

Tule Wind Project Draft Noise Analysis Report

Log No. 09-21-001

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February 2011

Draft

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Acronyms and Abbreviations

BLM	Bureau of Land Management
BMP	Best Management Practice
CA/T	Central Artery Tunnel
CNEL	Community noise equivalent level
CSLC	California State Lands Commission
dB	Decibels
dBA	A-weighted decibels
dBc	Decibels related to the carrier
HDR	HDR Engineering, Inc.
HVTL	High Voltage Transmission Line
I-8	Interstate 8
ISO	International Standards Organization
kV	kilovolt
Leq	Equivalent-continuous sound level
Leq(h)	Hourly equivalent noise levels
Lmax	Maximum level during a single noise event
MW	megawatt
NSLU	Noise sensitive land uses
O&M	Operations and maintenance
OEM	Original equipment manufacturer
PPV	Peak particle velocity
RCNM	Roadway Construction Noise Model
ROW	Right-of-way
RTA	Real-time analyzer
SDG&E	San Diego Gas and Electric
STC	Sound Transmission Coefficient
TL	Transmission loss
U.F.	Usage Factor
VdB	Vibration velocity level in decibels relative to 1 microinch per second

EXECUTIVE SUMMARY (REPORT SUMMARY)

Tule Wind, LLC, a wholly owned subsidiary of Iberdrola Renewables, Inc. (Iberdrola Renewables) is proposing to construct and operate the Tule Wind Project located near Boulevard, California. The proposed project will consist of wind turbines, an overhead and underground electrical collection system and transmission line, a project collector substation, an operations and maintenance building, transportation haul routes and access roads, a concrete batch plant, a parking area, laydown (staging) areas, and meteorological towers. The majority of the project would be built on federal Bureau of Land Management (BLM) lands although turbines and other project components are also proposed on lands owned by the Ewiiapaayp Reservation, Manzanita and Campo Reservation (access only), as well as lands owned by the California State Land Commission (CSLC) and privately-owned lands under the jurisdiction of the County of San Diego.

The Tule Wind Project will consist of the following project components:

- Up to 128 wind turbines, ranging in size between 328 and 492 feet in height, to produce 201 megawatts (MW) of electricity;
- A 34.5 kilovolt (kV) overhead and underground collector cable system linking each turbine to the next and to the project collector substation.
- A 138 kV overhead transmission line will run south from the project collector substation to be interconnected with the San Diego Gas and Electric (SDG&E) proposed Rebuilt Boulevard Substation;
- A 5-acre collector substation site and 5-acre operation and maintenance (O&M) building site;
- Access roads between turbines, as well as improvements to existing roadways and new roadways to accommodate construction and delivery of equipment;
- A temporary batch plant for construction located on a 5 acre area;
- A 10-acre parking area;
- Nineteen 2-acre temporary laydown areas; and
- Three permanent meteorological towers and one sonic detecting and ranging (SODAR) unit or one light detecting and ranging (LIDAR) unit.

The maximum build-out of the project allows for up to 128 turbines or a minimum of 67 3.0 MW turbines. Turbines with a smaller output can be spaced closer together, whereas turbines with a larger output require larger spacing. The current turbine locations analyzed in the noise report include 96 wind turbines on BLM land, 18 turbines on Tribal lands, 7 turbines on State lands, and 7 turbines on private land.

HDR Engineering, Inc. (HDR) performed noise and vibration analysis in support of the proposed project. HDR performed six, 24-hour noise measurements at locations that are representative of the rural portions of the project area. Operations project-related noise was evaluated using the Cadna-A model. Additional noise analyses include vehicular traffic noise, construction-related noise and construction related vibration. Results of all noise and vibration analysis were used to determine compliance with the San Diego County Code of Regulatory Ordinances and the San Diego County Noise Element.

Results of the noise and vibration analysis are as follows:

- Based on 24-hour monitoring data, the existing community noise equivalent level (CNEL) within the project area ranged from 45 to 54 A-weighted decibels (dBA). Ambient hourly equivalent noise levels (Leq(h)) in the project area ranged from 32 dBA Leq to 58 dBA equivalent-continuous sound level (Leq). The quietest hours typically took place during evening and nighttime. Peak noise levels in the project area typically occurred during early morning rush-hour.
- Project-related construction traffic noise is not predicted to cause any significant airborne-noise impacts at any noise sensitive land uses (NSLU) near the project-area.
- Project-related noise levels, resulting from the simultaneous operation of wind turbine generators, substation and a SODAR unit, varied from 36 dBA to 54 dBA Leq(h) at adjacent property boundaries.
- Transmission line noise will comply with the County's noise ordinance requirements at the 125-foot right-of-way.

Determination of impact for operation project-related noise was performed in compliance with San Diego County Code of Regulatory Ordinances Section 36.404. Cumulative operational project-related noise utilizing the proposed substation, without mitigation has the potential to exceed noise limits at five noise sensitive receptors. Project-related operational noise is predicted to exceed daytime noise limits at two property boundaries in the project area and has the potential to exceed nighttime allowable noise limits at five property boundaries in the project-area. Operational noise will be mitigated to comply with the San Diego County Code of Regulatory Ordinances Section 36.404 prior to construction.

Mitigation of operational noise that may be considered in final design include revising turbine layout, nighttime curtailment of select turbines, utilizing an alternate turbine manufacturer, implementation of noise reduction technology, or other methods of compliance with applicable noise regulations. Upon final design, approval of project layout, and prior to construction, a noise report will be finalized to demonstrate compliance with the San Diego County Code of Regulatory Ordinances Section 36.404.

Construction noise levels for turbine staging and placement will be within acceptable noise generation levels established by the County Noise Ordinance Sections 36.409 and 36.410. Construction noise for new haul roads and the construction of the 138 kV transmission line are

expected to produce short term noise impacts at residences closest to these construction rights-of-way (ROWs). Implementation of Best Management Practices (BMPs) will help reduce and in some cases eliminate temporary construction-related noise impacts. The BMPs include but are not limited to the following: maintaining original equipment manufacturer (OEM) mufflers or better, ensuring all equipment is in good operating condition, and limiting hours of operation. Where temporary noise impacts cannot be reduced or eliminated utilizing BMPs, appropriate mitigation and noise reduction techniques will be identified and a site specific mitigation plan will be prepared. Mitigation measures may include the use of temporary noise barriers and limiting equipment utilization.

Construction could include activities that may temporarily expose people to ground-borne vibration or ground-borne noise. At a distance of 50 feet, construction related vibration will comply with all vibration-related impact criteria including damage thresholds and potential annoyance. There are no vibration-sensitive structures located within the 15-foot damage zone or 50-foot perceptibility area; therefore, there are no predicted construction-related vibration impacts. Blasting may be required in some areas for the construction of the turbine foundations. If required, construction blasting will be managed with the preparation of a blasting plan for each site. The blasting plan will include identification of planned blasting locations, a description of the planned blasting methods, an inventory of vulnerable structures potentially affected by the planned blasting, and calculations to determine the area affected by the planned blasting.

1.0 INTRODUCTION

HDR Engineering, Inc. (HDR) performed a noise analysis in support of the proposed project. HDR performed six, 24-hour noise measurements at locations that are representative of the rural portions of the project area. Operations project-related noise was evaluated using the Cadna-A model. Additional noise analyses include vehicular traffic noise, construction-related noise and construction related vibration. Results of all noise and vibration analysis were used to determine compliance with the San Diego County Code of Regulatory Ordinances and the San Diego County Noise Element.

1.1 Project Description

Tule Wind LLC, a wholly owned subsidiary of Iberdrola Renewables, Inc. (Iberdrola Renewables) is proposing to construct and operate the Tule Wind Project located north of Boulevard, California. The proposed wind generation project will consist of up to 128 wind turbines, consisting of 1.5 to 3.0 megawatt (MW) turbines between 328 and 492 feet in height, and will produce 201 MW of electricity.

The project will include turbines, access roads between turbines, new access roadways and improvements to existing roadways to accommodate construction delivery equipment, a 138 kV overhead transmission line, 34.5 kV overhead and underground collector cable system linking the turbines to the project collector substation, an operation and maintenance (O&M) facility, and two meteorological towers. From the project collector substation, an overhead 138 kV transmission line will run south to be interconnected with the proposed San Diego Gas and Electric (SDG&E) Rebuilt Boulevard Substation. Iberdrola Renewables will construct and operate the portion of the transmission line from the project collector substation to the Rebuilt Boulevard Substation. Upon initiation of the project, it is anticipated that the construction phase will be completed over a period of 18 to 24 months.

1.2 Environmental Settings and Existing Conditions

Settings and Locations

The Tule Wind Project is located in the eastern portion of San Diego County, approximately 50 miles east of the City of San Diego and 90 miles west of Arizona. The project area lies in the In-Ko Pah Mountains adjacent to the Tecate Divide and south of Cleveland National Forest. The topography of the area varies from gently to moderately sloping. Elevations range from 3,600 feet above sea level to 5,600 feet above sea level.

The project is located on lands administered by the Bureau of Land Management (BLM), Tribal lands, lands owned by the California State Lands Commission (CSLC), and private lands under the jurisdiction of San Diego County. **Figure 1** displays the general location and project area.

Existing Noise Conditions

HDR performed unattended measurements to determine existing noise levels at six sites throughout the project area. Monitoring locations were selected by reviewing digital aerial photographs of the project area and identifying areas whose ambient acoustical environment appeared to be representative of the project area. The noise monitoring data represents the ambient acoustic environment of rural areas in San Diego County that were generally expected to have quiet ambient daytime and nighttime noise levels. The noise monitoring locations are shown in **Figure 2**.

A Real-Time Analyzer (RTA) was used to collect noise monitoring data every hour for a continuous 24-hour period at each monitoring location. Six unattended 24-hour measurements were taken in the project area during the week of January 11, 2010. Each hour, the RTAs stored the hourly noise level, peak noise level and minimum noise level on an A-weighted scale.

The ambient acoustic environment in the project area is dominated by noise from traffic on Interstate 8 (I-8), vehicular traffic on local roads, wind, and occasional aircraft overflights. Ambient sound level surveys throughout the project area demonstrated an acoustical environment comparable with a typical rural setting. The measured sound levels varied from 45 to 54 A-weighted decibels (dBA) on a CNEL basis.

Typical daytime noise levels, as stated in the *Handbook of Noise Control* by Cyril Harris, for various residential areas are represented on **Figure 3**. **Figure 3** demonstrates that daytime outdoor noise levels throughout the project area are comparable to small town or secluded residential environment. Measured daytime sound levels for the project area averaged 48 dBA.

Typical nighttime noise levels, for various residential areas are represented in **Figure 4**. **Figure 4** demonstrates that outdoor noise levels throughout the project area are comparable to a suburban environmental setting. Measured nighttime sound levels for the project area averaged 42 dBA on an hourly Leq basis.

Table 1 summarizes the average daytime and nighttime sound levels measured at noise-sensitive receptors in the Tule Wind Project area. **Appendix A** presents detailed noise monitoring results for all monitoring sites.

Ambient noise levels in the project area ranged from 32 dBA Leq to 58 dBA Leq. The quietest hours typically took place during the evening and nighttime. Peak noise levels in the project area typically occurred during early morning rush-hour.

Table 1. Existing Noise Level Summary

Monitoring Location	Hourly Leq (day), dBA			Hourly Leq (night), dBA		
	Average	Lowest	Highest	Average	Lowest	Highest
Cottonwood Campground	42	32	49	45	32	55
Lark Canyon Campground	44	33	49	34	33	35
Home #28	51	45	55	45	39	51
Home #42	50	34	56	44	34	49
Home #47	49	35	54	43	32	53
Rough Acres Ranch	52	33	58	43	33	49
Average Ambient Noise Level for Tule Project Area	48	37	54	42	34	49

1.3 Methodology and Equipment

Noise Measuring Methodology and Procedures

HDR performed 24-hour noise measurements at six locations in the project area using Type I, Larson-Davis Model 824 RTAs. The analyzers were configured to store data every hour.

Noise Modeling Software

HDR used Cadna-A, an acoustical analysis software package designed for evaluating environmental noise from stationary and mobile sources, was used to evaluate project-related noise. Cadna-A is a three-dimensional noise model based on International Standards Organization (ISO) 9613, "Attenuation of Sound during Propagation Outdoors," adopted by the ISO in 1996. This standard provides a widely-accepted engineering method for the calculation of outdoor environmental noise levels from sources of known sound emission.

HDR modeled project collector substation noise and wind turbine generated noise using Cadna-A. The noise analysis evaluated noise impacts based on the maximum project build-out in terms of number of turbines. The maximum build-out for the project allows for up to 128 1.5 MW turbines. In the assessment of wind turbine-generated noise, HDR modeled 128 Gamesa G87 2.0 MW turbines (the noise sources) and calculated project-related noise levels at 49 NSLUs in the project area. If 2.0 MW turbines, such as the G87, were to be utilized, approximately 100 locations would be built versus the 128 locations modeled. Turbine locations and turbine types have not been finalized; therefore, all potential locations were analyzed. Actual noise impacts utilizing a 2.0 MW turbine would be less than modeled due to fewer turbines.

Coordinates for the turbine and residence locations were obtained from the geographic information system (GIS) database created for this project. The entire project area including terrain data was modeled in this analysis. All ground was modeled as acoustically reflective and

wind conditions were treated as moderately downwind in all directions. Detailed Cadna-A data inputs and outputs are presented in **Appendix B**.

HDR modeled transformer noise from the proposed substation using Cadna-A. Project substation project-related noise levels were calculated at 49 NSLUs in the project area. Similar to wind turbine generated noise all ground was modeled as acoustically reflective and wind conditions were treated as moderately downwind in all directions. The reference sound power level for transformer noise was calculated based on the typical surface area and rating of the transformer. Detailed Cadna-A data inputs and outputs are presented in **Appendix B**. Detailed calculations used to identify the transformer sound power level are presented in **Appendix C**.

Cadna-A uses as the basis for its models the ISO standard 9613-2, "Acoustics - Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation." This standard describes methods and formulae for predicting sound levels at a distance from sound sources. This is based on certain definable variables which describe the sound propagation characteristics between the source and receiver. **Appendix D** includes a spreadsheet/hand-calculation according to the 1996 First Edition of ISO 9613-2, and compares it to the results of a Cadna-A model with the same parameters. Results are discussed here.

The result of the model calculation is the equivalent continuous downwind octave-band sound pressure level at the receiver location. The independent variables are the source sound power emission level and several propagation attenuation terms, including geometric divergence, atmospheric absorption, and ground effect.

The source sound power emission level is determined by measurement or other calculation. In this case it is the same input sound power spectrum as was used in the Cadna-A model.

Geometric divergence is the spreading of sound energy from the source—in other words, the further away from the noise source the more spread out spherically the sound energy becomes.

Atmospheric absorption is specified by an attenuation coefficient, determined from the temperature and humidity of the air, and frequency of the sound wave. Typically higher frequencies are more impacted by higher humidity and therefore attenuated in those conditions.

The ground factor accounts for typical increases or decreases of sound level, depending upon the ground conditions, between the source and receiver. "Hard ground" has a ground factor of "0" and is pavement, bare hard tamped ground, water, ice, and other surfaces with low porosity. Higher ground factor values define porous ground which includes vegetation-covered ground, and generally any ground surface suitable for growing vegetation. For this analysis and in the modeling all ground factors were set at "0" for the most conservative results.

Comparing the levels from this spreadsheet/hand calculation to a congruent Cadna-A model shows a difference of one-tenth of a dB in most bands, and not more than two-tenths of a dB in any band as shown in **Table 2**.

Table 2. Comparison of Hand Calculations and Cadna-A Results

Octave Band Center Frequency	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Spreadsheet Calculation Levels at Receiver	35.3	44.1	49.6	51.2	49.3	44.4	35.2	25.0
Cadna-A Model Levels at Receiver	35.4	44.2	49.7	51.3	49.4	44.5	35.4	24.8
Spreadsheet Calculation Overall A-weighted Level, at Receiver					55.7 dBA			
Cadna-A Model Overall A-weighted Level at Receiver					55.8 dBA			

Noise Formulas and Calculations

Refer to **Appendix D** for detailed calculations and Cadna-A model validation.

2.0 NOISE SENSITIVE LAND USES AFFECTED BY AIRBORNE NOISE

2.1 Guidelines for Determination of Significance

Determination of significance, for airborne noise caused by construction-related vehicular traffic, was performed in compliance with Section 4b of the San Diego County Noise Element. Significant noise impacts would occur if project implementation would result in noise levels in excess of any of the following:

- Exterior noise levels above 60 dBA, on a CNEL basis, at any noise sensitive land use.
- An increase in noise level of 10 dB, on a CNEL basis, over pre-existing noise conditions.

2.2 Potential Noise Impacts

The proposed Tule Wind Project is located in the eastern portion of San Diego County, approximately 50 miles east of the City of San Diego. The project is proposing existing roadway improvement and new roadways to facilitate the delivery of large equipment and cranes during project construction. The roadways and access roads that will carry project-related traffic span across federal, state and private lands.

HDR modeled project-related noise from four roadway segments and access roads in the project area. Predicted noise levels at NSLUs are compared with Section 4b of the San Diego County Noise Element and the Guidelines for Determining Significance for Noise to determine compliance.

Figure 5 depicts access roads and roadway improvements associated with the Tule Wind Project. Primary access to the western portion of the project area will be provided from the I-8 Crestwood Road exit and will run north-south through the Campo and Manzanita Indian Reservations. Primary access to the eastern portion of the project area will be provided from the I-8 Ribbonwood Road exit and McCain Valley Road. Crestwood Road, Ribbonwood Road, McCain Valley Road, and Old Highway 80 are anticipated to carry the majority of construction-related traffic.

Only those NSLUs that are on privately owned lands, under the County jurisdiction are being considered in the traffic noise analysis.

Potential Build-out Noise Conditions and Impacts

Determination of significance, for project-related airborne noise caused by vehicular traffic, was performed in compliance with Section 4b of the San Diego County Noise Element. Existing and project-related construction traffic was modeled using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM) Version 2.5.

Existing noise sources in the area include traffic noise from I-8, local vehicular traffic, and occasional aircraft overflights. **Table 3** lists the existing average daily traffic volumes and vehicular mix of the primary roadways in the project area.

Table 3. Existing Traffic Volumes

Roadway	ADT	Speed Limit (mph)	Vehicular Mix (%)				
			Auto	Medium Truck	Heavy Truck	Bus	Motorcycle
Crestwood Road	1060	35	93	4	3	0	0
McCain Valley Road	110	35	73	25	1	1	0
Old Highway 80	990	35	84	15	1	0	0
Ribbonwood Road (north of I-8)	270	35	86	10	2	0	2
Ribbonwood Road (I-8 to Old Highway 80)	1230	55	83	13	3	0	1

Source: "Full Traffic Impact Study: Tule Wind Project." LLG Ref. 3-09-1935. March 26 2010.

The existing vehicular mix on Ribbonwood Road, McCain Valley Road, and Old Highway 80 are based on vehicular classification counts taken on December 15, 2009. On roadway segments where vehicular classification counts were unavailable a conservative mix of 93 percent cars, 4 percent medium trucks and 3 percent heavy trucks was assumed. Detailed vehicular classification counts are provided in **Appendix E**.

Table 4 lists the construction project-related average daily traffic on the primary construction haul roads.

Table 4. Project Construction-Related Traffic Volumes

Roadway	ADT	Speed Limit (mph)	Vehicle Mix	
			Cars	Heavy Truck
Crestwood Road/Access Road	390	35	148	242
Ribbonwood Road (north of I-8)	195	35 ¹	74	121
Ribbonwood Road (I-8 to Old Highway 80)	65	55	25	40
McCain Valley Road	65	35	25	40
Old Highway 80	65	35 ¹	25	40

Source: "Full Traffic Impact Study: Tule Wind Project". LLG Ref. 3-09-1935. March 26 2010.

¹ Based on maximum anticipated travel speed.

Modeled vehicular mixes for all construction project-related traffic are based on a traffic distribution of 62 percent heavy trucks and 38 percent cars. Construction project-related traffic was only modeled as occurring during the daytime hours.

HDR modeled existing construction project-related, and existing + project-related average daily traffic volumes and calculated the community noise exposure levels at the nearest NSLUs (on the parcel boundary closest to the roadway). **Table 5** summarizes the results of the traffic noise analysis. TNM input/output data is included in **Appendix G**.

Existing traffic-related noise levels in the area range from 18 to 69 dBA on a CNEL basis. Existing+Project-related noise levels, during the peak of project construction, range from 26 to 69 dBA on a CNEL basis. Predicted increases in noise level, due to project-related traffic, ranges from less than 1 dBA to 8 dBA on a CNEL basis at NSLUs.

Direct roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use above the County of San Diego 60 dBA CNEL standard, except if the existing noise level without the project is 58 dBA or greater, a 3 dBA increase is allowed up to the maximum permitted by the Federal Highway Administration Standards or if the project permanently increases the noise levels by 10 dBA CNEL. The project creates an increase of more than 3 dBA CNEL along several roadway segments with low existing traffic volumes as can be seen in **Table 5**, but does not increase the existing noise levels above the 60 dBA CNEL County threshold to noise sensitive areas. Based on the modeled results shown in **Table 5**, no traffic-related roadway impacts are anticipated due to construction project-related traffic.

NSLUs currently approaching or exceeding the 60 dBA CNEL benchmark such as Ribbonwood Road south of I-8, were assessed to determine if the project created a 3 dBA increase over existing noise levels. As shown in **Table 5**, project-related increases over existing noise levels along Ribbonwood Road south of I-8 were less than 1 dBA.

During normal operations, the Tule Project is expected to generate minimal traffic on access roads; therefore, only vehicular trips during the construction phase were modeled. Post-construction the project is expected to be supported by up to 12 permanent full-time employees. It is anticipated that operational traffic would occur during normal business hours and no noise impacts are anticipated.

