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SAN DIEGO CORPORATE OFFICE
P.O. Box 488 / 1134 D Street, Ramona, CA 92065
Phone: 760-787-0016
Fax: 760-787-9165
www.ise.us

VIA ELECTRONIC DELIVERY

DATE: September 29, 2010 (Revised)

TO: Linda Collins (LCollins@semprautilities.com)
Dayle Cheever (DCheever@semprautilities.com)

FROM: Rick Tavares, Ph.D. *Rick TAVARES*

SUBJECT: SUNRISE POWERLINK POWERED HAULAGE
ESTIMATED ACOUSTICAL IMPACT POTENTIAL
ISE PROJECT #10-007

The following information describes powered haulage compliance as it pertains to on-road construction trips associated with Sunrise Mitigation Measure N-1a.

Generalized Significance Standards

CEQA Significance Thresholds

Section 15382 of the California Environmental Quality Act (CEQA) guidelines defines a significant effect as,

"... a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."

The minimum change in sound level that the human ear can detect is approximately 3-dBA. This increment, 3-dBA, is commonly accepted under CEQA as representing the point where a noise level increase would represent a significant effect.

San Diego County Transportation Noise Thresholds

Local significance criteria for the proposed short-term haul-truck action commensurate with Sunrise Mitigation Measure N-1a would fall under General Plan policies established by the County of San Diego pursuant to CEQA.¹ The specific abatement thresholds are identified under Policy 4b of the *County of San Diego's Noise Element of the County's General Plan*. Although originally intended for new development within the County, the County of San Diego considers Policy 4b thresholds as guiding policy for noise exposure potential to existing sensitive land uses due to on-road transportation-related sources.

¹ As revised July 2006.

Compliance under these measures would ensure that proposed powered haulage operations would not substantially disturb sensitive receptors and violate local rules, standards, and/or ordinances within the County of San Diego. The relevant sections of the Noise Element are cited below.

"Since exterior community noise equivalent levels (CNEL) above 60 decibels and/or interior CNEL above 45 decibels² may have an adverse effect on public health and welfare, it is the policy of the County of San Diego that:

1. Whenever it appears that new *development* may result in any (existing or future) *noise sensitive land use* being subject to noise levels of CNEL equal to 60 *decibels (A)* or greater, an acoustical analysis shall be required.
2. If the acoustical analysis shows that noise levels at any *noise sensitive land use* will exceed CNEL equal to 60 decibels, modifications shall be made to the *development* which reduce the *exterior noise* level to less than CNEL of 60 *decibels (A)* and the *interior noise* level to less than CNEL of 45 *decibels (A)*.³

² Definitions, Notes and Exceptions

"*Decibels (A)*" refers to A-weighted sound levels as noted on page VIII-2 within the Element.

"*Development*" means any physical development including but not limited to residences, commercial, or industrial facilities, roads, civic buildings, hospitals, schools, airports, or similar facilities.

"*Exterior noise*":

- (a) For single family detached dwelling projects, "exterior noise" means noise measured at an outdoor living area which adjoins and is on the same lot as the dwelling, and which contains at least the following minimum area:
 - (i) Net lot area up to 4,000 sq. ft.: 400 square feet.
 - (ii) Net lot area 4,000 sq. ft. to 10 ac.: 10% of net lot area.
 - (iii) Net lot area over 10 ac.: 1 ac.
- (b) For all other projects, "exterior noise" means noise measured at all exterior areas, which are provided for group or private usable, *open space* purposes.
- (c) For County road construction projects, the exterior noise level due to vehicular traffic impacting a noise sensitive area should not exceed the following values:
 - (i) Federally funded projects: The Noise standard contained in applicable Federal Highway Administration Standards.
 - (ii) Other projects: 60 *decibels (A)*, except if the existing or projected noise level without the project is 58 decibels (A) or greater, a 3 *decibel (A)* increase is allowed, up to the maximum permitted by Federal Highway Administration Standards.

"*Group or Private Usable Open Space*" shall mean: Usable open space intended for common use by occupants of a development, either privately owned and maintained or dedicated to a public agency, normally including swimming pools, recreation courts, patios, open landscaped areas, and greenbelts with pedestrian walkways and equestrian and bicycle trails, but not including off-street parking and loading areas or driveways (Group Usable Open Space); and usable open space intended for use of occupants of one dwelling unit, normally including yards, decks and balconies (Private Usable Open Space).

"*Interior noise*": The following exception shall apply: For rooms which are usually occupied only a part of the day (schools, libraries, or similar), the interior one-hour average sound level, due to noise outside, should not exceed 50 *decibels (A)*.

"*Noise sensitive land use*" means any residence, hospital, school, hotel, resort, library or any other facility where quiet is an important attribute of the environment.

³ **Action Program 4b1:** Recommend programs to soundproof buildings or redevelop areas where it is impossible to reduce existing source noise to acceptable levels.

Action Program 4b2: Study the feasibility of extending the application of Section 1092, California Administrative Code dealing with noise insulation standards to single-family dwellings, and incorporating higher standards for reduction of exterior noise intrusion into structures.

3. If modifications are not made to the *development* in accordance with paragraph 2 above, the *development* shall not be approved unless a finding is made that there are specifically identified overriding social or economic considerations which warrant approval of the development without such modification; provided, however, if the acoustical study shows that sound levels for any noise sensitive land use will exceed a CNEL equal to 75 *decibels (A)* even with such modifications, the *development* shall not be approved irrespective of such social or economic considerations.”

San Diego County Construction Noise Thresholds

Additionally, the County of San Diego Noise Ordinance Sections 36.409 through 36.410 governs construction noise emissions. These standards are shown for reference only; they are not applicable to on-road powered haulage operations. The relevant parts are cited below.

Section 36.409: Sound Level Limitations on Construction Equipment⁴

“Except for emergency work, it shall be unlawful for any person to operate construction equipment or cause construction equipment to be operated, that exceeds an average sound level of 75 decibels for an eight-hour period, between 7 a.m. and 7 p.m., when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is being received.”

Section 36.410: Sound Level Limitations on Impulsive Noise⁵

1. Except for emergency work or work on a public road project, no person shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level... (of 82 dBA within a residential, village zoning or civic use area, or 85 dBA within an agricultural, commercial or industrial use zone), ...when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property.
2. Except for emergency work, no person working on a public road project shall produce or cause to be produced an impulsive noise that exceeds the maximum sound level... (of 85 dBA within a residential, village zoning or civic use area, or 90 dBA within an agricultural, commercial or industrial use zone), ...when measured at the boundary line of the property where the noise source is located or on any occupied property where the noise is received, for 25 percent of the minutes in the measurement period, as described in subsection (c) below. The maximum sound level depends on the use being made of the occupied property.
3. The minimum measurement period for any measurements conducted under this section shall be one hour. During the measurement period a measurement shall be conducted every minute from a fixed location on an occupied property. The measurements shall measure the maximum sound level during each minute of the measurement period. If the sound level caused by construction equipment or the producer of the impulsive noise exceeds the maximum sound level for any portion of any minute, it will be deemed that the maximum sound level was exceeded during that minute.

Action Program 4b3: Require present and projected noise level data to be included in Environmental Impact Reports. Designs to mitigate adverse noise impacts shall also be used.

⁴ Amended by Ord. No. 9700 (N.S.), effective 2-4-05; amended by Ord. No. 9962 (N.S.), effective 1-9-09.

⁵ Added by Ord. No. 9962 (N.S.), effective 1-9-09.

The above standards would be strictly applicable to fixed (stationary, or quasi-stationary) construction noise sources associated with the proposed project and mitigable under Sunrise Mitigation Measure N-1a. Compliance with these measures for all fixed sources would not substantially disturb sensitive receptors and violate local rules, standards, and/or ordinances within the County of San Diego.

Analysis Protocol

Given the above performance standards consistent with Sunrise Mitigation Measure N-1a, ISE performed a two-tiered screening of powered haulage traffic data predicted by the project traffic engineer (KOA Engineering, Inc., 4/10/10) for each affected roadway segment within the project's sphere of influence. Under the above standards, it can be inferred that a significant effect would occur, if the following two conditions were met:

1. Project-related traffic produces a net increase to the ambient CNEL level of 3.0 dBA or greater, and,
2. The increase exposes sensitive receptor areas to a sound level of 60 dBA CNEL or greater where it was not exposed to this level before the addition of the proposed project action.

To perform the analysis, all roadway segments where the absolute ambient noise level increase was 3.0 dBA CNEL or greater due to the proposed project action. The conversion from daily traffic segment volumes (i.e., ADT's) to reference sound pressure level (i.e., dBA CNEL) was facilitated using the ISE *RoadNoise v2.4* traffic noise prediction model, using California (CALVENO, FHWA/CA/TL-87/03) noise emission factors.⁶ Contour calculations were performed assuming acoustically 'soft' ground conditions and standard acoustical engineering principles.

Upon selecting potentially impacted segments meeting the above criteria, each segment was examined using Geographic Information System (GIS) methods to ascertain whether or not the absolute 60-dBA CNEL contour impacted any sensitive areas, and if this increase was due to the project in accordance with the requirements of Sunrise Mitigation Measure N-1a.

Findings

Table 1a, starting on the following page, identifies the existing segment traffic conditions along all affected roadways.⁷ Table 1b, starting on Page 11 of this memorandum, identifies the same roadway segments and data for the existing + project traffic condition (i.e., the existing traffic volumes plus the added increment of construction traffic due to the proposed project action).

The comparison of the previous two tables is provided in Table 2, starting on Page 17 of this memorandum. As can be seen, there are 40 potential candidate segments where the proposed project action would increase the ambient background noise level by 3.0 dBA CNEL or greater. The average contour increase along these potentially affected segments is 21-feet (with a minimum extent of 7-feet and a maximum of 43-feet). Each candidate segment under GIS screening is provided as attachments to this memorandum. Examination of these segments did not identify any sensitive receptors exposed to a 60 dBA CNEL contour within any outdoor sensitive use space in accordance with Sunrise Mitigation Measure N-1a.

⁶ Based upon the Federal Highway Administration's RD-77-108 Noise Prediction Model.

⁷ For each roadway segment examined within this table, the worst case average daily traffic volume (ADT), observed/predicted speeds, and roadway level of service (LOS) are shown, along with the corresponding reference noise level (SPL) at 50-feet (in dBA). Additionally, the line-of-sight distance from the roadway centerline to the 60 through 75 dBA CNEL contours are provided as an indication of the worst-case unobstructed theoretical traffic noise contour placement.

TABLE 1a: Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Pomerado Road	Sycamore Test Rd to Spring Canyon	15,969	B	45	71.4	29	62	134	288
	Stonebridge Pkwy to Scripps Poway Pkwy	19,552	B	45	72.3	33	71	153	330
Stonebridge Parkway	East of Pomerado Rd	6,676	A	45	67.6	16	35	75	161
Kirkham Way	Stowe Dr to Yard #21 (105)	2,409	B	45	63.2	8	18	38	82
Scripps Poway Parkway	Stowe Dr to Danielson St	16,304	A	45	71.5	29	63	136	292
Sycamore Canyon Road	West of Calle De Rob	108	A	45	49.7	1	2	5	10
SR-67	Scripps Poway Pkwy to Sycamore Park Dr	21,355	D	45	72.7	35	76	163	351
	Sycamore Park Dr to Tower Access (111)	21,355	D	45	72.7	35	76	163	351
	Tower Access (111) to Tower Access (112)	21,355	D	45	72.7	35	76	163	351
	Tower Access (111) to Tower Access (112)	21,355	B	45	72.7	35	76	163	351
Vigilante Road	SR-67 to Moreno Avenue	2,190	B	45	62.8	8	17	36	77
	South of Moreno Avenue	1,814	A	45	62.0	7	15	32	68
Moreno Avenue	East of Vigilante Road	700	A	45	57.9	4	8	17	36
Willow Road	SR-67 to Wildcat Canyon Road/Ashwood Street	7,091	C	45	67.9	17	36	78	168
	Wildcat Canyon Rd to Tower Access (121)	429	A	45	55.7	3	6	12	26
Mapleview Street	Maine Avenue to Ashwood Street	21,260	B	45	72.7	35	76	163	351
	Ashwood Street to El Monte Road	12,916	A	45	70.5	25	54	116	251
Wildcat Canyon Road	Tower Access (118) to Willow Rd	15,874	E	45	71.4	29	62	134	288
El Monte Road	Lake Jennings Park Rd to Yard #20 (123)	1,671	A	45	61.6	6	14	30	64
	East of Yard #20 (122)	1,671	A	45	61.6	6	14	30	64
	West of Tower Access (124)	1,399	A	45	60.9	6	12	27	57
	Tower Access (124) to Tower Access (125)	1,399	A	45	60.9	6	12	27	57
	Tower Access (125) to Yard #19 (126)	336	A	45	54.7	2	5	10	22
	Yard #19 (126) to Tower Access (127)	336	A	45	54.7	2	5	10	22

