compared. Building values that are less than their land values indicate that there is potential for redevelopment. Whereas, building values that exceed land values indicate that redevelopment is less likely.
- **Building Intensity.** Sites with lower development intensities are more likely to see new or additional development in the future. Sites with floor area ratio (FAR) values of 0.15 or less were identified as having potential for redevelopment or expansion.
- **Elimination of Existing Uses.** Sites with existing residential uses, educational or institutional uses, existing recreation areas and protected open space and transportation and utilities infrastructure were excluded from the

analysis, as major reuse of these uses is unlikely. Vacant and underutilized commercial and industrial sites tend to have the greatest opportunity for redevelopment.

- **Site Constraints.** Environmental and physical factors, such as sites with steep slopes and flood potential, may constrain development opportunities on both vacant and underutilized sites. These factors were evaluated as described in the following section and sites were removed as potential opportunity sites accordingly.
- **Windshield Survey and Discussions with Staff.** Following the application of the methods described above, a map was prepared showing a first draft of potential development sites. A “windshield” survey was conducted to check the validity of sites and identify any constraints that may not have been revealed during the analysis, but became clear through a site visit. In addition, City staff provided input about known site availability and pending or proposed projects.

Some opportunity sites may not see any new development over the next 25 years, while other sites not considered as being an opportunity site may. The purpose behind identifying opportunity sites is to explore the likely amount of development that would result from application of land use designations.

Development Constraints

Development constraints due to environmental and physical factors reduce the potential for development on some potential development opportunity sites. Potential constraints include locations within existing or proposed HMP hardline conservation areas; existing or proposed HMP standards areas; 100-year flood zones; airport safety zones and noise impact areas; and areas that have steep slopes (defined as over 25 percent). As a result, some potential opportunity sites may require mitigations to reduce environmental constraints or may be determined inappropriate for development. Potential opportunity sites have not been removed from the inventory due to potential constraints, but they are overlaid together on Figure 3.2-2.

There are other constraints to development, not mapped here, such as the constrained lands list in Zoning Ordinance Section 21.53.230, coastal policies such as dual criteria slopes and other state requirements. For example, slope constraints entail detailed site level calculations: no more than 50 percent of the portion of a site containing 25 to 40 percent slopes may be utilized for calculating allowable residential density. Residential development on slopes of 25 to 40 percent, inclusive, shall be designed to minimize the amount of grading necessary to accommodate the project. For projects within the Coastal Zone, the grading provisions of the Carlsbad Local Coastal Program and Chapters 21.38 and 21.203 of the Zoning Ordinance apply. In addition, the I-5 widening project brings both constraints and opportunities: may require some relocation of property, but potential enhancement projects could provide a nature center at the La Costa Avenue intersection and trails along Batiquitos and Agua Hedionda lagoons.

Focus Areas

As a result of this analysis, potential opportunity sites are identified in the Village and greater downtown area, along the city’s major corridors and in vacant sites within existing communities, as shown in Figure 3.2-3. These opportunity sites were then grouped into 11 focus areas. These focus areas help facilitate the planning of neighborhoods while also allowing the area to come together to form a comprehensive and cohesive concept for the city. The 11 focus areas are as follows:

- | | | |
|--|------------------------------|------------------------------|
| 1. Northwest Coastal | 5. Sunny Creek Commercial | 9. Ponto/Southern Waterfront |
| 2. Plaza Camino Real Commercial Corridor | 6. Mandana | 10. Aviara |
| 3. Quarry Creek | 7. Palomar Corridor | 11. South El Camino Real |
| 4. Marja Acres | 8. Southern Freeway Corridor | |

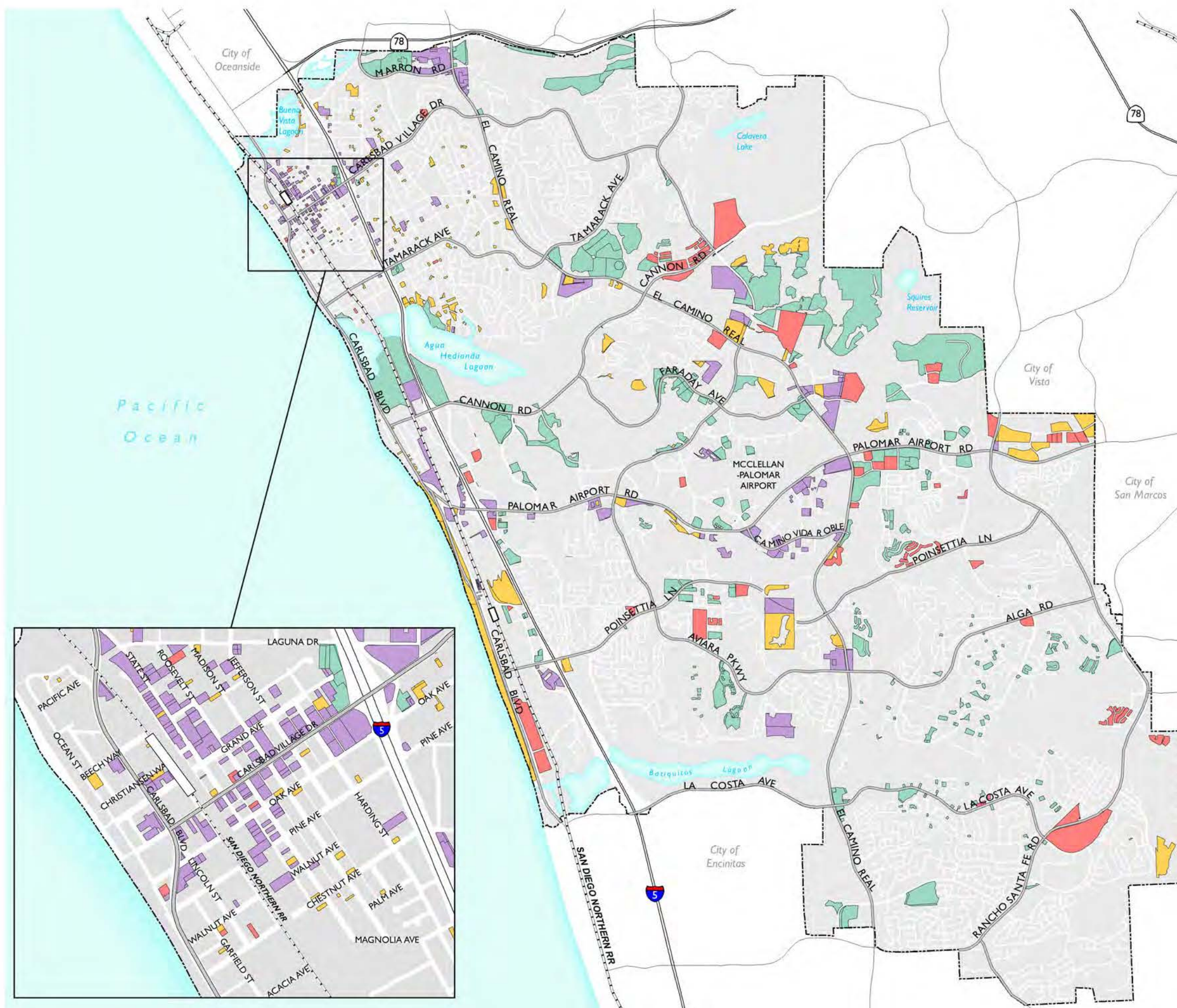
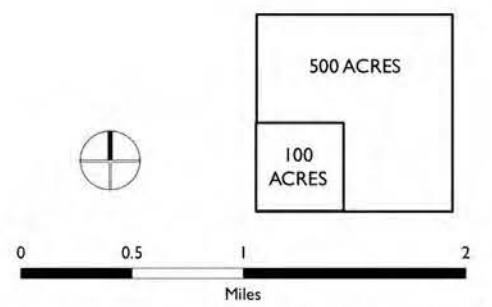


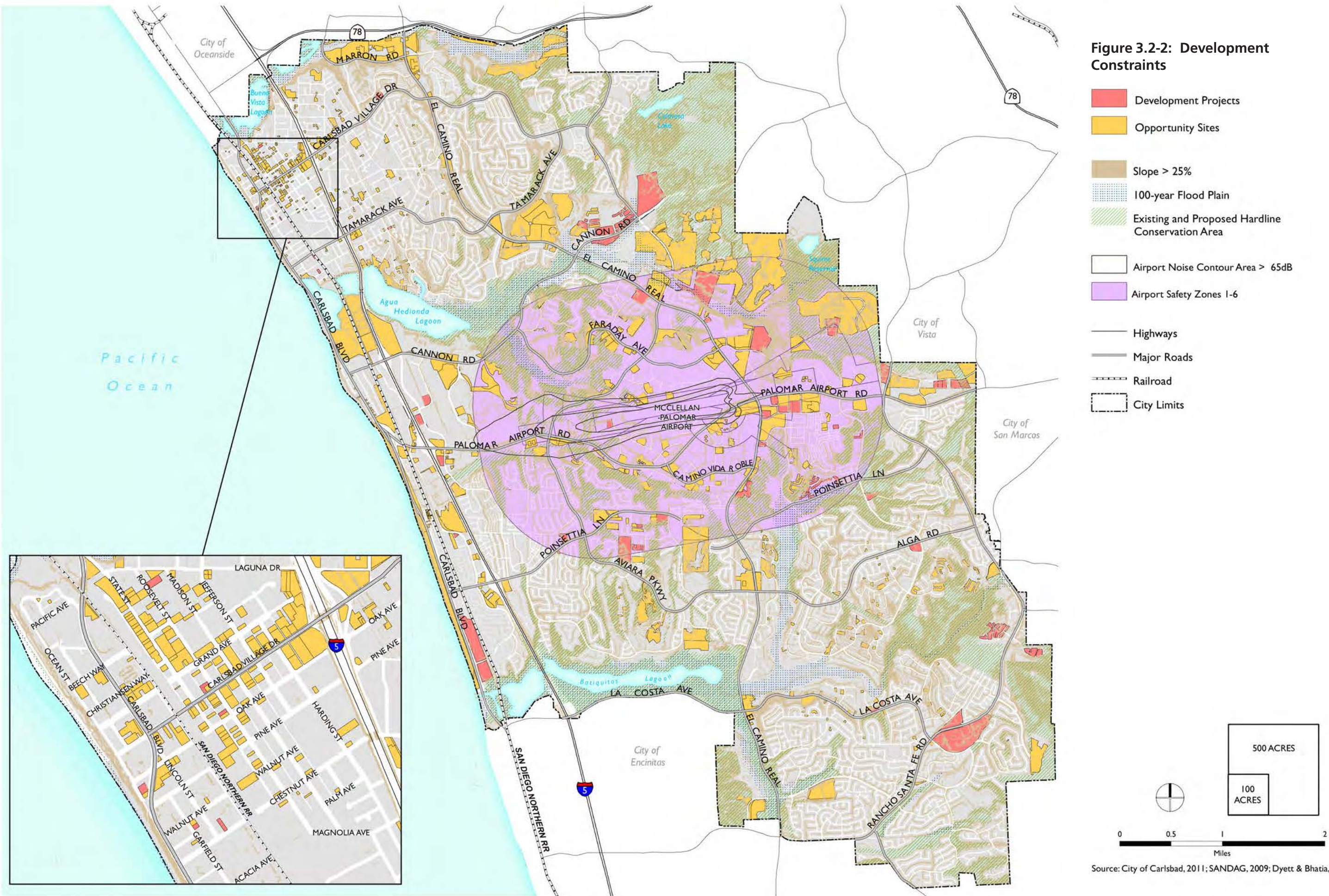
Figure 3.2-1: Potential Opportunity Sites

- Vacant
- Underutilized
- Opportunity Sites with a Master/Specific Plan
- Development Projects
- Highways
- Major Roads
- Railroad & Stations
- City Limits



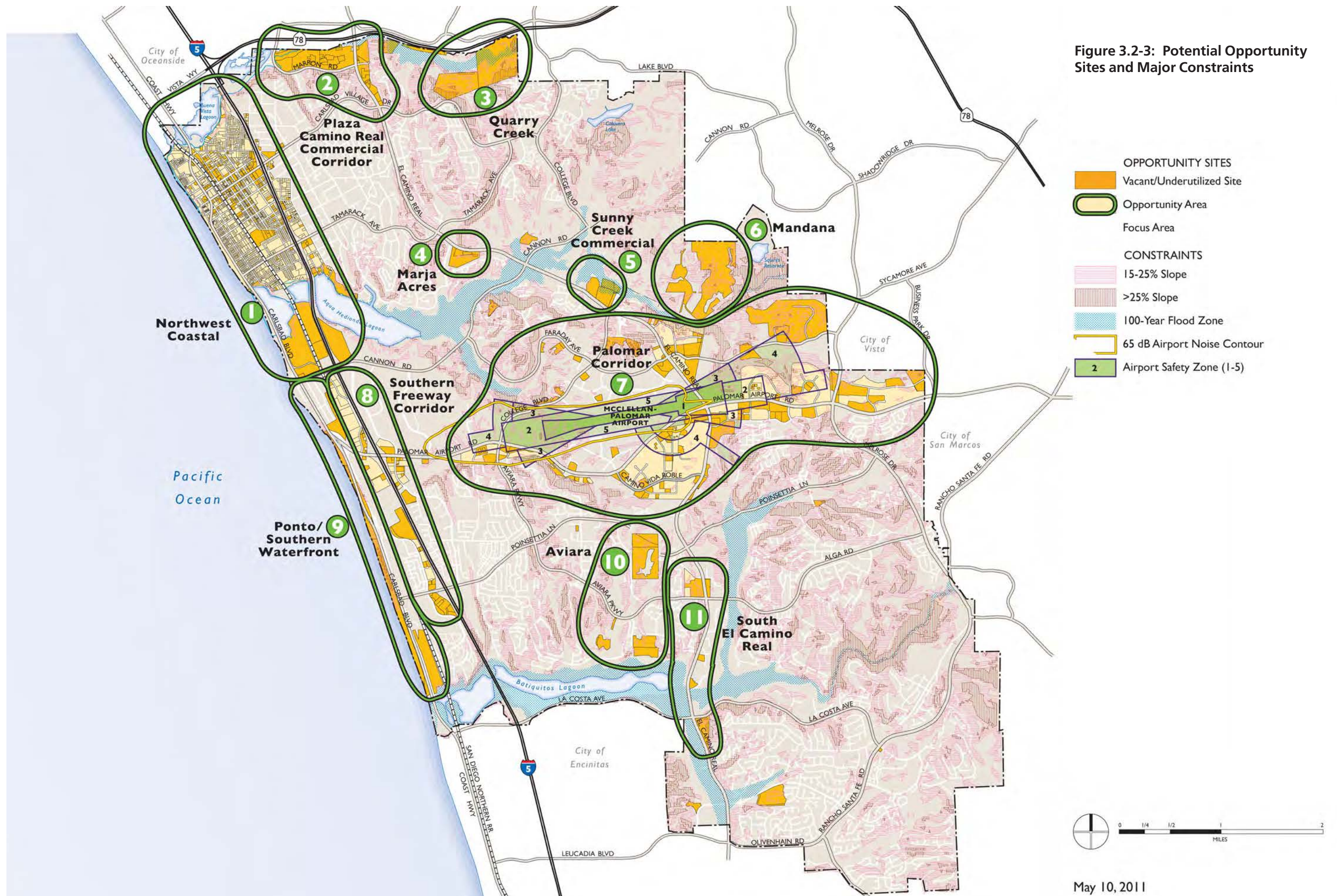
Source: City of Carlsbad, 2011; SANDAG, 2008; Dyett & Bhatia, 2011.

Figure 3.2-2: Development Constraints



Source: City of Carlsbad, 2011; SANDAG, 2009; Dyett & Bhatia, 2011.

Figure 3.2-3: Potential Opportunity Sites and Major Constraints



May 10, 2011

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4 Concepts

4.1 Overview and Common Characteristics

The land use concepts represent alternative strategies for accommodating projected population and employment growth, while reflecting the core values identified in the Carlsbad Community Vision. This report presents these concepts and their implications for the City of Carlsbad so that decision-makers can make informed choices when determining the location of future growth. It is likely that no single concept will find universal acceptance; rather, the best ideas from each of the three land use concepts will ultimately be combined to become a unified Preferred Plan.

Common Characteristics

The three concepts share several characteristics.