Table 5. Construction Traffic Noise Summary

Receiver	Home ID	Closest Roadway	Existing Exterior CNEL, dBA	Project Exterior CNEL, dBA	Existing + Project Exterior CNEL, dBA	Increase Over Existing
1	8B	Old Highway 80	66.5	49.6	66.8	0.3
2	19C	Old Highway 80	57.9	43.5	58.3	0.4
3	10C	Old Highway 80	57.6	43.7	58.0	0.4
4	28C	Old Highway 80	60.8	49.1	61.4	0.6
5	18B	Old Highway 80	59.0	44.6	59.4	0.4
6	Home 42	Ribbonwood Road	28.5	27.6	32.1	3.6
7	16C	Old Highway 80	57.2	43.0	57.6	0.4
8	25C	Old Highway 80	59.1	47.4	59.6	0.5
9	31C	Old Highway 80	53.3	40.8	53.7	0.4
10	13B	Old Highway 80	58.9	44.4	59.3	0.4
11	7C	Old Highway 80	59.5	45.0	59.9	0.4
12	12C	Old Highway 80	58.6	44.1	59.0	0.4
13	36C	Old Highway 80	55.5	42.2	56.0	0.5
14	6C	Old Highway 80	59.6	45.2	60.0	0.4
15	Home 37	McCain Valley Road	29.0	26.6	32.0	3.0
16	14C	Old Highway 80	56.0	41.7	56.4	0.4
17	24C	Old Highway 80	60.0	45.6	60.4	0.4
18	39C	Old Highway 80	51.2	38.0	51.7	0.5
19	11C	Old Highway 80	54.0	41.2	54.5	0.5
20	1B	Ribbonwood Road	68.4	51.3	68.7	0.3
21	1B	Ribbonwood Road	68.7	51.5	69.0	0.3
22	9B	Old Highway 80	63.6	47.4	63.9	0.3
23	23C	Ribbonwood Road	58.3	44.0	58.7	0.4
24	29C	Old Highway 80	59.7	48.1	60.3	0.6
25	38B	Old Highway 80	58.4	43.9	58.8	0.4
26	8C	Old Highway 80	58.9	44.2	59.2	0.3
27	2C	Old Highway 80	59.6	45.3	60.0	0.4
28	4C	Ribbonwood Road	65.7	48.7	66.0	0.3
29	Home 30	Ribbonwood Road	30.6	28.3	33.8	3.2
30	35C	Old Highway 80	58.6	44.2	59.0	0.4
31	34C	Old Highway 80	59.8	45.3	60.2	0.4
32	Camp 45	McCain Valley Road	40.4	39.6	44.1	3.7
33	1C	Old Highway 80	59.5	45.1	59.9	0.4

Receiver	Home ID	Closest Roadway	Existing Exterior CNEL, dBA	Project Exterior CNEL, dBA	Existing + Project Exterior CNEL, dBA	Increase Over Existing
34	35B	Old Highway 80	59.6	45.1	59.9	0.3
35	Home 32	Ribbonwood Road	29.0	27.6	32.5	3.5
36	22B	Old Highway 80	59.8	45.2	60.1	0.3
37	Home 27	Ribbonwood Road	29.3	26.5	32.2	2.9
38	6B	Ribbonwood Road	66.6	49.4	66.9	0.3
39	Home 1	McCain Valley Road	41.6	39.8	45.0	3.4
40	40C	Old Highway 80	48.6	36.0	49.1	0.5
41	43B	McCain Valley Road	54.5	51.4	57.5	3.0
42	30C	Old Highway 80	60.0	48.2	60.5	0.5
43	17C	Old Highway 80	60.4	45.9	60.8	0.4
44	18C	Old Highway 80	59.8	45.4	60.2	0.4
45	3B	Ribbonwood Road	66.7	49.6	67.0	0.3
46	17B	Old Highway 80	53.7	41.9	54.2	0.5
47	33C	Old Highway 80	58.9	44.6	59.3	0.4
48	36B	Old Highway 80	57.2	45.5	57.7	0.5
49	10B	Old Highway 80	60.0	45.2	60.0	0.0
50	12B	Old Highway 80	58.9	44.3	59.3	0.4
51	27B	Old Highway 80	59.3	44.8	59.7	0.4
52	34B	Old Highway 80	59.9	45.6	60.3	0.4
53	20B	Old Highway 80	59.8	45.2	60.2	0.4
54	29B	Old Highway 80	59.2	44.8	59.6	0.4
55	19B	Old Highway 80	60.4	46.0	60.8	0.4
56	5C	Old Highway 80	59.9	45.4	60.3	0.4
57	Home 34	Ribbonwood Road	53.7	49.8	56.8	3.1
58	43C	Old Highway 80	57.1	42.7	57.5	0.4
59	21B	Old Highway 80	57.1	43.3	57.5	0.4
60	20C	Old Highway 80	56.5	43.2	56.9	0.4
61	38C	Old Highway 80	53.9	40.1	54.4	0.5
62	37C	Old Highway 80	55.2	41.8	55.7	0.5
63	9C	Old Highway 80	58.8	44.2	59.2	0.4
64	23B	Old Highway 80	58.3	44.3	58.7	0.4
65	14B	Old Highway 80	59.0	44.5	59.4	0.4
66	41B	McCain Valley Road	49.6	46.4	52.6	3.0
67	32C	Old Highway 80	51.9	41.4	52.5	0.6

Receiver	Home ID	Closest Roadway	Existing Exterior CNEL, dBA	Project Exterior CNEL, dBA	Existing + Project Exterior CNEL, dBA	Increase Over Existing
68	Home 31	Ribbonwood Road	30.3	28.0	33.5	3.2
69	Home 47	Access Road (Crestwood)	18.1	25.8	26.0	7.9
70	7B	Ribbonwood Road	66.7	49.7	67.0	0.3
71	Home 2	McCain Valley Road	51.1	49.0	54.4	3.3
72	Home 28	Ribbonwood Road	30.9	28.9	34.2	3.3
73	26C	Old Highway 80	58.4	46.9	59.0	0.6
74	15B	Old Highway 80	59.7	45.4	60.1	0.4
75	22C	Old Highway 80	56.3	42.5	56.8	0.5
76	5B	Ribbonwood Road	65.4	48.4	65.7	0.3
77	11B	Old Highway 80	59.6	45.1	60.1	0.5
78	Home 36	McCain Valley Road	28.4	22.9	30.1	1.7
79	4B	Ribbonwood Road	68.0	50.7	68.3	0.3
80	40B	Old Highway 80	57.9	43.4	58.3	0.4
81	39B	Old Highway 80	59.7	45.2	60.1	0.4
82	37B	Old Highway 80	59.1	44.6	59.5	0.4
83	41C	Old Highway 80	58.1	43.7	58.5	0.4
84	3C	Old Highway 80	59.9	45.4	60.3	0.4
85	25B	Old Highway 80	59.3	44.7	59.7	0.4
86	27C	Old Highway 80	59.0	47.2	59.5	0.5
87	31B	Old Highway 80	56.3	45.1	56.9	0.6
88	24B	Old Highway 80	59.0	44.6	59.4	0.4
89	Home 33	Ribbonwood Road	33.6	32.9	37.5	3.9
90	33B	Old Highway 80	57.8	45.3	58.3	0.5
91	Camp 46	McCain Valley Road	26.9	27.7	31.1	4.2
92	15C	Old Highway 80	59.9	45.4	60.3	0.4
93	16B	Old Highway 80	55.6	42.8	56.1	0.5
94	28B	Old Highway 80	59.2	44.6	59.6	0.4
95	21C	Old Highway 80	60.0	45.6	60.4	0.4
96	13C	Old Highway 80	58.5	44.0	58.9	0.4

Design Considerations and Mitigation Measures

Construction project-related transportation noise is not predicted to cause any significant airborne-noise impacts at any NSLU near the project-area thus no mitigation is required.

3.0 PROJECT-GENERATED AIRBORNE NOISE

3.1 Guidelines for the Determination of Significance

Determination of significance of airborne noise at property boundaries was performed in compliance with San Diego County Code of Regulatory Ordinances Section 36.404. The portion of the project site under San Diego County land use jurisdiction is zoned as general agriculture, open space and general rural. Significant noise impacts would occur if project implementation would result in noise levels in excess of any of the following:

- 50 dBA Leq during the hours of 7 a.m. to 10 p.m.
- 45 dBA Leq during the hours of 10 p.m. to 7 a.m.

Determination of significance of construction noise at property boundaries was performed in compliance with San Diego County Code of Regulatory Ordinances Section 36.409 and 36.410. The portion of the project site under San Diego County land use jurisdiction is zoned as general agriculture, open space and general rural. Significant noise impacts would occur if project implementation would result in noise levels in excess of any of the following:

- 75 dBA Leq averaged over an 8-hour period between the hours of 7 a.m. and 7 p.m.
- 25 percent of the minutes within a measurement period (minimum period 1 hour) wherein impulsive sounds cause the maximum sound level to exceed 82 dBA during the whole minute.

3.2 Potential Operation Noise Impacts (Non-Construction Noise)

The proposed Tule Wind Project is located in the eastern portion of San Diego County, approximately 50 miles east of the City of San Diego. The project area spans across federal, state and private lands. The majority of the Project is located on lands administered by the BLM; therefore, only those NSLUs that are on privately owned lands, under the County jurisdiction are being considered in the noise analysis. **Figure 6** depicts the San Diego County noise zones in the project area.

Potential Build-Out Noise Conditions without Mitigation

The project proposes to construct up to 128 wind turbines, ranging in size between 328 and 492 feet in height, to produce 201 MW of electricity. Wind turbine generators are the primary source of operational noise. Additional noise sources include vehicular noise from access roads, substation noise, a SODAR unit (if utilized) and coronal discharge noise from transmission lines.

Table 6 summarizes the noise contributions of the primary noise sources associated with the Tule Wind Project.

Table 6. Operation Noise - Project Component Sound Levels

Receptor	Noise Level Leq, dBA		
	Wind Turbine Generators	Substation	SODAR Unit
Home 1	52	-	-
Home 2	54	-	-
Home 27	42	-	-
Home 28	41	-	-
Home 30	42	-	-
Home 31	43	-	-
Home 32	46	0	-
Home 33	39	-	-
Home 34	39	-	-
Home 36	37	-	-
Home 39	44	-	-
Home 42	47	1	-
Home 47	51	-	-
Home 49	36	-	-

Noise contribution is below 0 dB; therefore, below the threshold of hearing. Noise attributable to the proposed substation and the SODAR unit are below the calculation threshold at most property boundaries. Project substation noise and SODAR noise at property boundaries are approximately 0 dBA and therefore will not increase the cumulative operational project related noise level.

Wind Turbine Generators

When in motion wind turbines emit a perceptible sound. This sound is generated from the wind turbine at points near the hub or nacelle, from the blade tips as they rotate, and transformers near ground level. The analysis accounted for all noise generating elements associated with wind turbines.

The level of this noise varies with the speed of the turbine blades, meteorological conditions, terrain and the distance of the listener from the turbine. Due to technological advancements, (i.e., upwind versus downwind rotor placement, low-noise gearboxes, insulated nacelles, pitch-control rotors, vibration-isolated mechanical equipment, and variable-speed operation) noise levels for today's generation of wind turbines are lower than that of their predecessors. Furthermore, the character of noise produced is more broadband in nature and therefore largely absent of tones (whines, whirrs, buzzes, or hums), as well as impulsive (or thumping) qualities.

All residences within 2 miles of the wind turbine generators were modeled in the wind turbine noise analysis. NSLUs in the area, under the County jurisdiction, include 49 residential¹ structures.

Figure 7 depicts the current turbine layout and the location of adjacent property boundaries.

The maximum build-out of the project allows for up to 128 turbines or a minimum of 67 3.0 MW turbines. Turbines with a smaller output can be spaced closer together, whereas turbines with a larger output require larger spacing. **Table 7** summarizes the maximum manufacturer stated noise emissions for turbines being considered for use on the Tule Wind Project.

Table 7. Wind Turbine Generators – Noise Emission Summary

Rated Power	Turbine	Sound Power Level dBA
1.5 MW	GE 1.5 XLE	104
2 MW	Gamesa G87	109 ¹
2 MW	Gamesa G90	107.6 ¹
3 MW	Vestas V90	107
3 MW	Vestas V112	106.5

¹ Includes +2.6 dB adjustment to account for the use of additional fans during hot weather conditions.

Wind turbine noise emissions vary dependent on the rated power, turbine model, hub height, wind conditions, and other factors. The maximum noise emissions for turbines considered for use on the Tule Wind Project vary from 104 dBA to 109 dBA. The Gamesa G87, the turbine with the greatest sound emissions, was utilized in the noise analysis to determine maximum noise impact based on the current maximum layout, which includes more turbine locations than would be constructed using 2.0 MW turbines.

In the analysis of wind turbine noise, HDR modeled noise from 128 Gamesa G87 turbines using Cadna-A. The turbine locations include 96 wind turbines on BLM land, 18 turbines on Tribal lands, 7 turbines on State lands, and 7 wind turbines on private parcels (Rough Acres Ranch).

The sound power level used in the analysis is based on maximum operating conditions utilizing additional fans for hot weather conditions at 10 meters per second wind speeds. Additionally 2 decibels were added to each octave band to account for uncertainty. **Table 8** presents the spectral sound power level data provided by Gamesa the modeled turbine manufacturer.

¹ Use and occupancy of structures has not been verified.

Table 8. Spectral Noise Emissions Data – Gamesa G87

Noise Emissions	Octave Bands, SWL (Hz)									SWL, dBA
	31.5	63	125	250	500	1k	2k	4k	8k	
Manufacturer	81.8	90.2	96.8	101.9	104.3	103.3	99.0	91.0	77.7	109
Modeled	83.8	92.2	98.8	103.9	106.3	105.3	101.0	93.0	79.7	111

Table 9 presents the results of the wind turbine airborne noise analysis with respect to operational turbine noise intrusion onto adjacent property lines. Noise levels are presented in A-weighted and C-weighted hourly equivalent noise levels at property lines adjacent to the project area.

Table 9. Wind Turbine Noise Analysis

Noise Source Identification (Proposed Turbine)	Receptor	Distance to Property Line, feet	Noise Level Leq, dBA	Noise Level Leq, dBC
R2	Home 1	1,529	52	67
G18	Home 2	906	54	68
G18	Home 27	5,988	42	60
G18	Home 28	7,713	41	60
G18	Home 30	7,208	42	60
R1	Home 31	6,142	43	61
G14	Home 32	5,020	46	63
G18	Home 33	8,533	39	59
G18	Home 34	9,045	39	58
G18	Home 36	9,285	37	58
G18	Home 39	3,097	44	60
G13	Home 42	4,442	47	63
K5	Home 47	2,080	51	66
G18	Home 49	9,442	36	55

Wind turbine project-related noise levels range from 36 to 54 dBA at property boundaries within the noise study area. C-weighted project-related noise levels are comparable with existing conditions, ranging from 55 to 68 decibels related to the carrier (dBC) Leq(h) at adjacent property boundaries.

If an alternate turbine were to be used, such as one of those listed in **Table 7**, project-related noise levels would decrease. For example, if a 3.0 MW turbine were to be used, noise levels would decrease due to greater setback distances and lower noise emissions. There would also

be 28 fewer turbine locations. Likewise if a 1.5 MW turbine or alternate turbine model were to be used project-related noise levels would also be less than shown in **Table 9**.

Project-related noise demonstrating the maximum project build-out in terms of the number of turbines would utilize turbines with lower noise emissions, such as the GE 1.5 XLE presented in previous versions of the noise technical report. The Gamesa G87 2.0 MW turbine is used in the current assessment to analyze the turbine with the greatest sound emissions, which includes more turbine locations than would be constructed using 2.0 MW turbines. Noise levels utilizing the GE 1.5 XLE are more reflective of the noise impact with the current turbine layout. Project-related noise levels utilizing the GE 1.5 XLE would be similar to the noise impacts presented in the Noise Technical Report dated October 2010 in which operational project-related noise without mitigation was predicted to exceed nighttime allowable noise limits at two noise-sensitive receptors in the project-area.

Infrasound and Low Frequency Noise

Recent studies focusing on infrasound have found that infrasound emitted from wind turbines are below the threshold of audibility. A recent white paper by the American Wind Energy Association (AWEA) found that “there is a consensus among acoustic experts that the infrasound from wind turbines is of no consequence to health.”² Additionally the Chief Medical Officer of Health of Ontario³ recently performed a study focusing on the topic of wind turbine noise and health. The study concluded the following concerning wind turbine and health:

- While some people living near wind turbines report symptoms such as dizziness, headaches, and sleep disturbance, the scientific evidence available to date does not demonstrate a direct causal link between wind turbine noise and adverse health effects.
- The sound level from wind turbines at common residential setbacks is not sufficient to cause hearing impairment or other direct adverse health effects. However, some people might find it annoying. It has been suggested that annoyance may be a reaction to the characteristic “swishing” or fluctuating nature of wind turbine sound rather than to the intensity of sound.
- Low frequency sound and infrasound from current generation upwind model turbines are well below the pressure sound levels at which known health effects occur. Further, there is no scientific evidence to date that vibration from low frequency wind turbine noise causes adverse health effects.
- Community engagement at the outset of planning for wind turbines is important and may alleviate health concerns about wind farms.

² “Wind Turbine Sound and Health Effects An Expert Panel Review.” American Wind Energy Association, Canadian Wind Energy Association. December 2009.

³ “The Potential Health Impact of Wind Turbines.” Chief Medical Officer of Health Report. May 2010.

- Concerns about fairness and equity may also influence attitudes towards wind farms and allegations about effects on health. These factors deserve greater attention in future developments.

Current acoustical standards also provide a means by which to assess noise levels based on both overall noise level and noise spectrum. ANSI S12.9 Part 4 provides criteria by which to assess environmental sounds and predict the potential for annoyance based on the Schultz curve. Other current acoustical standards, such as ANSI S12.2 (2008), provide criteria by which to evaluate interior noise levels and the likelihood of perceptible vibrations.

A recent field study performed by Epsilon Associates measured low frequency noise associated with two modern turbines, the GE 1.5sle and the Siemens 2.3-93. Using existing ANSI criteria for the evaluation of interior noise levels, Epsilon Associates determined that noise generated by wind farms at distances beyond 1,000 feet were below the low frequency noise criteria for bedrooms, classrooms and hospitals. In addition to meeting ANSI background noise criteria the measured interior noise levels also demonstrate that wind turbine setbacks of 1,000 feet will not cause “more than minimal annoyance (if any) from low frequency noise, and there should be no wind rattles or perceptible vibration of light-weight walls or ceilings within homes.”

The overall noise level and spectrum of the GE 1.5-sle turbine is similar to the noise emissions of the GE 1.5 XLE, one of the turbines being considered for use in the Tule Wind Project. Current setbacks for the Tule Wind Project are more than 1,500 feet from the nearest non-participating home. Based on the Epsilon noise study, low frequency noise at a distance of 1,500 feet will have no audible infrasound and will meet ANSI S12.2 criteria for acceptable indoor levels for low frequency sound.

Project Electrical System

The project’s electrical system will consist of three primary elements: an overhead and underground collector system; the project substation; and a 138 kV transmission line which will deliver the electricity to the SDG&E proposed Rebuilt Boulevard Substation located off-site on Old Highway 80.

Substation

The proposed collector substation, depicted in **Figure 6**, is located on BLM land, south of McCain Valley Road. The substation equipment includes two (138 kV and 34.5 kV) 100 megavolt ampere (MVA) power transformers that are connected through 138 kV circuit breakers to a common 138 kV transmission line within the substation.

In the analysis of potential substation build-out noise conditions HDR modeled noise from two 100 MVA transformers using Cadna-A. Each transformer was modeled assuming a maximum sound power level of 97 dBA, which is conservatively high for a 100 MVA transformer.

Table 10 presents the distance of the proposed substation with respect to adjacent residential property lines.

Table 10. Distance from Noise Sensitive Land Use - Proposed Substation

Receptor	Distance to Property Line, feet
Home 1	22,090
Home 2	24,416
Home 27	25,614
Home 28	26,083
Home 30	25,466
Home 31	22,772
Home 32	20,115
Home 33	28,301
Home 34	28,248
Home 36	33,222
Home 39	28,143
Home 42	18,930
Home 47	27,087
Home 49	34,393

As shown in **Table 6**, noise attributable to the proposed substation is below the calculation threshold. Substation noise at most property boundaries are approximately 0 dBA and therefore will not increase the cumulative project related noise level. The proposed substation is predicted to comply with San Diego County noise ordinance requirements at all adjacent property boundaries.

Transmission Line

The electromagnetic forces surrounding high-voltage electrical transmission lines to create noise called coronal discharge noise, and has been described as a crackling sound. Under high moisture conditions, high-voltage electrical transmission lines create more noise. While coronal noise is audible, it does not reach levels that cause concern about compliance with County noise limits. Coronal discharge noise is typically not audible due to the high voltage transmission line (HVTL) set-back distances to residences.

The 138 kV project transmission line and poles will be located within a 125-foot right-of-way easement. Tule corona noise was assessed using the Bonneville model assuming wet weather conditions and maximum sag conditions.

Based on the corona noise model, utilizing either a 138 kV single-circuit or double-circuit transmission line configuration, transmission line noise will comply with the County's noise ordinance requirements at the 125-foot right-of-way. **Figure 9** depicts predicted corona noise

levels at various lateral distances from the line. At 60 feet, the right-of-way corona noise levels are predicted to be 22 dBA below the County nighttime noise level limits; therefore, no noise impacts are predicted to occur due to corona noise.

SODAR Unit

A permanent SODAR unit (approximately 9 feet tall, 6 feet wide, and 10 feet long) or a permanent LIDAR unit would also be installed on site. The SODAR or LIDAR unit would be located approximately 328 feet west of proposed MET tower PM-W2 within the Lark Canyon OHV Area, depicted in **Figure 6**. A LIDAR unit would have no noise impact. A proposed SODAR unit is assessed here for its effect to the cumulative noise impact. **Table 11** presents the distance of the proposed SODAR unit with respect to adjacent residential property lines.

Table 11. Distance from Noise Sensitive Land Use – SODAR Unit

Receptor	Distance to Property Line, feet
Home 1	6798
Home 2	8655
Home 27	10285
Home 28	11322
Home 30	10446
Home 31	7871
Home 32	5404
Home 33	13156
Home 34	13281
Home 36	17221
Home 39	12123
Home 42	4436
Home 47	41063
Home 49	18294

The permanent SODAR unit would be capable of measuring the wind profile at heights of nearly 50 feet to more than 650 feet in 32-foot increments using pulses or “Chirps” of sound. SODAR units are similar to RADAR except that sound waves (rather than radio waves) are used to analyze the wind. Each chirp is a 4500 Hz tone which lasts for 60 milliseconds. The Unit emits a chirp approximately once every 1.3 seconds in its default settings.

The manufacturer provided measurements from 1998 describing measured noise emission levels at 10 feet from the unit in five directions, at a microphone height of 7 feet. Conversations with the manufacturer revealed that the measurements describe an equivalent-average sound level (Leq). The average of the measurements in all directions is 77 dBA.

The margin of uncertainty for the SODAR unit noise emission is difficult to establish given the non-standard measurement method. The manufacturer's noise emission measurement was not performed in accordance with any particular emission test standard, the precision of the instrumentation was not indicated, and the test environment was not qualified quantitatively. These factors add a level of uncertainty to the noise emission measurements, though there is no evidence to indicate the manufacturer's noise measurements are incorrect.

For comparison, the ISO 3740 series of noise emission test standards include Grade 1 or "Precision" grade, Grade 2 or "Engineering" grade, and Grade 3 or "Survey" grade measurement standards. The measurement standard ISO 3746 is the lowest precision, survey-grade method; its uncertainty level can be as high as ± 4 dB. Because the rigor of the SODAR unit's sound level measurements fell short of even the survey-grade method, the uncertainty level will be greater than for the survey-grade standardized measurement. Therefore it is reasonably appropriate to use a value greater than ± 4 dB. Twice the value, ± 8 dB is a conservative margin of uncertainty.

To reflect an upper bound of the noise level from the SODAR unit, the sound power level in the sound propagation model is derived from the sound pressure level of $77 \text{ dBA} + 8 \text{ dBA} = 85 \text{ dBA}$ at a distance of 10 feet over a reflecting plane (50% sphere). This is entered in the 4000 Hz octave-band; the other octave-bands have a value of 0 dBA.

The nearest residential property boundary is located approximately 4,500 feet from the proposed SODAR unit. The calculated noise contribution from the SODAR unit is less than 0 dBA at all residential property boundaries; therefore, no noise impacts are predicted to occur due to SODAR noise.

The noise from the SODAR unit is considered impulsive so the maximum sound level of the chirps must fall below the 82 dBA limit for 25% of the minutes in a measurement period. The sound would be present in every measured minute interval, so all chirps must fall below the 82 dBA limit. The manufacturer provided another memorandum describing the maximum sound level of the chirps. These measurements only occurred in one direction from the unit. The result at 3 meters was 14 dBA above the equivalent-average sound level at 3 meters. At distances beyond 23 meters the maximum sound level falls below 82 dBA, when considering the same +8 dB for the upper bound of uncertainty. This is far short of the nearest receptor, which is approximately 4,500 feet from the SODAR unit.

The above sound level descriptions are for the default enclosure for the SODAR unit. For the Tule Wind Project, the manufacturer will mount the default enclosure inside another acoustically-lined enclosure. The insertion loss of the second enclosure has not been quantified. To some extent it will lower the sound level values discussed above, and shorten the distances discussed above.

Vehicular Noise

Vehicular noise associated with the project operations includes vehicular traffic on access roads due to occasional post-construction operation and maintenance trips. Post-construction, the project is expected to be supported by up to 12 permanent full-time employees. Operational roadway noise associated with the project may result in a temporary increase in noise level in areas directly adjacent to access roads; the increase in noise due to operational traffic will be less than significant.

Cumulative Project-Related Operational Noise

All residences within the noise study area were modeled in the analysis of cumulative project-related noise. Cumulative operational noise includes the primary noise contributors including wind turbines, SODAR unit and project substation noise. HDR modeled noise from 128 Gamesa G87 turbines, the proposed SODAR unit and the proposed substation using Cadna-A. Corona noise from the project transmission line is more than 10 decibels below substation and wind turbine generated noise and will not increase overall noise levels therefore was not included in the cumulative project-related operational noise analysis.