TABLE 1a (cont.): Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Alpine Boulevard									
	Arnold Way to Peutz Valley Rd	855	A	45	58.7	4	9	19	41
	East of Tavern Rd	9,942	D	45	69.4	21	46	98	212
	East of E. Victoria Dr/S. Grade Rd	4,270	A	45	65.7	12	26	56	120
	West of Star Valley Rd	885	A	45	58.9	4	9	20	42
	Peutz Valley Road								
	North of Alpine Blvd	595	C+	45	57.1	3	7	15	32
Tavern Road									
	West of Victoria Park Terrace	624	A	45	57.4	3	7	16	34
	Victoria Park Terrace to I-8 Westbound Ramps	7,067	B	45	67.9	17	36	78	168
	I-8 Eastbound Ramps to Alpine Blvd	19,093	B	45	72.2	33	70	151	325
Victoria Park Terrace									
	North of Tavern Rd	4,588	C	45	66.0	13	27	58	126
Japatul Valley Road									
	North of Bell Bluff Truck Trail	1,111	A	45	59.9	5	11	23	49
	South of Bell Bluff Truck Trail	1,111	A	45	59.9	5	11	23	49
	Bell Bluff Truck Trail								
	West of Japatul Valley Rd	32	C+	45	44.5	0	1	2	5
Lyons Valley Road									
	West of Hidden Glen Rd	915	A	45	59.0	4	9	20	43
	East of High Glen Rd	915	A	45	59.0	4	9	20	43
	Lyons Valley Road								
	Japatul Rd to Tower Access (226)	430	A	45	55.7	3	6	12	26
	Tower Access (226) to Yard #16 (227)	430	A	45	55.7	3	6	12	26
	Yard #15 (228) to Tower Access (229)	423	A	45	55.7	3	6	12	26
	Tower Access (229) to Honey Springs Rd	423	A	45	55.7	3	6	12	26
Honey Springs Road									
	Lyons Valley Rd to Deerhorn Valley Rd	958	A	45	59.2	4	10	21	44
Deerhorn Valley Road									
	East of Honey Springs Rd	950	A	45	59.2	4	10	21	44
	West of Cinnamon Dr	259	A	45	53.5	2	4	9	18
	East of Cinnamon Dr	259	C+	45	53.5	2	4	9	18
Manzanita Way									
	Deerhorn Valley Rd to Yard #14 (234)	62	C+	45	47.3	1	2	3	7

TABLE 1a (cont.): Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
SR-94 (Campo Road)	SR-188 (Tecate Rd) to Potrero Valley Rd	1,775	A	45	61.9	7	14	31	67
	East of Potrero Valley Rd	1,196	A	45	60.2	5	11	24	52
Portrero Valley Road	Round Portrero Rd to SR-94 (Campo Rd)	1,421	A	45	60.9	6	12	27	57
	West of Harris Ranch Rd	21	A	45	42.6	0	1	2	3
Lake Morena Drive	Tower Access (309) to Tower Access (310)	607	A	45	57.2	3	7	15	33
	Tower Access (310) to Buckman Springs Rd	607	A	45	57.2	3	7	15	33
Buckman Springs Road	South of Old Hwy 80	3,405	A	45	64.7	10	22	48	103
	Oak Dr to Tower Access (315)	2,375	A	45	63.2	8	18	38	82
	Tower Access (315) to Tower Access (316)	2,375	A	45	63.2	8	18	38	82
	Tower Access (316) to Lake Morena Dr	2,375	A	45	63.2	8	18	38	82
	Lake Morena Dr to SR-94 (Campo Rd)	2,465	A	45	63.3	8	18	39	83
Old Highway 80	Kitchen Creek Rd to Cameron Truck Trail	689	A	45	57.8	4	8	17	36
	Cameron Truck Trail to La Posta Rd	689	A	45	57.8	4	8	17	36
La Posta Road	Tower Access (323) to Cameron Truck Trail (324)	346	A	45	54.8	2	5	10	23
	Cameron Truck Trail (324) to Old Hwy 80	346	A	45	54.8	2	5	10	23
	North of Old Hwy 80	44	A	45	45.8	1	1	3	6
Thing Valley Road	South of Yard #10 (326)	14	C+	45	40.9	0	1	1	3
	North of Yard #10 (326)	14	C+	45	40.9	0	1	1	3
McCain Valley Road	West of Yard #9 (404)	8	C+	45	38.4	0	0	1	2
	East of Yard #9 (404)	8	C+	45	38.4	0	0	1	2
	North of Old Hwy 80	119	A	45	50.2	1	2	5	11
Ribbonwood Road	I-8 Eastbound Ramps to Old Hwy 80	1,229	A	45	60.3	5	11	24	52

TABLE 1a (cont.): Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)				
						75 CNEL	70 CNEL	65 CNEL	60 CNEL	
Old Highway 80										
	Ribbonwood Rd to McCain Valley Rd	1,080	A	45	59.7	5	10	22	48	
	Mc Cain Valley Rd to Tower Access (408)	814	A	45	58.5	4	9	18	40	
	Tower Access (408) to Tower Access (409)	814	A	45	58.5	4	9	18	40	
	Tower Access (409) to Desert Rose Ranch Rd	814	A	45	58.5	4	9	18	40	
	Desert Rose Ranch Rd to Tower Access (411)	907	A	45	59.0	4	9	20	43	
	East of Tower Access (411)	907	A	45	59.0	4	9	20	43	
	West of Yard #6 (412)	449	A	45	55.9	3	6	12	27	
	Yard #6 (412) to Carrizo Gorge Rd	449	A	45	55.9	3	6	12	27	
	Carrizo Gorge Rd to Tower Access (501)	272	A	45	53.8	2	4	9	19	
	Tower Access (501) to Tower Access (502)	272	A	45	53.8	2	4	9	19	
	Tower Access (502) to Carrizo Creek Rd	272	A	45	53.8	2	4	9	19	
	Carrizo Creek Rd to Tower Access (504)	272	A	45	53.8	2	4	9	19	
	Tower Access (504) to Yard #5 (505)	199	A	45	52.4	2	3	7	16	
	Yard #5 (505) to In-Ko-Pah Park Rd	199	A	45	52.4	2	3	7	16	
I-8/Carrizo Gorge Road										
	North of Carrizo Gorge Rd	320	C+	45	54.5	2	5	10	21	
Carrizo Gorge Road										
	Tower Access (415) to Yard #7 (416)	374	A	45	55.1	2	5	11	24	
	Yard #7 (416) to Tower Access (417)	374	A	45	55.1	2	5	11	24	
	Tower Access (417) to Tower Access (418)	374	A	45	55.1	2	5	11	24	
	Tower Access (418) to Carrizo Creek Rd	407	A	45	55.5	3	5	12	25	
	Carrizo Creek Rd to Old Hwy 80	407	A	45	55.5	3	5	12	25	
Mountain Springs Road										
	I-8 WB ramps to Tower Access (510)	48	C+	45	46.2	1	1	3	6	
	Tower Access (510) to I-8 EB ramps	48	C+	45	46.2	1	1	3	6	
	County Highway S2									
	Dos Cabeza to Yard #4 (513)	271	A	45	53.7	2	4	9	19	
	Yard #4 (513) to Shell Canyon Rd	271	A	45	53.7	2	4	9	19	
	Shell Canyon Rd to I-8 WB ramps	512	A	45	56.5	3	6	14	29	
Quarry Road										
	North of Yard #4 (513)	10	C+	45	39.4	0	0	1	2	
	Yard #4 (514) to Tower Access (515)	77	A	45	48.3	1	2	4	8	
	Tower Access (515) to Tower Access (516)	77	A	45	48.3	1	2	4	8	
	Tower Access (516) to Shell Canyon Rd	77	A	45	48.3	1	2	4	8	

TABLE 1a (cont.): Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Shell Canyon Road									
County Highway S80	North of County Hwy S2	72	A	45	48.0	1	2	4	8
	West of Tower Access (601)	234	A	45	53.1	2	4	8	17
	Tower Access (601) to Yard #3 (602)	234	A	45	53.1	2	4	8	17
	East of Yard #3 (602)	234	A	45	53.1	2	4	8	17
	East of New River Road	2,981	A	45	64.1	9	20	44	94
	East of Brown Road	2,468	A	45	63.3	8	18	39	83
Dunaway Road									
	South of I-8 Eastbound Ramps SR-98 (Yuha Cutoff)	70	C+	45	47.9	1	2	4	8
	West of Yard #1 (606)	1,210	A	45	60.2	5	11	24	52
	East of Yard #1 (606)	1,210	A	45	60.2	5	11	24	52
New River Road									
	North of County Hwy S80	157	A	45	51.4	1	3	6	13
Oak Drive									
	East of Lake Morena Drive	901	A	45	59.0	4	9	20	43
Lake Morena Avenue									
	North of Oak Drive	962	A	45	59.2	4	10	21	44
Prospect Avenue									
	East of Magnolia Avenue	21,127	B	45	72.7	35	76	163	351
	East of Cuyamaca Street	12,100	A	45	70.2	24	52	111	239
	West of Cuyamaca Street	11,048	A	45	69.8	23	48	104	225
Magnolia Avenue									
	North of Prospect Avenue	30,428	B	45	74.2	44	95	205	442
Cuyamaca Street									
	North of Prospect Avenue	19,188	A	45	72.2	33	70	151	325
Mission Gorge Road									
	East of Big Rock Road	13,410	A	45	70.7	26	56	120	258
Big Rock Road									
	South of Mission Gorge Road	6,324	A	45	67.4	16	34	72	156
Scripps Ranch Boulevard									
	South of Meanley Drive	9,522	A	45	69.2	21	44	95	205
Meanley Drive									
	East of Scripps Ranch Boulevard	1,582	A	45	61.4	6	13	29	62

TABLE 1a (cont.): Existing Traffic Noise Conditions (without Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Old Dairy Mart Road	East of Dairy Mart Road	1,317	A	45	60.6	5	12	25	55
Scripps Poway Parkway	East of Village Ridge / Cypress Canyon Road	33,343	D	45	74.6	47	101	218	470

Notes:

- o ADT = Average Daily Trips – Source: KOA Engineering, Inc., 4/10/10.
- o SPL = Sound Pressure Level in dBA at 50-feet from the road edge. CNEL = Community Noise Equivalent Level.
- o All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 1b: Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Pomerado Road	Sycamore Test Rd to Spring Canyon	16,699	B	45	71.6	30	64	138	297
	Stonebridge Pkwy to Scripps Poway Pkwy	20,166	B	45	72.4	34	72	156	335
Stonebridge Parkway	East of Pomerado Rd	7,040	B	45	67.9	17	36	78	168
Kirkham Way	Stowe Dr to Yard #21 (105)	2,951	B	45	64.1	9	20	44	94
Scripps Poway Parkway	Stowe Dr to Danielson St	16,934	A	45	71.7	30	65	140	301
Sycamore Canyon Road	West of Calle De Rob	214	A	45	52.7	2	4	8	16
SR-67	Scripps Poway Pkwy to Sycamore Park Dr	22,329	D	45	72.9	36	78	168	362
	Sycamore Park Dr to Tower Access (111)	22,332	D	45	72.9	36	78	168	362
	Tower Access (111) to Tower Access (112)	22,335	D	45	72.9	36	78	168	362
	Tower Access (111) to Tower Access (112)	22,338	B	45	72.9	36	78	168	362
Vigilante Road	SR-67 to Moreno Avenue	2,290	B	45	63.0	8	17	37	79
	South of Moreno Avenue	2,104	B	45	62.6	7	16	35	75
Moreno Avenue	East of Vigilante Road	818	A	45	58.5	4	9	18	40
Willow Road	SR-67 to Wildcat Canyon Road/Ashwood Street	7,381	D	45	68.1	17	37	80	173
	Wildcat Canyon Rd to Tower Access (121)	433	A	45	55.8	3	6	12	26
Mapleview Street	Maine Avenue to Ashwood Street	21,910	B	45	72.8	36	77	166	357
	Ashwood Street to El Monte Road	13,806	A	45	70.8	26	57	122	262
Wildcat Canyon Road	Tower Access (118) to Willow Rd	15,886	E	45	71.4	29	62	134	288
El Monte Road	Lake Jennings Park Rd to Yard #20 (123)	2,561	B	45	63.5	9	18	40	86
	East of Yard #20 (122)	2,221	B	45	62.9	8	17	36	78
	West of Tower Access (124)	1,949	B	45	62.3	7	15	33	71
	Tower Access (124) to Tower Access (125)	1,937	B	45	62.3	7	15	33	71
	Tower Access (125) to Yard #19 (126)	874	A	45	58.8	4	9	19	42
	Yard #19 (126) to Tower Access (127)	492	A	45	56.3	3	6	13	28