- 1. Creating Destinations.** Carlsbad residents have expressed the desire to have destinations that build on the prime location of the city adjacent to the ocean. In the Northwest Corridor (Focus Area 1), each of the concepts show mixed use in the Village and Barrio neighborhoods, describing continued investment to create a vibrant community where people can eat, shop, play and live. On the power plant site (Focus Area 1), each concept includes visitor serving commercial such as restaurants, hotels, and retail shops as well as open space and beach access.
- 2. Employment-Focused Development in Palomar Corridor.** The Palomar Corridor (Focus Area 7) is shown as an employment growth area under each concept. This area has excellent regional access and includes the McClellan-Palomar Airport. Although the dominant future uses here will be non-residential, residential uses are explored in two of the concepts.
- 3. Street Connectivity.** Although not shown in detail on the maps on the following pages, one of the major features of the land use concepts is improved street connectivity, particularly in terms of east-west connections. The concepts show potential streets that could enhance connectivity and facilitate circulation. Marron Road is extended, connecting Plaza Camino Real Commercial Corridor (Focus Area 2) with Quarry Creek (Focus Area 3). A connection is proposed for College Blvd through Sunny Creek Commercial (Focus Area 5) and Cannon Road is extended east north of Sunny Creek Commercial. Also proposed is the connection of Poinsettia Lane through Aviara (Focus Area 10). The street connections shown on the land use concepts are consistent with the existing General Plan, but the connections will need to be analyzed as part of the General Plan update.
- 4. Enhanced Bicycle and Pedestrian Connections.** Each of the concepts assumes improvements to pedestrian and bicycle pathways.
- 5. Open Space.** The concepts support the continuation of the open space and park planning efforts by the city. Any future development on opportunity sites located in areas adjacent to sensitive biological resources, such as lagoons and hillsides, must comply with the city's HMP and open space regulations to ensure that habitats are preserved and open space is provided.
- 6. Preservation of Existing Neighborhoods.** Land uses in the majority of the city remain the same in all of the concepts. Most existing established neighborhoods will not see a land use or intensity change.

Land Use Classifications

In the concepts described in the following sections, envisioned development is depicted according to multi-colored general land use classifications. These land use classifications are generalized at this stage in the process, and will be refined in later stages. Chapter 5 contains a matrix that compares land uses among the three different concepts.

TABLE 4.1-1: LAND USE CLASSIFICATIONS FOR CONCEPT PLANS		
	GENERAL LAND USE	DESCRIPTION
	Very Low Density Residential	Detached single family dwellings on large lots.
	Low Density Residential	Detached single family dwellings on standard or smaller lots.
	Medium Density Residential	Could include attached or detached single family dwellings, duplexes, and townhouses.
	High Density Residential	Primarily attached dwellings from townhouses to stacked multi-family housing.
	Mixed Use	Variety of low-, medium-, and high-density residential, office and general commercial uses.
	Commercial	Retail uses, including regional and neighborhood shopping with clusters of street-front stores; also includes hotels.
	Industrial/Office	Clusters of office activities that generate high employment yield per acre and smaller-scale professional, medical and other support services. Also includes mix of manufacturing, production, warehousing, general service, storage and distribution activities.
	Campus	Public and private schools, libraries, and colleges.
	Commercial Recreation	Visitor attractions and commercial uses that serve travel and recreational needs such as recreation facilities, museums, and restaurants.
	Parks/Open Space	Open space, special resource areas, parks, and trails.

4.2 Concept A: Centers

The Centers Concept directs development to the Village and several new neighborhood centers. The centers are placed in strategic, visible locations along transit, and distributed to maximize accessibility from residential neighborhoods. Each center will include local shopping as a pedestrian-oriented focus for the surrounding neighborhood, accessible to local residents. High and medium density housing, in addition to new parks and open spaces, would surround the retail centers or be integrated in mixed-use buildings. Although some centers will be neighborhood oriented, others—such as the Village and the redeveloped Plaza Camino Real—would be citywide draws.

A significant majority of the city’s future housing needs will be accommodated in the centers, enabling people to live close to shops and services and along transit corridors. All centers will have transit access—bus or rail—and pedestrian connections between the centers and the surrounding neighborhoods will be improved to enhance walkability.

New centers will be located along El Camino Real, Palomar Airport Road and adjacent to the Poinsettia Coaster Station. Residential uses are located along the eastern city limits, in proximity to local shopping in adjacent cities. The Village and Barrio will see increases in housing and amenities, while the Power Plant will be redeveloped with hotels, retail, and other non-residential uses. This redevelopment will include enhanced beach and lagoon access as well as additional open space along the lagoon. Quarry Creek will include new housing as well as a new campus and ample open space.

Table 4.2-1 presents a summary of reasonably anticipated or likely new development from the opportunity sites in Concept A – Centers. Table 4.2-2 gives a detailed breakdown of these new residential units by type. The net growth in housing units is presented in more detail in Section 5.2 Housing Units and Population and the net growth in non-residential uses is presented in 5.4 Non-Residential Development and Jobs. Housing capacity is discussed in Section 5.3 Residential Development and Growth Management Capacity.

TABLE 4.2-1: CONCEPT A – CENTERS BUILDOUT SUMMARY

	RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL/ OFFICE (SF)	CAMPUS (SF)	HOTEL (ROOMS)	OPEN SPACE/ PARKS (ACRES)
Northwest	3,170	3,087,000	1,121,000	–	2,160	50.2
Northeast	1,260	451,000	3,307,000	316,000	–	68.8
Southwest	1,270	1,262,000	1,019,000	–	640	46.4
Southeast	430	248,000	673,000	–	–	–
Citywide Total	6,130	5,049,000	6,119,000	316,000	2,800	165.4
Existing to be Redeveloped	1,733	2,527,000	1,700,000	–	215	–
Net Increase	4,410	2,522,000	4,419,000	316,000	2,590	165.4

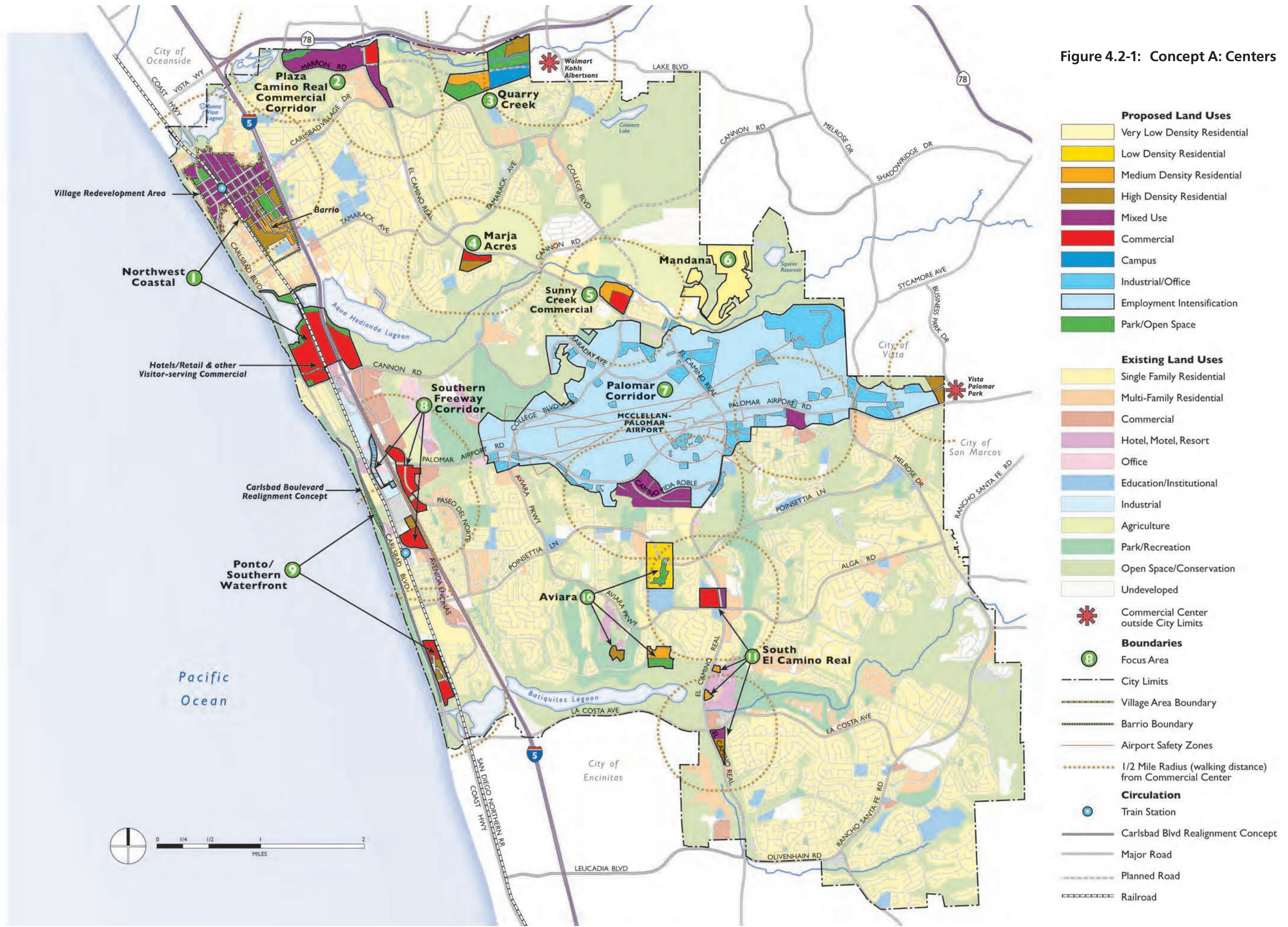
Notes:

- a. Numbers may not add up due to rounding.
- b. For residential units, net increase was calculated by quadrant, rounded, and then summed as shown in Table 5.2-1 and in detail in Table 5.2-5.

TABLE 4.2-2: CONCEPT A – CENTERS DETAILED NEW RESIDENTIAL BUILDOUT

	VERY LOW DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED USE	TOTAL UNITS
Northwest	–	–	200	1,300	1,670	3,170
Northeast	130	–	290	760	80	1,260
Southwest	–	160	120	560	430	1,270
Southeast	–	–	50	230	150	430
Citywide Total	130	160	660	2,850	2,330	6,130

Figure 4.2-1: Concept A: Centers



4.3 Concept B: Active Waterfront

The Active Waterfront Concept will place greater development along the waterfront, enabling residences, hotels, and other uses to be close to the ocean. Residents and visitors will enjoy waterfront dining, shopping, and lingering experience in clusters of restaurants, cafés, and smaller stores up and down the coast. The Power Plant will be developed with a mix of residential, hotel, and retail uses, with community-accessible open spaces along Agua Hedionda Lagoon. The redevelopment of the Power Plant site will result in enhanced access to the beach and lagoon and reinforce Carlsbad’s beach community character.

New development along the coast will enhance connections for existing neighborhoods to the east by providing access points and linkages to the beach. About half of the city’s new residential growth will be in the waterfront focus areas (Focus Areas 1, 8, and 9).

Plaza Camino Real Commercial Corridor will have a mix of uses, while Quarry Creek will have new residential uses. These focus areas will accommodate most of the other new residential growth and will locate residents near Carlsbad’s natural amenities such as lagoons and open spaces. Palomar Corridor will continue to contain only employment uses.

Table 4.3-1 presents a summary of reasonably anticipated or likely new development from the opportunity sites in Concept B – Active Waterfront. Table 4.3-2 gives a detailed breakdown of these new residential units by type. The net growth in housing units is presented in more detail in Section 5.2 Housing Units and Population and the net growth in non-residential uses is presented in 5.4 Non-Residential Development and Jobs. Housing capacity is discussed in Section 5.3 Residential Development and Growth Management Capacity.

TABLE 4.3-1: CONCEPT B – ACTIVE WATERFRONT BUILDOUT SUMMARY

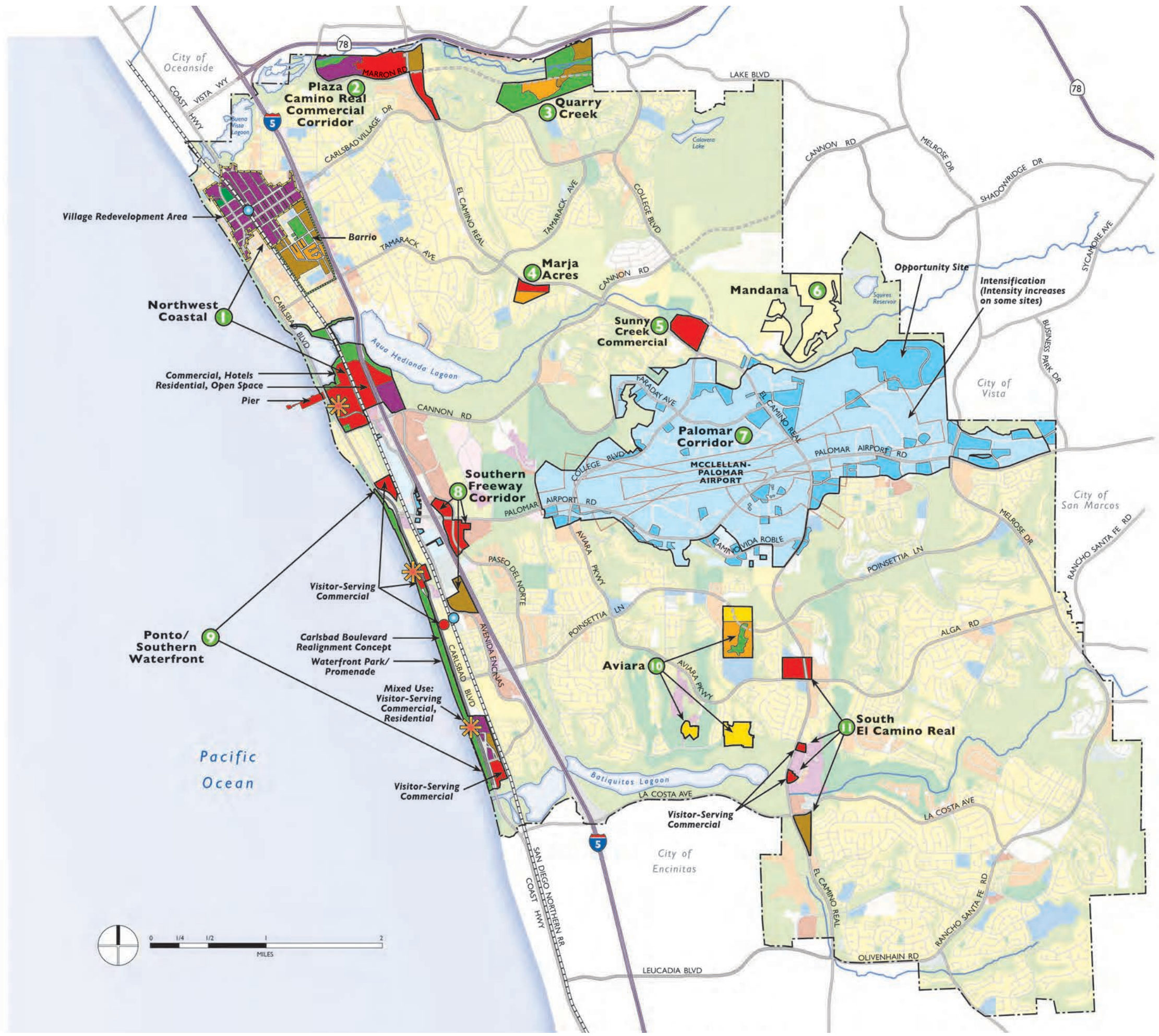
	RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL/OFFICE (SF)	HOTEL (ROOMS)	OPEN SPACE/PARKS (ACRES)
Northwest	3,040	2,939,000	1,049,000	1,960	57.1
Northeast	1,130	484,000	3,457,000	–	101.3
Southwest	1,390	575,000	878,000	610	91.3
Southeast	400	–	883,000	300	–
Citywide Total	5,960	3,998,000	6,267,000	2,870	249.7
Existing to be Redeveloped	1,613	2,527,000	1,333,000	215	–
Net Increase	4,360	1,471,000	4,934,000	2,660	249.7

Notes:
 a. Numbers may not add up due to rounding.
 b. For residential units, net increase was calculated by quadrant, rounded, and then summed as shown in Table 5.2-1 and in detail in Table 5.2-5.