Table 12 summarizes the cumulative project-related operational noise utilizing the proposed substation location. **Figure 9** and **Figure 10** depict the noise contours, on an A-weighted and C-weighted hourly Leq basis for the project area.

Cumulative operational project-related noise levels, for the proposed action, are dominated by wind turbine generated noise. Noise attributable to the proposed substation and the SODAR unit are below the calculation threshold at most property boundaries. Project substation noise and SODAR noise at property boundaries are approximately 0 dBA and therefore will not increase the cumulative operational project related noise level. Cumulative operational project-related noise levels, utilizing proposed project configuration, range from 36 to 54 dBA at property boundaries within the noise study area.

As displayed in **Table 12**, noise levels at adjacent property lines have the potential to increase 0-10 dB due to project related noise, on an hourly Leq basis. The County of San Diego standard is 50 dBA during the daytime and 45 dBA during the nighttime unless the ambient exceeds the threshold then the standard is ambient plus three decibels. The project has the potential to exceed applicable noise regulations at five locations. If all turbine locations are constructed daytime noise limits may be exceeded at three parcels and nighttime noise limits have the potential to be exceeded at five parcels.

Table 12. Proposed Action - Property Line Airborne Noise Analysis

Noise Source Identification (Proposed Turbine)	Receptor	Existing Noise Level Leq, dBA	Project-Related Noise Level		Existing + Project Noise Level, Leq, dBA	Increase Over Existing, dBA
			Noise Level Leq, dBA	Noise Level Leq, dBC		
R2	Home 1	42	52	67	52	10
G18	Home 2	50	54	68	55	5
G18	Home 27	50	42	60	51	1
G18	Home 28	50	41	60	50	0
G18	Home 30	50	42	60	51	1
R1	Home 31	49	43	61	50	1
G14	Home 32	49	46	63	51	2
G18	Home 33	50	39	59	50	0
G18	Home 34	50	39	58	50	0
G18	Home 36	50	37	58	50	0
G18	Home 39	50	44	60	51	1
G13	Home 42	49	47	63	51	2
K5	Home 47	48	51	66	53	5
G18	Home 49	50	36	55	50	0

Note: Receptor locations are based on the maximum calculated sound pressure level at an adjacent property boundary.

The noise levels presented in **Table 12** are a conservative estimate of project-related noise, intended to represent worst case conditions. The noise analysis evaluated noise impacts based on the maximum project build-out in terms of number of turbines. The maximum build-out for the project allows for up to 128 1.5 MW turbines. In the assessment of wind turbine generated noise HDR modeled 128 Gamesa G87 2.0 MW turbines. If 2.0 MW turbines, such as the G87s, were to be utilized approximately 100 locations would be built, versus the 128 locations modeled. Turbine locations and turbine types have not been finalized; therefore, all potential locations were analyzed.

Actual noise impacts utilizing a 2.0 MW turbine would be less than modeled due to fewer turbines. Additionally, modeled results represent all turbines operating at maximum noise emissions over an acoustically reflective surface. The use of acoustically reflective ground, opposed to porous ground, adds approximately 6 decibels to noise levels. The noise emission term used in the analysis also include a 4.6 decibel adjustment to account for uncertainty and the use of additional fans during hot weather conditions. Over 10 decibels of conservatism have been added to operational noise analysis.

Table 13 presents the maximum predicted cumulative operational noise level, utilizing the proposed substation location, in comparison to the significance criteria defined in San Diego County Code of Regulatory Ordinances Section 36.404.

Table 13. Summary of the Cumulative Noise Analysis – Proposed Action

Descriptor	Project Related Noise	
	Daytime Leq, dBA	Nighttime Leq, dBA
Maximum Predicted Noise Level	54	54
Noise Level Limits	50	45
Δ (Predicted – Limit)	+4	+9

Without mitigation cumulative operational project-related noise levels, under the proposed project configuration, have the potential to exceed daytime limits at three locations, have the potential to exceed the daytime noise limits at three property boundaries, Homes 1, 2, and 47 by 2, 4 and 1 dBA, respectively. Additionally operational project-related noise, utilizing the current turbine layout, has the potential to exceed nighttime limits at five receptors (Homes 1, 2, 32, 42 and 47).

Project-related noise demonstrating the maximum project build-out in terms of the number of turbines would utilize turbines with lower noise emissions, such as the GE 1.5 XLE presented in previous versions of the noise technical report. The Gamesa G87 2.0 MW turbine is used in the current assessment to analyze the turbine with the greatest sound emissions, which includes 28 more turbine locations than would be constructed using a 2.0 MW turbine. Noise levels utilizing the GE 1.5 XLE are more reflective of the noise impact with the current turbine layout. Project-related noise levels utilizing the GE 1.5 XLE would be similar to the noise impacts presented in the Noise Technical Report dated October 2010, in which operational project-related noise without mitigation was predicted to exceed nighttime allowable noise limits at two noise-sensitive receptors in the project-area.

Design Considerations and Mitigation Measures

Project-related operational noise without mitigation, using the current maximum turbine layout, has the potential to cause noise impacts at five locations. However, approximately 28 fewer turbine locations would be constructed if the modeled turbine were selected. Operational noise has the potential to exceed daytime noise limits at three property boundaries in the project area and has the potential to exceed nighttime allowable noise limits at five property boundaries in the project-area. Operational noise will be mitigated to comply with the San Diego County Code of Regulatory Ordinances Section 36.404 prior to construction.

Mitigation options that may be considered in final design include revising turbine layout, nighttime curtailment of select turbines, utilizing an alternate turbine manufacturer and implementation of noise reduction technology. Upon approval of the final design and project layout, and prior to construction, the noise report will be finalized to demonstrate compliance with the San Diego County Code of Regulatory Ordinances Section 36.404.

3.3 Potential General Construction Noise Impacts

Activities associated with construction of access roads, foundations, excavation for and assembly of turbines, and equipment deliveries are likely to be the loudest sources of construction noise. Like most major projects, construction activities increase outdoor noise levels for a limited period of time. Noise levels would vary widely, depending on the phase of construction, specific tasks being performed and the location of NSLUs relative to the construction activity.

Construction of the project would involve the operation of many short-term uses of heavy equipment which may temporarily increase ambient noise levels existing over a period of 18 to 24 months. Noise associated with the construction phase of the project would include transport of workers and equipment to and from the construction site, and noise generated by construction activities.

Construction of the project would consist of the following tasks:

- Constructing roads, parking and equipment laydown areas
- Conducting ongoing dust and erosion control
- Excavating for turbine transformer foundations
- Leveling areas for setting the erection crane
- Mixing of cement and pouring foundations for the wind turbines and meteorological towers
- Transporting tower sections to the site and erecting the towers
- Installing the nacelle and rotor on the wind turbine tower
- Trenching for underground utilities and 34.5 kV collection system power cables
- Building the substation and switching station
- Constructing the maintenance building
- Commissioning and testing the wind turbines
- Conducting final road grading, final erosion control, and site cleanup
- Installing 34.5 kV and 138 kV transmission poles and conductors

Table 14 lists the type of equipment that is generally used during construction of a wind facility project.

Table 14. Equipment Typically Used for Wind Facility Construction

Equipment Type	Equipment Phase
Bulldozer	Road and pad construction
Grader	Road and pad construction
Water trucks	Compaction, erosion and dust control
Roller/compactor	Road and pad compaction
Backhoe/trenching machine	Digging trenches for underground utilities
Excavator	Foundation excavation
Heavy duty rock trencher	Underground trenching
Truck-mounted drilling rig	Drilling power pole holes
Concrete trucks/concrete pumps	Pouring tower and other structure foundations
Cranes	Tower/turbine erection
Dump trucks	Hauling road and pad material
Flatbed and Low-bed trucks	Hauling turbine towers, turbines/components, construction equipment
Pickup trucks	General use and hauling of minor equipment
Small hydraulic cranes/forklifts	Loading and unloading equipment
4-wheel-drive all-terrain vehicles	Rough grade access and underground cable installation
Rough-terrain cranes/forklifts	Lifting equipment and pre-erection assembly

Source: Tule Wind Project Plan of Development

The Federal Highway Administration Roadway Construction Noise Model (RCNM) was used to assess noise from construction equipment. Use of this model is appropriate due to the similarity of equipment used when building roadways and the more refined analytical capabilities of RCNM in comparison to spreadsheet methods. RCNM was developed during Boston's Big Dig project (Central Artery Tunnel (CA/T), Boston, MA) and has become the standard model when assessing construction noise.

The model was used to calculate noise levels to adjacent property boundaries using the Leq descriptor specified by the San Diego noise ordinances. The model calculates the Leq by taking the measured Lmax (maximum level during a single noise event) of equipment types at 50 feet, and converting it within the model to a Leq dependent upon the duration during each 8-hour day the equipment is used. The calculation for this conversion is: $Leq = Lmax + 10\log(U.F./100)$ where "U.F." is the Usage Factor or duration in percentage the equipment is used over an 8-hour work cycle.

The analysis used aerial photographs and GIS data to determine the distance between receptors (NSLU) and construction area buffer zones. The receptors identified for this analysis

consisted of 57 residential parcels and two campgrounds. Equipment types and percentile usage factors were broken into five distinct phases of work. These phases of work are:

- “Rough Grading and Tower Base Construction,” the construction of access roads to the turbine locations;
- “Underground Utilities Construction,” the underground placement of utilities and supporting network of energy transport;
- “Tower Construction,” the actual construction of the tower and turbine systems;
- cement batch plant operations; and
- Transmission line construction activities.

Rough grading and tower base construction limits are depicted in **Figure 11**. **Table 15** describes the noise producing equipment associated with the rough grading and tower base construction activities.

Table 15. Equipment – Rough Grading and Tower Base Construction

Equipment Type ¹	Quantity	Utilization (hours/day)	Actual Measured Noise Level ² , Lmax at 50 feet (dBA)
Dozer–Cat D6	2	6	82
Dozer–Cat D8	2	8	82
Loader/Trencher	2	8	79
Water Truck	2	4	75
Mini Excavator	1	4	81
Dump/Haul & Drills	4	4	79
Scraper	1	4	84

¹ Equipment Types Derived from Like Machinery Used Within the RCNM

² Actual Measured Noise Levels Derived During the CA/T Project in Boston, MA.

The primary noise producing elements that will be used during rough grading and tower base construction are dozers and trenchers used for earth moving and tower base preparation. These will most likely be a continuous noise source during this stage of construction and is expected to be the most noise producing stage of the three phases.

Underground utility construction limits are depicted in **Figure 12**. **Table 16** describes the noise producing equipment associated with the underground utility construction activities.

Table 16. Equipment–Underground Utility Construction

Equipment Type¹	Quantity	Utilization (hours/day)	Actual Measured Noise Level², Lmax at 50 feet (dBA)
Track Backhoe	2	6	78
Dozer–Cat D4	2	6	82
Loader	1	6	79
Water Truck	1	4	75
Concrete Truck	16	0.5	78
Dump/Haul Truck	2	4	77

¹ Equipment types derived from like machinery used within the RCNM.

² Actual measured noise levels derived during the CA/T Project in Boston, MA.

The primary noise producing elements that will be used during underground utility construction will be backhoes, loaders and dozers for earth moving. However, these noise sources should only be apparent to receptors in the initial stages of underground construction. As progress is made, more of these activities will proceed below grade and will naturally shield noise to receptors for the finishing work and utilities installation.

Tower construction limits are depicted in **Figure 13**. **Table 17** describes the noise producing equipment associated with tower construction activities.

Table 17. Equipment–Tower Construction

Equipment Type¹	Quantity	Utilization (hours/day)	Actual Measured Noise Level², Lmax at 50 feet (dBA)
Skid Steer Cat	1	6	82
Hydraulic Crane	1	4	81
Water Truck	1	4	75
Welding Rig	1	4	74
Dump/Haul Truck	6	0.5	77
Paver/Compactor	1	8	83
Roller	1	8	80

¹ Equipment types derived from like machinery used within the RCNM.

² Actual measured noise levels derived during the CA/T Project in Boston, MA.

The primary noise producing elements that will be used during tower construction are the skid cat and the hydraulic crane. Due to the height at which the crane will be operating it is predicted that this will be the most noticeable noise source to receptors. However, the duration of the installation at these heights are predicted to be short term (2 to 3 days) and cause no long term noise impact.

The 138 kV transmission line construction limits are depicted in **Figure 14**. **Table 18** describes the noise producing equipment associated with the transmission line construction activities.

Table 18. Equipment–138 kV Transmission Line Construction

Equipment Type ¹	Quantity	Utilization (hours/day)	Actual Measured Noise Level ² , Lmax at 50 feet (dBA)
Skid Steer Cat	1	6	82
Hydraulic Crane	1	4	81
Water Truck	1	4	75
Welding Rig	1	4	74
Dump/Haul Truck	6	0.5	77
Paver/Compactor	1	8	83
Roller	1	8	80

¹ Equipment types derived from like machinery used within the RCNM.

² Actual measured noise levels derived during the CA/T Project in Boston, MA.

The primary noise producing elements that will be used during transmission line pole construction are the skid cat and the hydraulic crane. Due to the height at which the crane will be operating it is predicted that this will be the most noticeable noise source to receptors. However, the duration of the installation at these heights are predicted to be short-term (2 to 3 days) and cause no long term noise impact. **Table 19** describes the noise producing equipment associated with batch plant operations.

Table 19. Equipment–Batch Plant Operation

Equipment Type ¹	Quantity	Utilization (hours/day)	Actual Measured Noise Level ² , Lmax at 50 feet (dBA)
Concrete Batch Plant	1	8	73

¹ Equipment types derived from like machinery used within the RCNM.

² Actual measured noise levels derived during the CA/T Project in Boston, MA.

A temporary cement batch plant is predicted to be in operation for full duty cycles- or full 8-hour work days during construction. However, due to the distances to receptors, no noise impacts are predicted to occur.

Blasting

There is potential for blasting in some places during construction to remove rock. Blasting will create an impulse sound, a very short-duration sound with a sharp peak in magnitude. The effect of blasting impulsive noise is discussed in Section 3.4, Potential Impulsive Noise Impacts. Impulsive noise will also contribute to the general construction noise level. Construction blasting will be planned, in part, where it will cause less noise and vibration than non-blasting

construction methods. General areas or exact locations for blasting will be identified by results of a geotechnical investigation. Some construction blasting can be planned to occur infrequently enough that it does not increase the average construction noise above the eight-hour average sound level limit of 75 dBA.

Supplemental construction equipment, such as drill rigs may be used to support blasting and geotechnical activities. At a distance of 80 feet drill rig noise emissions is approximately 75 dBA Leq. Drill rigs, without mitigation, have the potential to cause temporary noise impacts if used less than 80 feet from the property line of an occupied residence. General areas or exact locations for drill rig use will be identified by results of a geotechnical investigation. If drill rigs are to be utilized within 80 feet from the property line of an occupied residence, noise mitigation measures will be employed to ensure compliance with applicable regulations. Noise mitigation measures may include temporary noise barriers or limited hours of operation.

Should blasting be required construction blasting will be managed with the preparation of a blasting plan for each site. The blasting plan will include identification of planned blasting locations, a description of the planned blasting methods, an inventory of receptors potentially affected by the planned blasting, and calculations to determine the area affected by the planned blasting. Noise calculations in the blasting plan will account for blasting activities and all supplemental construction equipment.

Construction Noise Analysis (Non-Impulsive)

The construction noise analysis used RCNM to calculate project-related construction noise levels at parcels adjacent to construction activities. Calculated noise levels reflect phase specific equipment and equipment utilization. Several homes may be located on a single parcel. Residences located on the same parcel were grouped by receptor location.

Table 20 details four phases of work, the operation of a cement batch plant, the distance to each construction buffer area and their associated unmitigated noise levels. **Table 20** details that The Underground Utilities Condition, the Tower Base Construction Condition and the Batch Plant Operation Conditions exhibit no noise impacts at any receptor or home.

Roadway construction without mitigation has the potential to cause impacts at six parcels adjacent to construction activities. **Figure 15** depicts the predicted noise impacts due to roadway construction without mitigation. Access road construction is planned to occur on private property in particular locations; therefore, noise levels were calculated to the edge of the temporary roadway work area.

Figure 16 depicts predicted noise impacts due to transmission line construction without mitigation. Transmission line construction has the potential to cause temporary impacts at six parcels. Though the structures on this parcel have not been verified as occupied residences, it was conservatively assumed that all parcels are legal residential properties.

Table 20. Construction Noise Level Results

Receptors		Noise Level Results per Condition									
		Roadway Construction		Underground Utilities Construction		Tower Base Construction		138 kV Transmission Line Construction (Including Alternatives)		Batch Plant Operation	
Receptor Name	Homes Represented	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)
Receptors 1A	Home 1	420	67	1437	54	1437	53	509	62	2861	48
Receptors 2A	Home 2-26(24)	18 ⁴	94	787	59	705	59	331	66	318	67
Receptors 4A	Home 27	18 ⁴	94	5420	42	5745	41	7953	38	5669	42
Receptors 5A	Homes 28-29 (2)	161	75	7195	40	7500	39	9314	37	7349	40
Receptors 6A	Home 30	139	76	6493	41	7008	39	9318	37	6972	40
Receptors 7A	Home 31	371	69	5466	42	5942	41	9327	37	6804	40
Receptors 8A	Home 32	3497	48	4642	44	4820	42	7257	39	7336	40
Receptors 9A	Home 42	4216	47	4232	45	4242	43	6467	40	7772	39
Receptors 10A	Homes 33 and 44 (2)	18 ⁴	94	8327	39	8333	38	9255	37	8064	39
Receptors 11A	Homes 34,35 and 43 (3)	18 ⁴	94	8757	38	8845	37	9885	36	8602	38
Receptors 12A	Home 36	5059	45	9282	38	9085	37	2835	47	8376	39
Receptors 13A	Homes 37-41 (4)	18 ⁴	94	3087	47	2897	47	63	80	2044	51
Receptors 14A	Home 47	1870	54	2057	51	1870	51	3586	45	5013	43
Receptor 1B	N/A ¹	1043	59	13287	35	13087	34	7024	39	12621	35
Receptor 2B	N/A ¹	1253	57	13445	34	13245	34	6877	39	12772	35
Receptor 3B	N/A ¹	1450	56	13593	34	13392	33	6604	40	12917	35
Receptor 4B	N/A ¹	876	60	12956	35	12756	34	6486	40	12283	35
Receptor 5B	N/A ¹	1837	54	13799	34	13599	33	6198	40	13110	35
Receptor 6B	N/A ¹	1867	54	13415	34	13350	34	5466	41	12710	35
Receptor 7B	N/A ¹	2756	50	14629	34	14429	33	5860	41	13930	34
Receptor 8B	N/A ¹	2539	51	14446	34	14245	33	6047	40	13750	34
Receptor 9B	N/A ¹	2549	51	13750	34	13553	33	4793	42	13022	35
Receptor 10B	N/A ¹	3346	49	15039	34	14839	33	5574	41	14327	34
Receptor 11B	N/A ¹	3386	49	15016	34	14820	33	5463	41	14304	34
Receptor 12B	N/A ¹	3432	48	14990	34	14790	33	5295	42	14272	34
Receptor 13B	N/A ¹	3579	48	14980	34	14780	33	5213	42	14259	34

Receptors		Noise Level Results per Condition									
		Roadway Construction		Underground Utilities Construction		Tower Base Construction		138 kV Transmission Line Construction (Including Alternatives)		Batch Plant Operation	
Receptor Name	Homes Represented	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)
Receptor 14B	N/A ¹	3609	48	14974	34	14777	33	5161	42	14252	34
Receptor 15B	N/A ¹	3638	48	14944	34	14747	33	4954	42	14216	34
Receptor 16B	N/A ¹	3396	49	14577	34	14377	33	4954	42	13852	34
Receptor 17B	N/A ¹	3241	49	14688	34	14488	33	5131	42	13967	34
Receptor 18B	N/A ¹	3376	49	14364	34	14163	33	4446	43	13635	34
Receptor 19B	N/A ¹	3848	47	14944	34	14747	33	4190	44	14216	34
Receptor 20B	N/A ¹	4003	47	14957	34	14757	33	4570	43	14222	34
Receptor 21B	N/A ¹	3852	47	14646	34	14449	33	4449	43	13911	34
Receptor 22B	N/A ¹	3865	47	14619	34	14423	33	4327	43	13885	34
Receptor 23B	N/A ¹	4065	47	14692	34	14495	33	3940	44	13950	34
Receptor 24B ²	N/A ¹	3848	47	14944	34	14747	33	4190	44	14216	34
Receptor 25B	N/A ¹	4364	46	15056	33	14859	33	4131	44	14318	34
Receptor 26B	N/A ¹	4459	46	15085	33	14888	33	3911	44	14344	34
Receptor 27B	N/A ¹	4662	46	151384	33	14941	33	3668	45	14393	34
Receptor 28B	N/A ¹	4869	45	15177	33	14980	33	3376	45	14426	34
Receptor 29B	N/A ¹	5138	45	15207	33	15010	32	3199	46	14442	34
Receptor 30B	N/A ¹	5128	45	15194	33	14997	33	2815	47	14409	34
Receptor 31B	N/A ¹	4885	45	15207	33	15007	32	2716	47	14419	34
Receptor 32B	N/A ¹	5505	44	15190	33	14993	33	2608	48	14403	34
Receptor 33B	N/A ¹	5561	44	15141	33	14944	33	2247	49	14334	34
Receptor 34B	N/A ¹	6096	43	15066	33	14869	33	1634	52	14236	34
Receptor 35B	N/A ¹	7149	42	15253	33	15056	32	525	62	14380	34
Receptor 36B	N/A ¹	6453	43	15092	33	14895	33	1053	56	14252	34
Receptor 37B	N/A ¹	7625	41	15377	33	15184	32	63	80 ⁵	14488	34
Receptor 38B	N/A ¹	7959	41	15476	33	15282	32	63	80 ⁵	14574	34
Receptor 39B	N/A ¹	7005	42	13570	34	13373	33	63	80 ⁵	12667	35
Receptor 40B	1	9937	39	14718	34	14524	33	63	80 ⁵	13730	34

Receptors		Noise Level Results per Condition									
		Roadway Construction		Underground Utilities Construction		Tower Base Construction		138 kV Transmission Line Construction (Including Alternatives)		Batch Plant Operation	
Receptor Name	Homes Represented	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)	Distance to Buffer (feet)	Level (Leq)
Receptor 41B	1	10282	39	14022	34	13832	33	63	80⁵	13012	35
Receptor 42B	1	5617	44	9432	38	9242	37	341	65	8406	39
Receptor 43B ³	1	5617	44	9432	38	9242	37	341	65	8406	39
Total Impacted Parcels per Condition		6		0		0		6		0	

Note: Bold and shaded cells denote a noise impact

¹ At the time of analysis, the number of homes per parcel was indeterminate. ² Resides on the same parcel as 19B

³ Resides on the same parcel as 42B

⁴ Minimum set-back distances based upon a 36 foot work area

⁵ Minimum set-back distances based upon a 125 foot ROW

Design Considerations and Temporary Mitigation Measures

Underground utility construction, tower base construction and batch plant operations are not predicted to cause construction noise impacts at adjacent parcels; therefore, no mitigation is necessary during these construction activities.

Roadway construction activities, without mitigation, have the potential to cause six temporary impacts to adjacent parcels. The adjacent property boundaries are in some instances as close as 18 feet from the construction buffer zone and will experience the highest noise levels from road construction and grading activities.

Transmission line construction activities, without mitigation, have the potential to cause a temporary impact at 1 parcel north of I-8 and 5 parcels south of I-8.

Design considerations that will be implemented to minimize the potential for temporary construction noise impacts include the implementation of BMPs. Although no detailed construction documents or excavation plans are available which may detail times and usage of machinery, best management practices will be in place to decrease the amount of noise generated during construction. These may include but are not limited to:

- Requiring OEM or higher-performing mufflers on equipment.
- Requiring the regular maintenance and inspection of construction machinery to allow for quieter operation.
- Augmented back up alarms coupled with contractor observation to minimize alarm noise, a consistent area of concern and complaint on most construction projects.
- Specifying the proper usage and power for the particular construction procedure- no machinery overkill.
- The elimination of dump truck tailgate “banging.” Banning the use of “jake braking” or engine compression braking on all trucks.
- Utilizing noise barriers and machinery enclosures where feasible.