TABLE 1b (cont.): Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Alpine Boulevard									
	Arnold Way to Peutz Valley Rd	953	A	45	59.2	4	10	21	44
	East of Tavern Rd	9,960	D	45	69.4	21	46	98	212
	East of E. Victoria Dr/S. Grade Rd	4,288	A	45	65.7	12	26	56	120
	West of Star Valley Rd	1,047	A	45	59.6	5	10	22	47
	Peutz Valley Road								
	North of Alpine Blvd	751	C+	45	58.2	4	8	18	38
Tavern Road									
	West of Victoria Park Terrace	1,332	A	45	60.6	5	12	25	55
	Victoria Park Terrace to I-8 Westbound Ramps	7,760	B	45	68.3	18	39	83	179
	I-8 Eastbound Ramps to Alpine Blvd	19,265	B	45	72.3	33	71	153	330
Victoria Park Terrace									
	North of Tavern Rd	4,646	C	45	66.1	13	27	59	128
Japatul Valley Road									
	North of Bell Bluff Truck Trail	2,065	B	45	62.6	7	16	35	75
	South of Bell Bluff Truck Trail	2,009	B	45	62.4	7	16	34	72
	Bell Bluff Truck Trail								
	West of Japatul Valley Rd	930	C+	45	59.1	4	9	20	44
Lyons Valley Road									
	West of Hidden Glen Rd	915	A	45	59.0	4	9	20	43
	East of High Glen Rd	1,155	A	45	60.0	5	11	23	50
	Lyons Valley Road								
	Japatul Rd to Tower Access (226)	1,284	A	45	60.5	5	12	25	54
	Tower Access (226) to Yard #16 (227)	1,336	A	45	60.7	6	12	26	56
	Yard #15 (228) to Tower Access (229)	1,223	A	45	60.3	5	11	24	52
	Tower Access (229) to Honey Springs Rd	849	A	45	58.7	4	9	19	41
Honey Springs Road									
	Lyons Valley Rd to Deerhorn Valley Rd	1,384	A	45	60.8	6	12	26	57
Deerhorn Valley Road									
	East of Honey Springs Rd	1,376	A	45	60.8	6	12	26	57
	West of Cinnamon Dr	685	A	45	57.8	4	8	17	36
	East of Cinnamon Dr	599	C+	45	57.2	3	7	15	33
Manzanita Way									
	Deerhorn Valley Rd to Yard #14 (234)	402	C+	45	55.4	2	5	11	25

TABLE 1b (cont.): Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
SR-94 (Campo Road)	SR-188 (Tecate Rd) to Potrero Valley Rd	1,807	A	45	62.0	7	15	32	68
	East of Potrero Valley Rd	1,806	A	45	62.0	7	15	32	68
Portrero Valley Road	Round Portrero Rd to SR-94 (Campo Rd)	2,041	B	45	62.5	7	16	34	73
	West of Harris Ranch Rd	207	A	45	52.6	2	3	7	16
Lake Morena Drive	Tower Access (309) to Tower Access (310)	1,261	A	45	60.4	5	11	25	53
	Tower Access (310) to Buckman Springs Rd	1,257	A	45	60.4	5	11	25	53
Buckman Springs Road	South of Old Hwy 80	4,259	A	45	65.7	12	26	56	120
	Oak Dr to Tower Access (315)	3,005	A	45	64.2	10	21	44	95
	Tower Access (315) to Tower Access (316)	3,071	A	45	64.3	10	21	45	97
	Tower Access (316) to Lake Morena Dr	3,079	A	45	64.3	10	21	45	97
	Lake Morena Dr to SR-94 (Campo Rd)	3,075	A	45	64.3	10	21	45	97
Old Highway 80	Kitchen Creek Rd to Cameron Truck Trail	1,347	A	45	60.7	6	12	26	56
	Cameron Truck Trail to La Posta Rd	1,311	A	45	60.6	5	12	25	55
La Posta Road	Tower Access (323) to Cameron Truck Trail (324)	510	A	45	56.5	3	6	14	29
	Cameron Truck Trail (324) to Old Hwy 80	526	A	45	56.6	3	6	14	30
	North of Old Hwy 80	626	A	45	57.4	3	7	16	34
Thing Valley Road	South of Yard #10 (326)	596	C+	45	57.2	3	7	15	33
	North of Yard #10 (326)	234	C+	45	53.1	2	4	8	17
McCain Valley Road	West of Yard #9 (404)	274	C+	45	53.8	2	4	9	19
	East of Yard #9 (404)	650	C+	45	57.5	3	7	16	34
	North of Old Hwy 80	1,297	A	45	60.5	5	12	25	54
Ribbonwood Road	I-8 Eastbound Ramps to Old Hwy 80	2,197	B	45	62.8	8	17	36	77

TABLE 1b (cont.): Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Old Highway 80									
	Ribbonwood Rd to McCain Valley Rd	2,072	A	45	62.6	7	16	35	75
	Mc Cain Valley Rd to Tower Access (408)	1,008	A	45	59.4	5	10	21	46
	Tower Access (408) to Tower Access (409)	992	A	45	59.4	5	10	21	46
	Tower Access (409) to Desert Rose Ranch Rd	980	A	45	59.3	4	10	21	45
	Desert Rose Ranch Rd to Tower Access (411)	1,057	A	45	59.6	5	10	22	47
	East of Tower Access (411)	1,215	A	45	60.2	5	11	24	52
	West of Yard #6 (412)	757	A	45	58.2	4	8	18	38
	Yard #6 (412) to Carrizo Gorge Rd	947	A	45	59.2	4	10	21	44
	Carrizo Gorge Rd to Tower Access (501)	670	A	45	57.7	4	8	16	35
	Tower Access (501) to Tower Access (502)	702	A	45	57.9	4	8	17	36
	Tower Access (502) to Carrizo Creek Rd	696	A	45	57.8	4	8	17	36
	Carrizo Creek Rd to Tower Access (504)	690	A	45	57.8	4	8	17	36
	Tower Access (504) to Yard #5 (505)	629	A	45	57.4	3	7	16	34
	Yard #5 (505) to In-Ko-Pah Park Rd	727	A	45	58.0	4	8	17	37
I-8/Carrizo Gorge Road									
	North of Carrizo Gorge Rd	888	C+	45	58.9	4	9	20	42
Carrizo Gorge Road									
	Tower Access (415) to Yard #7 (416)	942	A	45	59.1	4	9	20	44
	Yard #7 (416) to Tower Access (417)	850	A	45	58.7	4	9	19	41
	Tower Access (417) to Tower Access (418)	836	A	45	58.6	4	9	19	40
	Tower Access (418) to Carrizo Creek Rd	763	A	45	58.2	4	8	18	38
	Carrizo Creek Rd to Old Hwy 80	625	A	45	57.4	3	7	16	34
Mountain Springs Road									
	I-8 WB ramps to Tower Access (510)	52	C+	45	46.6	1	1	3	6
	Tower Access (510) to I-8 EB ramps	52	C+	45	46.6	1	1	3	6
	County Highway S2								
	Dos Cabeza to Yard #4 (513)	461	A	45	56.0	3	6	13	27
	Yard #4 (513) to Shell Canyon Rd	783	A	45	58.3	4	8	18	39
	Shell Canyon Rd to I-8 WB ramps	1,094	A	45	59.8	5	10	23	48
Quarry Road									
	North of Yard #4 (513)	418	C+	45	55.6	3	5	12	25
	Yard #4 (514) to Tower Access (515)	197	A	45	52.3	2	3	7	15
	Tower Access (515) to Tower Access (516)	259	A	45	53.5	2	4	9	18
	Tower Access (516) to Shell Canyon Rd	387	A	45	55.3	2	5	11	24

TABLE 1b (cont.): Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Shell Canyon Road									
County Highway S80	North of County Hwy S2	404	A	45	55.5	3	5	12	25
	West of Tower Access (601)	616	A	45	57.3	3	7	15	33
	Tower Access (601) to Yard #3 (602)	846	A	45	58.7	4	9	19	41
	East of Yard #3 (602)	841	A	45	58.7	4	9	19	41
	East of New River Road	3,013	A	45	64.2	10	21	44	95
	East of Brown Road	2,636	A	45	63.6	9	19	40	87
Dunaway Road									
	South of I-8 Eastbound Ramps SR-98 (Yuha Cutoff)	576	C+	45	57.0	3	7	15	32
	West of Yard #1 (606)	1,426	A	45	60.9	6	12	27	57
	East of Yard #1 (606)	1,482	A	45	61.1	6	13	27	59
New River Road									
	North of County Hwy S80	293	A	45	54.1	2	4	9	20
Oak Drive									
	East of Lake Morena Drive	1,173	A	45	60.1	5	11	24	51
Lake Morena Avenue									
	North of Oak Drive	1,276	A	45	60.5	5	12	25	54
Prospect Avenue									
	East of Magnolia Avenue	21,249	B	45	72.7	35	76	163	351
	East of Cuyamaca Street	12,344	A	45	70.3	24	52	113	243
	West of Cuyamaca Street	11,184	A	45	69.9	23	49	106	229
Magnolia Avenue									
	North of Prospect Avenue	30,564	B	45	74.3	45	97	208	449
Cuyamaca Street									
	North of Prospect Avenue	19,324	A	45	72.3	33	71	153	330
Mission Gorge Road									
	East of Big Rock Road	13,682	A	45	70.8	26	57	122	262
Big Rock Road									
	South of Mission Gorge Road	6,596	A	45	67.6	16	35	75	161
Scripps Ranch Boulevard									
	South of Meanley Drive	9,794	A	45	69.3	21	45	97	208
Meanley Drive									
	East of Scripps Ranch Boulevard	1,854	A	45	62.1	7	15	32	69

TABLE 1b (cont.): Existing Traffic Noise Conditions (with Project)

Roadway	Segment	ADT	LOS	Speed (MPH)	SPL	CNEL Contour Distances (feet)			
						75 CNEL	70 CNEL	65 CNEL	60 CNEL
Old Dairy Mart Road	East of Dairy Mart Road	1,589	A	45	61.4	6	13	29	62
Scripps Poway Parkway	East of Village Ridge / Cypress Canyon Road	33,494	E	45	74.7	48	103	222	477

Notes:

- o ADT = Average Daily Trips – Source: KOA Engineering, Inc., 4/10/10.
- o SPL = Sound Pressure Level in dBA at 50-feet from the road edge. CNEL = Community Noise Equivalent Level.
- o All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

TABLE 2: Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Pomerado Road	Sycamore Test Rd to Spring Canyon	0.2	NO	1	2	4	9
	Stonebridge Pkwy to Scripps Poway Pkwy	0.1	NO	1	1	3	5
Stonebridge Parkway	East of Pomerado Rd	0.3	NO	1	1	3	7
Kirkham Way	Stowe Dr to Yard #21 (105)	0.9	NO	1	2	6	12
Scripps Poway Parkway	Stowe Dr to Danielson St	0.2	NO	1	2	4	9
Sycamore Canyon Road	West of Calle De Rob	3.0	NO	1	2	3	6
SR-67	Scripps Poway Pkwy to Sycamore Park Dr	0.2	NO	1	2	5	11
	Sycamore Park Dr to Tower Access (111)	0.2	NO	1	2	5	11
	Tower Access (111) to Tower Access (112)	0.2	NO	1	2	5	11
	Tower Access (111) to Tower Access (112)	0.2	NO	1	2	5	11
Vigilante Road	SR-67 to Moreno Avenue	0.2	NO	0	0	1	2
	South of Moreno Avenue	0.6	NO	0	1	3	7
Moreno Avenue	East of Vigilante Road	0.6	NO	0	1	1	4
Willow Road	SR-67 to Wildcat Canyon Road/Ashwood Street	0.2	NO	0	1	2	5
	Wildcat Canyon Rd to Tower Access (121)	0.1	NO	0	0	0	0
Mapleview Street	Maine Avenue to Ashwood Street	0.1	NO	1	1	3	6
	Ashwood Street to El Monte Road	0.3	NO	1	3	6	11
Wildcat Canyon Road	Tower Access (118) to Willow Rd	0.0	NO	0	0	0	0
El Monte Road	Lake Jennings Park Rd to Yard #20 (123)	1.9	NO	3	4	10	22
	East of Yard #20 (122)	1.3	NO	2	3	6	14
	West of Tower Access (124)	1.4	NO	1	3	6	14
	Tower Access (124) to Tower Access (125)	1.4	NO	1	3	6	14
	Tower Access (125) to Yard #19 (126)	4.1	YES	2	4	9	20
	Yard #19 (126) to Tower Access (127)	1.6	NO	1	1	3	6