TABLE 4.3-2: CONCEPT B – ACTIVE WATERFRONT DETAILED NEW RESIDENTIAL BUILDOUT

	VERY LOW DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED USE	TOTAL UNITS
Northwest	–	–	250	1,310	1,490	3,040
Northeast	130	–	170	820	–	1,130
Southwest	–	160	320	840	70	1,390
Southeast	–	–	–	400	–	400
Citywide Total	130	160	740	3,380	1,560	5,960

Figure 4.3-1: Concept B: Active Waterfront



Proposed Land Uses

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Commercial
- Industrial/Office
- Employment Intensification
- Park/Open Space
- Activity Center

Existing Land Uses

- Single Family Residential
- Multi-Family Residential
- Commercial
- Hotel, Motel, Resort
- Office
- Education/Institutional
- Industrial
- Agriculture
- Park/Recreation
- Open Space/Conservation
- Undeveloped

Boundaries

- Focus Area
- City Limits
- Village Area Boundary
- Barrio Boundary
- Airport Safety Zones

Circulation

- Train Station
- Carlsbad Blvd Realignment Concept
- Major Road
- Planned Road
- Railroad



4.4 Concept C: Core Focus

In this concept, new residential and commercial uses will be placed at strategic locations at the edges of Carlsbad’s employment core in the geographic center of the city—enabling workers to live close to jobs, and stores and restaurants to enjoy patronage from both residents and workers. Shuttles and enhanced bicycle and pedestrian paths would link residential and employment clusters. Although some sites currently envisioned for employment uses will be developed with residential and commercial uses, there remains enough area to accommodate office and industrial uses, ensuring enough capacity for continued employment growth.

Just over a third of the new housing growth will be in central Carlsbad, while the rest will be dispersed at different locations. The Power Plant and southern portion of Carlsbad Boulevard will primarily accommodate hotel and visitor-serving commercial uses and will provide access to the beach and lagoon for the community

Table 4.4-1 presents a summary of reasonably anticipated or likely new development from the opportunity sites in Concept C – Core Focus. Table 4.4-2 gives a detailed breakdown of these new residential units by type. The net growth in housing units is presented in more detail in Section 5.2 Housing Units and Population and the net growth in non-residential uses is presented in 5.4 Non-Residential Development and Jobs. Housing capacity is discussed in Section 5.3 Residential Development and Growth Management Capacity.

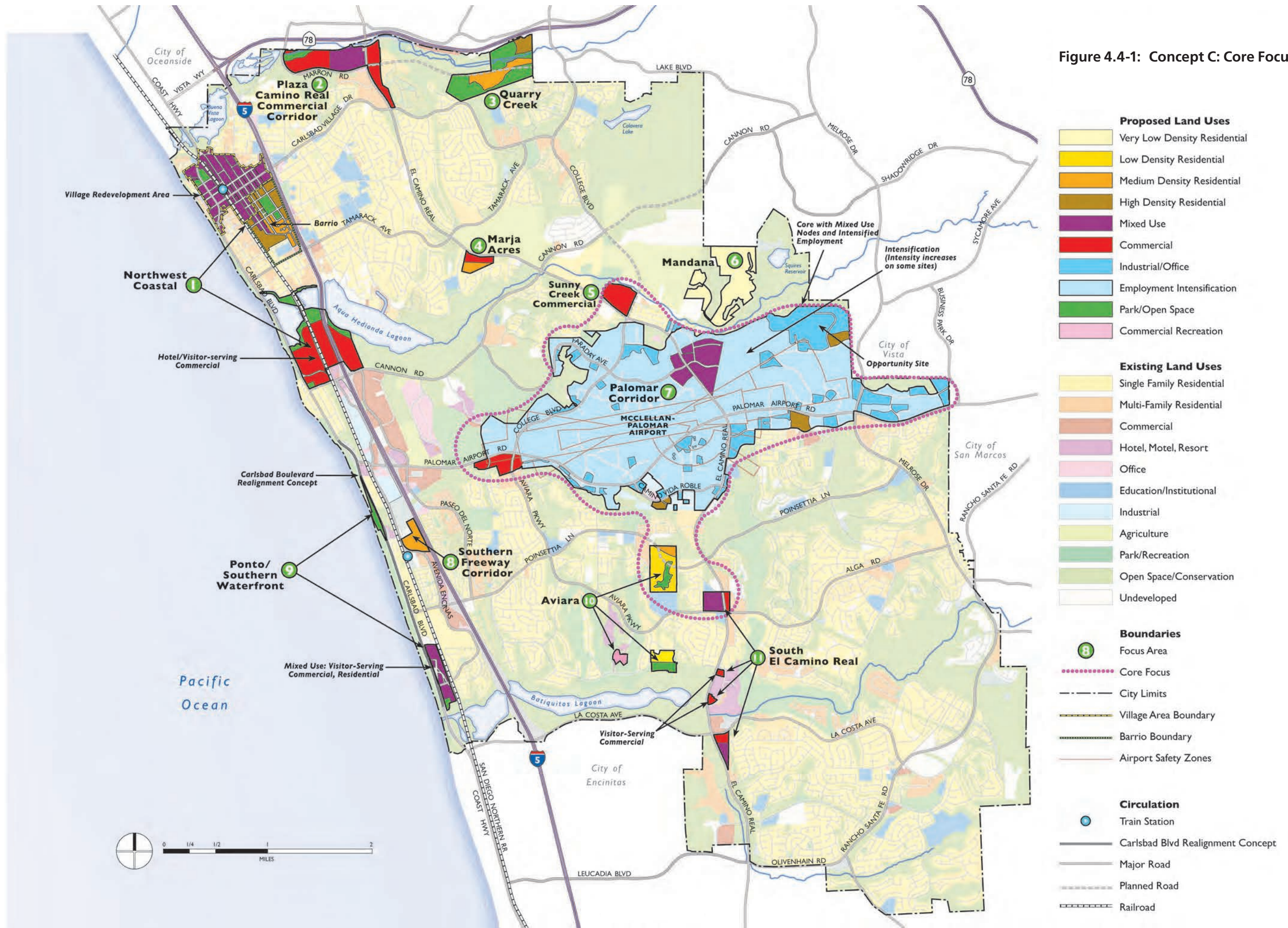
TABLE 4.4-1: CONCEPT C – CORE FOCUS BUILDOUT SUMMARY						
	RESIDENTIAL (UNITS)	COMMERCIAL (SF)	INDUSTRIAL/ OFFICE (SF)	COMMERCIAL RECREATION (SF)	HOTEL (ROOMS)	OPEN SPACE/ PARKS (ACRES)
Northwest	3,180	3,096,000	974,000	–	2,110	56.9
Northeast	1,290	901,000	3,163,000	–	270	101.3
Southwest	920	643,000	580,000	103,000	500	40.6
Southeast	500	281,000	674,000	–	–	–
Citywide Total	5,880	4,920,000	5,391,000	103,000	2,880	198.8
Existing to be Redeveloped	1,741	2,561,000	1,954,000	–	215	–
Net Increase	4,160	2,359,000	3,437,000	103,000	2,670	198.8

Notes:

- a. Numbers may not add up due to rounding.
- b. For residential units, net increase was calculated by quadrant, rounded, and then summed as shown in Table 5.2-1 and in detail in Table 5.2-5.

TABLE 4.4-2: CONCEPT C – CORE FOCUS DETAILED NEW RESIDENTIAL BUILDOUT						
	VERY LOW DENSITY RESIDENTIAL	LOW DENSITY RESIDENTIAL	MEDIUM DENSITY RESIDENTIAL	HIGH DENSITY RESIDENTIAL	MIXED USE	TOTAL UNITS
Northwest	–	–	280	1,330	1,570	3,180
Northeast	130	–	260	550	360	1,290
Southwest	–	180	290	190	260	920
Southeast	–	–	–	450	40	500
Citywide Total	130	180	820	2,520	2,220	5,880

Figure 4.4-1: Concept C: Core Focus



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5

Comparison of Plans

5.1 Land Use

Table 5.1-1 below provides a summary comparison of the land uses in each focus area under each concept.

TABLE 5.1-1: COMPARISON OF CONCEPTS				
#	FOCUS AREA	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
	Overall Strategy	This concept focuses on having walkable neighborhoods where residents have access to retail, services, and jobs. Neighborhoods are focused on mixed use areas with supporting residential and commercial uses within a ½ mile radius.	This concept focuses on how to activate the waterfront area in order to create a destination that is accessible to the surrounding community.	This concept focuses on enhancing employment areas and integrating these with housing, through the location of commercial and residential uses near jobs.
1	Northwest Coastal	Mixed use in the Village will extend into residential uses in the Barrio, creating a connection between higher density residential and mixed use. The Power Plant area will have hotels/retail, and other visitor serving commercial. Village: Mixed Use Barrio: High and Medium Density Residential; Mixed Use; Parks/Open Space Power Plant: Commercial (hotels, retail/restaurants); Parks/Open Space	Mixed use in the Village, along with infill high and medium density development in Barrio. The Power Plant area will be an activity node with commercial, hotels, residential and open space. Village: Mixed Use Barrio: High and Medium Density Residential; Parks/Open Space Power Plant: Commercial and Mixed Use (hotels, retail/restaurant, residential); Parks/Open Space	The Power Plant will have hotel and visitor services with mixed use in the Village and residential in the Barrio. Village: Mixed Use Barrio: High and Medium Density Residential; Mixed Use; Parks/Open Space Power Plant: Commercial (hotel/visitor services); Parks/Open Space
2	Plaza Camino Real Commercial Corridor	Mixed Use; Commercial; Parks/Open Space	Mixed Use; Commercial; High Density Residential and Commercial east of El Camino Real; Parks/ Open Space	Mixed Use; Commercial; Parks/Open Space
3	Quarry Creek	Medium and High Density Residential; Campus; Parks/Open Space	Medium and High Density Residential; Parks/Open Space	Medium and High Density Residential; Parks/Open Space
4	Marja Acres	High Density Residential; Commercial along El Camino Real	Medium Density Residential; Commercial along El Camino Real	Medium Density Residential; Commercial along El Camino Real
5	Sunny Creek Commercial	Medium Density Residential; Commercial	Commercial	Commercial
6	Mandana	Very Low Density Residential	Very Low Density Residential	Very Low Density Residential
7	Palomar Corridor	Industrial/Office, with a new neighborhood at east end (High Density Residential); Mixed Use	Industrial/Office	Industrial/Office with intensified employment at higher intensities. New Mixed Use (commercial and residential) clusters are located outside of the Airport Safety Zone, adjacent to employment uses. Higher density residential and open space is located on the periphery. Uses: High Density Residential; Mixed Use; Commercial; Parks/ Open Space
8	Southern Freeway Corridor	Commercial and High Density Residential uses around Poinsettia Station, with free-way oriented Commercial uses at Palomar freeway interchange. Industrial/Office along Avenida Encinas.	High density residential to create more residential opportunities in area and support commercial and parks/open space activity in Area 9. Uses: High Density Residential; Commercial	Medium Density Residential
9	Ponto/Southern Waterfront	High Density Residential; Commercial; Parks/Open Space	A Waterfront Park/Promenade is envisioned along the coastline with activity nodes located along the waterfront which will be accessible to neighborhoods in Area 8. Uses: High Density Residential; Mixed Use; Commercial; Parks/Open Space	Mixed Use; Parks/Open Space
10	Aviara	High, Medium and Low Density Residential; Parks/Open Space	Low and Medium Density Residential; Parks/Open Space	Low and Medium Density Residential; Commercial Recreation; Parks/Open Space
11	South El Camino Real	Medium and High Density Residential; Commercial; Mixed Use	High Density Residential; Commercial	Mixed Use; Commercial

5.2 Housing Units and Population

The following tables compare reasonably expected or likely housing unit and population growth across the three land use concepts. While the three concepts have different geographic strategies, housing and population growth resulting from the concepts is similar, with increase in housing units ranging from 4,160 in Concept C – Core Focus to 4,410 in Concept A – Centers. Tables 5.2-1 and 5.2-2 summarize the net increase in housing and population, as shown in more detail in Table 5.2-5. Tables 5.2-3 and 5.2-4 show the reasonably expected or likely citywide housing units and population at buildout. These estimates differ from SANDAG projections because these estimates take into account land availability and development constraints, and estimates growth likely to occur while SANDAG’s projections show maximum capacity as allowed by the current General Plan. A discussion of capacity and a comparison of capacity among the three concepts are located in Section 5.3 Residential Development and Growth Management Capacity.

TABLE 5.2-1: NET HOUSING UNIT INCREASE COMPARISON SUMMARY			
QUADRANT	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest	1,460	1,450	1,460
Northeast	1,260	1,130	1,290
Southwest	1,260	1,380	910
Southeast	430	400	500
Citywide Total	4,410	4,360	4,160

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

TABLE 5.2-2: NET POPULATION INCREASE COMPARISON SUMMARY			
QUADRANT	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest	3,660	3,630	3,660
Northeast	3,160	2,830	3,230
Southwest	3,160	3,460	2,280
Southeast	1,080	1,000	1,250
Citywide Total	11,060	10,920	10,420

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

TABLE 5.2-3: CITYWIDE HOUSING UNITS ESTIMATE AT BUILDOUT COMPARISON			
QUADRANT	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest	13,763	13,753	13,763
Northeast	7,322	7,192	7,352
Southwest	11,646	11,766	11,296
Southeast	16,157	16,127	16,227
Citywide Total	48,888	48,838	48,638

Note:

- a. Citywide Total Housing Units at buildout = Existing + Pipeline + Net New Housing Units from Concepts (Table 5.2-1)
- b. Numbers may not add up due to rounding.

Source: Dyett & Bhatia, 2011; SANDAG, 2011; Working Paper 6, 2011.

TABLE 5.2-4: CITYWIDE POPULATION ESTIMATE AT BUILDOUT COMPARISON			
QUADRANT	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest	34,466	34,441	34,466
Northeast	18,336	18,011	18,411
Southwest	29,164	29,465	28,288
Southeast	40,461	40,386	40,636
Citywide Total	122,428	122,303	121,802

Note:

- a. Population estimates assume 5.5% vacancy rate and 2.65 persons per household as projected by SANDAG 2050 Regional Growth Forecast for 2040.
- b. Numbers may not add up due to rounding.

Source: Dyett & Bhatia, 2011; Working Paper 3, 2011; SANDAG, 2011.

TABLE 5.2-5: CITYWIDE POPULATION NET INCREASE COMPARISON				
		CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest				
1	Northwest Coastal	2,520	2,810	2,790
2	Plaza Camino Real Commercial Corridor	350	130	180
4	Marja Acres	300	100	100
7	Palomar Corridor	–	–	110
	Northwest Total	3,170	3,040	3,180
	Existing Units Redeveloped	1,712	1,592	1,720
	Net Dwelling Unit Increase	1,460	1,450	1,460
	Population Increase	3,660	3,630	3,660
Northeast				
2	Plaza Camino Real Commercial Corridor	80	350	–
3	Quarry Creek	520	650	470
5	Sunny Creek Commercial	90	–	–
6	Mandana	130	130	130
7	Palomar Corridor	440		690
	Northeast Total	1,260	1,130	1,290
	Existing Units Redeveloped	3	3	3
	Net Dwelling Unit Increase	1,260	1,130	1,290
	Population Increase	3,160	2,830	3,230
Southwest				
7	Palomar Corridor	430	–	190
8	Southern Freeway Corridor	140	700	220
9	Ponto/Southern Waterfront	200	220	150
10	Aviara	500	470	250
11	South El Camino Real	–	–	110
	Southwest Total	1,270	1,390	920
	Existing Units Lost Redeveloped	14	14	14
	Net Dwelling Unit Increase	1,260	1,380	910
	Population Increase	3,160	3,460	2,280
Southeast				
7	Palomar Corridor	90	–	450
11	South El Camino Real	340	400	
	Southeast Total	430	400	500
	Existing Units Redeveloped	4	4	4
	Net Dwelling Unit Increase	430	400	500
	Population Increase	1,080	1,000	1,250
Notes:				
a. Existing Units Redeveloped are units that exist on opportunity sites that are anticipated to be redeveloped; number includes pipeline projects.				
b. Population estimates assume 5.5% vacancy rate and 2.65 persons per household as projected by SANDAG 2050 Regional Growth Forecast for 2040.				
c. Numbers may not add up due to rounding.				

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

5.3 Residential Development and Growth Management Capacity

Carlsbad’s Growth Management Plan limits the total number of residential housing units in the city to 54,599, and limits the total number of housing units allowed in each quadrant of the city. Table 5.3-1 shows the maximum dwelling units allowed in each quadrant. All land use concepts are in compliance with the quadrant and citywide housing unit limitations established by the Growth Management Plan.

To manage compliance with Growth Management dwelling unit limitations, the City Council established Growth Management Control Point (GMCP) densities for all residential land use designations in the city (for example, in the city’s Residential Low Medium land use designation, the GMCP density is 3.2 dwelling units per acre). To ensure that the Growth Management dwelling unit limitations are not exceeded in the future, all residential development must, on average, not exceed the GMCP densities.

When development occurs below the GMCP, the “excess” number of units is placed into the Excess Dwelling Unit Bank. For example, on a ten acre (net) site with a GMCP of 3.2 dwelling units per acre, the GMCP would allow a total of 32 dwelling units; if 30 units are constructed on the site, then 2 dwelling units are placed in the Excess Dwelling Unit Bank.