The use of temporary noise barriers is common when dealing with noise impacts which are in close proximity to construction activities. Typically these barriers are of a soft, flexible material which facilitates the removal and placement. The material used incorporates specific properties which impart mass to the barrier creating a high level of noise shielding. However, because these construction activities are being performed out doors, noise can extend over and around the barriers as it is impossible to fully enclose the work environment.

Because of this, temporary noise barriers must be high enough to reduce noise sufficiently to the parcel, and partially wrap the construction zone to reduce flanking path (the path noise takes around the ends of barriers. A barrier must also incorporate sufficient mass in order to mitigate noise passing through. While Transmission Loss (TL) has been discussed in the

specification of a barrier, TL is not a metric that can be associated with a barrier which is open at the top. A high Sound Transmission Coefficient, or STC, can be specified for both hard and soft flexible barriers which will increase the amount of noise the barrier rejects. It is HDR's recommendation that any barrier specified for the use of shielding residents from noise incorporate an STC rating of no less than 30. Minimum 1-inch thick acoustical blankets may also be needed based on the type of construction, distance, and noise levels.

A barrier model was developed using Federal Transit Authority (FTA) guidance on the subject, to determine wall heights which would effectively shield impacted parcels. This model included noise propagation geometry, noise attenuation provided by barrier insertion loss, barrier height, receiver height, distance to source and distance from barrier to receptor. The results of a 20-foot barrier disrupting the noise path to impacted receptors are detailed in **Table 21** below. A 20-foot barrier was selected as this is presumed to be a reasonable height at which a flexible barrier could be installed without additional engineering. Additionally, the model was implemented to examine the benefits of a thirty foot barrier and the results gained were less than a decibel.

Table 21. Barrier Reduction Results

Impacted Receptor Name	Distance to Buffer (feet)	Pre-mitigation Level (Leq)	Distance to Barrier	Source Height	Receptor Height	Barrier Height (feet)	Net Attenuation due to Shielding (dB)	Post Mitigation Noise Level (Leq)
Receptors 2A	18	94	15	10	5	20	17	77
Receptors 4A	18	94	15	10	5	20	17	77
Receptors 6A	139	76	136	10	5	20	13	63
Receptors 10A	18	94	15	10	5	20	17	77
Receptors 11A	18	94	15	10	5	20	17	77
Receptors 13A	18	94	15	10	5	20	17	77
Receptors 13A (HVTL Impact)	49	80	47	10	5	20	15	65
Receptor 37B (HVTL Impact)	49	80	47	10	5	20	15	65
Receptor 38B (HVTL Impact)	49	80	47	10	5	20	15	65
Receptor 39B (HVTL Impact)	49	80	47	10	5	20	15	67
Receptor 40B (HVTL Impact)	49	80	47	10	5	20	15	65
Receptor 41B (HVTL Impact)	49	80	47	10	5	20	15	65

Note: Bold and shaded cells denote a noise impact

As shown in **Table 21**, utilizing a 20-foot barrier, seven of the twelve impacts will be mitigated. However five other impacts cannot be mitigated by the use of a barrier alone. Because the post mitigation noise levels are in the form of an eight hour Leq, it is possible to further reduce construction-related noise levels by way of time constraints.

By limiting the time usage, further reductions in the Leq can be made. **Table 22** details the limitation of usage over an eight hour work cycle and the resulting Leq.

Table 22. Barrier Reduction and Time Constraint Results

Impacted Receptor Name	Post Barrier Noise Level (Leq)	Time Constraint (total operation time/8 hours)	Post Mitigation Noise Level (Leq)
Receptors 2A	77	5	75
Receptors 4A	77	5	75
Receptors 10A	77	5	75
Receptors 11A	77	5	75
Receptors 13A	77	5	75

By removing three hours from the eight-hour work cycle, and with a 20-foot portable barrier installed, construction noise levels at the impacted receptors are brought into compliance. It should be noted that these duty cycles are for demonstrative purposes only and that site specific duty cycles will vary from those shown. There is potential for quieter duty cycles lasting the full eight hours. While it is unlikely that work can commence without the use of some equipment listed, it is imperative that contractors coordinate the usage times and duration of noisy equipment to comply with San Diego county noise regulations.

All stationary construction equipment will be located as far as practicable from nearby residences and other human recreational activities. To further reduce the potential impact of construction equipment, stationary equipment not actively being used will idle no more than 5 minutes.

Exhaust silencers used on machinery during construction will reduce noise further. These are commonplace and affixed aftermarket to most construction machinery. Typical reductions for these types of systems can vary from 5-7 dB for each type of equipment, resulting in a noticeable reduction of noise to the human ear.

All machinery must also undergo weekly inspections which focus on noise reduction. Leaky exhaust systems, loose metal sheeting and poor condition of muffler systems need to be addressed immediately.

With the incorporation of BMPs and mitigation measures, the highest predicted construction noise level at an adjacent property boundary is reduced from 94 dBA to 74 dBA Leq. On-site noise monitoring and documentation by a County-approved acoustical consultant will ensure that any noise impacts to potentially affected receptors will be reduced to comply with the San Diego Noise Ordinance.

3.4 Potential Impulsive Noise Impacts

There is potential for blasting in some locations during construction to remove rock. Blasting will create an impulse sound, a very short-duration sound with a sharp peak in magnitude. Generally impulsive sounds are less than 1 second in duration, rise and decay 20 dB in less than 250 milliseconds. Blasting impulsive noise generally rises more quickly.

In the event that blasting is required, up to two rock drills may be utilized to bore the charge stems needed and a mounted impact hammer utilized to break the excess material to a manageable size. These types of machines also cause impulsive noise in excess of 90 dBA at 50 feet. A minimum set back of 150 feet from these impact devices should bring the impulsive noise induced below 82 dBA at sensitive receptors.

General areas or exact locations for blasting will be identified by results of a geotechnical investigation. Construction blasting will be planned, in part, where it will cause less noise and vibration than non-blasting construction methods. The effect of blasting impulsive noise to the overall construction noise level is discussed in Section 3.3, Potential General Construction Noise Impacts.

San Diego Code Section 36.410, "Sound Level Limitations on Impulsive Noise," regulates impulsive noise. The code limit for residential, village zoning or civic use is a 1-minute maximum sound level of 82 dBA for 75 percent of the minutes within a measurement period (one-hour minimum period), but exceedences of any level are allowed for 25 percent of the minutes. Construction blasting may exceed the limit at certain locations, but blasting can be planned to occur infrequently enough that it does not exceed the limit for more than 15 minutes of any hour or 25 percent of any hour.

Construction blasting will be managed with the preparation of a blasting plan for each site. The blasting plan will include identification of planned blasting locations, a description of the planned blasting methods, an inventory of receptors potentially affected by the planned blasting, and calculations to determine the area affected by the planned blasting. The actual peak sound pressure level, as well as the duration, rise time and decay time, depend upon the magnitude of the blast, the local environment and propagation characteristics. As will any other sound pressure level, the magnitude falls as distance from the blast increases.

Design Considerations and Mitigation Measures

Given these design considerations, mitigation measures will not be necessary. However, nuisance or annoyance complaints could still occur and potentially be addressed by coordinating blasting times with building occupants to occur in their absence, or at other acceptable times.

DRAFT

4.0 GROUND-BORNE VIBRATION AND NOISE IMPACTS

4.1. Guidelines for the Determination of Significance

Determination of significance of groundborne vibration and noise is set forth by the County of San Diego. Significant vibration impacts would occur if project implementation would result in noise levels in excess of any of the following:

- FTA impact criteria for transportation vibration sources
- 1 inch per second PPV for isolated events such as blasting
- 0.1 inch per second PPV for non-transportation vibration sources such as impact pile drivers or hydraulic breakers

Furthermore, the County of San Diego identifies the California Department of Transportation (Caltrans2004) criteria for structures and potential annoyance to evaluate these continuous or transient non-transportation vibration sources in San Diego County. **Table 23** presents CALTRANS construction vibration damage thresholds, intended to minimize the potential for damage to nearby structures.

Table 23. Vibration Induced Damage Impact Threshold

Structure and Condition	Maximum Peak Particle Velocity (in/sec)	
	Transient Sources ¹	Continuous/Frequent Intermittent Sources ²
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
Newer residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Jones & Stokes. 2004. Transportation and Construction-Induced Vibration Guidance Manual. June. (J&S 02-039.) Sacramento, CA. Prepared for California Department of Transportation, Noise, Vibration, and Hazardous Waste Management Office, Sacramento, CA.

Notes: ¹ Transient sources create a single, isolated vibration even, such as blasting or drop balls.

² Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers and vibratory compaction equipment.

Table 24 presents CALTRANS construction vibration damage thresholds, intended to minimize the potential for damage to nearby structures.

Table 24. CALTRANS Guideline for Vibration Annoyance Potential

Structure and Condition	Maximum Peak Particle Velocity (in/sec)	
	Transient Sources ¹	Continuous/Frequent Intermittent Sources ²
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.9	0.10
Severe	2.0	0.4

Source: Jones & Stokes. 2004. Transportation and Construction-Induced Vibration Guidance Manual. June. (J&S 02-039.) Sacramento, CA. Prepared for California Department of Transportation, Noise, Vibration, and Hazardous Waste Management Office, Sacramento, CA.

Notes: ¹ Transient sources create a single, isolated vibration event, such as blasting or drop balls.

² Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers and vibratory compaction equipment.

4.2. Potential General Construction Vibration Impacts

Project-related construction activities may cause ground-borne noise or ground-borne vibration to nearby NSLUs. Vibration-producing construction equipment proposed for use on the Tule Wind Project includes loaded trucks, roe hams, drill rigs and bull dozers. **Table 25** presents vibration levels for typical construction equipment at a distance of 15 feet.

Table 25. Construction Equipment Vibration Levels

Equipment Type		Peak Particle Velocity at 15 feet (in/sec)	Peak Particle Velocity at 25 feet (in/sec)
Hydromill	in soil	0.02	0.00
	in rock	0.04	0.01
Hoe Ram		0.19	0.03
Large bulldozer		0.19	0.03
Caisson drilling		0.19	0.03
Loaded trucks		0.16	0.03
Jackhammer		0.08	0.01
Small bulldozer		0.01	0.00

At a distance of 15 feet construction related vibration will comply with the impact criteria for older and newer residential structures. Vibration levels beyond 50 feet from construction activities are below the annoyance threshold for frequent intermittent sources. There are no vibration-sensitive residential structures located within 50 feet of the transmission line construction limits for the proposed alignment, therefore no vibration impacts are anticipated.

Blasting

There is potential for blasting in some locations during construction to remove rock. General areas or exact locations will be identified by results of a geotechnical investigation. Construction blasting will be planned, in part, where it will cause less noise and vibration than non-blasting construction methods. Construction blasting will be managed with the preparation of a blasting plan for each site. The blasting plan will include discussion of the planned blasting, and the potential impulsive noise effects from the planned blasting.

Construction blasting will create some measure of groundborne vibration. Vibration propagation is highly dependent on soil conditions between the blast and the receptor. Generally, the soil type in the project area will dissipate groundborne vibration very quickly. Furthermore, airborne noise effects from blasting are typically much greater than vibration effects from blasting. With the management plan for controlling airborne noise effects of blasting and the rapid dissipation of vibration in soil, vibration due to blasting is not likely to affect residences at all.

Design Considerations and Mitigation Measures

As part of the project design, a blasting plan will be prepared for each potentially impacted site. The plan will consider location, planned blasting methods and potentially affected receptors. Physical damage to potentially vulnerable structures will be addressed by avoiding construction blasting near the structures wherever possible, and non-blasting construction methods will be evaluated. Blasting activities will also have to conform to San Diego County Code of Regulatory Ordinances, Sec. 96.1.3301.2 *Explosives and Fireworks – Applicability*, wherein some structures within a prescribed distance are required to receive inspections, vibration monitoring, or both.

If necessary, a rock anchoring or mini-pile system may be used to reduce the risk of damage to structures from groundborne vibration during construction. Structures shall be restored if adversely affected by construction vibration to an equivalent condition as that prior to the construction. Fair compensation for lost use will be provided to the owner.

5.0 SUMMARY OF PROJECT IMPACTS, DESIGN CONSIDERATIONS, MITIGATION AND CONCLUSIONS

Determination of significance of construction-related traffic airborne noise upon NSLU was performed in compliance with Section 4b of the San Diego County Noise Element. Project-related vehicular noise, due to construction activities, is not predicted to cause any significant airborne-noise impacts due to an increase over existing noise levels.

NSLUs with existing noise levels currently approaching the 60 dBA CNEL benchmark, such as Ribbonwood Road south of I-8, were assessed to determine if the project created a 3 dBA increase over existing noise levels. Increases over existing noise levels for Ribbonwood Road south of I-8 were 1 dBA; therefore, no traffic-related impact is anticipated.

Project construction-related vehicular noise creates an increase of more than 3.0 dBA CNEL along several roadway segments with low existing traffic but does not increase the cumulative noise levels above the 60 dBA CNEL County thresholds to noise sensitive areas. Project construction-related vehicular noise at NSLU is not predicted to cause any significant airborne-noise impacts due to an increase over existing noise levels.

Determination of impact for project-related operational noise including wind turbine generated noise, corona noise and substation noise was performed in compliance with San Diego County Code of Regulatory Ordinances Section 36.404. Project-related noise without mitigation using the current turbine layout, if all turbine locations were to be constructed, has the potential to exceed noise limits at five noise sensitive receptors. Project-related operational noise is predicted to exceed daytime noise limits at two property boundaries in the project area and has the potential to exceed nighttime allowable noise limits at five property boundaries in the project-area. Operational noise will be mitigated to comply with the San Diego County Code of Regulatory Ordinances Section 36.404 prior to construction.

Mitigation options, for wind turbine generated noise, may be considered in final design include revising turbine layout, nighttime curtailment of select turbines, utilizing an alternate turbine manufacturer, implementation of noise reduction technology or other methods of compliance with applicable noise standards. Upon final design, project approval and prior to construction a noise report will be finalized to demonstrate compliance with the San Diego County Code of Regulatory Ordinances Section 36.404.

Construction noise levels for turbine staging and placement will be within acceptable noise generation levels established by the County Noise Ordinance Sections 36.409 and 36.410. Construction noise for haul roads and the construction of the 138 kV transmission line are expected to produce short term noise impacts at residences closest to these construction ROWs. Implementation of BMP's will reduce these temporary impacts. The BMPs include but are not limited to the following: maintaining OEM mufflers or better, ensuring all equipment is in good operating condition, and limiting hours of operation. However, prescribed BMPs will not reduce impacts to less than significant thus mitigation of temporary noise impacts with the

use of temporary noise barriers and limiting equipment utilization will be implemented as necessary to comply with Sections 36.409 and 36.410 of the San Diego County Noise Ordinance.

Construction could include activities that may temporarily expose people to ground-borne vibration or ground-borne noise. Ground-borne vibration caused by construction equipment was compared to CALTRANS construction vibration damage to determine the likelihood of vibration induced damage to structures and perceptibility criteria to assess likelihood of annoyance. At a distance of 50 feet construction related vibration will comply with all vibration-related impact criteria, including damage thresholds and potential annoyance. There are no vibration-sensitive structures located within the 15-foot damage zone or 50-foot perceptibility area; therefore, there are no predicted construction-related vibration impacts.

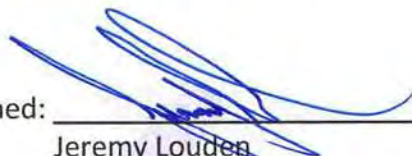
Blasting may be required in some areas for the construction of the turbine foundations. Construction blasting will be managed with the preparation of a blasting plan for each site. The blasting plan will include identification of planned blasting locations, a description of the planned blasting methods, an inventory of vulnerable structures potentially affected by the planned blasting, and calculations to determine the area affected by the planned blasting.

Physical damage to the structures will be addressed by avoiding construction blasting near vulnerable structures wherever possible. Alternative non-blasting construction methods will be evaluated. A rock anchoring or mini-pile system may be used to reduce the risk of damage to structures. Structures shall be restored if adversely affected by construction vibration to an equivalent condition as that prior to the construction or fair compensation, as appropriate, will be provided to the owner.

6.0 CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits/appendices present the data and information required for this noise analysis, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief. This report was reviewed by Jeremy Loudon; a County-approved CEQA Consultant for Acoustics.

Date: February 7, 2011

Signed: 
Jeremy Loudon

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FIGURES, EXHIBITS & ILLUSTRATIONS