TABLE 2 (cont.): Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Alpine Boulevard							
	Arnold Way to Peutz Valley Rd	0.5	NO	0	1	2	3
	East of Tavern Rd	0.0	NO	0	0	0	0
	East of E. Victoria Dr/S. Grade Rd	0.0	NO	0	0	0	0
	West of Star Valley Rd	0.7	NO	1	1	2	5
	Peutz Valley Road	0.0	NO	0	0	0	0
	North of Alpine Blvd	1.1	NO	1	1	3	6
Tavern Road							
	West of Victoria Park Terrace	3.2	YES	2	5	9	21
	Victoria Park Terrace to I-8 Westbound Ramps	0.4	NO	1	3	5	11
	I-8 Eastbound Ramps to Alpine Blvd	0.1	NO	0	1	2	5
Victoria Park Terrace							
	North of Tavern Rd	0.1	NO	0	0	1	2
Japatul Valley Road							
	North of Bell Bluff Truck Trail	2.7	NO	2	5	12	26
	South of Bell Bluff Truck Trail	2.5	NO	2	5	11	23
	Bell Bluff Truck Trail	0.0	NO	0	0	0	0
	West of Japatul Valley Rd	14.6	YES	4	8	18	39
Lyons Valley Road							
	West of Hidden Glen Rd	0.0	NO	0	0	0	0
	East of High Glen Rd	1.0	NO	1	2	3	7
	Lyons Valley Road	0.0	NO	0	0	0	0
	Japatul Rd to Tower Access (226)	4.8	YES	2	6	13	28
	Tower Access (226) to Yard #16 (227)	5.0	YES	3	6	14	30
	Yard #15 (228) to Tower Access (229)	4.6	YES	2	5	12	26
	Tower Access (229) to Honey Springs Rd	3.0	NO	1	3	7	15
Honey Springs Road							
	Lyons Valley Rd to Deerhorn Valley Rd	1.6	NO	2	2	5	13
Deerhorn Valley Road							
	East of Honey Springs Rd	1.6	NO	2	2	5	13
	West of Cinnamon Dr	4.3	YES	2	4	8	18
	East of Cinnamon Dr	3.7	YES	1	3	6	15
Manzanita Way							
	Deerhorn Valley Rd to Yard #14 (234)	8.1	YES	1	3	8	18

TABLE 2 (cont.): Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
SR-94 (Campo Road)		0.0	NO	0	0	0	0
	SR-188 (Tecate Rd) to Potrero Valley Rd	0.1	NO	0	1	1	1
Portrero Valley Road	East of Potrero Valley Rd	1.8	NO	2	4	8	16
	Round Portrero Rd to SR-94 (Campo Rd)	1.6	NO	1	4	7	16
Lake Morena Drive	West of Harris Ranch Rd	10.0	YES	2	2	5	13
	Tower Access (309) to Tower Access (310)	3.2	YES	2	4	10	20
Buckman Springs Road	Tower Access (310) to Buckman Springs Rd	3.2	YES	2	4	10	20
	South of Old Hwy 80	1.0	NO	2	4	8	17
Old Highway 80	Oak Dr to Tower Access (315)	1.0	NO	2	3	6	13
	Tower Access (315) to Tower Access (316)	1.1	NO	2	3	7	15
	Tower Access (316) to Lake Morena Dr	1.1	NO	2	3	7	15
	Lake Morena Dr to SR-94 (Campo Rd)	1.0	NO	2	3	6	14
La Posta Road	Kitchen Creek Rd to Cameron Truck Trail	2.9	NO	2	4	9	20
	Cameron Truck Trail to La Posta Rd	2.8	NO	1	4	8	19
Thing Valley Road	Tower Access (323) to Cameron Truck Trail (324)	1.7	NO	1	1	4	6
	Cameron Truck Trail (324) to Old Hwy 80	1.8	NO	1	1	4	7
	North of Old Hwy 80	11.6	YES	2	6	13	28
McCain Valley Road	South of Yard #10 (326)	16.3	YES	3	6	14	30
	North of Yard #10 (326)	12.2	YES	2	3	7	14
Ribbonwood Road	West of Yard #9 (404)	15.4	YES	2	4	8	17
	East of Yard #9 (404)	19.1	YES	3	7	15	32
	North of Old Hwy 80	10.3	YES	4	10	20	43
Ribbonwood Road	I-8 Eastbound Ramps to Old Hwy 80	2.5	NO	3	6	12	25

TABLE 2 (cont.): Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Old Highway 80							
	Ribbonwood Rd to McCain Valley Rd	2.9	NO	2	6	13	27
	Mc Cain Valley Rd to Tower Access (408)	0.9	NO	1	1	3	6
	Tower Access (408) to Tower Access (409)	0.9	NO	1	1	3	6
	Tower Access (409) to Desert Rose Ranch Rd	0.8	NO	0	1	3	5
	Desert Rose Ranch Rd to Tower Access (411)	0.6	NO	1	1	2	4
	East of Tower Access (411)	1.2	NO	1	2	4	9
	West of Yard #6 (412)	2.3	NO	1	2	6	11
	Yard #6 (412) to Carrizo Gorge Rd	3.3	YES	1	4	9	17
	Carrizo Gorge Rd to Tower Access (501)	3.9	YES	2	4	7	16
	Tower Access (501) to Tower Access (502)	4.1	YES	2	4	8	17
	Tower Access (502) to Carrizo Creek Rd	4.0	YES	2	4	8	17
	Carrizo Creek Rd to Tower Access (504)	4.0	YES	2	4	8	17
	Tower Access (504) to Yard #5 (505)	5.0	YES	1	4	9	18
	Yard #5 (505) to In-Ko-Pah Park Rd	5.6	YES	2	5	10	21
I-8/Carrizo Gorge Road							
	North of Carrizo Gorge Rd	4.4	YES	2	4	10	21
Carrizo Gorge Road							
	Tower Access (415) to Yard #7 (416)	4.0	YES	2	4	9	20
	Yard #7 (416) to Tower Access (417)	3.6	YES	2	4	8	17
	Tower Access (417) to Tower Access (418)	3.5	YES	2	4	8	16
	Tower Access (418) to Carrizo Creek Rd	2.7	NO	1	3	6	13
	Carrizo Creek Rd to Old Hwy 80	1.9	NO	0	2	4	9
Mountain Springs Road							
	I-8 WB ramps to Tower Access (510)	0.4	NO	0	0	0	0
	Tower Access (510) to I-8 EB ramps	0.4	NO	0	0	0	0
	County Highway S2	0.0	NO	0	0	0	0
	Dos Cabeza to Yard #4 (513)	2.3	NO	1	2	4	8
	Yard #4 (513) to Shell Canyon Rd	4.6	YES	2	4	9	20
	Shell Canyon Rd to I-8 WB ramps	3.3	YES	2	4	9	19
Quarry Road							
	North of Yard #4 (513)	16.2	YES	3	5	11	23
	Yard #4 (514) to Tower Access (515)	4.0	YES	1	1	3	7
	Tower Access (515) to Tower Access (516)	5.2	YES	1	2	5	10
	Tower Access (516) to Shell Canyon Rd	7.0	YES	1	3	7	16

TABLE 2 (cont.): Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Shell Canyon Road							
	North of County Hwy S2	7.5	YES	2	3	8	17
County Highway S80							
	West of Tower Access (601)	4.2	YES	1	3	7	16
	Tower Access (601) to Yard #3 (602)	5.6	YES	2	5	11	24
	East of Yard #3 (602)	5.6	YES	2	5	11	24
	East of New River Road	0.1	NO	1	1	0	1
	East of Brown Road	0.3	NO	1	1	1	4
Dunaway Road							
	South of I-8 Eastbound Ramps	9.1	YES	2	5	11	24
	SR-98 (Yuha Cutoff)	0.0	NO	0	0	0	0
	West of Yard #1 (606)	0.7	NO	1	1	3	5
	East of Yard #1 (606)	0.9	NO	1	2	3	7
New River Road							
	North of County Hwy S80	2.7	NO	1	1	3	7
Oak Drive							
	East of Lake Morena Drive	1.1	NO	1	2	4	8
Lake Morena Avenue							
	North of Oak Drive	1.3	NO	1	2	4	10
Prospect Avenue							
	East of Magnolia Avenue	0.0	NO	0	0	0	0
	East of Cuyamaca Street	0.1	NO	0	0	2	4
	West of Cuyamaca Street	0.1	NO	0	1	2	4
Magnolia Avenue							
	North of Prospect Avenue	0.1	NO	1	2	3	7
Cuyamaca Street							
	North of Prospect Avenue	0.1	NO	0	1	2	5
Mission Gorge Road							
	East of Big Rock Road	0.1	NO	0	1	2	4
Big Rock Road							
	South of Mission Gorge Road	0.2	NO	0	1	3	5
Scripps Ranch Boulevard							
	South of Meanley Drive	0.1	NO	0	1	2	3
Meanley Drive							
	East of Scripps Ranch Boulevard	0.7	NO	1	2	3	7

TABLE 2 (cont.): Traffic Segment Noise Impact Comparison

Roadway	Segment	Net Increase in SPL	Potential Impact?	Effective Change in CNEL Contour Distances (feet)			
				75 CNEL	70 CNEL	65 CNEL	60 CNEL
Old Dairy Mart Road	East of Dairy Mart Road	0.8	NO	1	1	4	7
Scripps Poway Parkway	East of Village Ridge / Cypress Canyon Road	0.1	NO	1	2	4	7

Notes:

- o ADT = Average Daily Trips – Source: KOA Engineering, Inc., 4/10/10.
- o SPL = Sound Pressure Level in dBA at 50-feet from the road edge. CNEL = Community Noise Equivalent Level.
- o All values given in dBA CNEL. Contours assumed to be line-of-sight perpendicular (⊥) distance.

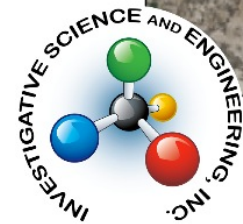
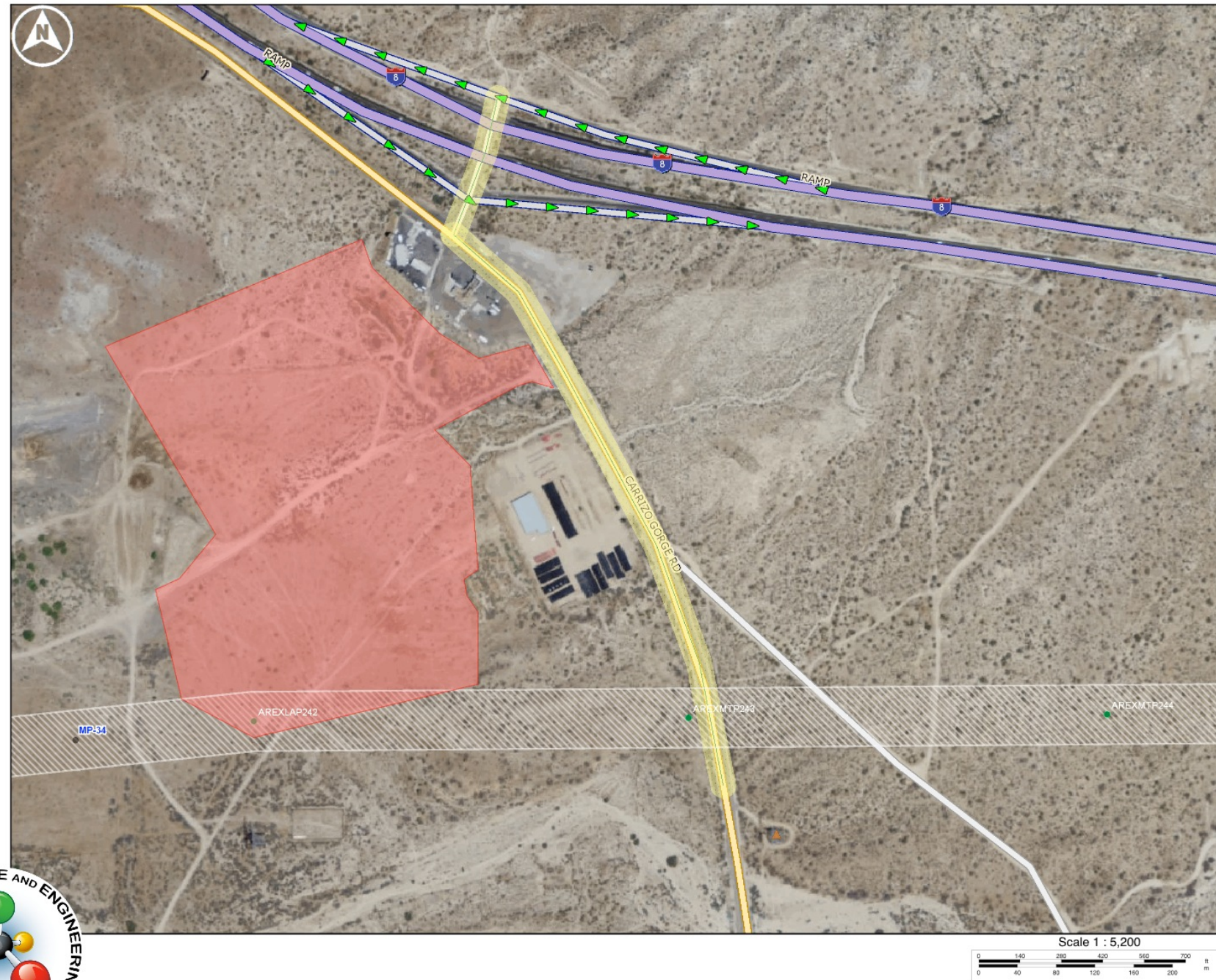
Conclusion

Based upon the analysis, there were 40 potential candidate segments where the proposed project action would increase the ambient background noise level by 3.0 dBA CNEL or greater. The average 60 dBA CNEL contour increase along these potentially affected segments is 21-feet with a minimum extent of 7-feet and a maximum of 43-feet from the roadway centerline. None of these candidate segments would have sensitive receptors exposed to a 60 dBA CNEL contour within any outdoor sensitive use space.