The “excess” dwelling units in the bank are then available for certain types of residential projects (such as affordable housing or senior housing projects) to be constructed at a density that exceeds the GMCP. If there are no “excess” dwelling units in the bank, residential development projects cannot exceed the GMCP. The Excess Dwelling Unit Bank ensures that the Growth Management dwelling unit limitations are not exceeded. On December 17, 2002, the City Council amended Council Policy Statement 43 by reducing the accumulated number of excess units from 5,985 to a new total of 2,800. Since December 17, 2002, the Excess Dwelling Unit Bank balance has increased to 2,963 dwelling units (as of November 30, 2011).

To accommodate the anticipated demand for housing that will result from the forecasted future population and employment growth in Carlsbad, each of the land use concepts propose an increase in the number of residential units allowed on some of the opportunity sites. This increase in residential units will result in residential development above the applicable GMCP on those sites, which means all of the concepts will require units to be taken out of the Excess Dwelling Unit Bank and allocated to specific opportunity sites. The land use concepts have been analyzed to ensure that the proposed increase in residential dwelling units will not exceed the number of units allowed by the Growth Management Plan (citywide and in each quadrant). However, some of the units removed from the Excess Dwelling Unit Bank in 2002 will be needed in order to accommodate the anticipated future demand for housing. Utilizing the excess units removed from the bank in 2002 will be a policy decision that the City Council will need to consider and decide on during their review of the Preferred Plan.

Table 5.3-1 shows that the new residential capacity resulting from the three concepts will not exceed the Growth Management Dwelling Unit Cap. Tables 5.3-4 to 5.3-6 shows that the three concepts will not need units beyond those available in the Excess Dwelling Unit Bank, with the addition of the units removed in 2002; Table 5.3-3 shows excess units will remain in the Excess Dwelling Unit Bank after full implementation of the concepts.

TABLE 5.3-1: NEW RESIDENTIAL CAPACITY COMPARISON					
	NORTHWEST	NORTHEAST	SOUTHWEST	SOUTHEAST	TOTAL
Growth Management Dwelling Unit Cap	15,370	9,042	12,859	17,328	54,599
Units at Full Capacity (Based on Existing General Plan GMCP)	13,220	7,862	11,108	16,713	48,903
Units at Full Capacity (New)					
Concept A: Centers	15,217	8,970	12,248	17,213	53,648
Concept B: Active Waterfront	15,163	8,815	12,376	17,187	53,541
Concept C: Core Focus	15,181	8,968	11,822	17,296	53,267

Source: City of Carlsbad Planning Department, 2011; SANDAG, 2011; Dyett & Bhatia, 2011.

TABLE 5.3-2: EXCESS DWELLING UNIT BANK (EDUB) ¹					
	NORTHWEST	NORTHEAST	SOUTHWEST	SOUTHEAST	TOTAL
Growth Management Dwelling Unit Cap	15,370	9,042	12,859	17,328	54,599
Units at Full Capacity (Based on Existing General Plan GMCP)	-13,220	-7,862	-11,108	-16,713	-48,903
Units Available in EDUB + units removed in 2002	2,150 ²	1,180	1,751	615	5,696
Units Available in EDUB (excluding units removed in 2002) ⁴	1,381 ³	607	716	259	2,963

1. Excess dwelling unit balance as of August 2011
2. 875 for Village, 1275 for Other
3. 875 for Village, 506 for Other
4. As of November 2011

Source: City of Carlsbad Planning Department, 2011.

TABLE 5.3-3: REMAINING EXCESS DWELLING UNITS COMPARISON							
	EXCESS DWELLING UNITS AVAILABLE IN EDUB ¹	CONCEPT A – CENTERS		CONCEPT B – ACTIVE WATERFRONT		CONCEPT C – CORE FOCUS	
		UNITS NEEDED FROM EDUB	UNITS REMAINING IN EDUB	UNITS NEEDED FROM EDUB	UNITS REMAINING IN EDUB	UNITS NEEDED FROM EDUB	UNITS REMAINING IN EDUB
Northwest	2,150	1,997	153	1,943	207	1,961	189
Northeast	1,180	1,108	72	953	227	1,106	74
Southwest	1,751	1,140	611	1,268	483	714	1,037
Southeast	615	500	115	474	141	583	32
Citywide Total	5,696	4,745	951	4,638	1,058	4,364	1,332

1. Includes the units removed in 2002.

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

TABLE 5.3-4: CONCEPT A – CENTERS CAPACITY

#	FOCUS AREA	CURRENT GP GMCP DENSITY	NET DU CAPACITY AT CURRENT GMCP DENSITY	PROPOSED DENSITY	NET DU CAPACITY AT PROPOSED DENSITY ¹	UNITS NEEDED FROM EDUB
Northwest						
1	Northwest Coastal – Village	0	0	MU-V	875	875
	Northwest Coastal – Barrio	11.5/19	61	9.5/30/MU	407	346
	Northwest Coastal – Power Plant	0	0	0	0	0
2	Plaza Camino Real & North County Plaza	0	0	MU	479	479
4	Marja Acres	0/3.2	0/59	0/30	356	297
7	Palomar Corridor	0	0	0	0	0
8	Southern Freeway	0	0	0	0	0
9	Southern Waterfront	0	0	0	0	0
Northeast						
2	Plaza Camino Real Commercial Corridor	0	0	0/MU	117	117
3	Quarry Creek	0/3.2	283	0/9.5/30	713	430
5	Sunny Creek	0/ 3.2	66	0/9.5	109	43
6	Mandana	1	155	1	155	0
7	Palomar Corridor	0	0	0/30	518	518
Southwest						
7	Palomar Corridor	0	0	0/MU	503	503
8	Southern Freeway	0	0	0/30	167	167
9	Southern Waterfront – Ponto	0/11.5	0/39	0/30	233	194
10	Aviara – Poinsettia	0/3.2	0/192	0/3.2	192	0
	Aviara – Resort Piece	0	0	30	261	261
	Aviara – Murphy	3.2/6	125	0/9.5	140	15
11	South ECR – Vons Aviara	0	0	0	0	0
Southeast						
7	Palomar Corridor	0	0	0/MU	104	104
11	South ECR – Alga Commercial	0	0	MU	31	31
	South ECR – LC Resort	0	0	9.5	58	58
	South ECR – Vons La Costa	0	0	30/MU	307	307

Notes:
a. Net DU (Dwelling Unit) Capacity = future total capacity minus existing units
b. Units Needed From EDUB = proposed net capacity (concepts) minus current net capacity allowed by GMCP
c. MU Assumptions: 30% of site at 9.5 du/ac and 10% of site at 30 du/ac.

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

TABLE 5.3-5: CONCEPT B – ACTIVE WATERFRONT CAPACITY

#	FOCUS AREA	CURRENT GP GCP DENSITY	NET DU CAPACITY AT CURRENT GCP DENSITY	PROPOSED DENSITY	NET DU CAPACITY AT PROPOSED DENSITY ¹	UNITS NEEDED FROM EDUB
Northwest						
1	Northwest Coastal – Village	0	0	MU-V	875	875
	Northwest Coastal – Barrio	11.5/19	57	9.5/30	740	683
	Northwest Coastal – Power Plant	0	0	0/MU	147	147
2	Plaza Camino Real & North County Plaza	0	0	0/MU	185	185
4	Marja Acres	0/3.2	0/59	0/9.5	112	53
7	Palomar Corridor	0	0	0	0	0
8	Southern Freeway	0	0	0	0	0
9	Southern Waterfront	0	0	0	0	0
Northeast						
2	Plaza Camino Real Commercial Corridor	0	0	0/30	411	411
3	Quarry Creek	0/3.2	283	0/9.5/30	893	610
5	Sunny Creek	0/ 3.2	66	0	-2	-68
6	Mandana	1	155	1	155	0
7	Palomar Corridor	0	0	0	0	0
Southwest						
7	Palomar Corridor	0	0	0	0	0
8	Southern Freeway	0	0	0/30	819	819
9	Southern Waterfront – Ponto	0/11.5	0/39	0/30/MU	251	212
10	Aviara – Poinsettia	0/3.2	0/192	0/3.2/9.5	439	247
	Aviara – Resort Piece	0	0	3.2	28	28
	Aviara – Murphy	3.2/6	125	3.2	87	-38
11	South ECR – Vons Aviara	0	0	0	0	0
Southeast						
7	Palomar Corridor	0	0	0	0	0
11	South ECR – Alga Commercial	0	0	0	0	0
	South ECR – LC Resort	0	0	0	0	0
	South ECR – Vons La Costa	0	0	30	474	474

Notes:
a. Net DU (Dwelling Unit) Capacity = future total capacity minus existing units
b. Units Needed From EDUB = proposed net capacity (concepts) minus current net capacity allowed by GMCP
c. MU Assumptions: 30% of site at 9.5 du/ac and 10% of site at 30 du/ac.

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

TABLE 5.3-6: CONCEPT C – CORE FOCUS CAPACITY						
#	FOCUS AREA	CURRENT GP GCP DENSITY	NET DU CAPACITY AT CURRENT GCP DENSITY	PROPOSED DENSITY	NET DU CAPACITY AT PROPOSED DENSITY	UNITS NEEDED FROM EDUB
Northwest						
1	Northwest Coastal – Village	0	0	MU-V	875	875
	Northwest Coastal – Barrio	11.5/19	61	9.5/30/MU	716	655
	Northwest Coastal – Power Plant	0	0	0	0	0
2	Plaza Camino Real & North County Plaza	0	0	0/MU	252	252
4	Marja Acres	0/3.2	0/59	0/9.5	112	53
7	Palomar Corridor	0	0	0/MU	126	126
8	Southern Freeway	0	0	0	0	0
9	Southern Waterfront	0	0	0	0	0
Northeast						
2	Plaza Camino Real Commercial Corridor	0	0	0	0	0
3	Quarry Creek	0/3.2	283	9.5/30	649	366
5	Sunny Creek	0/ 3.2	66	0	-2	-68
6	Mandana	1	155	1	155	0
7	Palomar Corridor	0	0	0/30/MU	808	808
Southwest						
7	Palomar Corridor	0	0	0/30	225	225
8	Southern Freeway	0	0	0/9.5	259	259
9	Southern Waterfront – Ponto	0/11.5	0/39	0/MU	170	131
10	Aviara – Poinsettia	0/3.2	0/192	0/3.2/9.5	245	53
	Aviara – Resort Piece	0	0	0	0	0
	Aviara – Murphy	3.2/6	125	0/3.2	46	-79
11	South ECR – Vons Aviara	0	0	MU	125	125
Southeast						
7	Palomar Corridor	0	0	0/30	531	531
11	South ECR – Alga Commercial	0	0	0	0	0
	South ECR – LC Resort	0	0	0	0	0
	South ECR – Vons La Costa	0	0	0/MU	52	52

Notes:
a. Net DU (Dwelling Unit) Capacity = future total capacity minus existing units
b. Units Needed From EDUB = proposed net capacity (concepts) minus current net capacity allowed by GMCP
c. MU Assumptions: 30% of site at 9.5 du/ac and 10% of site at 30 du/ac.

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011; SANDAG, 2011.

5.4 Non-Residential Development and Jobs

The following tables compare non-residential and job growth across the three land use concepts. While overall non-residential development is fairly comparable across the three concepts, Concept A – Centers results in the highest non-residential square footage increase while Concept C – Core Focus the lowest. Concept B – Active Waterfront results in the highest industrial/office square footage increase due to the lack of residential, commercial, or mixed-use land uses in Palomar Corridor (Focus Area 7). Increase in hotel rooms is similar among all the concepts, while Concept A– Centers includes campus square footage and Concept C – Core Focus includes commercial recreation square footage.

Tables 5.4-1 and 5.4-2 summarize the net increase non-residential development and jobs. Table 5.4-3 and shows the reasonably expected citywide jobs at buildout. This estimate slightly differs from SANDAG projections because this estimate takes into account land availability and development constraints, and estimates growth likely to occur while SANDAG’s projections show maximum capacity as allowed by the current General Plan.

TABLE 5.4-1: NET NON-RESIDENTIAL INCREASE COMPARISON SUMMARY			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Commercial (square feet)	2,522,000	1,471,000	2,359,000
Industrial/Office (square feet)	4,419,000	4,934,000	3,437,000
Total Commercial and Industrial/Office (square feet)	7,089,000	6,405,000	5,796,000
Hotels (rooms)	2,590	2,660	2,670
Campus (square feet)	316,000	–	–
Commercial Recreation (square feet)	–	–	103,000

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011.

TABLE 5.4-2: NET JOB INCREASE COMPARISON SUMMARY			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Commercial	6,310	3,680	5,900
Industrial/Office	12,210	13,750	8,960
Hotels	1,300	1,330	1,340
Campus	1,050	–	–
Commercial Recreation	–	–	260
Citywide Total	20,870	18,760	16,460

Source: Dyett & Bhatia, 2011; City of Carlsbad Planning Department, 2011.

TABLE 5.4-3: CITYWIDE JOB ESTIMATE AT BUILDOUT COMPARISON			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Existing Jobs	61,999	61,999	61,999
Pipeline Jobs	4,310	4,310	4,310
Jobs From Concepts	20,870	18,760	16,460
Citywide Total Jobs at Buildout	87,179	85,069	82,769

a. Citywide Total Housing Jobs at Buildout = Existing + Pipeline + From Concepts (Table 5.4-2)

Source: Dyett & Bhatia, 2011; SANDAG, 2011; Working Paper 6, 2011.

5.5 Open Space and Parks

All three land use concepts will result in substantial increase in park/open space acreage with increase ranging from 165 to 250 acres (in addition to park development efforts already underway or planned). The following tables compare open space/park acreage across the three concepts. As the inventory of current and planned parks exceed the community’s active recreational needs over the next 25 years, the three concepts envision the majority of the acreage to be special resource areas, with the exception of Concept B – Active Waterfront where a waterfront park/promenade is envisioned along the ocean in Ponto/Southern Waterfront (Focus Area 9). In Concept A– Centers, Quarry Creek (Focus Area 3) has less open space, compared to the other concepts, due to the campus land use on the southeast portion of Quarry Creek. The concepts also show varying open space on the Power Plant site in Northwest Coastal (Focus Area 1). In addition, Concepts A and C show more open space in Aviara (Focus Area 10) than Concept B – Active Waterfront. Table 5.5-1 shows that there is enough current existing and planned community park and special use area acreage in the City of Carlsbad to accommodate reasonably anticipated growth under each concept and maintain a park service level of three acres per 1,000 residents.

Figures 5.5-1 through 5.5-3 show each concept within the context of open space and park within Carlsbad. These maps show that there will continue to be a significant amount of open space and parks and the land use concepts will allow for accessibility to these spaces by placing more residents near open spaces and parks.

TABLE 5.5-1: OPEN SPACE/PARKS INCREASE COMPARISON SUMMARY			
OPEN SPACE/PARK (ACRES)	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest	50.2	57.1	56.9
Northeast	68.8	101.3	101.3
Southwest	46.4	91.3	40.6
Southeast	–	–	–
Citywide Total	165.4	249.7	198.8

Source: Dyett & Bhatia, 2011.

TABLE 5.5-2: BUILDOUT PARK NEEDS COMPARISON SUMMARY			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Total Population Estimate	122,428	122,303	121,802
Park Acres Needed	367	367	365
Existing and Planned Parks (acres)	414	414	414
Active Park Proposed In Plan	–	77	–
Future Surplus	47	124	49

Notes:

- a. Existing and Planned Parks include Community Parks and Special Use Areas
- b. Total Population Estimate from Table 5.2-4.

Source: Dyett & Bhatia, 2011; Working Paper 3, 2011; SANDAG, 2011.

TABLE 5.5-3: BUILDOUT PARK NEEDS COMPARISON BY QUADRANT			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Northwest			
Total Population Estimate	34,466	34,441	34,466
Park Acres Needed	103	103	103
Existing and Future Planned Parks	116	116	116
Active Park Proposed in Concept	–	–	–
Future Surplus (or Deficit)	13	13	13
Northeast			
Total Population Estimate	18,336	18,011	18,411
Park Acres Needed	55	54	55
Existing and Future Planned Parks	67	67	67
Active Park Proposed in Concept	–	–	–
Future Surplus (or Deficit)	12	13	12
Southwest			
Total Population Estimate	29,164	29,465	28,288
Park Acres Needed	87	88	85
Existing and Future Planned Parks	96	96	96
Active Park Proposed in Concept	–	77	–
Future Surplus (or Deficit)	9	85	11
Southeast			
Total Population Estimate	40,461	40,386	40,636
Park Acres Needed	121	121	122
Existing and Future Planned Parks	135	135	135
Active Park Proposed in Concept	–	–	–
Future Surplus (or Deficit)	14	14	13

Note:

- a. Existing and Planned Parks include Community Parks and Special Use Areas
- b. Total Population Estimate from Table 5.2-4

Source: Dyett & Bhatia, 2011; Working Paper 3, 2011; SANDAG, 2011.