Figure 1. Project Location

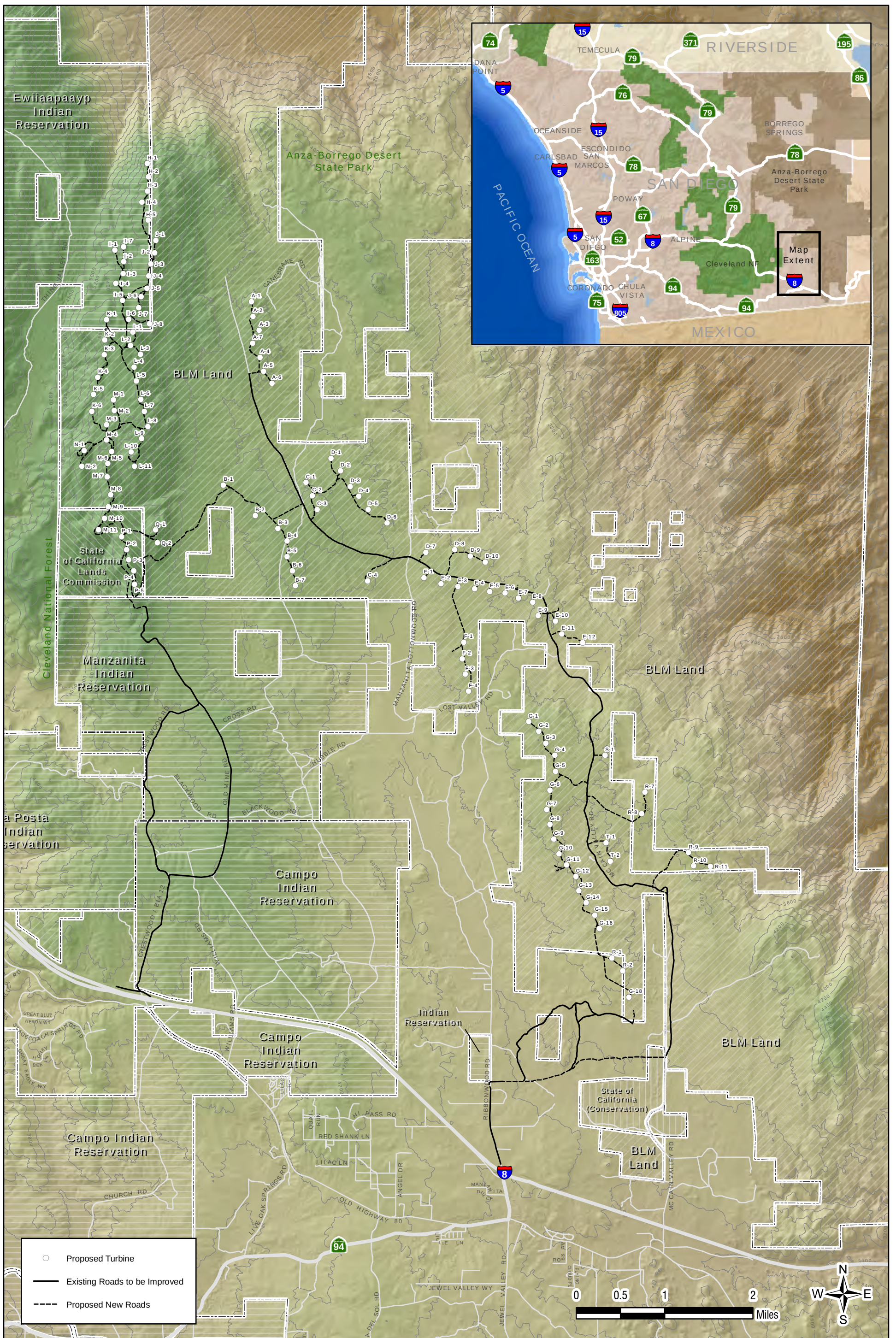


Figure 2. Ambient Noise Monitoring Locations

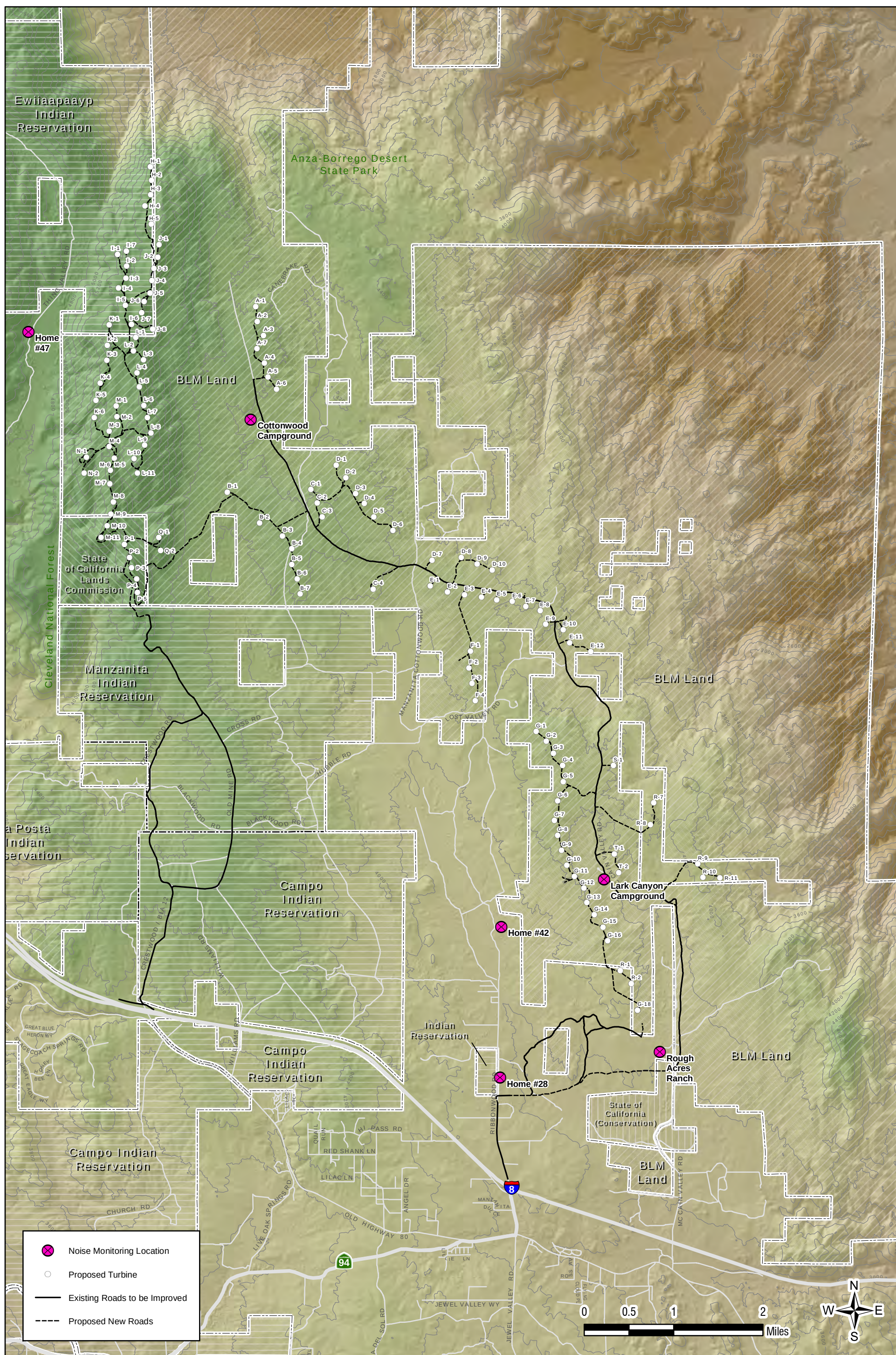


Figure 3. Average Daytime Leq(h) Noise Levels for Residential Environments

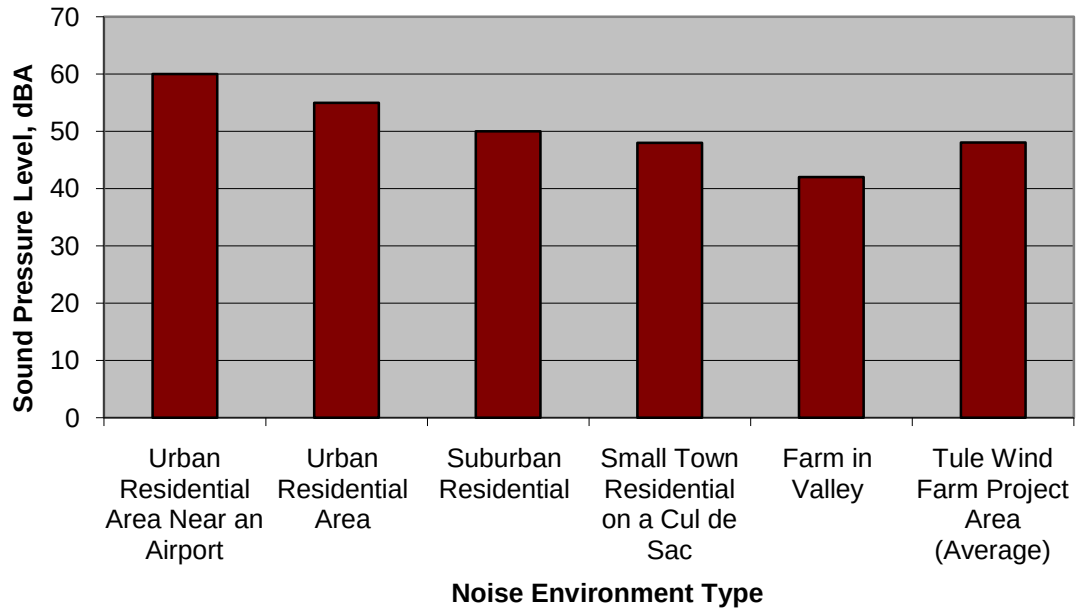


Figure 4. Average Nighttime Leq(h) Noise Levels for Residential Environments

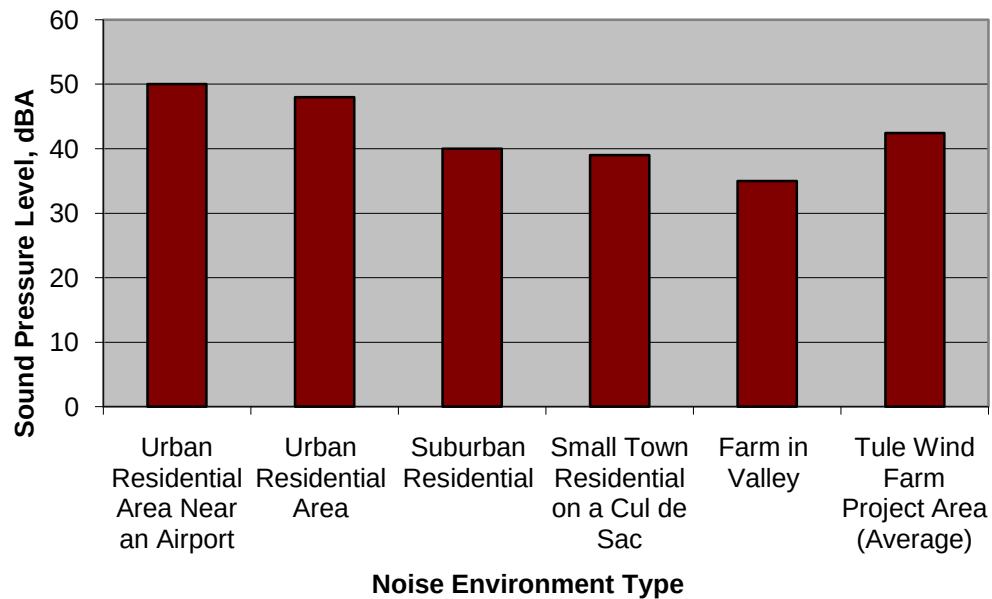


Figure 5. Roadways and Noise Sensitive Land Uses

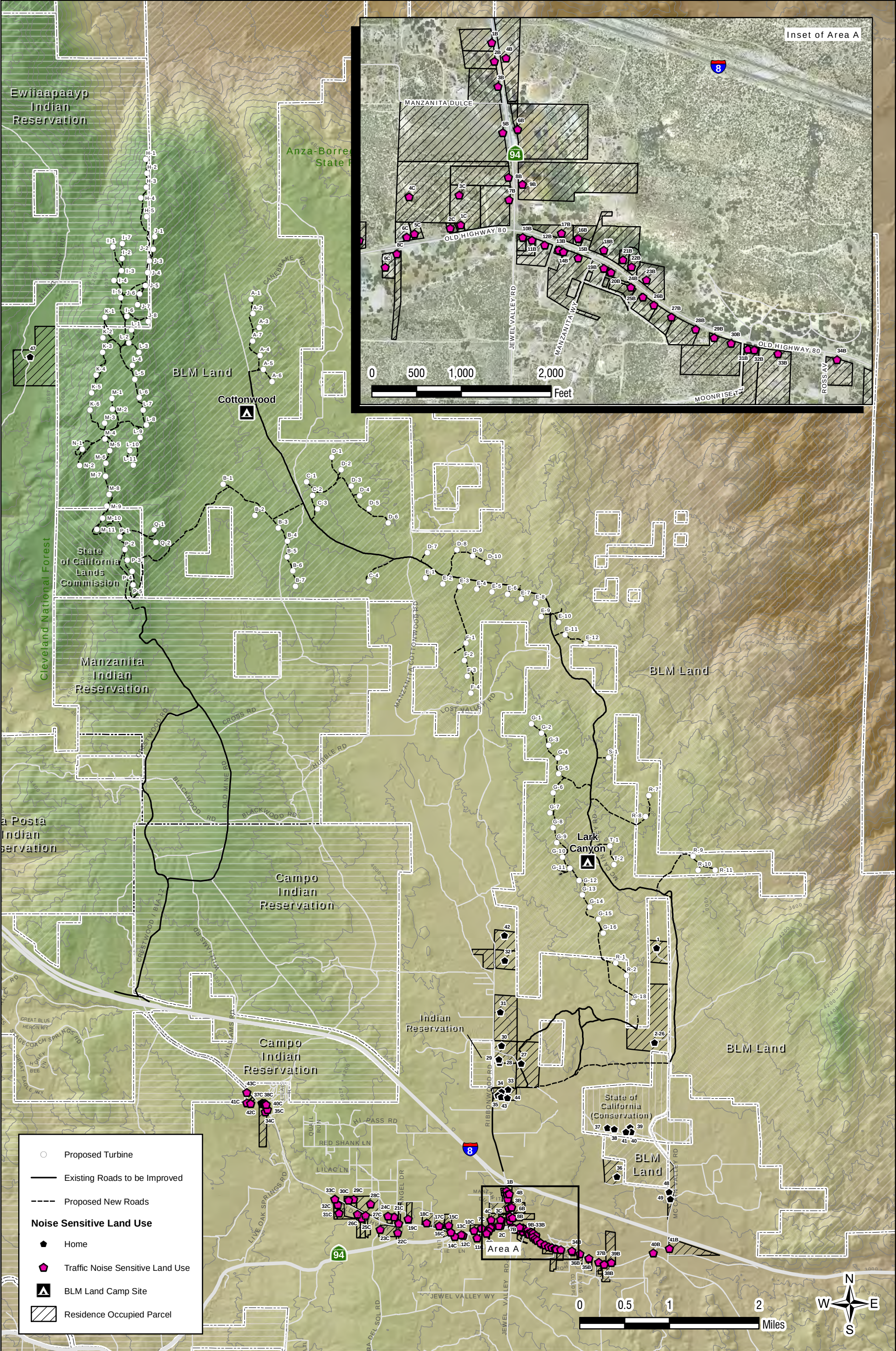


Figure 6. San Diego County Noise Ordinance Zones

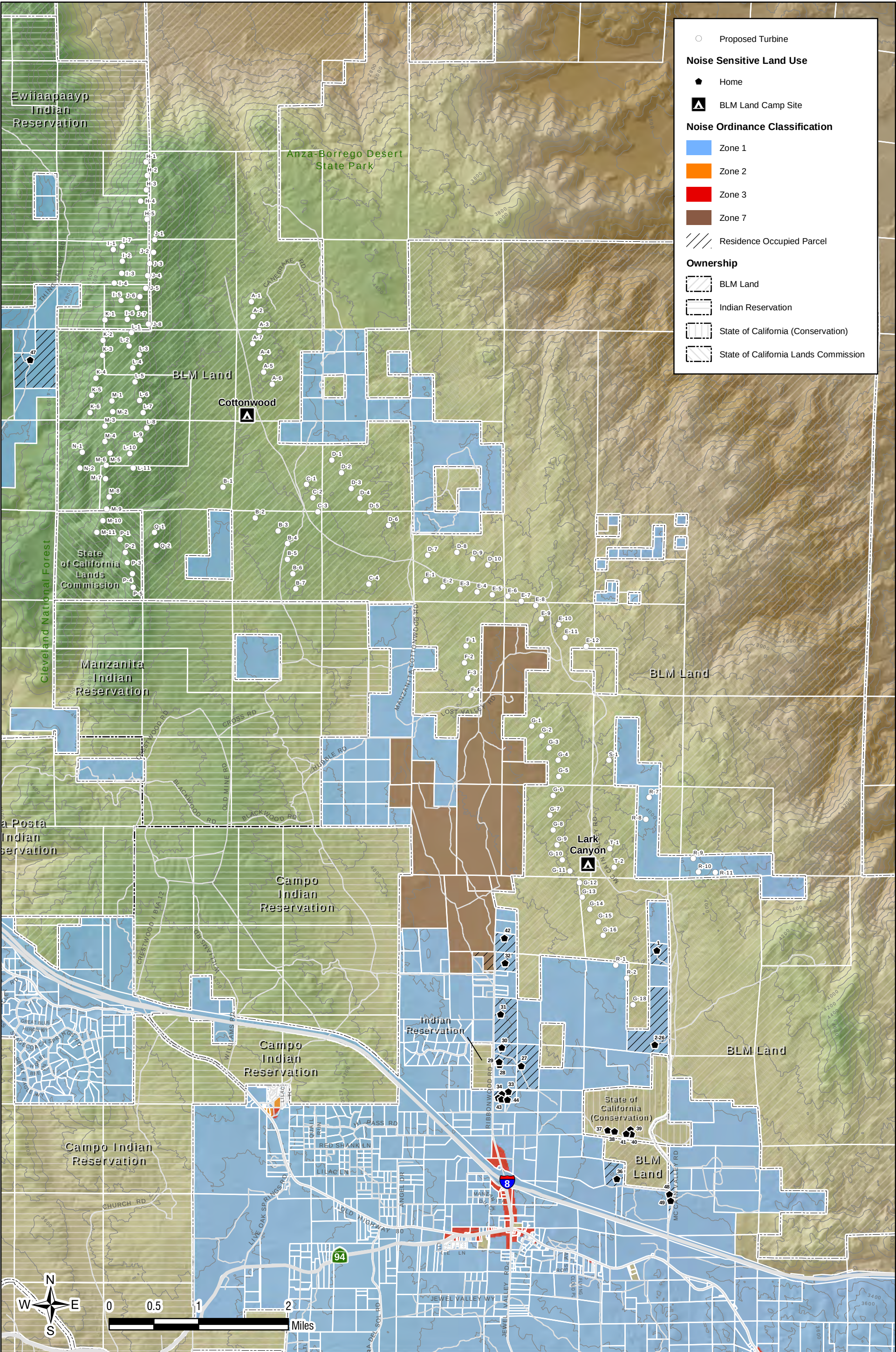


Figure 7. Turbine Layout and Property Boundary Identification

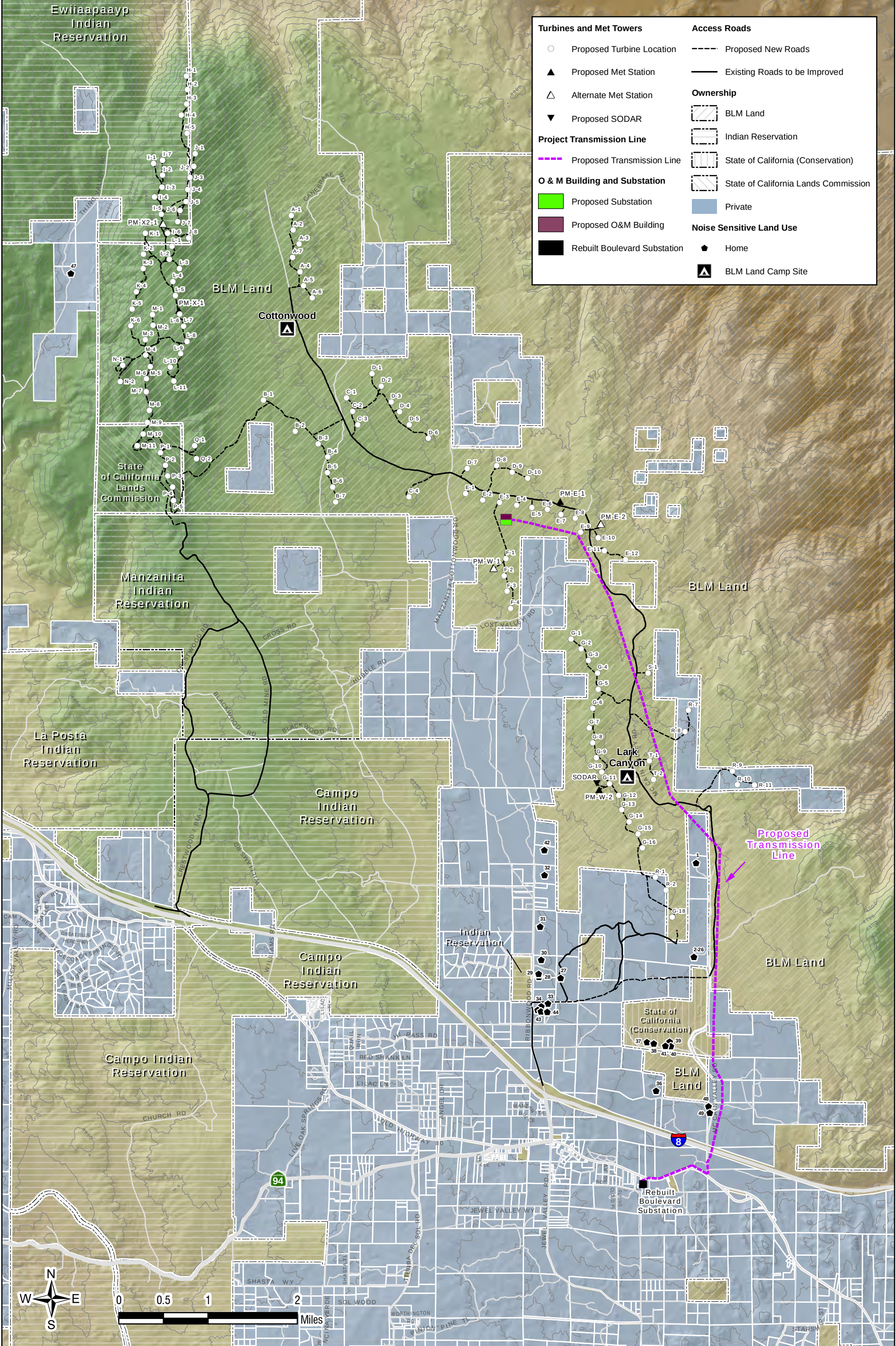


Figure 8. 138 kV Transmission Line Corona Noise

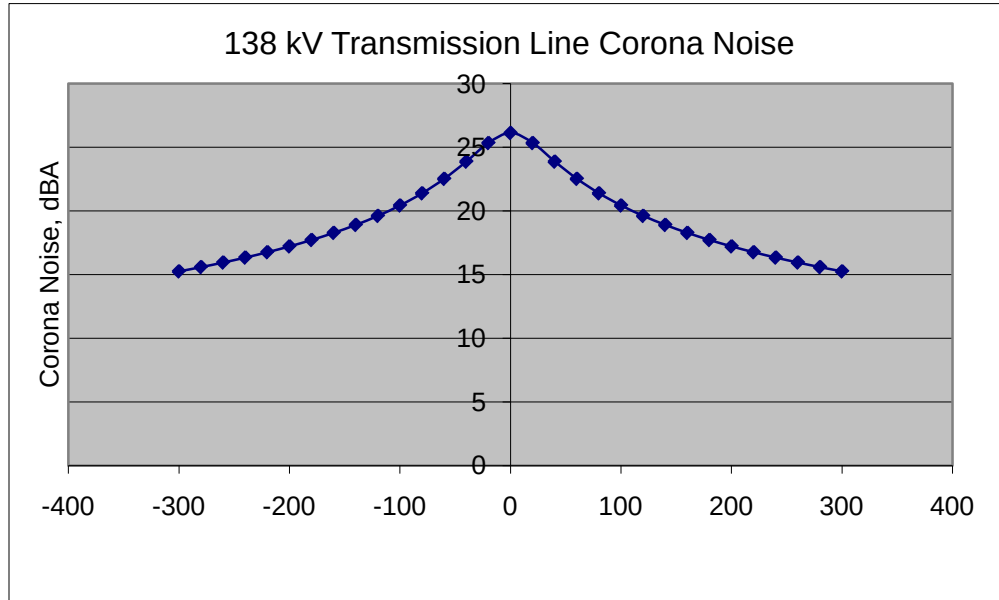
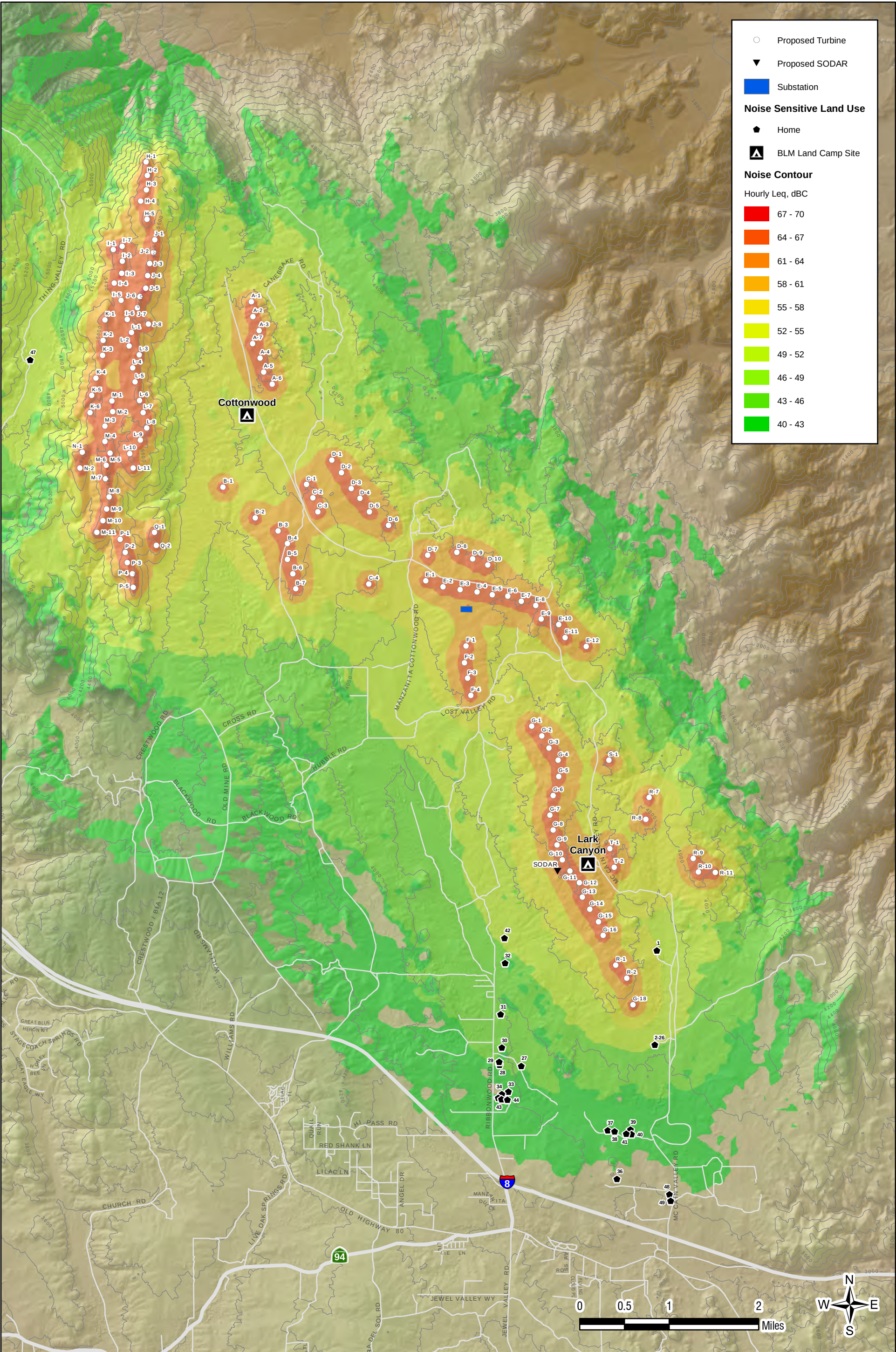


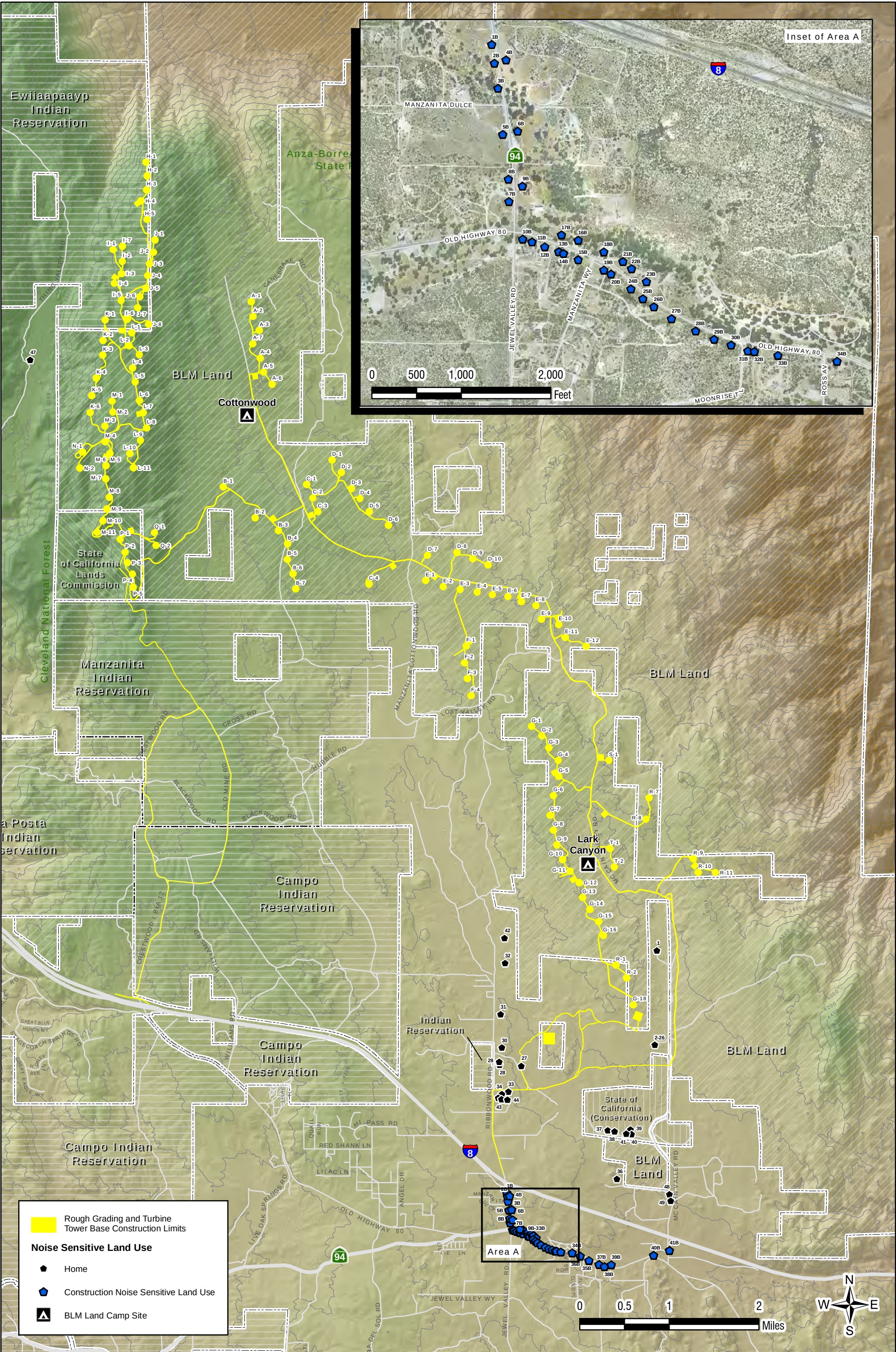
Figure 9. A-Weighted Operational Noise Contours