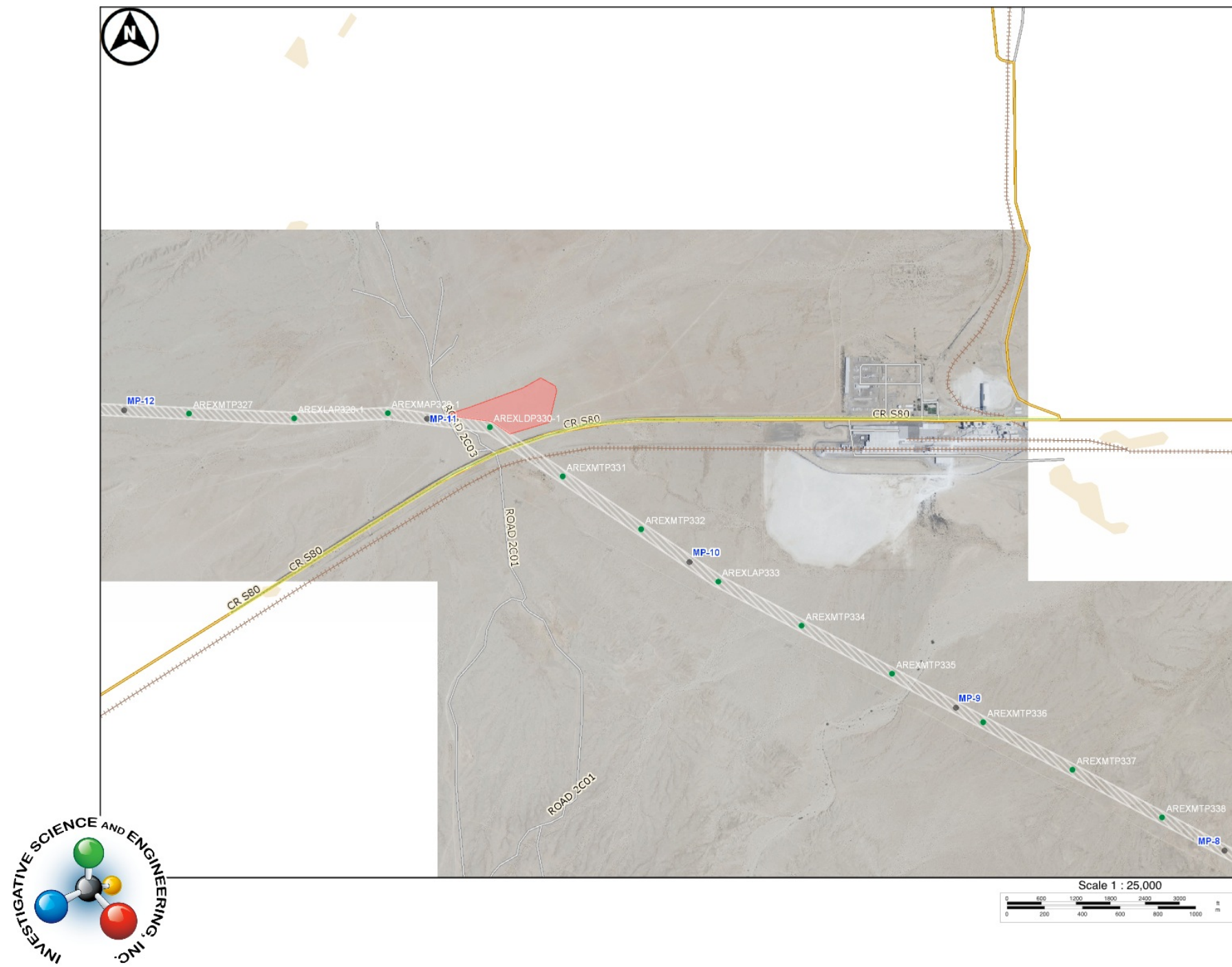
Therefore, it is ISE's opinion that short-term powered haulage due to the proposed Sunrise Powerlink would not substantially disturb sensitive receptors and violate local rules, standards, and/or ordinances within the County of San Diego. This proposed project component would be in accordance with Sunrise Mitigation Measure N-1a.

Should you have any questions regarding the above findings or conclusions, please do not hesitate to contact me at (760) 787-0016.

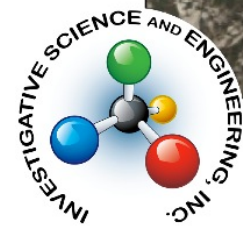
Attachments: GIS Receptor Inspection Maps (in alphabetical order).



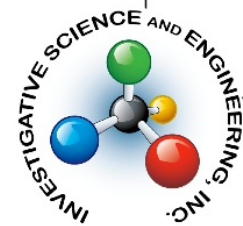
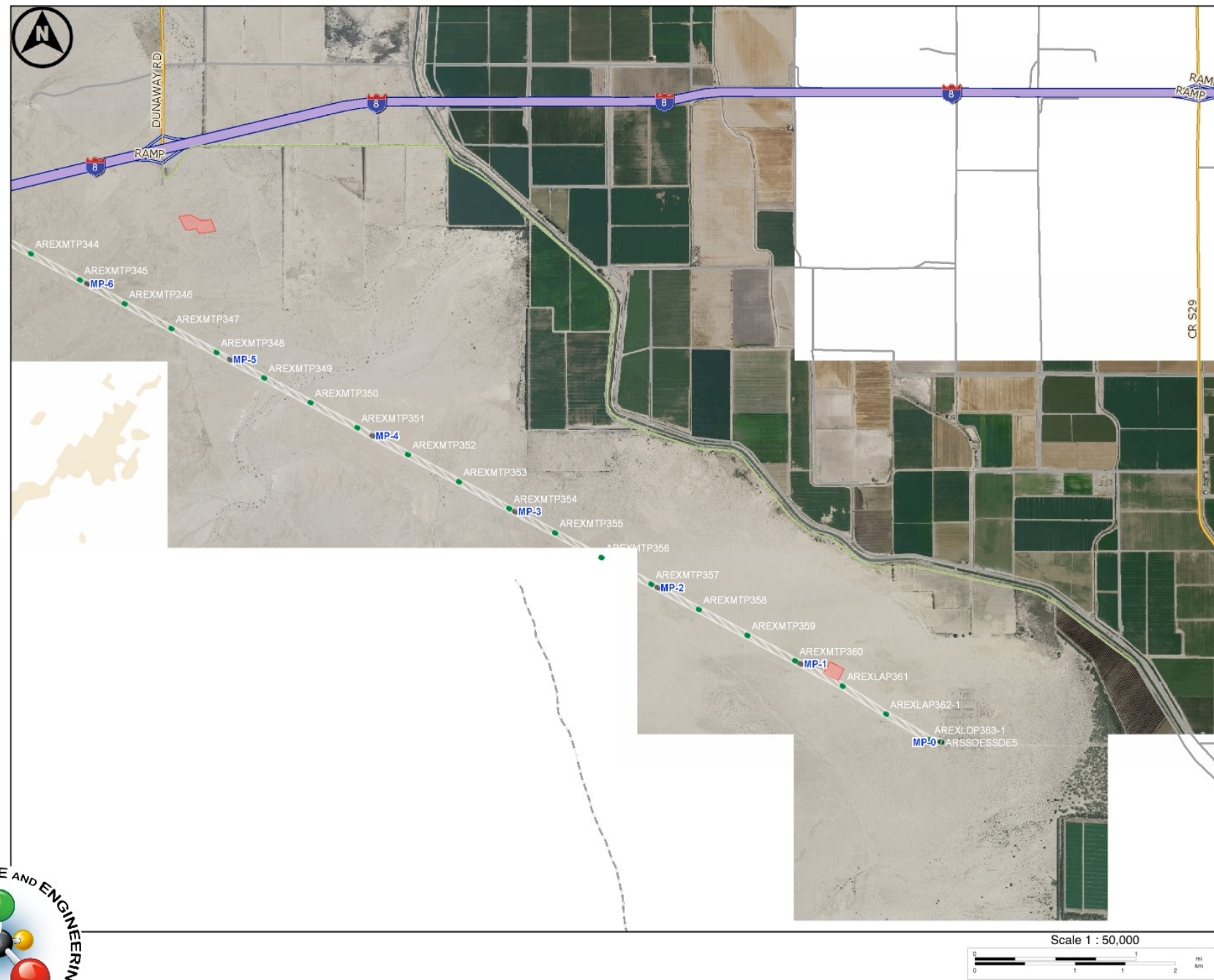
GIS Receptor Pane #1 (Carrizo Gorge Road)



GIS Receptor Pane #2 (County Highway S80)



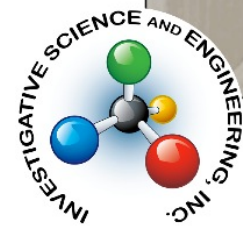
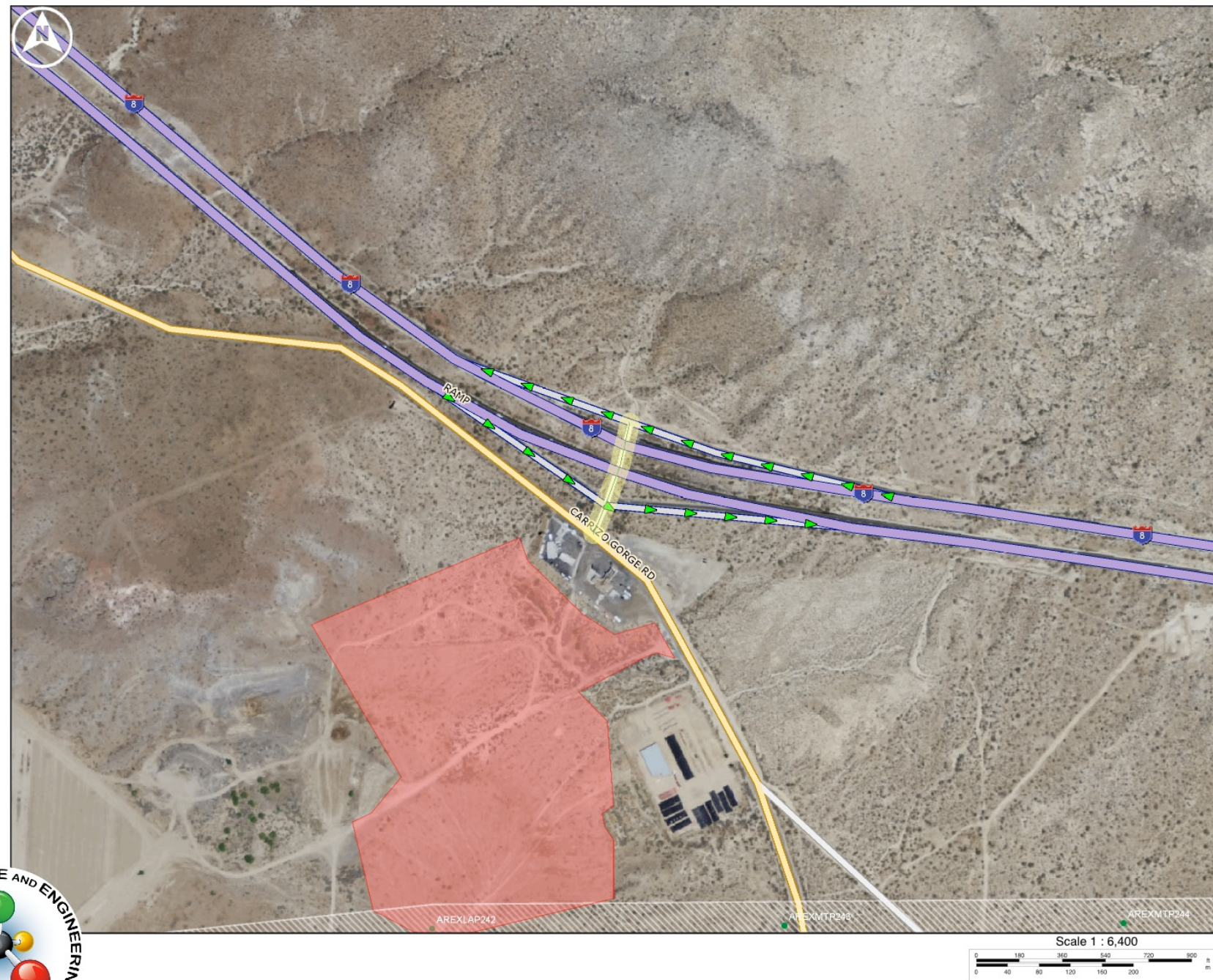
GIS Receptor Pane #3 (Deerhorn Valley Road)



GIS Receptor Pane #4 (Dunaway Road)