Figure 5.5-1: Concept A: Centers – Open Space



Figure 5.5-2: Concept B: Active Waterfront – Open Space



Figure 5.5-3: Concept C: Core Focus – Open Space



- Proposed Land Uses**
- Very Low Density Residential
 - Low Density Residential
 - Medium Density Residential
 - High Density Residential
 - Mixed Use
 - Commercial
 - Industrial/Office
 - Employment Intensification
 - Commercial Recreation
 - Core Focus
- Open Space**
- Open Space for Preservation of Natural Resources
 - Open Space for Managed Production of Resources
 - Open Space for Outdoor Recreation
 - Open Space for Aesthetic, Cultural and Education Purposes
 - Built-out and Non-opportunity Sites
- Boundaries**
- City Limits
 - Village Area Boundary
 - Barrio Boundary
 - Airport Safety Zones
- Circulation**
- Train Station
 - Carlsbad Blvd Realignment Concept
 - Major Road
 - Planned Road
 - Railroad

5.6 Job/Housing Balance

Jobs-housing balance refers to the condition in which a single community offers an equal supply of jobs and employed residents. In reality, even if there were to be a perfect balance, in- and out-commuting would still result as the match of education, skills, and interests is not always accommodated within the boundaries of one community. Carlsbad has more jobs than employed residents, reflecting the city’s stature as an employment center in North San Diego County, as well as housing that is more expensive than in inland communities. All three land use concepts will result in the city continuing with a slight surplus of jobs into the future, with the jobs/employed residents’ ratio varying from 1.2 to 1.3 between the concepts.

TABLE 5.6-1: CITYWIDE JOB AND DWELLING UNIT COMPARISON			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Citywide Total Jobs at Buildout	87,179	85,069	82,769
Citywide Total Housing Units at Buildout	48,888	48,838	48,638
Employed Residents at Buildout	68,443	68,373	68,093
Jobs/Employed Residents	1.3	1.3	1.2

Source: Dyett & Bhatia, 2011; SANDAG, 2011; Working Paper 6, 2011.

5.7 Livability and Sustainability

Although sustainability and livability are only two of the Carlsbad Community Vision core values, in a certain sense they underlie almost all of the core values. For instance, one core value urges the city to “prioritize protection and enhancement of open space and the natural environment,” while another seeks to “promote active lifestyles and community health by furthering access to trails, parks, beaches, and other recreational opportunities.” These core values are environmental and social sustainability priorities and contribute to the overall livability of a city.

Another core value seeks to “increase travel options through enhanced walking, bicycling and public transportation systems,” and to “enhance mobility through increased connectivity and transportation management.” This core value supports social sustainability and livability by increasing access for people of all incomes and physical abilities, and it supports environmental sustainability by helping reduce car trips and their associated emissions, and increase trips on foot, by bicycle, and by public transportation.

This section compares the land use concepts in the context of sustainability and livability measures.

Linking Land Use and Multi-modal Opportunities

As discussed in Working Paper 5, local access to transit, bicycle and pedestrian facilities can be enhanced through a number of means focused on good land use design and the principles of “smart growth.” Smart growth is characterized by more compact, higher-density development in an area that is walkable, near transit and promotes good community design. Smart growth focuses future growth and in-fill development close to jobs, services and public facilities to maximize the use of existing infrastructure and preserve open space and natural resources. The objective is to provide more housing and transportation choices for those who live and work in these areas. At the regional level, SANDAG is promoting the concept of smart growth as a means of reducing automobile dependence, promoting the use of alternative travel modes and reducing greenhouse gas emissions. Within Carlsbad, SANDAG has identified four Smart Growth Opportunity Areas including:

- Plaza Camino Real at State Route 78 (SR 78) and El Camino Real;
- Quarry Creek Area at Marron Road, west of College Blvd and south of SR 78;
- Carlsbad Village COASTER Station, including Village Redevelopment and Barrio areas at Grand Avenue and State Street; and
- Ponto Beachfront at Avenida Encinas and Ponto Drive at Carlsbad Boulevard.

Linking land use and multi-modal opportunities through well planned transportation systems can improve personal mobility and accessibility while encouraging healthy physical activity and providing high levels of safety, comfort and convenience.

Smart Growth Area One: Plaza El Camino Real and El Camino Real

All three land use concepts include a Mixed Use designation for Plaza Camino Real Commercial Corridor (Focus Area 2). Concept A – Centers designates the entire site west of El Camino Real as Mixed Use while Concepts B and C only allow a portion of the site west of El Camino Real for Mixed Use. Therefore Concept A – Centers offers the most opportunity for housing on that portion of Plaza Camino Real Commercial Corridor. For the area east of El Camino Real, concepts A and B allow for housing while Concept C – Core Focus only allows for commercial uses. For the entire Plaza Camino Real Corridor, Concept B – Active Waterfront has the highest new residential development potential with 480 units. Concept A – Centers has the next highest with 430 units while Concept C – Core Focus has the lowest with 180 units.

In terms of development along El Camino Real, Concept A – Centers has the most new residential development potential along El Camino Real with 1,230 units. Concept B – Active Waterfront has the second highest new residential development potential with 500 units and Concept C – Core Focus has the lowest with 360 units.

Smart Growth Area Two: Quarry Creek

All three land use concepts include medium density and high density residential uses for Quarry Creek (Focus Area 3). Concept B – Active Waterfront has the highest new residential development potential with 650 units. Concept A – Centers has the second highest new residential development potential with 520 units; however Concept A – Centers also includes campus use for Quarry Creek which would offer the benefit of placing potential jobs close to new residential uses. Concept C – Core Focus has the lowest new residential development potential with 470 units.

Smart Growth Area Three: Village and Barrio

New residential development potential for the Village (Northwest Coastal/Focus Area 1) is similar among all three of the land use concepts. However, in the Barrio (Northwest Coastal/Focus Area 1), Concept B – Active Waterfront has the highest new residential development potential followed by Concept C – Core Focus, with Concept A – Centers having the lowest new residential development potential.

Smart Growth Area Four: Ponto Beachfront

All three land use concepts include residential uses for Ponto/Southern Waterfront (Focus Area 9). In Concept A – Centers, Ponto/Southern Waterfront includes high density residential and commercial uses, with a new residential development potential of 200 units. Concept B – Active Waterfront includes mixed use, high density residential and commercial uses, resulting in a new residential development potential of 470 units. In Concept C – Core Focus, the entire site is designated mixed use, resulting in a new residential development potential of 150 units.

Accessibility to Shops and Services in Neighborhoods

Neighborhood-serving shops include grocery stores, restaurants, retail stores, cafés and other businesses that serve the daily needs of local residents. In traditional small town design, residents can access shops and services on foot. This has the added benefit of promoting interactions between community members as they walk between destinations. In Carlsbad, residents are more likely to drive to shopping centers. Working Paper 6 includes an analysis of residents' reasonable walking distances to shopping services. As summarized in Working Paper 6, about 10 percent of residents live within a five-minute walk of some shopping amenities and about half (51 percent) of residents reside within a 10-minute walking distance.

However, proximity to neighborhood centers does not mean that walking is productive, feasible or safe. The closest neighborhood shopping center might not offer the kinds of daily services households require, such as a pharmacy, grocery store or dry cleaner, but residents might walk to a neighborhood café or restaurant. Residents also may choose to drive because walking is challenging due to changes in topography, missing sidewalks and lack of pedestrian connections and amenities between residences and local shopping centers, as well as the challenge of walking with shopping bags. Walking to local shops can become a reality only if shops and residential areas prioritize walkable connections between shops and homes at the conceptual design phase.

Concept A – Centers builds on the premise of neighborhood centers and focuses on the continued growth of existing neighborhood centers while establishing new neighborhood centers in strategic locations throughout the city. These neighborhood centers place residential and non-residential uses adjacent to each other, making it easier to prioritize connections between the two uses which make walking more of a reality.

Concept B – Active Waterfront also establishes residential and non-residential uses in proximity to each other but locates those areas along the waterfront. Concept C – Core Focus focuses on creating a larger center in the core of the city, with closer proximity between stores, jobs, and residential uses.

Accessibility to Shops and Services in Employment Areas

The employment area in Carlsbad is highly car-oriented, with large-scale developments primarily accessed by Palomar Airport Road. Buildings are typically large-footprint structures (sometimes up to 600 feet in length) of one to two stories, with up to three stories in newer office and industrial buildings. Building entrances face parking lots and landscaped setbacks typically separate the front building façade from the street. There are few basic commercial services within these employment areas (e.g. dry cleaners, salons, places for lunch), so most employees in this area must drive for all personal services. Moreover, although there are sidewalks along this corridor, distances between most destinations are too far apart to make walking a realistic transportation option. Additional services, small central plazas or parks, and better connections to them could reduce driving needs, promote interaction, and improve overall quality of life.

Concept C – Core Focus establishes a focus on the core of Carlsbad which is the city's main employment area (Palomar Corridor/Focus Area 7). Concept C – Core Focus aims to provide commercial services and housing opportunities within the core, creating an opportunity for people to live close to jobs and services. Concept C places residential uses around the employment core to avoid land use conflicts that may arise with McClellan-Palomar Airport. Concept C – Core Focus also includes mixed use and commercial areas within the core.

Concept A – Centers also establishes some mixed use and high density residential around the periphery of the core while Concept B – Active Waterfront maintains Palomar Corridor as a strictly employment area.

Activity Nodes and Destinations

In this larger city composed of smaller, intimate neighborhoods, activity centers and religious facilities function as communal nodes where residents, workers and visitors connect. Events and activities provide opportunities for families to spend time together, friends to meet, and community members to mingle. As a beach town, the waterfront is an ideal location for activity nodes and as a community destination for residents. However, unlike other beach towns, Carlsbad State Beach is not equipped with typical beach town amenities such as an active waterfront street. Though the promenade and the beach remain popular destinations, they lack adjoining waterfront activities—places where people can eat, shop and passively connect with the ocean while taking in the views of the sand, water and sunset. During the Envision Carlsbad Phase 1 process, community members voiced concerns over diminished beach town character due to lack of waterfront activities. They are seeking opportunities to engage with other residents and amenities that serve their needs.

Concept B – Active Waterfront focuses on creating an active waterfront, identifying opportunities to create waterfront activities along the coast. The Power Plant site (Northwest Coastal/Focus Area 1) and several sites along the coast in Ponto/Southern Waterfront (Focus Area 9) show commercial uses to accommodate a cluster of active uses such as restaurants, gathering spaces, shops and cafes. Concept B – Active Waterfront also capitalizes on the proposed Carlsbad Boulevard realignment project and property exchange with State Parks, which serves as an important opportunity to improve coastal access and waterfront amenities. The realignment of Carlsbad Boulevard has the potential to yield excess property that could facilitate expansion of the Carlsbad State Beach campgrounds and/or provide for other recreational facilities and desirable community amenities. A waterfront park/promenade can help provide physical and social connectivity and become a city destination.

Concepts A and C also envision active commercial uses on the Power Plant site (Northwest Coastal/Focus Area 1) but would not allow housing on the site. Concepts A and C do not envision a significant change for the Carlsbad State Beach campgrounds but do envision Ponto/Southern Waterfront (Focus Area 9) as an active area with commercial and residential uses.

Accessibility to Parks and Open Space

Working Paper 3 includes a walking distance analysis to Community Parks and Special Use Areas, where actual walkable distances along roadways are indicated using data about Carlsbad’s roadway network. Figure 5.7-2 shows the walking analysis buffers. Table 5.7-1 and 5.7-2 show, with the completion of planned improvements, the proposed residential areas within five and 10 minute walks of parks and special use areas for each land use concept.

Table 5.7-1 shows that all concepts will provide similar walking access to parks, although Concept A – Centers will have the most amounts of residential areas within a five minute walk (1/4 mile walking distance) of parks. Another consideration in an accessibility analysis is that park accessibility is closely related to population and housing density. In less dense communities or neighborhoods, a given acreage of parks per 1,000 residents will mean fewer people within walking distance than would be possible in more dense communities or neighborhoods. Concept C – Core Focus places the most high density residential areas (approximately 52 acres) within a five minute walk of parks. Overall, Concept C will place approximately 2,280 new residents within a five minute walk of parks, while Concept A – Centers will place 2,180 and Concept B – Active Waterfront will place 2,200 new residents within a 5-minute walk.

Table 5.7-2 shows comparable accessibility between alternatives for 10-minute walk (1/2 mile walking distance) from parks, with Concept C – Core Focus accommodating slightly more residents within a 10-minute walk of parks than the other concepts—Concept C – Core Focus will locate approximately new 2,940 residents within a 10-minute walk of parks while Concept B – Active Waterfront will locate 2,910 and Concept A – Centers will locate 2,800 new residents within a 10-minute walk.

TABLE 5.7-1: PARK ACCESSIBILITY BY RESIDENTIAL LAND USE – 1/4 MILE WALKING DISTANCE ANALYSIS COMPARISON

CONCEPT RESIDENTIAL LAND USE	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Very Low Density Residential (acres)	0	0	0
Low Density Residential (acres)	0	0	0
Medium Density Residential (acres)	25	22	25
High Density Residential (acres)	33	42	43
Mixed Use (acres)	188	156	163
Total Acres	246	220	231

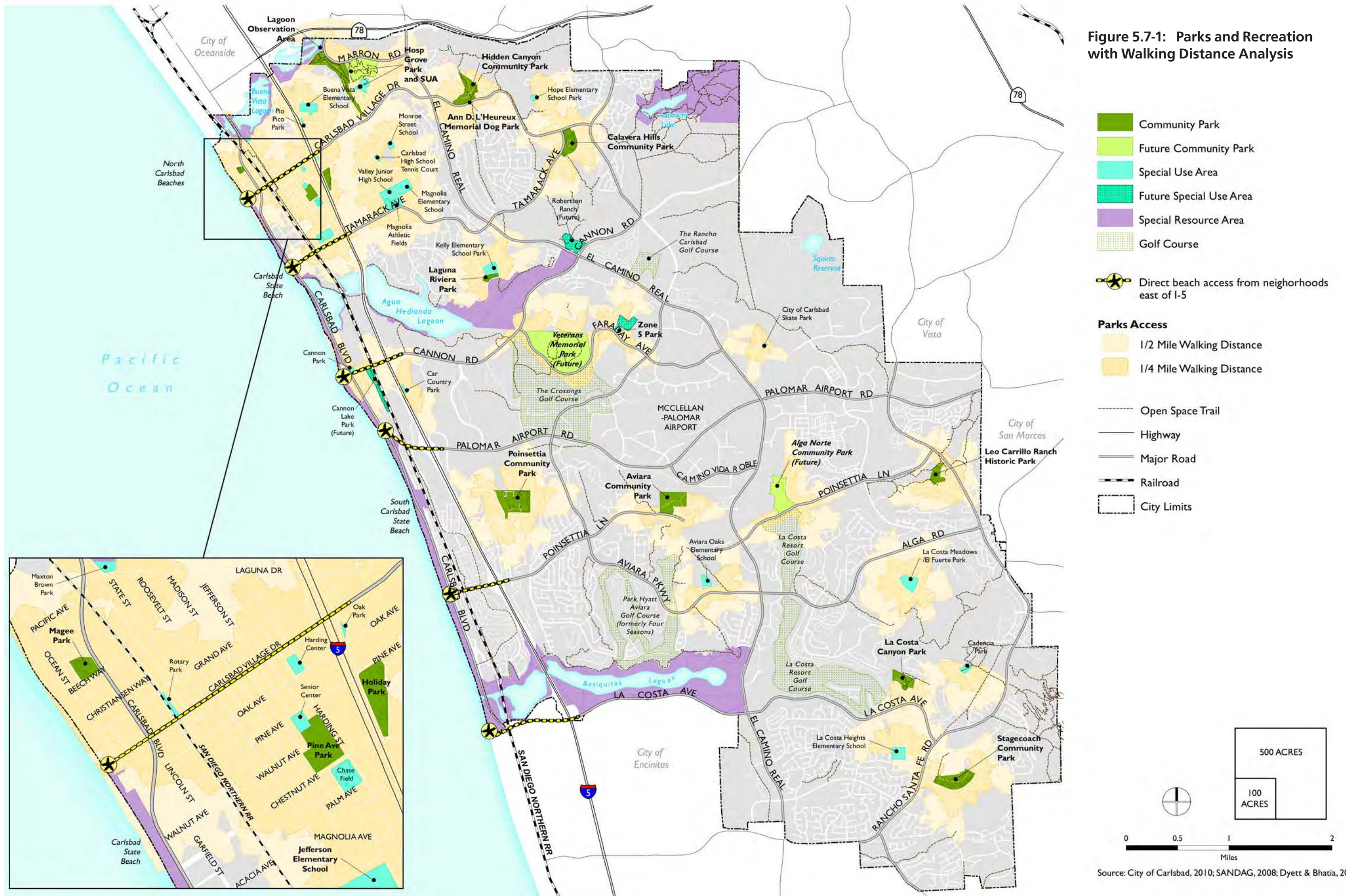
Source: Dyett & Bhatia, 2011; Working Paper 3, 2011.