A-weighted Operational Noise Contours

Figure 10. C-Weighted Operational Noise Contours

Figure 11. Rough Grading and Turbine Tower Base Construction Limits



Rough Grading and Turbine Tower Base Construction Limits

Figure 12. Underground Utility Construction Limits

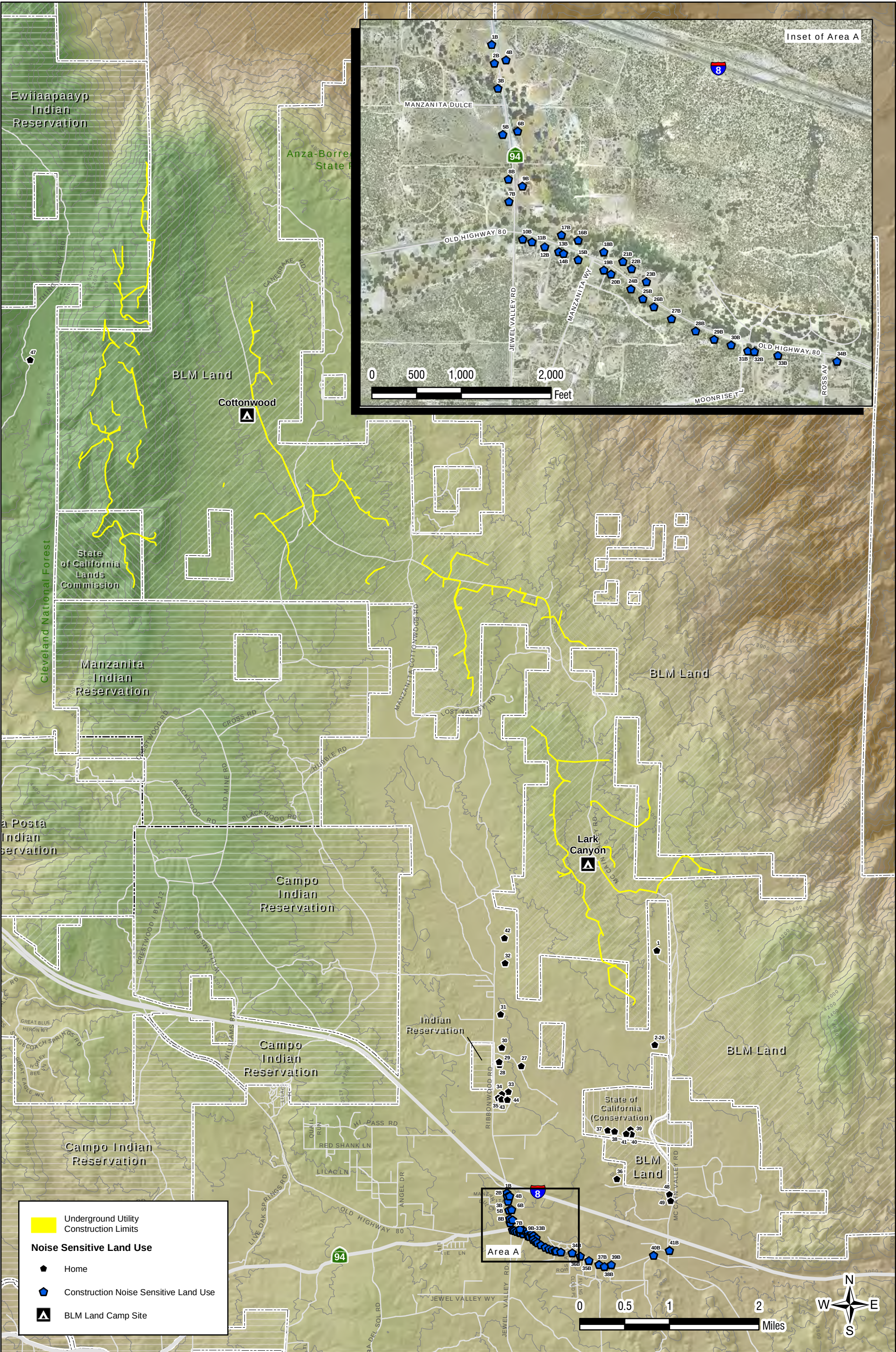


Figure 13. Turbine Tower Construction Limits

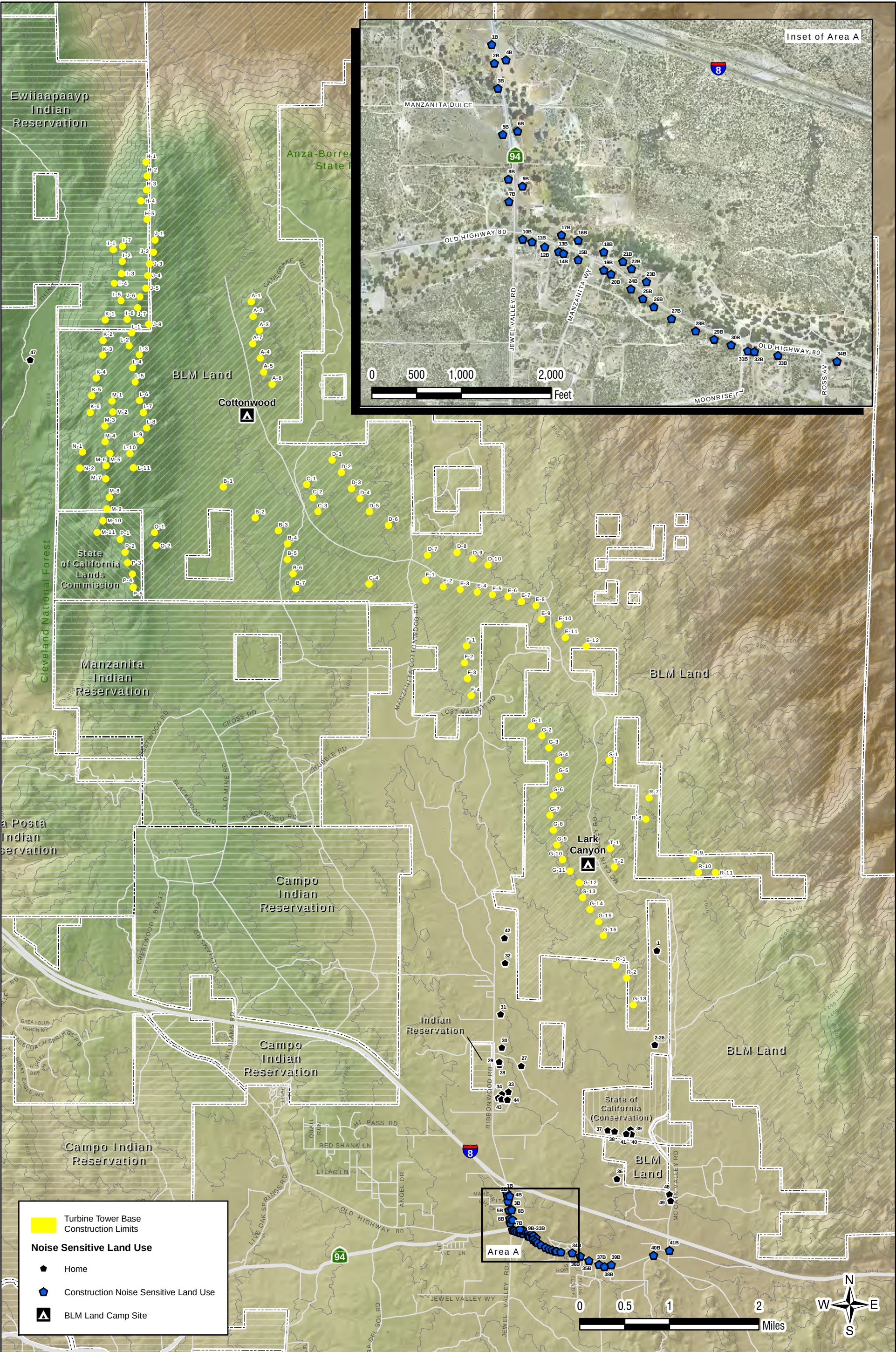


Figure 14. Transmission Construction Limits

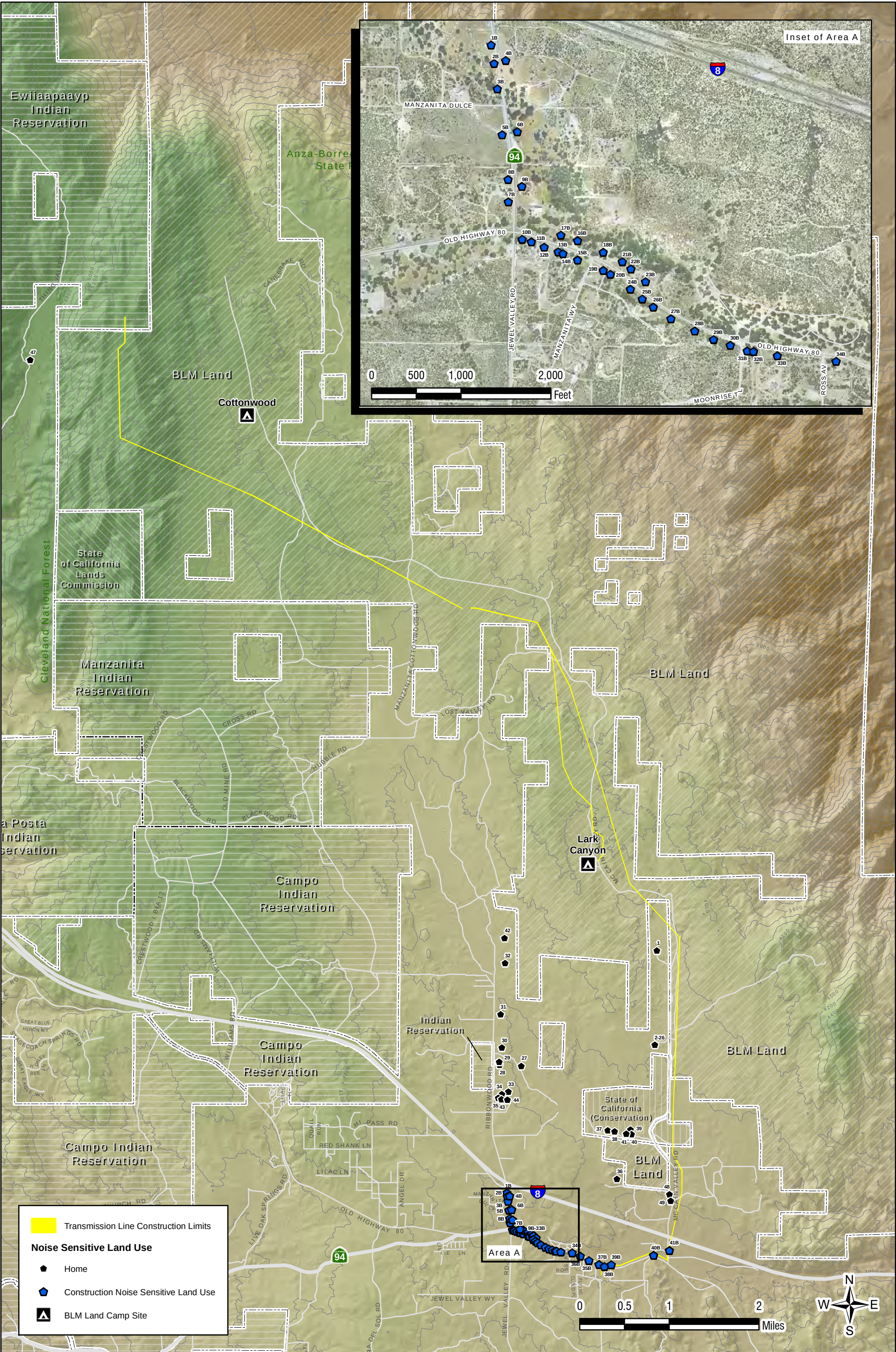


Figure 15. Roadway Construction Temporary Noise Impacts Limits

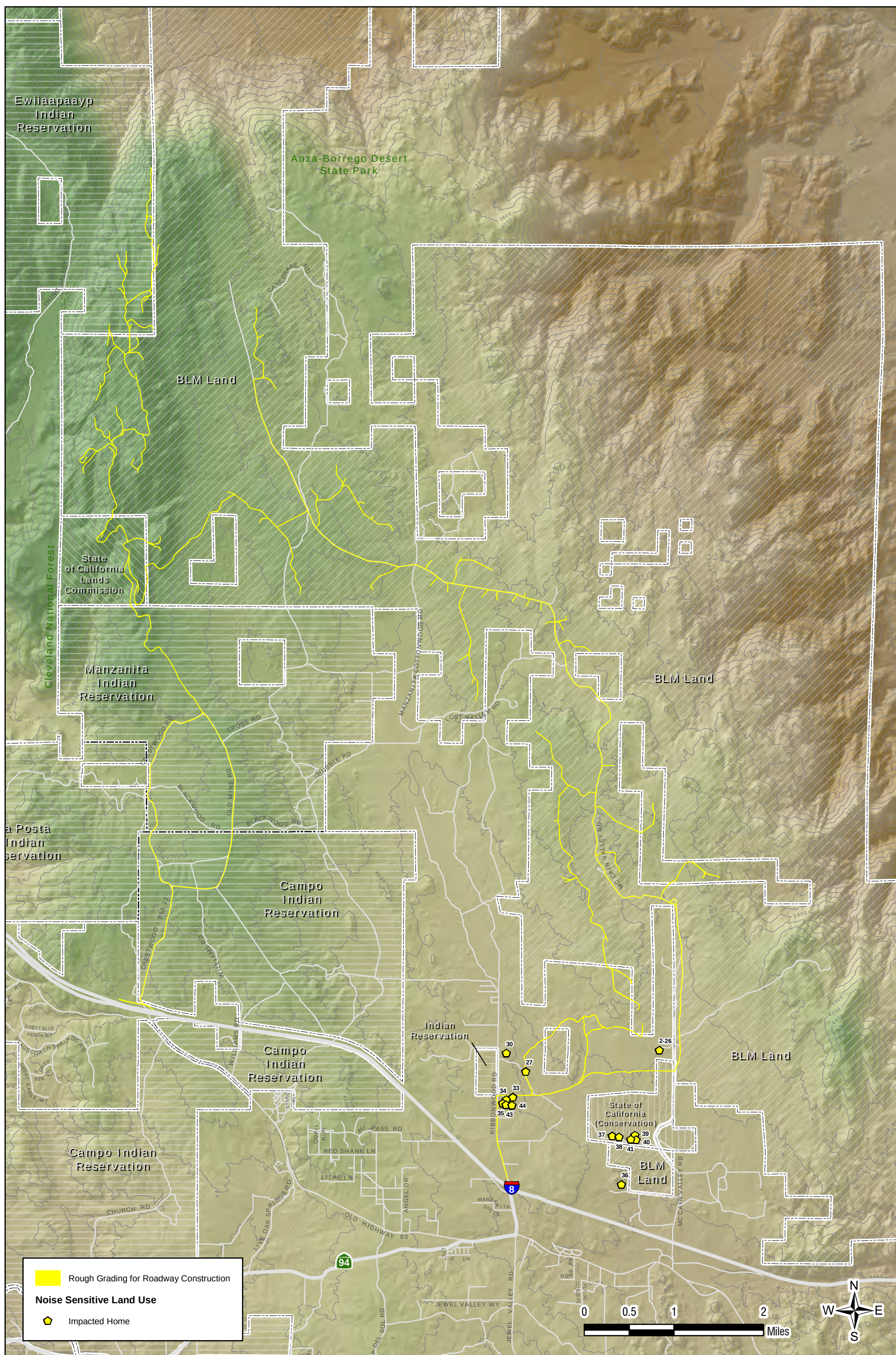
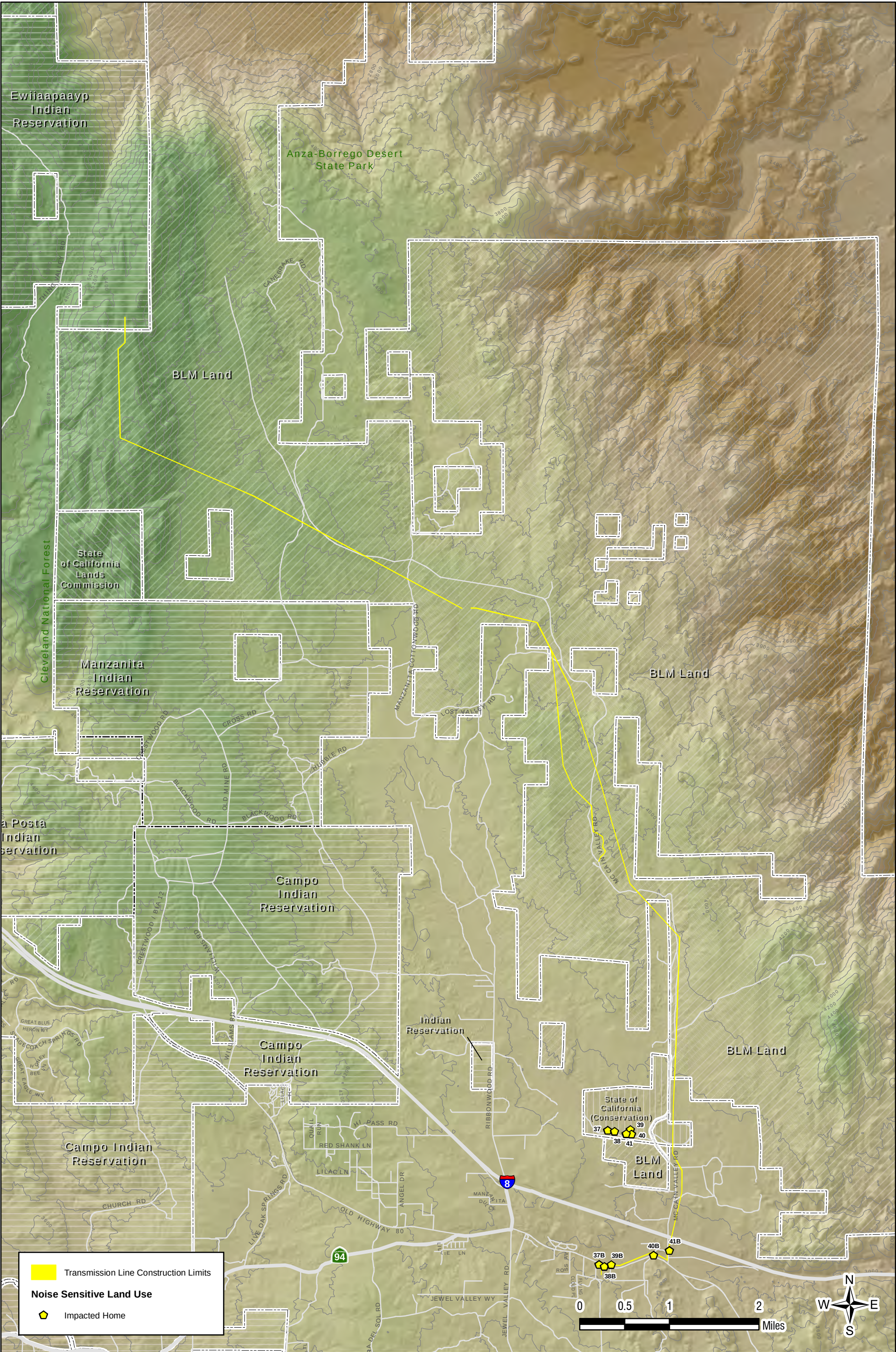


Figure 16. Transmission Line Construction Temporary Noise Impacts



APPENDIX A

NOISE MONITORING RESULTS BY LOCATION

APPENDIX A
NOISE MONITORING RESULTS BY LOCATION

Project: Tule

Subject: Monitoring Location - Cottonwood Campground

Cottonwood Campground

Hour	Date	Time	Duration	Leq(h) dBA	Leq(h) dBC	Lmin, dBA	Lmax, dBA
1	11-Jan-10	15:35:00	0:25:00	42	57	32	73
2	11-Jan-10	16:00:00	1:00:00	43	57	32	62
3	11-Jan-10	17:00:00	1:00:00	38	46	32	60
4	11-Jan-10	18:00:00	1:00:00	42	54	32	63
5	11-Jan-10	19:00:00	1:00:00	49	62	32	72
6	11-Jan-10	20:00:00	1:00:00	47	57	32	69
7	11-Jan-10	21:00:00	1:00:00	32	39	32	69
8	11-Jan-10	22:00:00	1:00:00	55	67	32	34
9	11-Jan-10	23:00:00	1:00:00	32	36	32	33
10	12-Jan-10	0:00:00	1:00:00	32	39	32	49
11	12-Jan-10	1:00:00	1:00:00	32	41	32	42
12	12-Jan-10	2:00:00	1:00:00	32	35	32	44
13	12-Jan-10	3:00:00	1:00:00	32	32	32	32
14	12-Jan-10	4:00:00	1:00:00	32	34	32	32
15	12-Jan-10	5:00:00	1:00:00	32	36	32	38
16	12-Jan-10	6:00:00	1:00:00	34	44	32	52
17	12-Jan-10	7:00:00	1:00:00	34	42	32	50
18	12-Jan-10	8:00:00	1:00:00	37	46	32	55
19	12-Jan-10	9:00:00	1:00:00	33	43	32	49
20	12-Jan-10	10:00:00	1:00:00	37	48	32	58
21	12-Jan-10	11:00:00	1:00:00	38	52	32	59
22	12-Jan-10	12:00:00	1:00:00	38	50	32	56
23	12-Jan-10	13:00:00	1:00:00	40	50	32	56
24	12-Jan-10	14:00:00	1:00:00	39	49	32	61
25	12-Jan-10	15:00:00	0:35:00	40	51	32	65