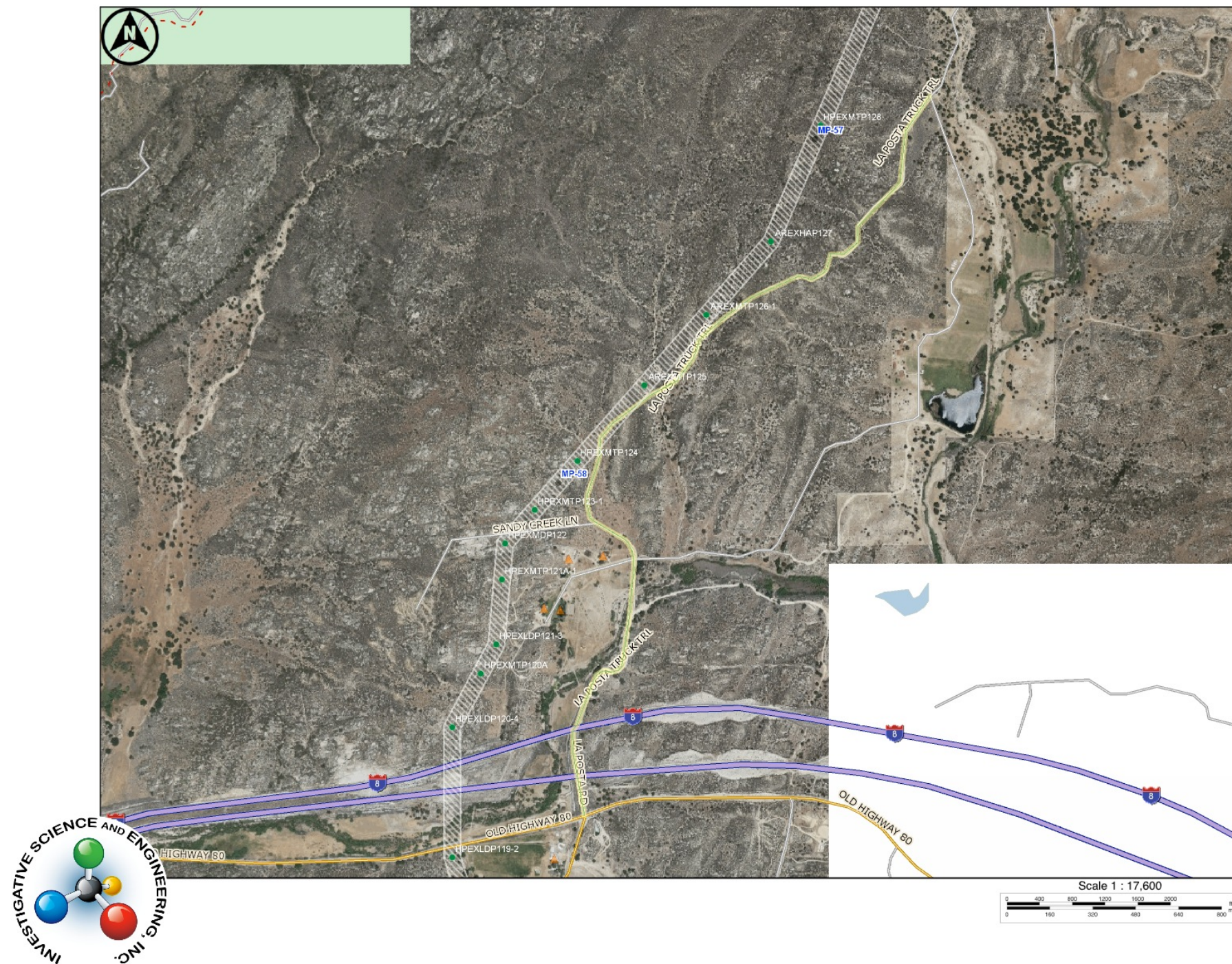
GIS Receptor Pane #5 (El Monte Road)



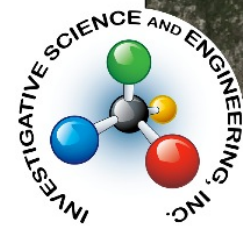
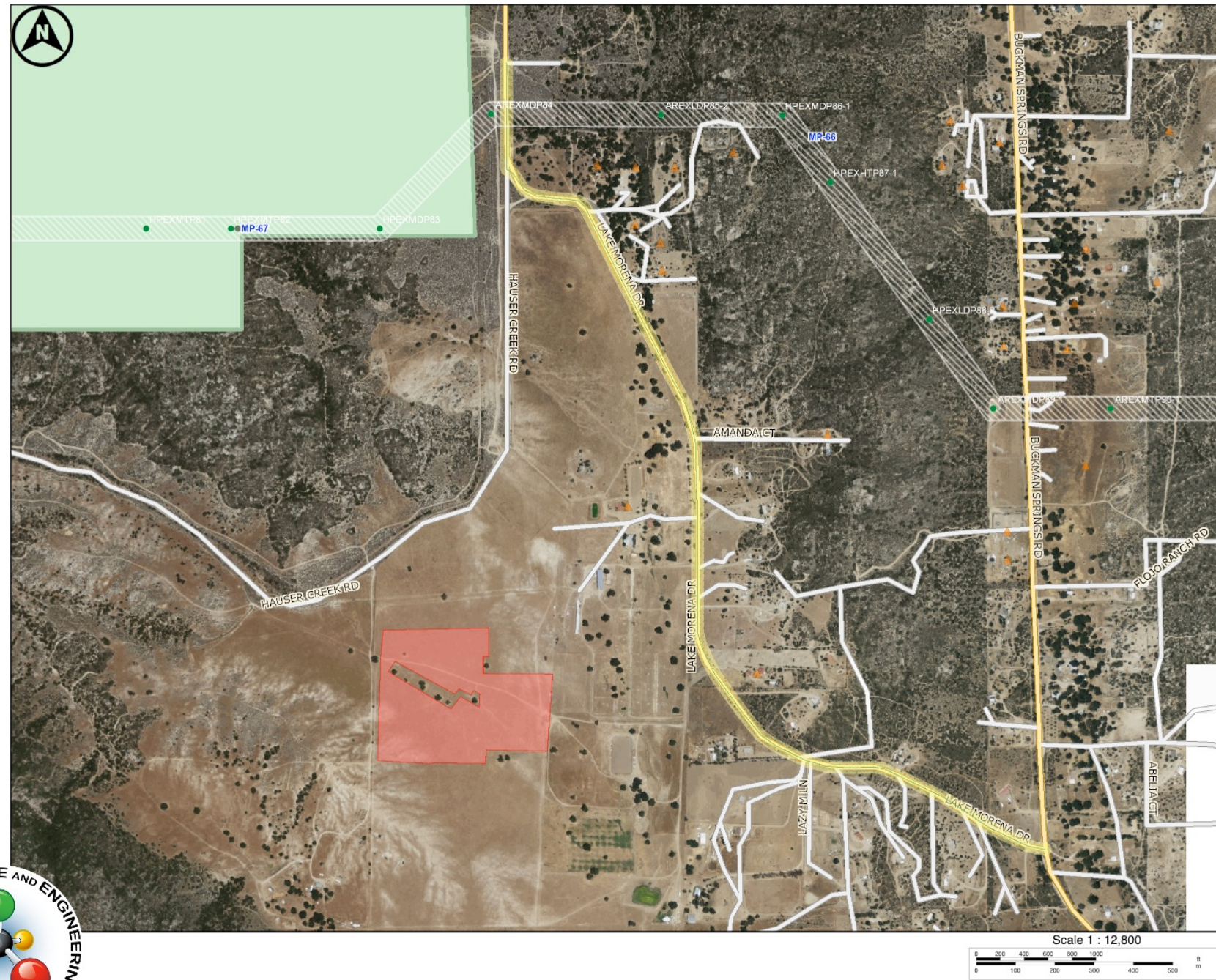
GIS Receptor Pane #6 (I8-Carrizo Gorge Road Connector)



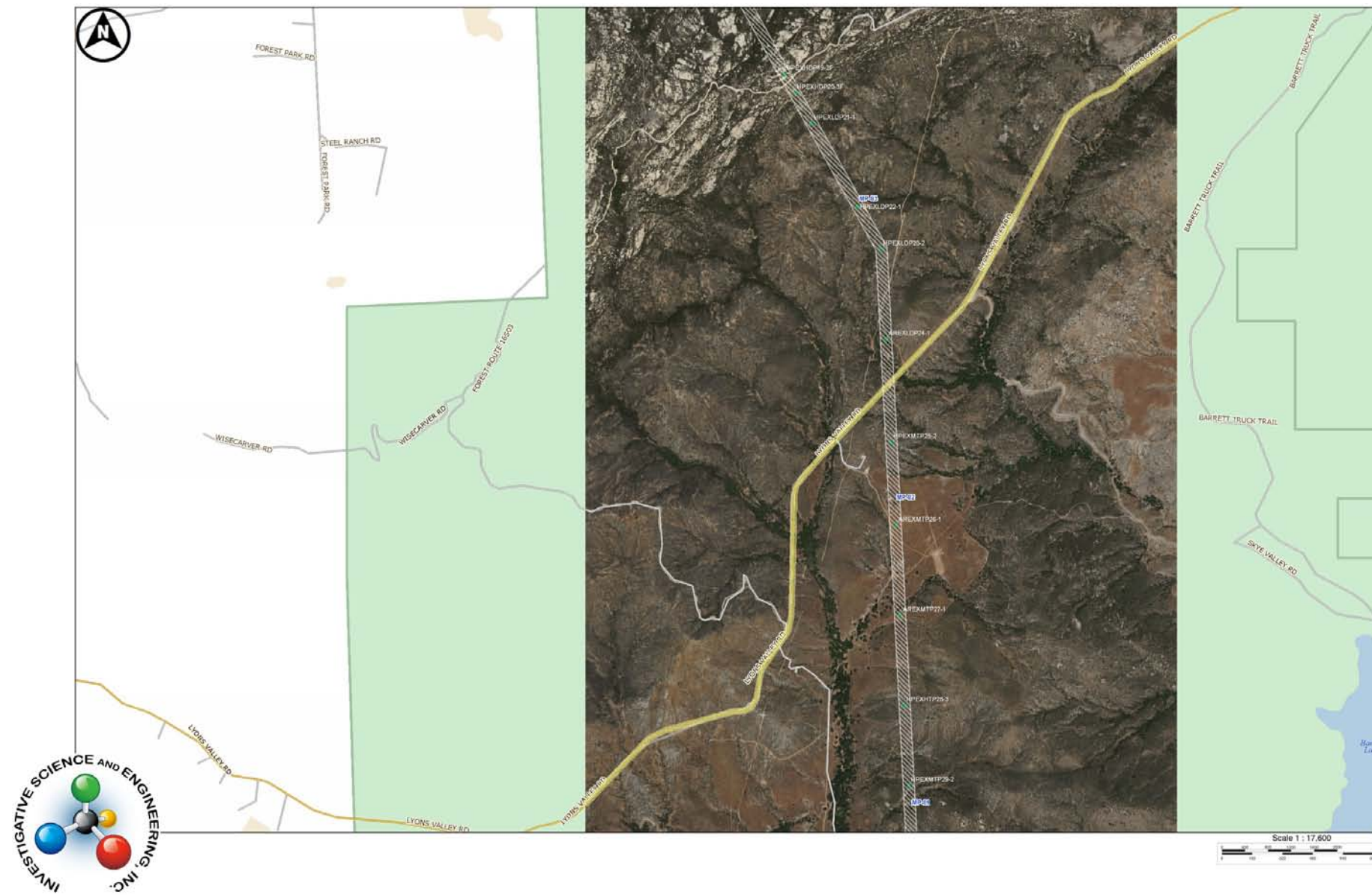
GIS Receptor Pane #7 (Japatul Valley Road)



GIS Receptor Pane #8 (La Posta Road)