TABLE 5.7-2: PARK ACCESSIBILITY BY RESIDENTIAL LAND USE – 1/2 MILE WALKING DISTANCE ANALYSIS COMPARISON

CONCEPT RESIDENTIAL LAND USE	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Very Low Density Residential (acres)	0	0	0
Low Density Residential (acres)	8	2	10
Medium Density Residential (acres)	27	34	30
High Density Residential (acres)	47	62	52
Mixed Use (acres)	237	182	238
Total Acres	318	280	329

Source: Dyett & Bhatia, 2011; Working Paper 3, 2011.

Figure 5.7-1: Parks and Recreation with Walking Distance Analysis



Source: City of Carlsbad, 2010; SANDAG, 2008; Dyett & Bhatia, 2010.

5.8 Traffic and Circulation

As outlined in Section 5.7 Livability and Sustainability, the walking, biking, public transportation and connectivity core value vision statement is to “increase travel options through enhanced walking, bicycling and public transportation systems” and to “enhance mobility through increased connectivity and transportation management.” Section 5.7 evaluates linking land uses and multi-modal opportunities as well as accessibility to shops/services in neighborhoods and employment areas, the creation of activity nodes and destinations, and accessibility to parks and open spaces. As Section 5.7 assesses the support of intermodal integration through land use strategies, this section provides additional analysis regarding land use concept impacts on the roadway system and the overall accessibility of residents and employees to transit, bicycle, and pedestrian facilities.

The three land use concepts were converted into the format necessary for incorporation into the San Diego Association of Governments’ (SANDAG) recently updated travel demand model. A model run was conducted for each concept by SANDAG. Additional metrics, estimates developed by Fehr & Peers, and GIS mapping were used to assess transportation performance for the concepts. The purpose of this analysis was to conduct a comparative assessment and describe the overall transportation effects of the concepts, and to provide this information to decision-makers and the public as they consider the benefits and disadvantages of each alternative.

While the new SANDAG model is calibrated at the regional scale, it is still in the process of being refined to enable assessment of performance of individual roadway segments and intersections. A much more detailed evaluation of transportation impacts will be conducted when the preferred concept for the General Plan is identified. This will include evaluation of traffic levels of service (LOS) for roadways and intersections, and identification of improvements, and will form the basis for the transportation chapter of the General Plan Environmental Impact Report.

Vehicular Travel

The majority of trips in Carlsbad are made by automobile. The conditions and operations on a roadway network built for the automobile can affect the community’s quality of life, livability, sustainability, as well as, resident’s ability to carry out day-to-day activities. However, the community also expresses a desire to reduce dependence on the automobile by promoting and utilizing alternative travel modes. As bus transit, bicycle, and pedestrian movement rely on the same roadway network as automobiles, the goal of maintaining an efficient and balanced roadway system is beneficial to the City’s overall circulation, and relieving congestion is beneficial to air quality as well. Sometimes decisions for one mode of travel can have substantial consequences on the use of other modes of transportation. For example, the City of Carlsbad has historically built most of its roadways and intersections for the peak demand of automobiles, but by adding a right turn lane or two right-turn lanes to an approach at an intersection we create 12 to 28 more feet for a pedestrian to cross the intersection in a crosswalk. And pedestrians include all individuals of every age and ability. State and Federal regulations are now requiring local jurisdictions to give pedestrians more time to cross an intersection which impact automobile drivers negatively with delays at the very intersection that the city historically tried to design to have less congestion by adding the turn lanes. A good comparison of intersections that serve different modes of transportation differently would be Carlsbad Boulevard/Carlsbad Village Drive and Palomar Airport Road/El Camino Real. As discussed above, without a refined and calibrated model, intersection and roadway LOS, which is a measure used to describe the condition of traffic flow, cannot be accurately forecasted at this point of the process. However, total vehicle trips and vehicle miles traveled can be analyzed to evaluate how often people drive and how far they drive on average in each land use concept scenario.

Vehicle Trips and Vehicle Miles Traveled

Several factors impact how often people get into their cars to drive somewhere and how far they drive. As discussed in Section 5.7, smart growth can reduce automobile dependence, the number of trips taken using a car, and the distances people drive. By placing a mix of land uses close together, travel characteristics can shift. For example, by having residential and retail uses close together, people can walk to the corner store from their homes, thereby reducing vehicle trips. However, the larger the width of the street and the size of the parking lot between the sidewalk and the corner store, the less desirable it is to choose walking as a travel option. Therefore, the built environment can impact travel option choices. Or by placing residential uses close to employment uses, people may not have to drive as far to get to work, and some people may walk or bike. Lower automobile vehicle trips and vehicle miles traveled can translate into less congestion and lower greenhouse gas emissions.

Methodology

Vehicle trips were estimated for the city using Concept B – Active Waterfront and the SANDAG travel demand forecasting model. Vehicle trips for Concepts A – Centers and Concept C – Core Focus were estimated by comparing the land use projections and estimating the difference in total trips generated by each land use using SANDAG trip generation rates.

Vehicle miles traveled (VMT) was calculated using the “boundary” method. This method multiplies the traffic volume on roadways within the Carlsbad city limits by the length of the roadway to obtain VMT. Future VMT assessment for the General Plan effort will be more refined, accounting for only VMT for trips that start or end in the city (that is, it will exclude trips that simply pass through the city or start someplace else and end in the city or vice versa). VMT was calculated for the entire city as the total VMT for Concept B – Active Waterfront utilizing the SANDAG travel demand forecasting model. VMT for Concept A – Centers and Concept C – Core Focus was estimated by multiplying the net new trip generation estimates for each concept by the average trip length (disaggregated by trip purpose).

Vehicle Trips and Vehicle Miles Traveled Comparison

Table 5.8-1 summarizes the total vehicle trips and VMT generated by each land use concept within the City of Carlsbad. As the table shows, the total vehicle trips and the VMT resulting from the three land use concepts are fairly similar. The vehicle trip difference between the lowest (Concept B – Active Waterfront) and highest (Concept C – Core Focus) is six percent. Concepts A – Centers and Concept C – Core Focus are generally consistent with Concept B – Active Waterfront VMT estimates, as they generate 1.8 percent and 2.8 percent more VMT (compared to Concept B – Active Waterfront), respectively.

Looking at the vehicle trip and VMT per service population, Concept C – Core Focus has the highest vehicle trips and VMT per service population (jobs and population combined) while Concept B – Active Waterfront has the lowest. However, in general, the three land use concepts perform similarly related to vehicle trips and VMT comparison per service population and household basis. This shows that although the land use strategies differ among the land use concepts, the resulting vehicle trips and VMT at the citywide scale are similar. So although Concept B – Active Waterfront may not have mixed use in the Palomar Corridor (Focus Area 7), concentrating development along the coast will have similar impacts as providing for mixed use in the Palomar Corridor as Concept C – Core Focus does. And while Concept A – Centers designates neighborhood centers throughout the city, this land use strategy also results in similar impacts.

Section 5.9 Environmental Impacts includes a comparison of greenhouse gas emissions resulting from the associated VMT for each land use concept. Performance of roadway and intersection levels of service will be conducted during the next stage of the process, as a Preferred Plan is defined and the SANDAG model calibration for local roadways is completed.

TABLE 5.8-1: CITYWIDE VEHICLE TRIPS AND DAILY VEHICLE MILES OF TRAVEL (VMT)			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Service Population (Population + Jobs)	209,607	207,372	204,571
Total Population	122,428	122,303	121,802
Total Jobs	87,179	85,069	82,769
Total Housing Units	48,888	48,838	48,638
Vehicle Trips	762,917	736,991	781,345
Vehicle Trips Per Service Population	3.64	3.55	3.82
VMT	5,368,642	5,273,266	5,419,900
VMT per Household	110	108	111
VMT per Service Population	25.6	25.4	26.5

Source: SANDAG and Fehr & Peers, 2012.

Alternative Travel Modes

Achieving the Carlsbad core value of multi-modal mobility and increased share of transit, bicycle, and pedestrian trips will require land use and transportation to be closely integrated, so, for example, people can conveniently and safely walk to a transit stop or bike to work.

Transit Accessibility

It has been shown that a higher percentage of people are likely to use transit if they can walk to a station or bus stop and the service is frequent and dependable. Thus, to estimate each land use concept’s general supportiveness of transit, new service population was identified within a five minute walk (1/4 mile walking distance) of existing transit stops for each land use concept. As shown in Table 5.8-2, Concept A – Centers will result in the greatest number of new residents and jobs within a five minute walk of transit stops. Because Concept A – Centers directs development of neighborhood centers in strategic locations along transit, new growth will occur in proximity to existing popular transit stops. As shown in Figure 2.2-3, the top 20% ridership transit stops are predominantly located along El Camino Real, Plaza Camino Real Corridor (Focus Area 2), and around the Palomar Corridor (Focus Area 7), and Concept A – Centers would place the most residential and job opportunities within walking distance of those transit stops. Concept B – Active Waterfront and Concept C – Core Focus would result in slightly less service population within a

TABLE 5.8-2: NEW SERVICE POPULATION WITHIN ¼ MILE OF AN EXISTING TRANSIT STOP			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Population	10,300	10,400	9,700
Jobs	20,100	18,700	18,800
Service Population (Population + Jobs)	30,400	29,100	28,500

Source: Dyett & Bhatia, 2011; SANDAG, 2011; Fehr & Peers, 2011.

five minute walking distance from transit stops, although in the case of Concept B – Active Waterfront, there would be greater increase in population close to the city’s two Coaster stations since it focuses growth along the coast.

Non-Vehicular (Bicycle and Pedestrian) Accessibility

Most major arterial roadways within the city—including Carlsbad Boulevard, Carlsbad Village Drive, El Camino Real, Palomar Airport Road and La Costa Avenue—have bicycle facilities. These facilities provide direct routes for cyclists that may be comfortable with riding on relatively high volume roadways, and the degree of success in encouraging new cyclists will depend on the ease of accessing these bicycle facilities.

To estimate the distances of new population and jobs from existing bicycle facilities, new service population was identified within ¼ mile (five minute walk, or one minute bicycling) of existing bicycle facilities for each land use concept. The proximity to existing bikeway facilities means that there will be less need to navigate areas without bicycle lanes in order to access the bicycle network. As shown in Table 5.8-3, Concept A – Centers will result in the greatest number of new residents and jobs within ¼ mile of an existing bicycle facility. Because Concept A – Centers directs development of neighborhood centers in strategic locations along transit, where bicycle facilities are currently located, new growth will occur close to bicycle facilities. Concept B – Active Waterfront and Concept C – Core Focus would result in slightly less service population within a five minute walking distance from bicycle facilities.

TABLE 5.8-3: NEW POPULATION WITHIN ¼ MILE OF AN EXISTING BICYCLE FACILITY			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Population	14,400	13,100	13,300
Jobs	24,900	23,800	23,700
Service Population (Population + Jobs)	39,300	36,900	37,000

Source: Dyett & Bhatia, 2011; SANDAG, 2011; Fehr & Peers, 2011.

The promotion of non-vehicular access is also dependent on the promotion of land use patterns that decrease distances between destinations. As discussed in Section 5.7, Concept A – Centers builds on the premise of neighborhood centers and focuses on continued growth of existing neighborhood centers while establishing new neighborhood centers in strategic locations throughout the city. Because the neighborhood centers place residential and non-residential uses adjacent to each other, it is much easier to prioritize bike and pedestrian connections among the uses, making non-vehicular travel more of a reality. Concept B – Active Waterfront focuses growth and creating activity nodes and destinations along the coast. By focusing growth in close proximity to pedestrian and bicycle attracting land uses such as the coastline, Concept B – Active Waterfront aims to minimize the distances between residents and destinations that attract a lot of people (tourists and locals) and focuses growth in areas where it is easiest to walk and bike around in. Concept C – Core Focus directs growth to the center of the city. By providing commercial and housing opportunities within the core, Concept C – Core Focus aims to promote bicycle and pedestrian accessibility in a highly car-oriented part of the city, reducing the need for workers to get into their cars to run errands during lunchtime and creating shorter bike commutes between home and work.

5.9 Environmental Impacts

The following section evaluates the overall effects of each land use concept on environmental resources, including natural resource communities, potential safety conflicts such as with airport land uses, noise impacts and greenhouse gas (GHG) emissions.

A more detailed analysis and discussion of environmental impacts will be included in the Environmental Impact Report for the General Plan update.

Natural Resource Communities

The opportunity sites in all three land use concepts are infill sites that lie outside of existing Habitat Management Plan (HMP) hardline conservation areas, which are areas established to preserve and protect sensitive biological resources within the City of Carlsbad. Although the opportunity sites are outside of existing HMP hardline conservation areas, some opportunity sites may include biological resources, such as native habitat, wetland habitat, sensitive species or function as segments of wildlife movement corridors, though some of these areas are categorized as disturbed habitat.

As the opportunity sites are similar across the three land use concepts, the amounts of urbanized area and development that will occur in all three land use concepts are similar. In addition, the amounts of urbanized area in the three land use concepts do not differ much from what the current General Plan designates for development. The three land use concepts do, however, include strategies that recognize areas that may include potential biological resources and designates these areas as open space. For example, the areas along Agua Hedionda Lagoon along the Power Plant site (Focus Area 1) and north of the Lagoon are designated as open space in the three land use concepts. In addition, much of the area in Quarry Creek (Focus Area 3) is designated as open space in the three land use concepts compared to the current General Plan which designates most of Quarry Creek as Low-Medium Density Residential.

For comparison purposes, the follow describes potential impacts that may occur as a result of the land use concepts. These calculations are conservative estimates based on regional vegetation data provided by SANDAG in 2003. The vegetation map is currently being updated by the City of Carlsbad, upon which the Preferred Plan and draft General Plan may be evaluated against for a more accurate impact on vegetation.

Concept A – Centers could impact approximately 559 acres of vegetation, including Grassland, Coastal Sage Scrub, Chaparral (Undifferentiated Types), Southern Maritime Chaparral, Oak Woodland, Eucalyptus Woodland, Riparian Scrub, Woodland and Forest, Marsh, Estuarine, Freshwater and Other Wetlands; of these, approximately 176 acres are categorized as disturbed habitat. Concept B – Active Waterfront could impact approximately 539 acres of vegetation, including Grassland, Coastal Sage Scrub, Chaparral (Undifferentiated Types), Southern Maritime Chaparral, Oak Woodland, Eucalyptus Woodland, Riparian Scrub, Woodland and Forest, Marsh, Estuarine, Freshwater and Other Wetlands; of these, approximately 187 are categorized as disturbed habitat. Concept C – Core Focus could impact approximately 532 acres of vegetation, including Grassland, Coastal Sage Scrub, Chaparral (Undifferentiated Types), Southern Maritime Chaparral, Oak Woodland, Eucalyptus Woodland, Riparian Scrub, Woodland and Forest, Marsh, Estuarine, Freshwater and Other Wetlands; of these approximately 182 acres are categorized as disturbed habitat.

All three land use concepts could result in a disturbance of a similar amount of undisturbed habitat, with Concept C – Core Focus resulting in slightly less impact to natural vegetation.

Airport Safety

The most recent McClellan-Palomar Airport Land Use Compatibility Plan (ALUCP) was adopted in January 2010 and last amended in December 2011. The ALUCP promotes compatibility between the McClellan-Palomar Airport (airport) and land uses that surrounded the airport. The ALUCP establishes safety zones to evaluate safety

compatibility between land uses and runway configurations. Each safety zone has residential compatibility criteria and Safety Zone 6 is the only zone that allows new higher density residential development as “compatible.” None of the three land use concepts propose residential uses within Safety Zones 1 through 5; therefore none of the concepts conflict with safety criteria in the ALUCP.

Each safety zone also has non-residential compatibility criteria. A few industrial/office opportunity sites are within Safety Zones 3 and 4. The ALUCP considers industrial/office uses as conditionally acceptable and establishes floor area limits for specific industrial/office uses. Therefore adherence to the conditions established in the ALUCP will ensure compliance with safety criteria in the ALUCP.