Project: Tule
Subject: Monitoring Location – Home 47

Home #47

Hour	Date	Time	Duration	Leq(h) dBA	Leq(h) dBC	Lmin, dBA	Lmax, dBA
1	11-Jan-10	14:00:00	1:00:00	NA	NA	NA	NA
2	11-Jan-10	15:00:00	1:00:00	35	49	32	45
3	11-Jan-10	16:00:00	1:00:00	45	55	32	73
4	11-Jan-10	17:00:00	1:00:00	35	44	32	53
5	11-Jan-10	18:00:00	1:00:00	39	51	32	59
6	11-Jan-10	19:00:00	1:00:00	53	63	32	76
7	11-Jan-10	20:00:00	1:00:00	51	62	32	75
8	11-Jan-10	21:00:00	1:00:00	35	49	32	61
9	11-Jan-10	22:00:00	1:00:00	53	66	32	77
10	11-Jan-10	23:00:00	1:00:00	34	48	32	45
11	12-Jan-10	0:00:00	1:00:00	33	45	32	38
12	12-Jan-10	1:00:00	1:00:00	32	44	32	41
13	12-Jan-10	2:00:00	1:00:00	32	43	32	39
14	12-Jan-10	3:00:00	1:00:00	32	42	32	39
15	12-Jan-10	4:00:00	1:00:00	32	41	32	35
16	12-Jan-10	5:00:00	1:00:00	32	42	32	36
17	12-Jan-10	6:00:00	1:00:00	37	47	32	55
18	12-Jan-10	7:00:00	1:00:00	49	53	32	64
19	12-Jan-10	8:00:00	1:00:00	54	59	32	69
20	12-Jan-10	9:00:00	1:00:00	53	61	39	63
21	12-Jan-10	10:00:00	1:00:00	51	60	32	63
22	12-Jan-10	11:00:00	1:00:00	51	61	32	72
23	12-Jan-10	12:00:00	1:00:00	39	58	32	57
24	12-Jan-10	13:00:00	0:42:34	49	60	33	62

Project: Tule**Subject:** Monitoring Location – Lark Canyon Campground**Lark Canyon**

Hour	Date	Time	Duration	Leq(h) dBA	Leq(h) dBC	Lmin, dBA	Lmax, dBA
1	11-Jan-10	16:10:00	0:49:59	41	52	33	64
2	11-Jan-10	17:00:00	1:00:00	48	58	33	68
3	11-Jan-10	18:00:00	1:00:00	44	58	33	67
4	11-Jan-10	19:00:00	1:00:00	47	55	33	71
5	11-Jan-10	20:00:00	1:00:00	39	50	33	59
6	11-Jan-10	21:00:00	1:00:00	33	40	33	37
7	11-Jan-10	22:00:00	1:00:00	34	48	33	49
8	11-Jan-10	23:00:00	1:00:00	33	42	33	39
9	12-Jan-10	0:00:00	1:00:00	33	43	33	37
10	12-Jan-10	1:00:00	1:00:00	34	45	33	50
11	12-Jan-10	2:00:00	1:00:00	34	43	33	48
12	12-Jan-10	3:00:00	1:00:00	33	40	33	36
13	12-Jan-10	4:00:00	1:00:00	33	40	33	35
14	12-Jan-10	5:00:00	1:00:00	33	40	33	38
15	12-Jan-10	6:00:00	1:00:00	35	44	33	56
16	12-Jan-10	7:00:00	1:00:00	37	48	33	54
17	12-Jan-10	8:00:00	1:00:00	37	48	33	51
18	12-Jan-10	9:00:00	1:00:00	49	57	33	77
19	12-Jan-10	10:00:00	1:00:00	44	57	33	67
20	12-Jan-10	11:00:00	1:00:00	48	59	33	74
21	12-Jan-10	12:00:00	1:00:00	37	51	33	59
22	12-Jan-10	13:00:00	1:00:00	35	48	32	50
23	12-Jan-10	14:00:00	1:00:00	34	49	32	48
24	12-Jan-10	15:00:00	1:00:00	41	52	32	65
25	12-Jan-10	16:00:00	0:10:00	41	55	33	57

Project: Tule**Subject:** Monitoring Location –Home 42**Home #42**

Hour	Date	Time	Duration	Leq(h), dBA	Leq(h), dBC	Lmin, dBA	Lmax, dBA
1	12-Jan-10	16:50:00	0:09:59	48	57	33	58
2	12-Jan-10	17:00:00	1:00:00	51	59	33	68
3	12-Jan-10	18:00:00	1:00:00	49	56	33	72
4	12-Jan-10	19:00:00	1:00:00	46	55	33	65
5	12-Jan-10	20:00:00	1:00:00	44	53	33	70
6	12-Jan-10	21:00:00	1:00:00	34	42	33	44
7	12-Jan-10	22:00:00	1:00:00	37	49	33	55
8	12-Jan-10	23:00:00	1:00:00	35	46	33	53
9	13-Jan-10	0:00:00	1:00:00	34	42	33	51
10	13-Jan-10	1:00:00	1:00:00	34	45	33	39
11	13-Jan-10	2:00:00	1:00:00	41	68	34	58
12	13-Jan-10	3:00:00	1:00:00	48	74	36	60
13	13-Jan-10	4:00:00	1:00:00	49	75	39	62
14	13-Jan-10	5:00:00	1:00:00	47	73	37	64
15	13-Jan-10	6:00:00	1:00:00	42	68	34	58
16	13-Jan-10	7:00:00	1:00:00	39	59	34	55
17	13-Jan-10	8:00:00	1:00:00	44	64	35	67
18	13-Jan-10	9:00:00	1:00:00	43	67	34	57
19	13-Jan-10	10:00:00	1:00:00	50	75	37	66
20	13-Jan-10	11:00:00	1:00:00	50	76	37	66
21	13-Jan-10	12:00:00	1:00:00	52	77	38	66
22	13-Jan-10	13:00:00	1:00:00	56	80	39	70
23	13-Jan-10	14:00:00	1:00:00	56	80	39	69
24	13-Jan-10	15:00:00	1:00:00	49	74	36	63
25	13-Jan-10	16:00:00	0:50:00	43	68	35	58

Project: Tule
Subject: Monitoring Location –Home 28

Home #28

Hour	Date	Time	Duration	Leq(h), dBA	Leq(h), dBC	Lmin, dBA	Lmax, dBA
1	12-Jan-10	17:05:00	0:54:59	54	60	35	72
2	12-Jan-10	18:00:00	1:00:00	51	56	34	76
3	12-Jan-10	19:00:00	1:00:00	55	62	32	74
4	12-Jan-10	20:00:00	1:00:00	49	54	32	73
5	12-Jan-10	21:00:00	1:00:00	45	51	32	70
6	12-Jan-10	22:00:00	1:00:00	46	54	32	69
7	12-Jan-10	23:00:00	1:00:00	40	50	32	52
8	13-Jan-10	0:00:00	1:00:00	41	49	32	66
9	13-Jan-10	1:00:00	1:00:00	39	46	32	53
10	13-Jan-10	2:00:00	1:00:00	40	48	33	52
11	13-Jan-10	3:00:00	1:00:00	41	52	34	52
12	13-Jan-10	4:00:00	1:00:00	43	54	36	67
13	13-Jan-10	5:00:00	1:00:00	48	56	37	70
14	13-Jan-10	6:00:00	1:00:00	51	57	36	71
15	13-Jan-10	7:00:00	1:00:00	50	55	36	72
16	13-Jan-10	8:00:00	1:00:00	51	60	37	72
17	13-Jan-10	9:00:00	1:00:00	49	58	37	75
18	13-Jan-10	10:00:00	1:00:00	51	58	40	73
19	13-Jan-10	11:00:00	1:00:00	51	61	40	71
20	13-Jan-10	12:00:00	1:00:00	51	60	40	71
21	13-Jan-10	13:00:00	1:00:00	52	63	42	72
22	13-Jan-10	14:00:00	1:00:00	51	64	43	72
23	13-Jan-10	15:00:00	1:00:00	49	59	41	71
24	13-Jan-10	16:00:00	1:00:00	53	62	40	71
25	13-Jan-10	17:00:00	0:05:00	54	61	43	66

Project: Tule
Subject: Monitoring Location - Rough Acres

Rough Acres

Hour	Date	Time	Duration	Leq(h), dBA	Leq(h), dBC	Lmin, dBA	Lmax, dBA
1	12-Jan-10	14:40:00	0:19:59	58	68	33	75
2	12-Jan-10	15:00:00	1:00:00	42	66	33	59
3	12-Jan-10	16:00:00	1:00:00	55	63	33	73
4	12-Jan-10	17:00:00	1:00:00	52	60	32	70
5	12-Jan-10	18:00:00	1:00:00	44	53	32	68
6	12-Jan-10	19:00:00	1:00:00	51	59	32	70
7	12-Jan-10	20:00:00	1:00:00	39	52	32	57
8	12-Jan-10	21:00:00	1:00:00	33	47	32	39
9	12-Jan-10	22:00:00	1:00:00	35	48	32	46
10	12-Jan-10	23:00:00	1:00:00	35	47	32	49
11	13-Jan-10	0:00:00	1:00:00	34	44	32	50
12	13-Jan-10	1:00:00	1:00:00	33	44	32	40
13	13-Jan-10	2:00:00	1:00:00	34	55	32	48
14	13-Jan-10	3:00:00	1:00:00	44	70	33	56
15	13-Jan-10	4:00:00	1:00:00	49	76	41	60
16	13-Jan-10	5:00:00	1:00:00	47	73	37	58
17	13-Jan-10	6:00:00	1:00:00	40	66	33	56
18	13-Jan-10	7:00:00	1:00:00	40	54	34	58
19	13-Jan-10	8:00:00	1:00:00	49	67	35	75
20	13-Jan-10	9:00:00	1:00:00	47	72	35	60
21	13-Jan-10	10:00:00	1:00:00	49	76	40	62
22	13-Jan-10	11:00:00	1:00:00	51	77	40	65
23	13-Jan-10	12:00:00	1:00:00	52	79	40	63
24	13-Jan-10	13:00:00	1:00:00	56	83	45	70
25	13-Jan-10	14:00:00	0:40:00	58	85	46	69

APPENDIX B

CADNA-A INPUT/OUTPUT DATA

APPENDIX B

CADNA-A MODEL INPUT/OUTPUT DATA (COMMA DELIMITED)

Wind Turbine Locations

turbine_ID,x_coordinate,y_coordinate,z_coordinate

TURBINE_ID,EASTING,NORTHING,Elev_Ft

M1,6525765.632,1872084.645,5545
 M2,6525812.053,1871447.242,5555
 I3,6526335.427,1879613.191,5455
 A2,6534088.376,1877084.147,4510
 L4,6526983.269,1874043.194,5560
 A4,6534509.477,1874621.013,4470
 L8,6527811.325,1870500.275,5615
 N1,6524020.292,1869083.179,5685
 P1,6526249.368,1863923.909,5200
 I2,6526373.543,1880335.244,5500
 H2,6527847.343,1885386.714,5500
 M7,6525393.954,1867502.656,5650
 L10,6526820.896,1868993.948,5800
 L7,6527612.819,1871405.431,5575
 P3,6526678.217,1862545.031,5300
 D9,6547056.684,1862775.652,4050
 E7,6549930.924,1860256.037,4025
 G11,6552799.446,1844344.909,4000
 G12,6553347.097,1843658.216,4000
 R1,6555508.339,1838800.032,3920
 A5,6534716.059,1873798.318,4430
 C2,6537619.056,1866366.955,4435
 C3,6537920.934,1865564.51,4460
 A3,6534456.214,1876264.007,4520
 Q2,6528376.069,1863566.52,5155
 P4,6526971.991,1861875.601,5280
 K6,6524479.977,1871412.099,5460
 I6,6526667.48,1876911.616,5495
 M10,6525227.643,1865021.108,5495
 A7,6534070.147,1875470.561,4550
 E12,6553758.475,1857605.753,3875
 F4,6546955.772,1854709.125,4050
 H1,6527779.061,1886195.189,5515
 R7,6557465.778,1848670.532,4005

E6,6549132.706,1860550.342,4015
G10,6552354.322,1845025.738,4020
T2,6555415.88,1844581.767,4020
R8,6557277.997,1847412.989,4045
R9,6560075.279,1845078.86,4055
E9,6551106.513,1859216.122,4090
F1,6546675.136,1857635.35,4110
G4,6552105.044,1850877.342,4110
D7,6544390.163,1862987.274,4130
G1,6550532.393,1852894.964,4145
D6,6542083.098,1864755.178,4210
C4,6540937.129,1861294.237,4255
D1,6538754.079,1868608.386,4310
D4,6540399.754,1866340.297,4320
C1,6537255.843,1867160.968,4395
A6,6535222.427,1873081.946,4395
B7,6536613.881,1861009.845,4420
B2,6534215.749,1865190.778,4505
B1,6532328.756,1867020.663,4530
A1,6533988.123,1877951.99,4540
Q1,6528275.78,1864323.268,5265
I1,6525841.71,1881026.376,5430
M11,6524881.646,1864343.986,5465
L3,6527376.163,1874819.112,5505
I7,6526379.108,1881225.972,5435
K3,6525218.551,1874802.664,5560
K4,6524828.376,1873447.077,5565
J5,6527762.094,1878749.075,5565
L1,6526926.951,1876125.285,5570
M9,6525464.875,1865721.465,5580
J1,6528299.754,1881604.733,5590
L5,6527130.668,1873218.855,5590
J7,6527275.461,1877596.202,5605
J6,6527411.325,1878243.699,5630
M4,6525360.845,1869685.13,5640
M3,6525344.417,1870613.128,5570
L6,6527386.104,1872120.059,5630
J3,6527989.641,1880194.683,5645
M8,6525604.812,1866416.317,5655
L9,6527446.46,1869773.648,5710
L11,6527033.707,1868147.503,5810
N2,6523867.786,1868130.669,5590
D10,6547959.794,1862408.74,4035
P5,6527022.259,1861092.495,5285

E3,6546314.678,1860966.126,4080
G13,6553533.479,1842792.219,3985
G18,6556525.569,1836448.115,3810
K5,6524570.698,1872415.124,5485
D3,6539898.391,1866924.435,4315
B6,6536443.984,1861894.586,4440
B5,6536117.636,1862738.23,4460
E4,6547317.153,1860819.377,4060
E5,6548214.407,1860664.334,4030
E10,6552133.695,1858891.866,3990
E11,6552513.049,1858129.777,3970
F2,6546573.617,1856635.284,4105
G2,6551136.514,1852328.488,4145
G3,6551554.311,1851618.944,4155
G14,6553973.536,1842078.912,3955
R10,6560370.479,1844271.914,4050
G8,6551812.916,1846758.437,4100
B3,6535582.567,1864433.84,4525
B4,6536132.247,1863668.893,4500
P2,6526545.601,1863163.433,5225
J8,6527924.051,1876623.182,5450
I5,6526302.567,1878030.782,5525
H5,6527835.538,1882812.725,5675
K2,6525240.639,1875666.514,5675
G7,6551614.548,1847638.433,4125
R2,6556149.766,1838037.258,3910
G16,6554765.81,1840541.429,3995
S1,6555096.811,1850890.895,4005
R11,6561380.297,1844259.996,4005
G15,6554489.296,1841356.019,3970
T1,6555155.533,1845677.024,4005
E8,6550782.637,1860025.33,4015
D8,6546128.343,1863149.067,4040
G9,6552031.657,1845884.525,4060
F3,6546749.169,1855709.673,4105
G5,6552135.012,1849930.712,4110
E2,6545311.582,1861126.988,4145
E1,6544287.304,1861496.377,4155
G6,6551814.229,1848803.278,4155
D5,6540955.428,1865559.483,4255
D2,6539302.98,1867864.322,4330
I4,6525897.387,1879039.262,5520
H3,6527803.592,1884550.518,5520
L2,6526778.975,1875350.103,5530

H4,6527472.72,1883901.681,5530
M5,6525647.761,1869002.275,5665
K1,6525357.162,1876885.611,5670
M6,6525417.729,1868280.553,5695
J2,6528214.943,1880866.8,5655
J4,6527873.491,1879494.839,5595

DRAFT

Wind Turbine Sound Power Data

turbine_ID,31.5,63,125,250,500,1000,2000,4000,8000

TURBINE_ID,31.5,63,125,250,500,1000,2000,4000,8000

M1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

M2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

I3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

A2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

L4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

A4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

L8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

N1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

P1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

I2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

H2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

M7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

L10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

L7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

P3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

D9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

E7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

G11,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

G12,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

R1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

A5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

C2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

C3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

A3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

Q2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

P4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

K6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

I6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

M10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

A7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

E12,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

F4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

H1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

R7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

E6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

G10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

T2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

R8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

R9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

E9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
F1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
C4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
C1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
A6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
A1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
Q1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
I1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M11,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
I7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
K3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
K4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L11,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
N2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
P5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G13,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G18,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
K5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

B6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E11,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
F2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G14,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
R10,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
B4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
P2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
I5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
H5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
K2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G7,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
R2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G16,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
S1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
R11,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G15,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
T1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D8,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G9,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
F3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
E1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
G6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
D2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
I4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
H3,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
L2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
H4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M5,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
K1,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
M6,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7
J2,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

J4,83.8,92.2,98.8,103.9,106.3,105.3,101,93,79.7

DRAFT

Property Boundary Location – Turbine

HOME_ID,x_coordinate,y_coordinate

ID,EASTING,NORTHING

Home_1,6557447.814,1838845.431

Home_2,6557430.779,1836430.226

Home_27,6551062.36,1833992.382

Home_28,6549582.083,1833082.267

Home_30,6549691,1834149

Home_31,6549694,1836817

Home_32,6549680,1839475

Home_33,6549650,1831390

Home_34,6549019,1831396

Home_36,6555249.363,1827248.04

Home_39,6557635,1833556

Home_42,6549673.985,1840589.002

Home_47,6522544.755,1872891.975

Home_48,6558599.25,1827234.202

Substation Location

Substation_ID,x_coordinate,y_coordinate

ID,EASTING,NORTHING

Deviant,6546685.97803,1859797.89951

Substation Sound Power Data

Substation_ID, 31.5,63,125,250,500,1000,2000,4000,8000

Proposed,55.9,62.3,85.6,94.3,98.9,91.8,84.3,77.1,70.3

Property Boundary Location - Substation

HOME_ID,x_coordinate,y_coordinate

Home_1,6557415.562,1840134.989

Home_2,6557438.712,1837542.002

Home_27,6549691,1834149

Home_28,6548420.152,1833577.389

Home_28,6548324.573,1833561.012

Home_30,6548357.587,1834191.638

Home_31,6548475.854,1836896.938

Home_32,6548498.02,1839563.166

Home_33,6549070.044,1831395.515

Home_34,6548299.691,1831402.786

Home_36,6554761.354,1827312.918

Home_39,6557635,1833556

Home_42,6548390.935,1840743.087

Home_47,6522544.755,1872891.975

Home_48,6558599.25,1827234.202

SODAR Location

Source_ID,x_coordinate,y_coordinate

ID,EASTING,NORTHING

Sodar,6552062.83009,1844327.44056

SODAR Emissions Data

Source_ID, 31.5,63,125,250,500,1000,2000,4000,8000

Proposed,55.9,62.3,85.6,94.3,98.9,91.8,84.3,77.1,70.3

Property Boundary Location - SODAR

HOME_ID,x_coordinate,y_coordinate

Home_1,6557415.562,1840134.989
Home_2,6557438.712,1837542.002
Home_27,6551002.681,1834094.664
Home_28,6548580.371,1833549.651
Home_30,6549691,1834149
Home_31,6549694,1836817
Home_32,6549680,1839475
Home_33,6549650,1831390
Home_34,6549019,1831396
Home_36,6554761.354,1827312.918
Home_39,6557635,1833556
Home_42,6549673.985,1840589.002
Home_47,6522544.755,1872891.975
Home_48,6558599.25,1827234.202

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APPENDIX C

TRANSFORMER NOISE SOURCE CALCULATION

Appendix C

Transformer Noise Source Calculation

HDR Computation



Project:	Tule	Computed	GR	Date	5/11/2010
Subject:	Tule Substation Noise	Checked		Date	
Task:	Substation Noise Calc	Sheet	1	Of	1

Calculate the Transformer Side Wall Area

$$10 \cdot \log(S) = 14 + 2.5 \cdot \log(\text{MVA})$$

ref. Electric Power Plant Environmental Noise Guide Volume 1 Chapter 4.2.5 eq. 5

Transformer Rating	100	MVA
Surface area of four side walls, S	79	m ²

Approximate NEMA Sound Rating for Standard (unquieted) Transformer

$$\text{NEMA sound rating} \approx 55 + 12 \cdot \log(\text{MVA})$$

ref. Electric Power Plant Environmental Noise Guide Volume 1 Chapter 4.2.5 eq. 2

Transformer Rating	100	MVA
NEMA Rating	79	

Calculate A-weighted Sound Power Level

$$L_w = \text{NEMA Sound Rating} + 10 \cdot \log(S)$$

ref. Electric Power Plant Environmental Noise Guide Volume 1 Chapter 4.2.5 eq. 4

NEMA Sound Rating	79	
Lw(A)	98	dBA

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APPENDIX D

CADNA-A MODEL VALIDATION

APPENDIX D

CADNA-A MODEL VALIDATION

Project:	Tule Wind	Computed:	EBD	Date:	1/13/2010
Subject:	Hand Calculation	Checked:		Date:	
Task:	Noise Analysis	Page No:	1	of:	1
Job#:					

Cadna-A uses as the basis for its models, the ISO standard 9613-2, "Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation." This standard describes methods and formulae for predicting sound levels at a distance from sound sources. This is based on certain definable variables which describe the sound propagation characteristics between the source and receiver. This section has a spreadsheet/hand-calculation according to the 1996 First Edition of ISO 9613-2, and compares it to the results of a Cadna-A model with the same parameters. The following table shows the parameters used in the calculation.

Propagation Variables

Ground-Plane			
Source-Receiver Distance	d_p	61.0	m
Source Height	h_s	80.0	m
Receiver Height	h_r	1.5	m
Diagonal Source-Receiver Distance	d	100.6	m
Ambient Temperature		10.0	°C
Relative Humidity		70.0	%
Ground Factor	G	0.0	

The result of the model calculation is the equivalent continuous downwind octave-band sound pressure level at the receiver location. This is formula (3) in ISO 9613-2:1996. The independent variables are the source sound power emission level, the directivity correction, and the propagation attenuation.

The source sound power emission level is determined by measurement or other calculation. In this case it is the same input sound power spectrum as was used in the Cadna-A model. The wind turbines are modeled omnidirectional, so the directivity correction is zero. The ground plane effect on directivity is accounted for in the propagation attenuation term for the ground-effect, so it is to be disregarded in the directivity correction here. The propagation attenuation is the sum of several influencing propagation conditions, summarized below. The following table shows the values for these variables, by octave-bands.

Octave Band Center Frequency	f	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Source Sound Power Emission Level	L_w	83.4	92.2	97.8	99.4	97.7	93.4	86.6	84.8
Directivity Correction	D_c	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Propagation Attenuation	A	48.1	48.1	48.2	48.2	48.4	49.0	51.4	59.8
Receiver Sound Pressure Level	$L_{p(DW)}$	35.3	44.1	49.6	51.2	49.3	44.4	35.2	25.0

The octave-band sound pressure levels can be expressed as an overall A-weighted sound level, according to ANSI S1.4, which defines the A frequency weighting network. The octave-band sound power emission levels are pre-weighted, so the resulting octave-band receiver sound pressure levels is also A-weighted, which only requires a simple logarithmic summation of the band levels.

Equivalent continuous downwind A-weighted sound pressure level (dBA)

55.7

Propagation attenuation includes several attenuation terms, including geometric divergence, atmospheric absorption, and ground effect. The following table shows the calculated propagation attenuation, based on these attenuation terms. Barriers and miscellaneous other effects are not attenuation factors in this model, so their values are zero.

Octave Band Center Frequency	f	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Geometric Divergence	A_{div}	51.1	51.1	51.1	51.1	51.1	51.1	51.1	51.1
Atmospheric Absorption	A_{atm}	0.0	0.0	0.1	0.2	0.4	1.0	3.3	11.8
Ground Effect	A_{gr}	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Barrier	A_{bar}	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Miscellaneous Other Effects	A_{misc}	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Propagation Attenuation	A	48.1	48.1	48.2	48.2	48.4	49.0	51.4	59.8

Geometric divergence is the spreading of sound energy from the source - the further away the more spread out the sound energy. It is based upon the diagonal distance of the receiver from the source, and is calculated according to ISO 9613-2:1996, formula (7). It is not frequency-dependent, so the same value applies to all frequency bands.

Geometric Divergence

A_{div} **51.1**

Atmospheric absorption is specified by an attenuation coefficient, calculated from the temperature and humidity of the air, and frequency of the sound wave. The coefficient is given in ISO 9613-2:1996, Table 2, for a few select combinations, and is used in this calculation for 10° C and 70% Relative Humidity.