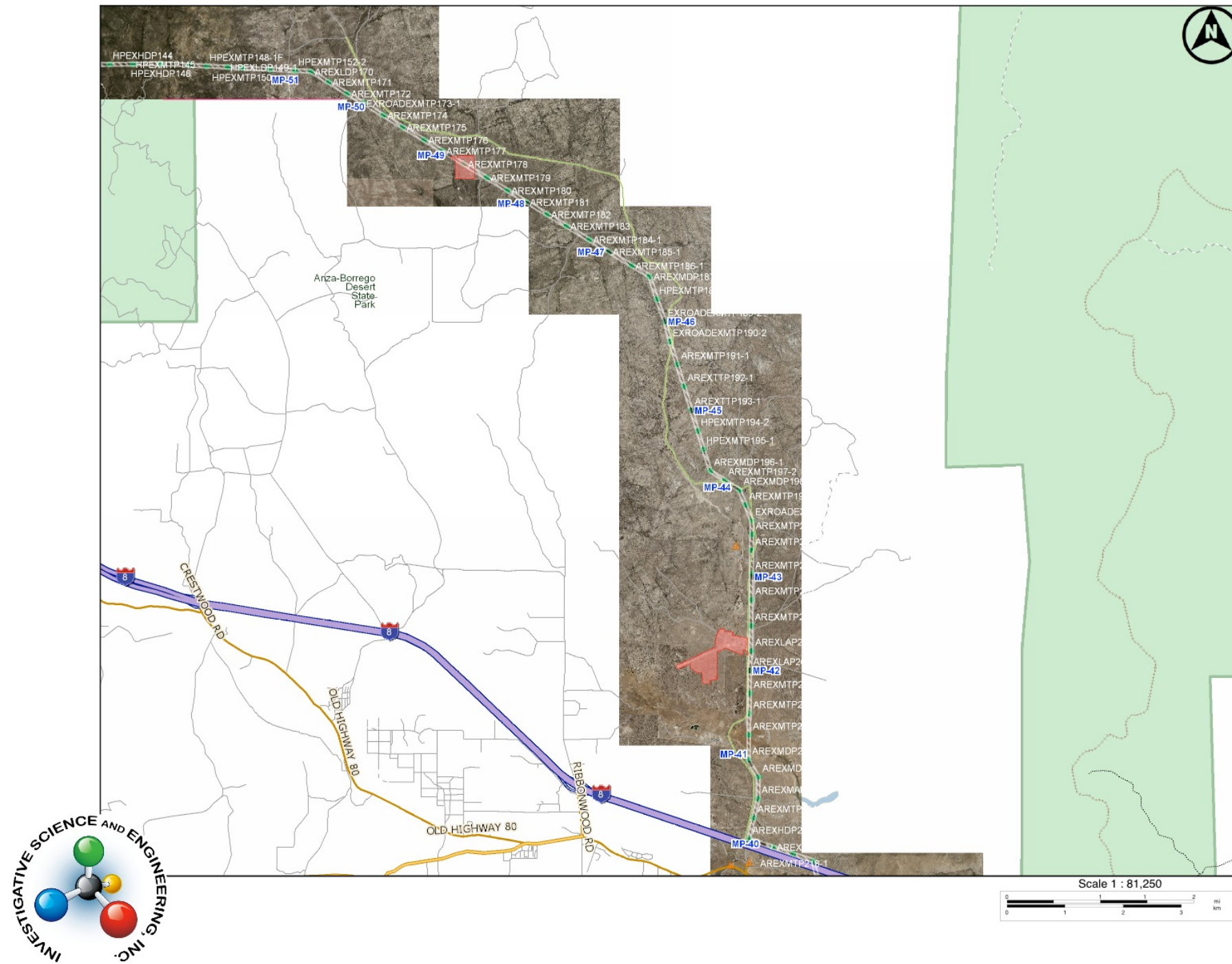
GIS Receptor Pane #9 (Lake Morena Drive)



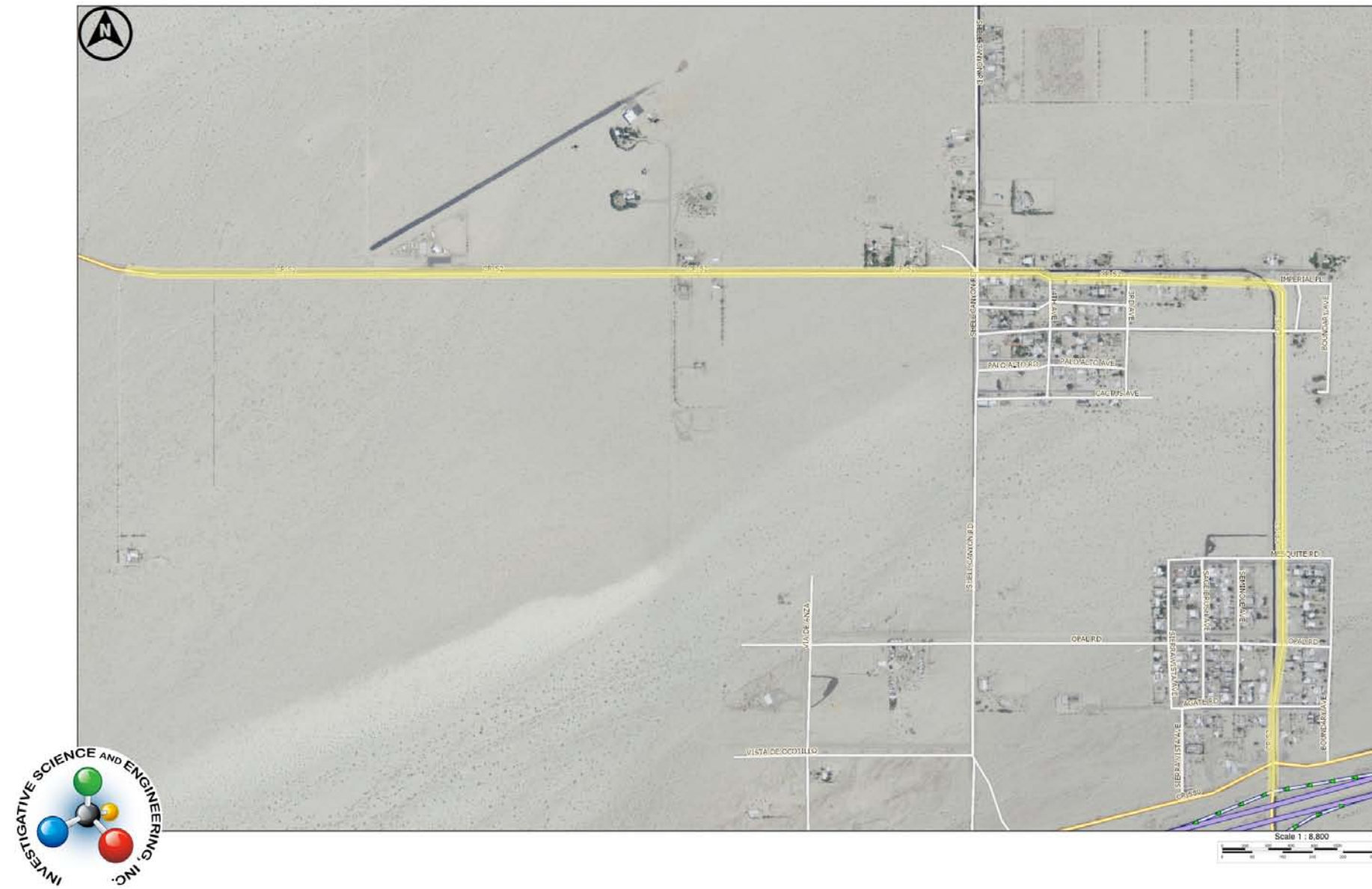
GIS Receptor Pane #10 (Lyons Valley Road)



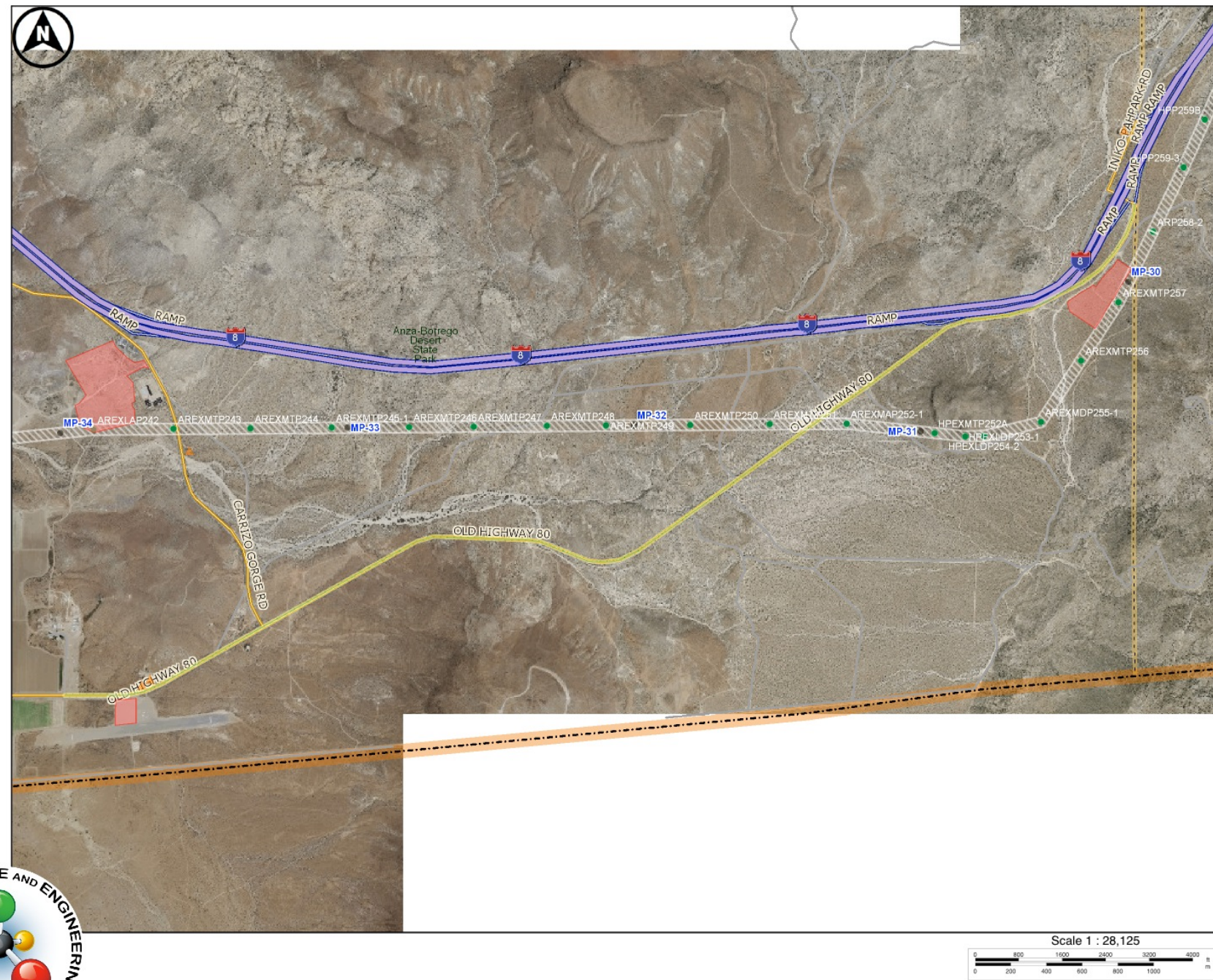
GIS Receptor Pane #11 (Manzanita Way)



GIS Receptor Pane #12 (McCain Valley Road)



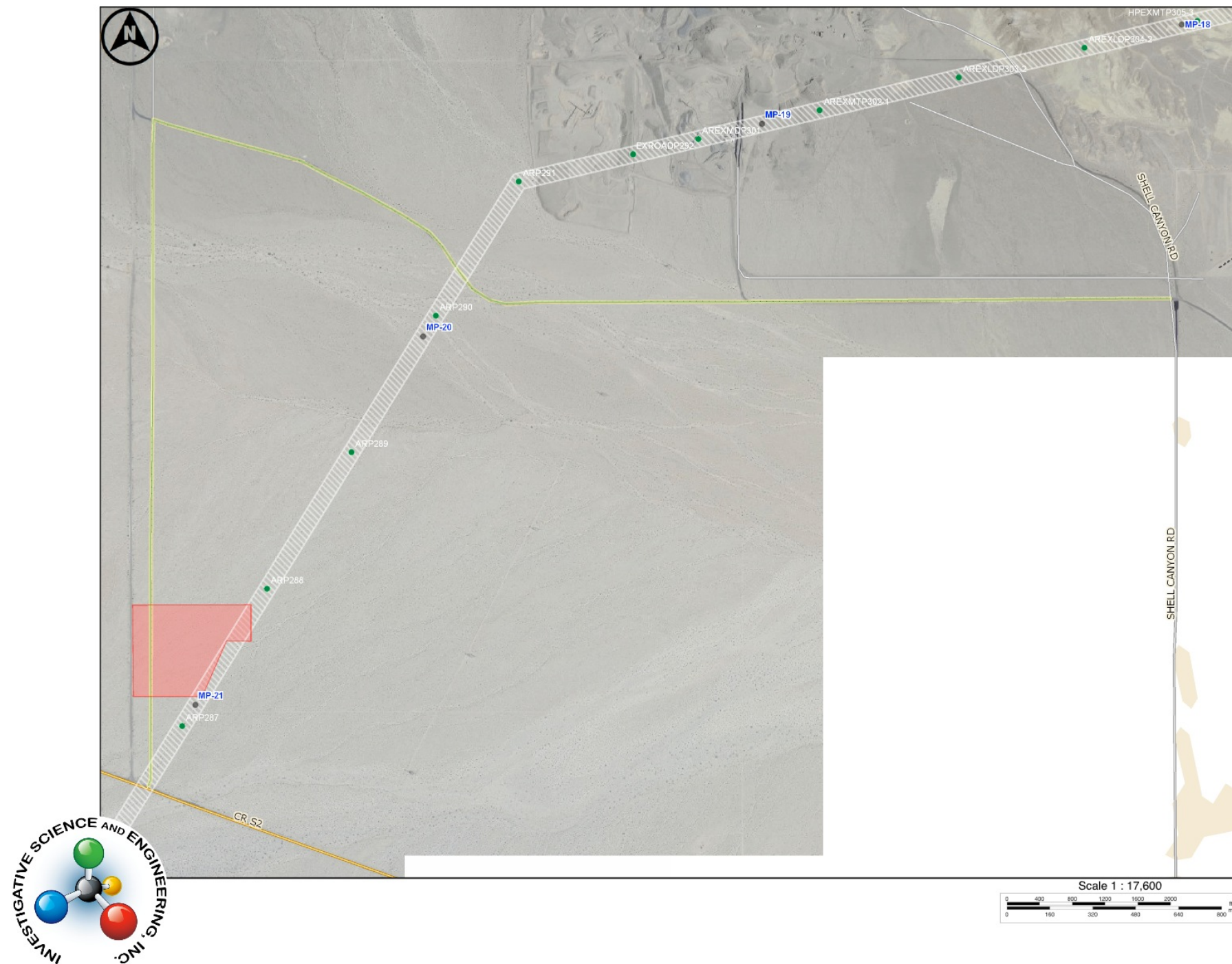
GIS Receptor Pane #13 (Mountain Springs Road)