For comparison purposes, Concept B – Active Waterfront would result in the least amount of impacts associated with ALUCP compatibility because it does not propose any increases in intensity or changes in land use within the Palomar Corridor (Focus Area 7).

Noise

The main noise sources within the City of Carlsbad are transportation and airport noise. Depending on location, the main source of noise can be from the airport, traffic along major thoroughfares or the rail line.

The ALUCP includes noise contours for the purpose of evaluating noise compatibility of land uses near the airport. According to the ALUCP, residential uses are not compatible in areas greater than 65 dB CNEL. In all three land use concepts, no residential uses are proposed in the 65+ dB CNEL range. Concepts A – Centers and Concept C – Core Focus propose residential uses near the airport (Palomar Corridor/Focus Area 7) and although they are in noise compatible locations, they may still be impacted by airport noise. Potential mitigations could include sound attenuation design measures such as the installation of sound rated windows and policies establishing a maximum interior noise level for sensitive uses to mitigate noise impacts.

Concept C – Core Focus, which focuses on creating housing opportunities near jobs in the Palomar Corridor (Focus Area 7), will place the highest number of residential units near the airport. Concept A – Centers also places some residential uses in the Palomar Corridor (Focus Area 7), though resulting in fewer number of residential units compared to Concept C – Core Focus. Concept B – Active Waterfront maintains industrial/office uses in the Palomar Corridor (Focus Area 7) which are generally compatible with airport noise levels.

High traffic volumes along main roads also result in potential noise impacts. Concept A – Centers, which focuses on creating neighborhood centers along major thoroughfares to enable access to transit and bicycle amenities would place residential uses along El Camino Real and Palomar Airport Road. Concept C – Core Focus also includes some residential uses along El Camino Real and Palomar Airport Road but less compared to Concept A – Centers. Concept C – Core Focus would not locate any residential uses along Palomar Airport Road but does include some residential uses along El Camino Real.

Other sources of noise include faster moving traffic along Interstate 5 and Highway 78, and the rail line that runs parallel to Interstate 5. Concept B – Active Waterfront, which places the most amounts of residential uses on the west side of the city, will experience the most noise impact from these sources. Concept B – Active Waterfront, which aims to create an active waterfront by placing people close to the waterfront and increasing access to rail service, places higher density residential uses along the rail line so that people can easily walk to the stations. Concept B – Active Waterfront includes residential uses on the Power Plant site (Northwest Coastal/Focus Area 1) as well as high density residential in Southern Freeway Corridor (Focus Area 8) close to the rail station. In addition, Concept B – Active Waterfront also includes high density residential in Plaza Camino Real Commercial Corridor (Focus Area 2) and Quarry Creek (Focus Area 3).

Concepts A - Centers and Concept C – Core Focus do not include residential uses on the Power Plant site (Northwest Coastal/Focus Area 1) and includes less dense residential uses in Southern Freeway Corridor (Focus Area 8), Plaza Camino Real Commercial Corridor (Focus Area 2) and Quarry Creek (Focus Area 3).

Greenhouse Gas Emissions

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere and consist of, but are not limited to, carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). These three gases are the most common GHGs that result from human activity. The global warming potential of GHGs is expressed in terms of CO₂ equivalents (CO₂e) and is typically quantified in metric tons (MT) or millions of metric tons (MMT).

Human activities have elevated GHG concentrations beyond naturally-occurring levels. While not explicitly emphasized in the Carlsbad Community Vision, GHGs are closely related to the sustainability priorities expressed in the Sustainability core value. For example, higher GHG emissions indicate increased energy use, thereby conflicting with the energy security community value. In addition, higher GHG emissions that increase global temperatures can impact ecosystems, changing the length of growing season or shifting plant hardiness zones, which conflict with the healthy and sustainable food community value. Furthermore, increase in temperatures has placed pressure on the state’s water supplies due to less precipitation and premature runoff of snowpack and rainwater.

According to the 2005 City of Carlsbad Greenhouse Gas Emissions Inventory, the transportation sector was the largest emitter (64 percent) of GHGs in 2005. Due to this fact and the available data at this stage of the process, the three land use concepts were evaluated based on the GHG emissions resulting from vehicles driving within the city. Table 5.9-1 shows the resulting GHG emissions for each land use concept. Because Concept B – Active Waterfront results in the lowest vehicle miles traveled (VMT), as explained in Section 5.8 Traffic and Circulation, the resulting GHG emissions are also the lowest. However, when comparing GHG emissions per service population (population and jobs), Concept B – Active Waterfront and Concept A – Centers both result in 3.4 MT of CO₂e, while Concept C – Core Focus results in a slightly higher CO₂e per Service population (3.5 MT). This means that Concept A – Centers and Concept B – Active Waterfront do a slightly better job at accommodating growth without as much GHG impact as Concept C – Core Focus.

TABLE 5.9-1: TRANSPORTATION GHG EMISSION ESTIMATES COMPARISON			
	CONCEPT A – CENTERS	CONCEPT B – ACTIVE WATERFRONT	CONCEPT C – CORE FOCUS
Daily VMT	5,368,642	5,273,266	5,419,900
Daily Metric Tons CO ₂ E	1,970.85	1,935.83	1,989.66
Yearly Metric Tons CO ₂ E	719,360.25	706,577.95	726,225.90
Service Population (Jobs + Population)	209,607	207,372	204,571
Metric Tons CO₂E per Service Population	3.4	3.4	3.5

Source: Dudek, 2012; CARB, 2011; EPA, 2005.

A more detailed greenhouse gas analysis will be conducted as part of the General Plan update and EIR process. The 2005 City of Carlsbad Greenhouse Gas Emissions Inventory summarized GHG emissions for the following five sectors: residential; commercial/industrial; transportation; solid waste; and wastewater, and future GHG emissions will be projected for each of these sectors. Below is a short discussion of the regulatory framework addressing GHGs. A more detailed discussion regarding GHGs can be found in Working Paper 1. A short description regarding the methodology used to project GHG emissions for the three land use concepts is also included below.

Regulatory Context

In 2006, California passed Assembly Bill 32, the Global Warming Solutions Act, which requires that statewide greenhouse gas emissions be reduced to 1990 levels by the year 2020. Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008, requires the California Air Resources (CARB) to develop regional greenhouse gas emission reduction targets and for SANDAG to prepare a Sustainable Communities Strategy that demonstrates how the region will meet its reduction target through integrated land use, housing and transportation planning. SANDAG has prepared a Climate Action Strategy (March 2010) to identify land use and transportation policy measures that could help SANDAG meet or exceed Senate Bill 375 targets.

Methodology

Vehicle miles traveled (VMT) is used as a key factor to calculate greenhouse gas emissions in the transportation sector. Utilizing the total VMT for each land use concept, CO₂ emissions from motor vehicle trips were quantified using the EMFAC 2011 model, which is the Air Resources Board’s tool for estimating emissions from on-road vehicles.¹ Methane (CH₄) and nitrous oxide (N₂O) emissions were accounted for by multiplying the EMFAC 2011 CO₂ emissions by a factor based on the assumption that CO₂ represents 95% of the CO₂-equivalent (CO₂e) emissions associated with passenger vehicles.²

¹ CARB (California Air Resources Board). 2011. Mobile Source Emission Inventory – Current Methods and Data. Accessed January 3, 2011 at: http://www.arb.ca.gov/msei/modeling.htm#emfac2011_web_based_data

² EPA (U.S. Environmental Protection Agency). 2005. Greenhouse Gas Emissions from a Typical Passenger Vehicle (EPA420-F-05-004). EPA Office of Transportation and Air Quality. February 2005. Accessed at <http://www.epa.gov/otaq/climate/420fo5004.pdf>

5.10 Fiscal Impacts

Fiscal Impacts of Future Growth

One of the many considerations of community development is the resulting impact on a city’s general fund. While residents and businesses bring revenue to a city, they also require service provision, which increases city costs. Developing a thoughtful balance between types of development is a key consideration when planning for adequate service delivery, which helps ensure a high quality of life for residents and businesses alike.

General fund revenues in Carlsbad consist primarily of property tax and property tax in lieu of motor vehicle license fees³, sales tax, transient occupancy tax, franchise fees and business licenses. A handful of smaller revenue sources also contribute. Cities in turn utilize these funds to provide municipal services such as public safety, parks and recreation, roads and other infrastructure, and community services. Over time, revenues and expenditures can be expected to shift due to changes in land use, population, demand levels, inflationary rates and service delivery methods.

Fiscal Model Assumptions

In an effort to evaluate the impacts of new development on the city’s General Fund, a financial model was created that estimates the revenues and costs associated with ongoing operations. Such a model has a variety of limitations, beginning with the fact that, over a 25-year time horizon such as was employed here, revenues and expenditures may change in unpredictable ways. Policy decisions made by the city’s elected officials and administration will influence how services are delivered in the future – which could be different than present day operations. Changes to state law may also impact local general funds. For example, the state legislature recently eliminated subventions from motor vehicle license fees to cities. Additionally, though a market analysis has been prepared to estimate the development timeline, many factors, including the national economy and banking practices, will determine the timing and specific type of development that will actually occur.

The future development scenarios considered by the three concepts, while unique in philosophies and lifestyle approaches, are not dramatically different from each other when looking at long term fiscal impacts. That is to say that, in general, providing municipal services to a retail district in one place is not much different than providing services to a retail district two miles down the road. This is particularly true when the exact style or type of retail is not yet known. Table 5.10-1 illustrates the total net new development anticipated over the next 25 years.

In all three land use concepts, commercial and hotel uses are expected to increase the most dramatically, with significant growth in office and industrial uses as well. Though Concept B – Active Waterfront presents the most modest commercial growth, it has the most substantial industrial/office growth, as other concepts propose to change some existing industrial/office land to other uses, such as mixed use, commercial or residential. Residential uses only increase by about 10 percent.

The analysis presented in this section was based upon the city’s 2011-12 adopted General Fund Budget, and a series of assumptions on how costs and revenues will change in the future. Assumptions are intended to be conservative in nature, and efforts were made to capture growth at a reasonable rate. Information was gathered from the city’s Finance Department, the General Plan update land use consultants, existing market analyses, economic indicator reports, as well as other independent research. Below is a short summary of these assumptions. More detail on the model, the assumptions, and the methodologies used can be found in the Technical Appendix.

Chart 5.10-1: General Fund Revenues 2012

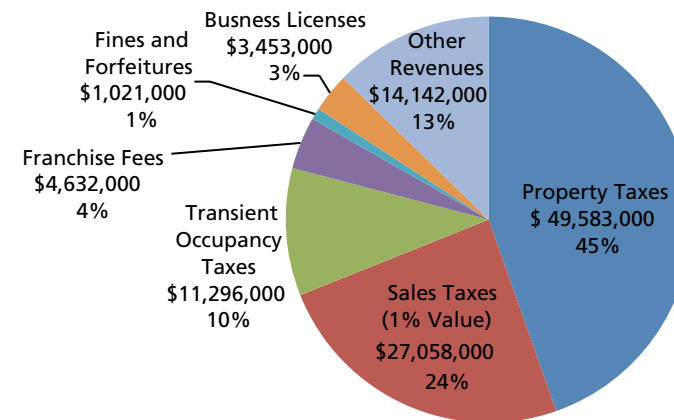


Chart 5.10-2: General Fund Expenditures 2012

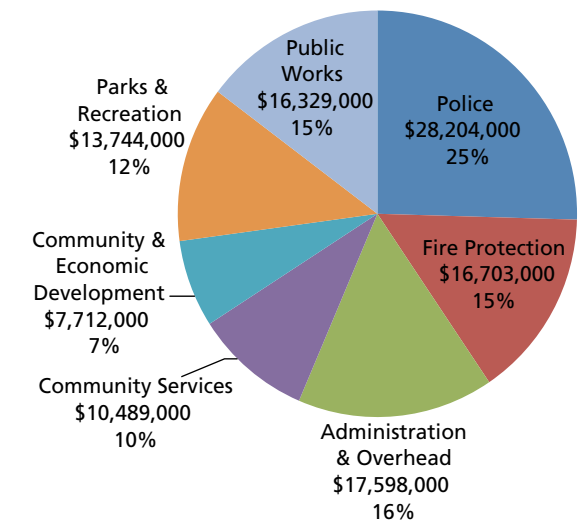


TABLE 5.10-1: NET NEW DEVELOPMENT

	HOUSING UNITS	% CHANGE	COMMERCIAL (SQUARE FEET)	% CHANGE	INDUSTRIAL/OFFICE (SQUARE FEET)	% CHANGE	HOTEL ROOMS	% CHANGE
Existing (2010)	44,673		3,840,591		20,532,787		3,582	
Concept A - Centers	4,410	10%	2,522,000	66%	4,419,000	22%	2,590	72%
Concept B – Active Waterfront	4,360	10%	1,471,000	38%	4,934,000	24%	2,660	74%
Concept C – Core Focus	4,160	9%	2,359,000	61%	3,437,000	17%	2,670	75%

Notes:

- a. 2010 baseline was used based on the availability of non-commercial square footage information.
- b. Net new development figures are rounded.

Source: Working Paper 2, 2011; US Census, 2010.

³ As a part of the 2004 state budget package, approximately 90 percent of motor vehicle license fee revenue was exchanged for property tax revenue, and is typically referred to as property tax in-lieu.

- Future residential population was projected on a per unit basis, using the 2010 U.S. Census persons per household figures (2.6 persons per household for single family and condominiums, 2.3 for apartments).⁴
- Annual inflationary rates were based upon the Consumer Price Index (2.8 percent).
- Modifications to inflationary rates were made where appropriate, including for growth in employee salaries and benefits which were projected to increase by 2.5 percent annually, consistent with city practices.
- Modest capital outlay budgets were created for the police, fire and public works departments only.
- Certain services were considered to have a greater elasticity to absorb demand created by development. These generally include administrative-related functions.
- Other services were expected to require additional resources to accommodate growth, particularly certain functions within law enforcement, public works and parks and recreation. In these cases, expenditures also increased commensurate with growth on a per capita and/or per employee factor. Where both factors were used, costs were weighted more heavily towards residential uses.
- Though the land use concepts provide for the preservation of open space, it is unknown what the nature of that space will be—for example, new open space could be privately maintained with a public easement to ensure public access. Therefore, no additional expenditures were included for new parkland.
- Development timeframes were based upon a recent market study that provided growth envelopes (10-year windows). Future development estimates were annualized within the envelopes. This has the effect of creating gradual growth over time, though in reality, development will likely have years of higher and lower intensities.
- Development estimates in turn generated revenues in property taxes, based upon assessed value. Assessed values were determined based upon market values for for-sale residential products, and costs estimates from Marshall and Swift for commercial and multi-family residential uses. The city's two redevelopment project areas were taken into account as a part of this projection.
- Property transfer taxes were projected based upon historical turnover rates of properties.
- Sales taxes were projected assuming that 65 percent of new commercial development square footage would produce taxable sales. This figure was multiplied by a per square foot average sales factor (\$350). The remaining commercial square footage was assumed to accommodate vacancies as well as commercial uses that do not generate taxable sales, such as an insurance agent office. Industrial uses do currently produce some sales tax for the city, therefore 15 percent of new industrial uses were also assumed to produce sales tax revenues, on the same sales per square foot basis.
- Transient occupancy (hotel) taxes were based upon current average daily rates (\$135 for existing rooms, and \$155 for new rooms) and occupancy levels (64 percent).
- Several revenue sources were estimated on a per service population basis as appropriate. In some cases, a per capita figure was used, and in others, employment generation factors were also included, such as for franchise fee and fines and forfeiture revenues.

Summary of Findings

Strong Fiscal Outlook. The value of a long-term forecast, which utilizes conservative or normalized assumptions, is to illustrate where deficiencies or imbalances might exist or be exacerbated. In general, Carlsbad is in very good financial standing compared to many California communities due to conservative fiscal policies, good land use planning and cultivation of a healthy business community.

Balancing of Land Uses Results in Healthy Revenues. As shown, all three land use concepts provide for significant commercial development, with comparatively limited residential growth. At buildout, the total number of residents is put into greater balance with the number of jobs offered in Carlsbad. Residential land uses are often considered a “net loss” as it costs more to serve a unit than is generated through the property tax associated with it. Commercial uses, particularly where sales tax or transient occupancy taxes are created, are often “net gains.” These generalizations do not speak to the importance of balancing jobs and housing, nor other quality of life measurements; but in the case of Carlsbad, the land use concepts do present an overall balancing of costs and revenues as the ratio between residential and non-residential uses becomes more equalized over the 25 year development period. Therefore, all three land use concepts provide for significant growth in revenues and present a much better fiscal outlook than if all growth were halted today, where residential uses are in greater proportion to non-residential uses.

Strong Sensitivity to City Employee Costs. The city's primary role is to provide services, which means the majority of the city's expenditures is related to employee costs. From the police officer enforcing traffic laws to the building inspector assuring new development meets safety standards, employees are the backbone of the organization. Thus, the model is extremely sensitive to the growth of these costs. Should costs inflate faster than the anticipated 2.5 percent rate used in the projection, net revenues will be impacted.

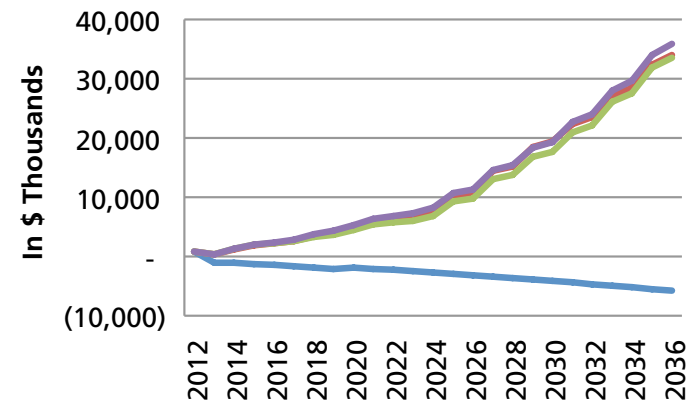
Fiscal Impact Results. Ultimately, the three land use concepts have only minimal fiscal differences between one another. Each provides for the well-balanced buildout of Carlsbad from a financial standpoint, and improvement compared to no change. Overall, Concept C – Core Focus provides for the greatest net revenues. The following charts summarize the fiscal impacts. Please note that the forecast is intended to offer an illustrative picture of costs and revenues, provided all assumptions and existing service practices are maintained over the next 25 years. Actual revenues and expenditures will be impacted by a variety of policy decisions, state mandates, and other budget adjustments made over time.

For comparison with the earlier graphics, the total revenues and expenditures for all three land use concepts are also shown.⁵ As illustrated, the proportion of revenues related to property tax is reduced, from 45 percent currently to about 36 percent in 2036. Transient occupancy taxes become a greater revenue generator, and increase from 10 percent of the General Fund to about 19 percent. Proportional expenditures remain relatively consistent, with the greatest shift in police service, growing from 25 to about 27 percent.

⁴ Note that the population projections for the land use concepts do not delineate among single family, condominiums, and apartments. This delineation is made for fiscal impact analysis purposes only.

⁵ All figures rounded. Property tax category is also inclusive of property tax in-lieu and property transfer tax revenues. Sales tax revenue category is inclusive of Proposition 172 revenue. Other revenue category includes fees and charges for service, investment income, intergovernmental revenues and smaller miscellaneous revenues. Administration and overhead expenditure category includes policy and leadership, finance, human resources, property and environmental management and other non-departmental expenditures. Community service expenditures includes the library and cultural arts.

Chart 5.10-3: Annual Net Revenues



- No Growth
- Concept A
- Concept B
- Concept C

Chart 5.10-4: Concept A - Centers Revenues 2036

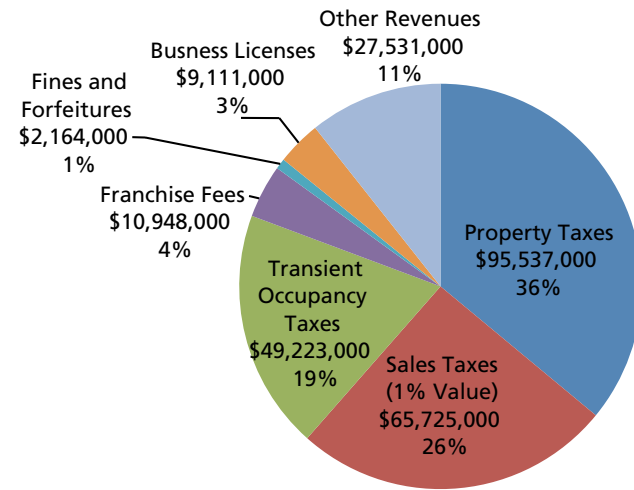


Chart 5.10-6: Concept B - Active Waterfront Revenues 2036

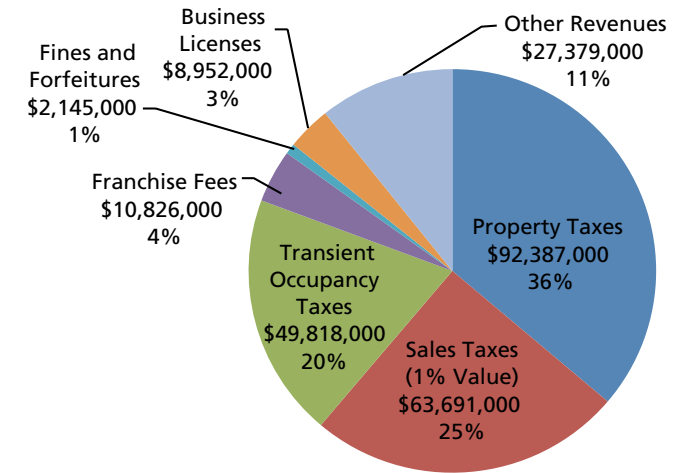


Chart 5.10-8: Concept C - Core Focus Revenues 2036

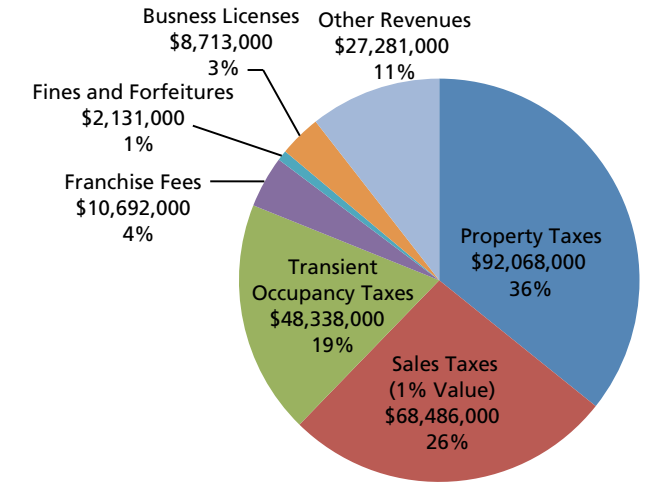


Chart 5.10-5: Concept A - Centers Expenditures 2036

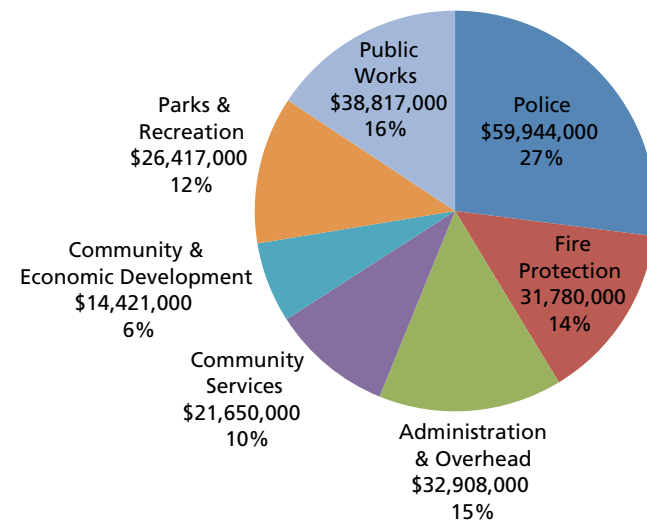


Chart 5.10-7: Concept B - Active Waterfront Expenditures 2036

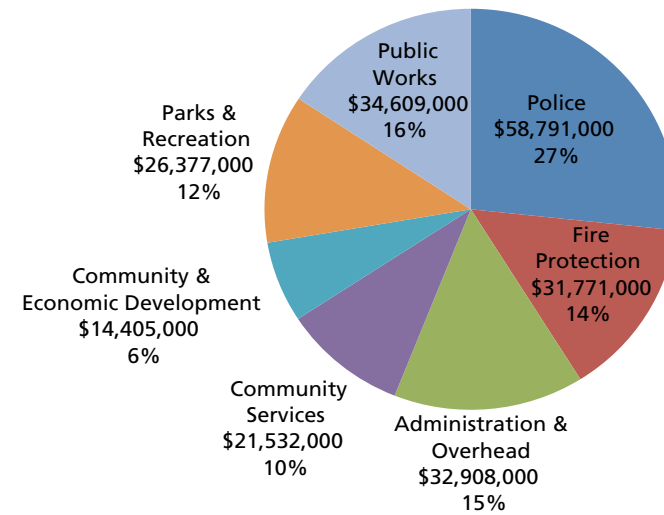


Chart 5.10-9: Concept C - Core Focus Expenditures 2036

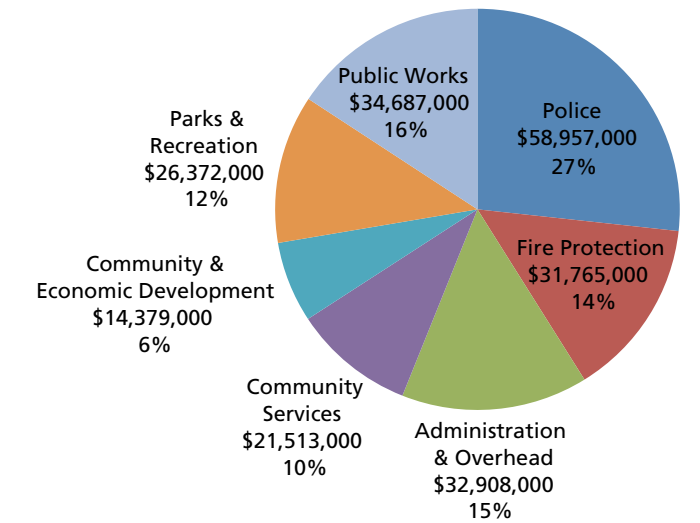


TABLE 5.10-2: NO GROWTH NET REVENUES			
NO GROWTH	2015-16	2025-26	2035-36
Revenues	122,856,000	157,392,000	201,588,000
Expenditures	124,313,400	160,545,400	207,364,700
Net Revenues	\$(1,457,400)	\$(3,153,400)	\$(5,776,700)

Chart 5.10-10: No Growth

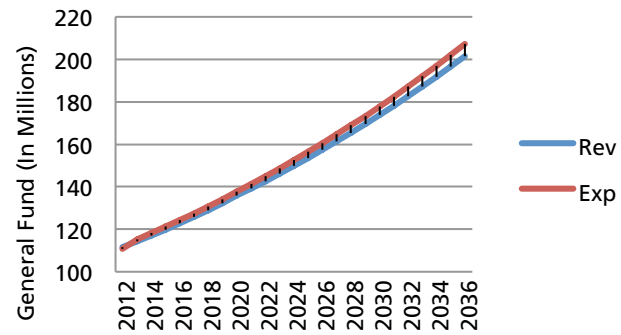


TABLE 5.10-3: CONCEPT A – CENTERS NET REVENUES			
CONCEPT A	2015-16	2025-26	2035-36
Revenues	129,015,000	179,651,000	257,768,000
Expenditures	126,826,400	168,776,700	223,767,000
Net Revenues	\$2,188,600	\$10,874,300	\$34,001,000

Chart 5.10-11: Concept A – Centers

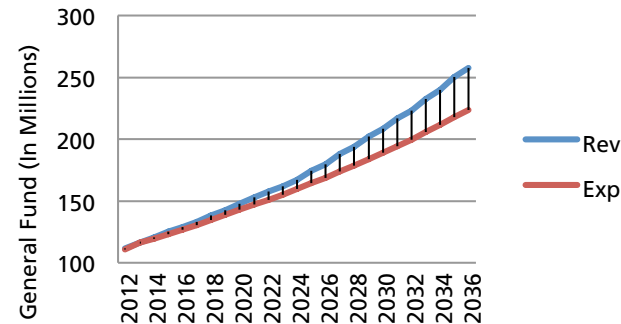


TABLE 5.10-4: CONCEPT B – ACTIVE WATERFRONT NET REVENUES			
CONCEPT B	2015-16	2025-26	2035-36
Revenues	128,972,000	177,829,000	255,724,000
Expenditures	126,683,500	168,002,000	222,192,100
Net Revenues	\$2,288,500	\$9,827,000	\$33,531,900

Chart 5.10-12: Concept B – Active Waterfront

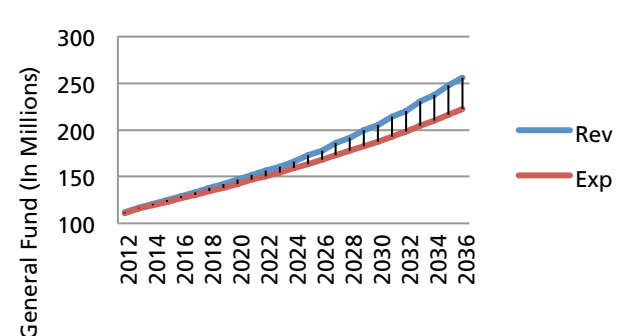
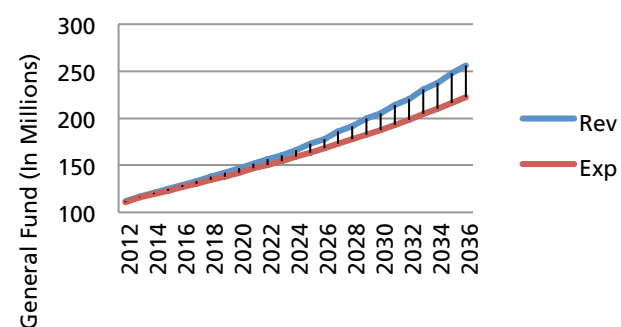


TABLE 5.10-5: CONCEPT C – CORE FOCUS NET REVENUES			
CONCEPT C	2015-16	2025-26	2035-36
Revenues	129,121,000	179,440,000	258,234,000
Expenditures	126,720,400	168,130,300	222,380,400
Net Revenues	\$2,400,600	\$11,309,700	\$35,853,600

Chart 5.10-13: Concept C – Core Focus



Development Impact Fees

Development impact fees (“DIFs”) are fees charged by the City in order to mitigate the effects of development on infrastructure systems and other resources. Revenues generated by DIFs may only be used for capital or one-time projects, and may not be used for ongoing expenses related to maintenance or day-to-day service. The legal requirements for a DIF program are set forth in Government Code §§ 66000-66025, which generally states that a DIF must be reasonably related to the cost of the improvement provided by city. If a development impact fee does not relate to the impact created by development, or exceeds the reasonable cost of the necessary improvement, then the fee may be declared a special tax and must then be subject to voter approval.

Most established DIF programs such as Carlsbad’s were developed through a nexus study that links the fee to the cost of the impact that must be mitigated. Carlsbad has several DIF programs, specifically for potable water, sewer, parks, drainage areas, bridge and thoroughfare districts, habitat mitigation, and traffic impacts. The following table estimates the total DIFs that could be charged related to the development presented in the land use concepts. While every effort was made to determine the location of new development within the variety of DIF zones, the land use concepts provide a certain amount of flexibility that will influence the DIFs that are charged. Though development was phased by land use type in the fiscal model, neither it nor the land use concepts can determine the location of the development at any particular moment in time. Actual revenues may also be affected by changes in the DIFs themselves, which are likely to be re-evaluated during the buildout period.

The following table summarizes the anticipated total DIF revenues. A more detailed table can be found in the technical appendix.

TABLE 5.10-6: DEVELOPMENT IMPACT FEES			
	CONCEPT A	CONCEPT B	CONCEPT C
Bridge & Thoroughfare	\$5,172,715	\$6,458,742	\$5,569,493
Public Facilities Fee	\$103,574,143	\$107,652,328	\$108,350,898
Park In-lieu	\$29,786,676	\$29,724,203	\$28,839,020
Planned Local Drainage Fee	\$15,173,875	\$15,166,344	\$14,920,117
Sewer Benefit Area	\$3,669,640	\$1,826,750	\$4,289,300
Local Facilities Management Plan	\$3,360,400	\$3,229,000	\$3,091,500
Traffic Impact Fee	\$46,522,257	\$41,651,439	\$40,600,099
Water District Fee	\$29,978,572	\$28,165,751	\$27,911,747
Total	\$237,238,277	\$233,874,558	\$233,572,174

Source: RSG, 2011; Dyett & Bhatia, 2011

DYETT & BHATIA
Urban and Regional Planners

755 Sansome Street, Suite 400
San Francisco, California 94111
☎ 415 956 4300 📠 415 956 7315