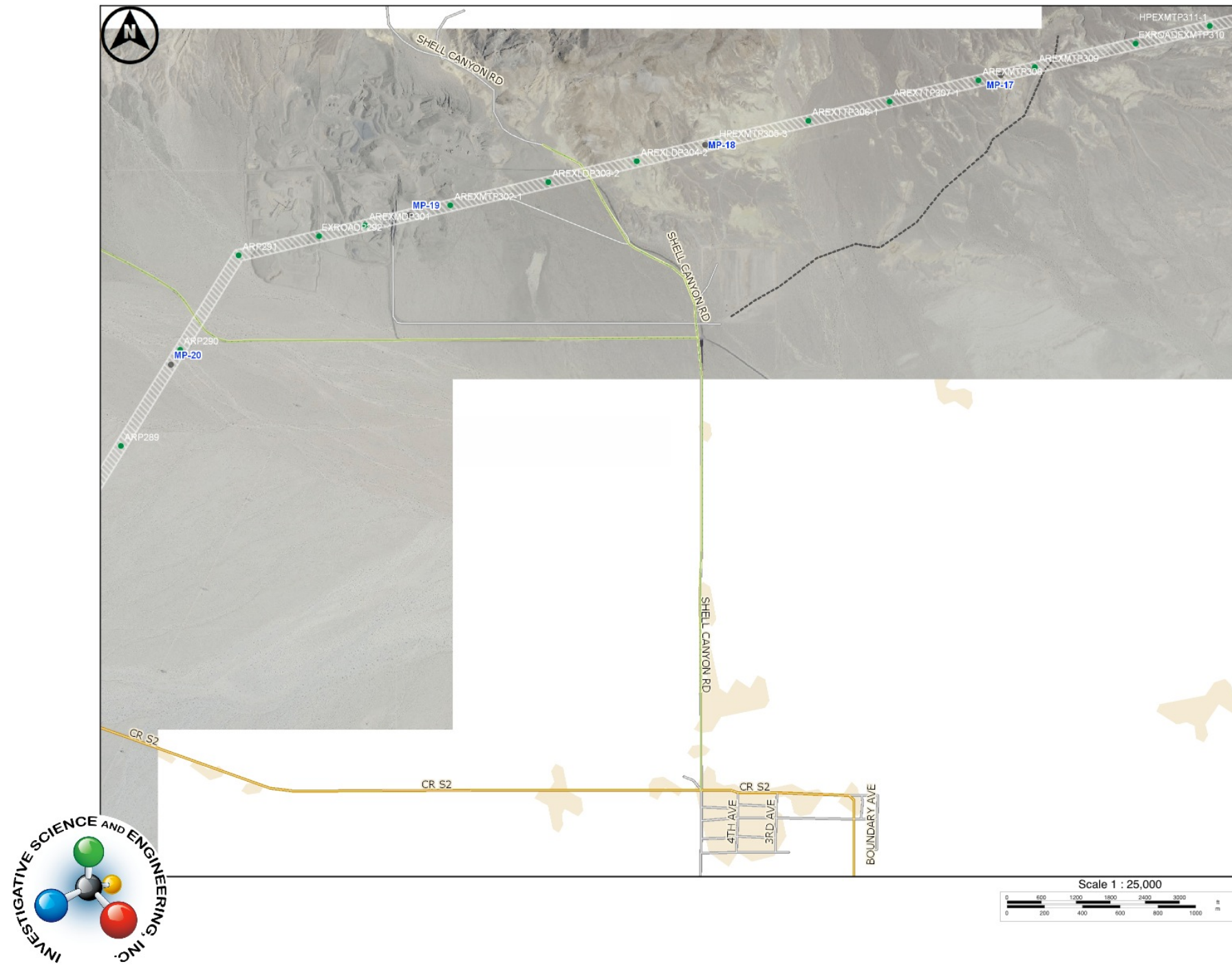
GIS Receptor Pane #14 (Old Highway 80)



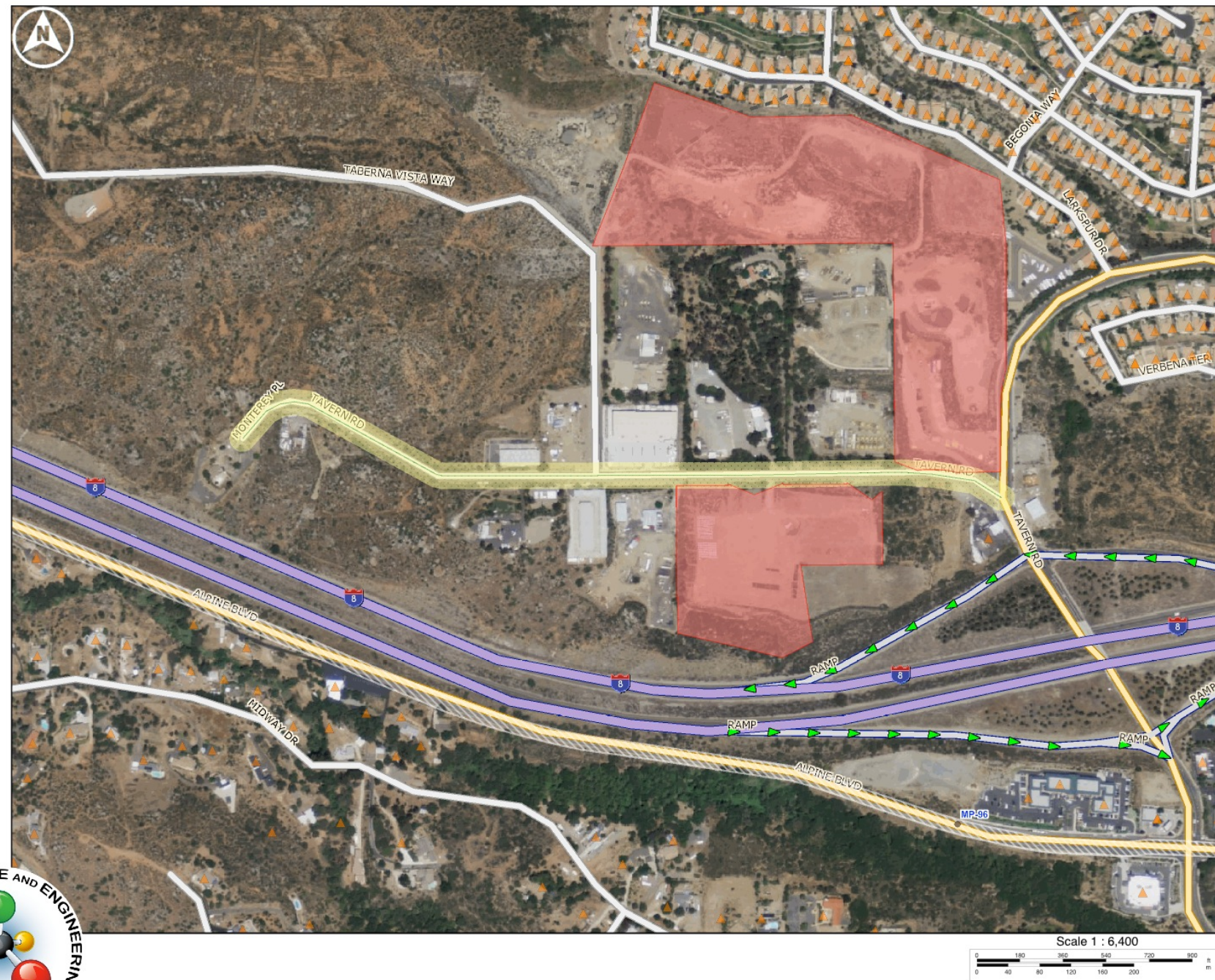
GIS Receptor Pane #15 (Portrero Valley Road)



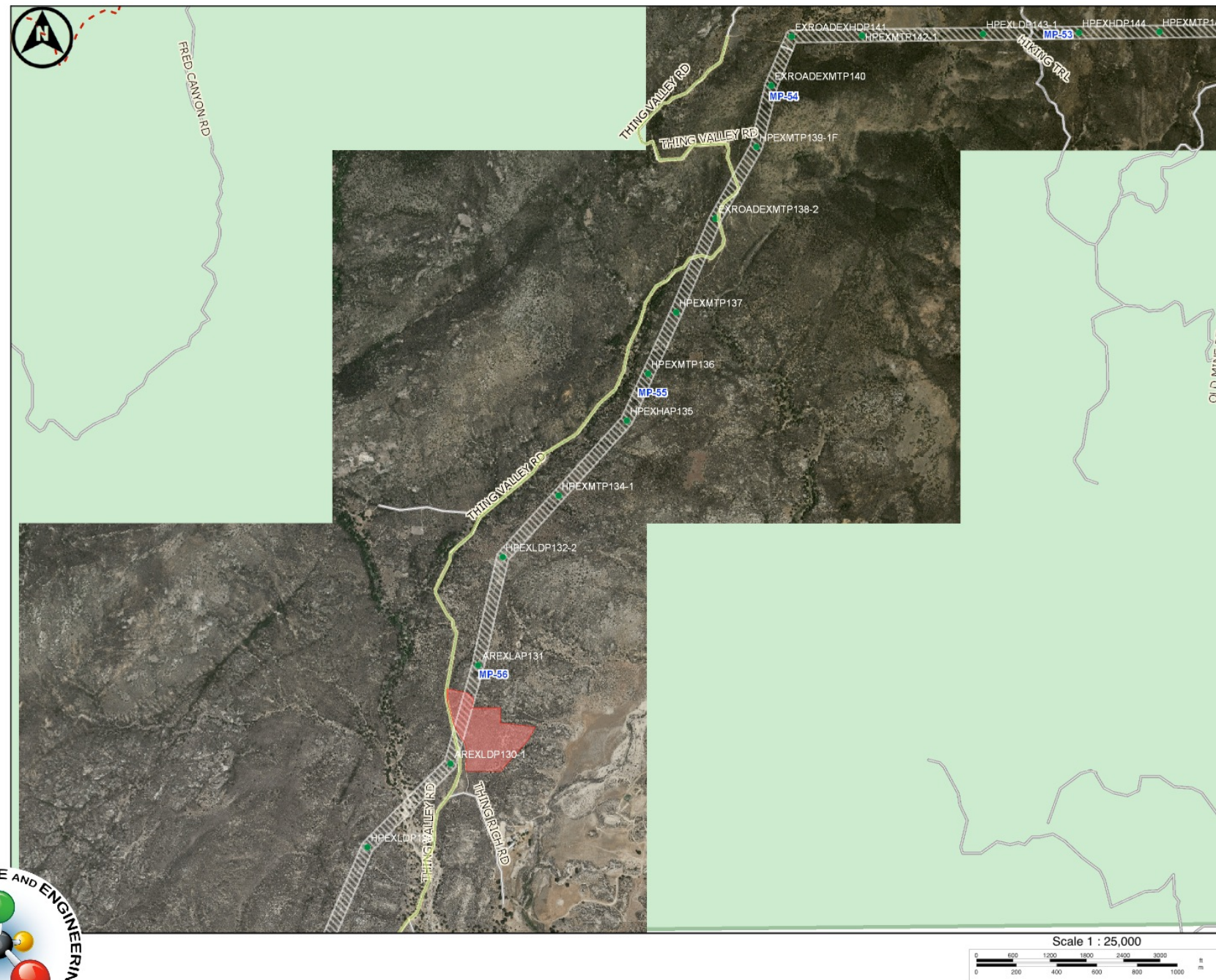
GIS Receptor Pane #16 (Quarry Road)



GIS Receptor Pane #17 (Shell Canyon Road)



GIS Receptor Pane #18 (Tavern Road)



GIS Receptor Pane #19 (Thing Valley Road)