Octave Band Center Frequency	<i>f</i>	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Attenuation coefficient (dB/km)	α	0.1	0.4	1.0	1.9	3.7	9.7	32.8	117.0
Atmospheric Absorption (dB)	A_{atm}	0.0	0.0	0.1	0.2	0.4	1.0	3.3	11.8

The ground factor accounts for typical increases or decreases of sound level, depending upon the ground conditions between the source and receiver. It is specified by a ground factor, which is zero ($G = 0$) for "hard ground", and one ($G = 1$) for "porous ground". Hard ground is pavement, bare hard tamped ground, water, ice, and other surfaces with low porosity. Porous ground includes vegetation-covered ground, and generally any ground surface suitable for growing vegetation.

Where ground is porous, the intervening distance between source and receiver is subdivided into three regions, the source region, receiver region and middle region, summed to obtain the total ground attenuation according to equation (9). The expressions for calculating the regions' octave-band ground attenuation are from ISO 9316-2:1996, Table 3.

With a ground factor of zero, the total ground effect attenuation is -3 dB. In other words, it actually increases the sound level, just as if the sound propagation were hemispherical instead of spherical - in other words a free-field over a reflecting plane.

Octave Band Center Frequency	f	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Source Region Attenuation	A_s	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Receiver Region Attenuation	A_r	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5	-1.5
Middle Region Attenuation	A_m	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Ground Effect Attenuation	A_{gr}	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0

Comparing the levels from this spreadsheet/hand calculation to a congruent Cadna-A model shows a difference of one-tenth of a decibel in most bands, and not more than two-tenths of a decibel in any band.

Octave Band Center Frequency	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Spreadsheet Calculation Levels at Receiver	35.3	44.1	49.6	51.2	49.3	44.4	35.2	25.0
Cadna-A Model Levels at Receiver	35.4	44.2	49.7	51.3	49.4	44.5	35.4	24.8

Spreadsheet Calculation Overall A-weighted Level at Receiver	55.7	dBA
Cadna-A Model Overall A-weighted Level at Receiver	55.8	dBA

APPENDIX E

VEHICULAR CLASSIFICATION COUNTS

TDSSW, Inc.
Daily Classes

DailyClass-319 -- English (ENU)**Datasets:**

Site: [18601] Ribbonwood Road N/O of I-8 W/B Ramps
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 15:58 Monday, December 14, 2009 => 13:09 Tuesday, December 22, 2009
Zone: North America
File: 1860122Dec2009.EC0 (Plus)
Identifier: M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Monday, December 14, 2009 => 16:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 258 / 1043 (24.74%)

Daily Classes

DailyClass-319

Site: 18601.0.0SN
Description: Ribbonwood Road N/O of I-8 W/B Ramps
Filter time: 16:00 Monday, December 14, 2009 => 16:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(0,100) Headway(>0)

Monday, December 14, 2009															Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
Mon*	0	31	14	0	4	0	0	0	0	0	0	0	0		49
(%)	0.0	63.3	28.6	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Tue	3	74	44	0	16	0	0	0	0	0	0	0	0		137
(%)	2.2	54.0	32.1	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Wed*	1	37	27	0	7	0	0	0	0	0	0	0	0		72
(%)	1.4	51.4	37.5	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

Average daily volume

Entire week															137
(%)	3	74	44	0	16	0	0	0	0	0	0	0	0		
	2.2	54.0	32.1	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

Weekdays

DailyClass-318 Page 1

TDSSW, Inc. Daily Classes

DailyClass-318 -- English (ENU)Datasets:

Site: [18601] Ribbonwood Road N/O of I-8 W/B Ramps
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 15:58 Monday, December 14, 2009 => 13:09 Tuesday, December 22, 2009
Zone: North America
File: 1860122Dec2009.EC0 (Plus)
Identifier: M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 16:00 Monday, December 14, 2009 => 16:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 264 / 1043 (25.31%)

Daily Classes

DailyClass-318

Site: 18601.0.0SN
Description: Ribbonwood Road N/O of I-8 W/B Ramps
Filter time: 16:00 Monday, December 14, 2009 => 16:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(0,100) Headway(>0)

Monday, December 14, 2009

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	1	13	5	0	1	2	0	0	0	0	0	0	0	22
(%)	4.5	59.1	22.7	0.0	4.5	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	4	72	41	0	12	4	0	0	0	0	0	0	0	133
(%)	3.0	54.1	30.8	0.0	9.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	2	61	31	0	13	2	0	0	0	0	0	0	0	109
(%)	1.8	56.0	28.4	0.0	11.9	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	4	72	41	0	12	4	0	0	0	0	0	0	0	133
(%)	3.0	54.1	30.8	0.0	9.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekdays

TDSSW, Inc.
Daily Classes

DailyClass-320 -- English (ENU)**Datasets:**

Site: [18602] Ribbonwood Road Btwn I-8 E/B Ramps & Old hwy 80
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 16:08 Monday, December 14, 2009 => 13:20 Tuesday, December 22, 2009
Zone: North America
File: 1860222Dec2009.EC0 (Plus)
Identifier: M278T72B MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1127 / 4671 (24.13%)

Daily Classes

DailyClass-320

Site: 18602.0.0SN
Description: Ribbonwood Road Btwn I-8 E/B Ramps & Old hwy 80
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(0,100) Headway(>0)

Monday, December 14, 2009															Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
Mon*	0	39	25	0	11	0	0	1	5	0	0	0	0		81
(%)	0.0	43.1	30.9	0.0	13.5	0.0	0.0	1.2	6.2	0.0	0.0	0.0	0.0		
Tue	2	328	163	0	82	6	0	3	6	0	0	0	0		590
(%)	0.3	55.6	27.6	0.0	13.9	1.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0		
Wed*	6	240	131	0	72	0	0	0	7	0	0	0	0		456
(%)	1.3	52.6	28.7	0.0	15.8	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0		
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0		0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		

Average daily volume

Entire week	2	328	163	0	82	6	0	3	6	0	0	0	0		590
(%)	0.3	55.6	27.6	0.0	13.9	1.0	0.0	0.5	1.0	0.0	0.0	0.0	0.0		

Weekdays

TDSSW, Inc. Daily Classes

DailyClass-321 -- English (ENU)

Datasets:

Site: [18602] Ribbonwood Road Btwn I-8 E/B Ramps & Old hwy 80
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 16:08 Monday, December 14, 2009 => 13:20 Tuesday, December 22, 2009
Zone: North America
File: 1860222Dec2009.EC0 (Plus)
Identifier: M278T7ZB MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 1211 / 4671 (25.93%)

Daily Classes

DailyClass-321

Site: 18602.0.0SN
Description: Ribbonwood Road Btwn I-8 E/B Ramps & Old hwy 80
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(0,100) Headway(>0)

Monday, December 14, 2009

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	101	29	0	14	0	0	2	3	0	0	0	0	149
(%)	0.0	67.8	19.5	0.0	9.4	0.0	0.0	1.3	2.0	0.0	0.0	0.0	0.0	
Tue	8	364	168	1	78	8	0	3	11	0	0	0	0	641
(%)	1.2	56.8	26.2	0.2	12.2	1.2	0.0	0.5	1.7	0.0	0.0	0.0	0.0	
Wed*	4	225	123	0	61	0	0	0	7	1	0	0	0	421
(%)	1.0	53.4	29.2	0.0	14.5	0.0	0.0	0.0	1.7	0.2	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week
 8 364 168 1 78 8 0 3 11 0 0 0 0 641
 (%) 1.2 56.8 26.2 0.2 12.2 1.2 0.0 0.5 1.7 0.0 0.0 0.0 0.0

Weekdays

TDSSW, Inc. Daily Classes

DailyClass-323 -- English (ENU)

Datasets:

Site: [18603] Old Hwy 80 Btwn Ribbonwood Road & Mc Cain Valley Road
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 16:36 Monday, December 14, 2009 => 13:04 Tuesday, December 22, 2009
Zone: North America
File: 1860322Dec2009.EC0 (Plus)
Identifier: M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: East (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 983 / 3954 (24.86%)

Daily Classes

DailyClass-323

Site: 18603.0.0EW
Description: Old Hwy 80 Btwn Ribbonwood Road & Mc Cain Valley Road
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(E) Sp(0,100) Headway(>0)

Monday, December 14, 2009														
	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	81	31	0	15	6	0	0	0	0	0	0	0	133
(%)	0.0	60.9	23.3	0.0	11.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	2	252	153	1	86	5	0	0	0	0	0	0	0	499
(%)	0.4	50.5	30.7	0.2	17.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	6	156	114	0	73	2	0	0	0	0	0	0	0	351
(%)	1.7	44.4	32.5	0.0	20.8	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entira week	2	252	153	1	86	5	0	0	0	0	0	0	0	499
(%)	0.4	50.5	30.7	0.2	17.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekdays

TDSSW, Inc. Daily Classes

DailyClass-324 – English (ENU)

Datasets:

Site: [18603] Old Hwy 80 Btwn Ribbonwood Road & Mc Cain Valley Road
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 16:36 Monday, December 14, 2009 => 13:04 Tuesday, December 22, 2009
Zone: North America
File: 1860322Dec2009.EC0 (Plus)
Identifier: M264XG37 MC56-6 [MG55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: West (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 975 / 3954 (24.66%)

Daily Classes

DailyClass-324

Site: 18603.0.0EW
Description: Old Hwy 80 Btwn Ribbonwood Road & Mc Cain Valley Road
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(W) Sp(0,100) Headway(>0)

Monday, December 14, 2009

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	53	11	0	11	0	0	0	0	0	0	0	0	75
(%)	0.0	70.7	14.7	0.0	14.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	2	282	139	0	63	3	0	1	0	0	0	0	0	490
(%)	0.4	57.6	28.4	0.0	12.9	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Wed*	3	237	110	0	59	0	0	1	0	0	0	0	0	410
(%)	0.7	57.8	26.8	0.0	14.4	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	2	282	139	0	63	3	0	1	0	0	0	0	0	490
(%)	0.4	57.6	28.4	0.0	12.9	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0	

Weekdays

DailyClass-326 Page 1

TDSSW, Inc. Daily Classes

DailyClass-326 -- English (ENU)Datasets:

Site: [18604] Mc Cain Valley Road N/O Old Hwy 80
Direction: 5 - South bound A>B; North bound B>A. Lane: 0
Survey Duration: 16:23 Monday, December 14, 2009 => 13:13 Tuesday, December 22, 2009
Zone: North America
File: 1860422Dec2009.EC0 (Plus)
Identifier: M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: North (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 124 / 499 (24.85%)

Daily Classes

DailyClass-326

Site: 18604.0.0SN
Description: Mc Cain Valley Road N/O Old Hwy 80
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(0,100) Headway(>0)

Monday, December 14, 2009

	1	2	3	4	5	6	7	8	9	10	11	12	13	Total
Mon*	0	5	1	0	3	0	0	0	0	0	0	0	0	9
(%)	0.0	55.6	11.1	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	0	21	16	1	17	0	0	0	0	0	0	0	0	55
(%)	0.0	38.2	29.1	1.8	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	17	24	0	19	0	0	0	0	0	0	0	0	60
(%)	0.0	28.3	40.0	0.0	31.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	0	21	16	1	17	0	0	0	0	0	0	0	0	55
(%)	0.0	38.2	29.1	1.8	30.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekdays

TDSSW, Inc.
Daily Classes

DailyClass-327 -- English (ENU)**Datasets:**

Site: [18604] Mc Cain Valley Road N/O Old Hwy 80
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 16:23 Monday, December 14, 2009 => 13:13 Tuesday, December 22, 2009
Zone: North America
File: 1860422Dec2009.EC0 (Plus)
Identifier: M508KRAN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range: 0 - 100 mph.
Direction: South (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (Scheme F99)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 119 / 499 (23.85%)

Daily Classes

DailyClass-327

Site: 18604.0.0SN
Description: Mc Cain Valley Road N/O Old Hwy 80
Filter time: 17:00 Monday, December 14, 2009 => 17:00 Wednesday, December 16, 2009
Scheme: Vehicle classification (Scheme F99)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(0,100) Headway(>0)

Monday, December 14, 2009														Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
Mon*	0	4	0	0	1	0	0	0	0	0	0	0	0	5
(%)	0.0	80.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	0	24	21	0	11	1	0	0	0	0	0	0	0	57
(%)	0.0	42.1	36.8	0.0	19.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed*	0	26	20	0	10	1	0	0	0	0	0	0	0	57
(%)	0.0	45.6	35.1	0.0	17.5	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	0	24	21	0	11	1	0	0	0	0	0	0	0	57
(%)	0.0	42.1	36.8	0.0	19.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekdays

APPENDIX F

SAN DIEGO COUNTY NOISE ORDINANCE

APPENDIX F

SAN DIEGO COUNTY NOISE ORDINANCE

CHAPTER 4. NOISE ABATEMENT AND CONTROL*

***Note**--Added by Ord. No. 3075 (N.S.), effective 6-15-67. Repealed and new Chapter 4 added by Ord. No. 4487 (N.S.), effective 10-17-74. Repealed and new Chapter 4 added by Ord. No. 6212 (N.S.), effective 2-4-82; amended by Ord. No. 9962 (N.S.), effective 1-9-09.

Cross reference(s)--Noise abatement procedures, § 85.441.

SEC. 36.401. PURPOSE.

Disturbing, excessive or offensive noise interferes with a person's right to enjoy life and property and is detrimental to the public health and safety. Every person is entitled to an environment free of annoying and harmful noise. The purpose of this chapter is to regulate noise in the unincorporated area of the County to promote the public health, comfort and convenience of the County's inhabitants and its visitors.

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

SEC. 36.402. DEFINITIONS.

The following definitions shall apply to this chapter:

(a) "Ambient noise level" means the composite of existing noise from all sources at a given location and time. Ambient noise is sometimes referred to as background noise.

(b) "Average sound level" means the level in decibels of the mean-square A-weighted sound pressure during a stated time period, with reference to the square of the standard reference sound pressure of 20 micropascals. The "average sound level" is equivalent to the industry standard L_{EQ} .

(c) "A-weighted sound level" means the sound level in decibels as measured on a sound level meter using the A-weighted network. The A-weighted network is the network for measuring sound that most closely resembles what the human ear hears. Sound measured using the A-weighted network is designated dBA.

(d) "Construction equipment" means tools, machinery or equipment including "special construction equipment" defined in the Vehicle Code, used in a construction operation on any construction site.

(e) "Container" means any receptacle, regardless of contents, manufactured from wood, metal, plastic, paper or any other material including but not limited to any barrel, basket, box, crate, tub, bottle, can or refuse container.

(f) "Decibel" means a unit for measuring the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals.

(g) "Disturbing, excessive or offensive noise" means any sound or noise that:

(1) Endangers the health or safety of any person.

(2) Causes discomfort or annoyance to a person of normal sensitivity.

(h) "Emergency work" means work: (1) necessary to restore property to a safe condition following a public calamity, (2) required to protect a person or property from injury or damage or (3) by a public or private utility to restore utility service.

(i) "Impulsive noise" means a single noise event or a series of single noise events, which causes a high peak noise level of short duration (one second or less), measured at a specific location. Examples include, but are not limited to, a gun shot, an explosion or a noise generated by construction equipment.

(j) "Maximum sound level" means the highest sound level reached when measuring noise with a sound level meter using the A-weighted network and slow time weighting. The "maximum sound level" is equivalent to the industry standard known as L_{MAX} .

(k) "Motor vehicle" means any self-propelled vehicle as defined in the Vehicle Code and includes a mini-bike and a go-cart.

(l) "Noise control officer" means the County Director of the Department of Planning and Land Use or a person appointed or retained by the Director to perform this function.

(m) "Occupied property" means property on which there is a building for which a certificate of occupancy has been issued.

(n) "Off-road recreational vehicle" means a motor vehicle that is being operated other than on a public or private roadway, whether or not the vehicle was designed or intended for off-road use and may include but is not limited to a motorcycle, go-cart, camper, dune buggy, ATV, racecar, automobile, SUV, pick-up truck or truck. A piece of farm equipment or a motor vehicle being used for an agricultural, military, fire, emergency or law enforcement use or by a public or private utility for work on utilities is not an "off-road recreational vehicle."

(o) "Plainly audible" means any sound that can be detected by a person using his or her unaided hearing faculties. As an example, if the sound source under investigation is a portable or personal vehicular sound amplification or reproduction device, the detection of the rhythmic base

component of music is sufficient to verify plainly audible sound. The noise control officer need not determine the title, specific words or the artist performing the music.

(p) "Powered model vehicle" means a model airplane, model boat or model vehicle of any type or size not designed for carrying persons or property and which may be propelled other than by manpower or wind power.

(q) "Sound amplifying equipment" means any machine or device used to amplify music, the human voice or any sound and does not include a standard automobile radio when used and heard only by the occupants of the vehicle in which it is installed.

(r) "Sound level" means the weighted sound pressure level obtained using a sound level meter and frequency weighting network as provided in the American National Standards Institute (ANSI) specifications for sound level meters. As used in this chapter, "sound level" means the same as "noise level."

(s) "Sound level meter" means an instrument for the measurement of sound levels, which meets or exceeds the requirements pertinent for a type 1 or type 2 meter in the ANSI specifications for sound level meters, ANSI S1.4-1983 or its latest revision.

(t) "Sound truck" means a "vehicle," as that term is defined in the Vehicle Code that has or uses sound amplifying equipment.

(Amended by Ord. No. 7428 (N.S.), effective 2-4-88; amended by Ord. No. 8477 (N.S.), adopted 11-8-94, operative 1-1-95; amended by Ord. No. 8975 (N.S.), adopted 12-8-98, operative 1-2-99; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

Cross reference(s)--Definitions, § 12.101 et seq.

SEC. 36.403. SOUND LEVEL MEASUREMENT.

(a) A sound level measurement made pursuant to this chapter shall be measured with a sound level meter using A-weighting and a "slow" response time, as these terms are used in ANSI S1.1-1994 or its latest revision.

(b) Each measurement shall be conducted at the boundary line of the property on which the noise source is located or any place on the affected property, but no closer than five feet from the noise source.

(c) The sound level meter shall be calibrated and adjusted by means of an acoustical calibrator of the coupler-type to assure meter accuracy within the tolerances in the ANSI specifications for sound level meters, ANSI S1.4-1983 or its latest revision. The sound level meter shall be used as provided in the manufacturer's instructions.

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

SEC. 36.404. GENERAL SOUND LEVEL LIMITS.

(a) Except as provided in Section 36.409 of this chapter, it shall be unlawful for any person to cause or allow the creation of any noise, which exceeds the one-hour average sound level limits in Table 36.404, when the one-hour average sound level is measured at the property line of the property on which the noise is produced or at any location on a property that is receiving the noise.

TABLE 36.404
SOUND LEVEL LIMITS IN DECIBELS (dBA)

ZONE	TIME	ONE-HOUR AVERAGE SOUND LEVEL LIMITS (dBA)
(1) RS, RD, RR, RMH, A70, A72, S80, S81, S87, S90, S92, RV, and RU with a density of less than 11 dwelling units per acre.	7 a.m. to 10 p.m.	50
	10 p.m. to 7 a.m.	45
(2) RRO, RC, RM, S86, V5, RV and RU with a density of 11 or more dwelling units per acre.	7 a.m. to 10 p.m.	55
	10 p.m. to 7 a.m.	50
(3) S94, V4, and all commercial zones.	7 a.m. to 10 p.m.	60
	10 p.m. to 7 a.m.	55
(4) V1, V2	7 a.m. to 7 p.m.	60
V1, V2	7 p.m. to 10 p.m.	55
V1	10 p.m. to 7 a.m.	55
V2	10 p.m. to 7 a.m.	50
V3	7 a.m. to 10 p.m.	70
	10 p.m. to 7 a.m.	65
(5) M50, M52, and M54	Anytime	70
(6) S82, M56, and M58.	Anytime	75
(7) S88 (see subsection (c) below)		

(b) Where a noise study has been conducted and the noise mitigation measures recommended by that study have been made conditions of approval of a Major Use Permit, which authorizes the noise-generating use or activity and the decision making body approving the Major Use Permit determined that those mitigation measures reduce potential noise impacts

to a level below significance, implementation and compliance with those noise mitigation measures shall constitute compliance with subsection (a) above.

(c) S88 zones are Specific Planning Areas which allow different uses. The sound level limits in Table 36.404 above that apply in an S88 zone depend on the use being made of the property. The limits in Table 36.404, subsection (1) apply to property with a residential, agricultural or civic use. The limits in subsection (3) apply to property with a commercial use. The limits in subsection (5) apply to property with an industrial use that would only be allowed in an M50, M52 or M54 zone. The limits in subsection (6) apply to all property with an extractive use or a use that would only be allowed in an M56 or M58 zone.

(d) If the measured ambient noise level exceeds the applicable limit in Table 36.404, the allowable one-hour average sound level shall be the one-hour average ambient noise level, plus three decibels. The ambient noise level shall be measured when the alleged noise violation source is not operating.

(e) The sound level limit at a location on a boundary between two zones is the arithmetic mean of the respective limits for the two zones. The one-hour average sound level limit applicable to extractive industries; however, including but not limited to borrow pits and mines, shall be 75 decibels at the property line regardless of the zone in which the extractive industry is located.

(f) A fixed-location public utility distribution or transmission facility located on or adjacent to a property line shall be subject to the sound level limits of this section measured at or beyond six feet from the boundary of the easement upon which the facility is located.

(Amended by Ord. No. 7094 (N.S.), effective 3-25-86; amended by Ord. No. 9478 (N.S.), effective 7-19-02; amended by Ord. No. 9621 (N.S.), effective 1-9-04; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

SEC. 36.405. REPAIRING, REBUILDING OR TESTING MOTOR VEHICLES.

It shall be unlawful for any person to repair, rebuild or test any motor vehicle in such a manner as to cause a disturbing, excessive or offensive noise as defined in section 36.402 of this chapter.

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

SEC. 36.406. POWERED MODEL VEHICLES.

It shall be unlawful for any person to operate a powered model vehicle between 9 p.m. and 7 a.m. A powered model vehicle operated in a County park shall meet the daytime sound level standards for an RS zone measured at a point 100 feet from the park property line or 100 feet from where the model vehicle is being operated, whichever is less.

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

SEC. 36.407. REFUSE VEHICLES & PARKING LOT SWEEPERS.

No person shall operate or allow to be operated, a refuse compacting, processing, or collection vehicle or a parking lot sweeper between the hours of 10 p.m. to 6 a.m., in or within 100 feet of a residential zone.

(Amended by Ord. No. 7428 (N.S.), effective 2-4-88; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

SEC. 36.408. HOURS OF OPERATION OF CONSTRUCTION EQUIPMENT.

Except for emergency work, it shall be unlawful for any person to operate or cause to be operated, construction equipment:

(a) Between 7 p.m. and 7 a.m.

(b) On a Sunday or a holiday. For purposes of this section, a holiday means January 1st, the last Monday in May, July 4th, the first Monday in September, December 25th and any day appointed by the President as a special national holiday or the Governor of the State as a special State holiday. A person may, however, operate construction equipment on a Sunday or holiday between the hours of 10 a.m. and 5 p.m. at the person's residence or for the purpose of constructing a residence for himself or herself, provided that the operation of construction equipment is not carried out for financial consideration or other consideration of any kind and does not violate the limitations in sections 36.409 and 36.410.

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

SEC. 36.409. SOUND LEVEL LIMITATIONS ON CONSTRUCTION EQUIPMENT.

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.

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

SEC. 36.410. SOUND LEVEL LIMITATIONS ON IMPULSIVE NOISE.

In addition to the general limitations on sound levels in section 36.404 and the limitations on construction equipment in section 36.409, the following additional sound level limitations shall apply:

(a) 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 shown in

Table 36.410A, 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. The uses in Table 36.410A are as described in the County Zoning Ordinance.

TABLE 36.410A.

MAXIMUM SOUND LEVEL (IMPULSIVE) MEASURED AT OCCUPIED PROPERTY IN DECIBELS (dBA)

OCCUPIED PROPERTY USE	DECIBELS (dBA)
Residential, village zoning or civic use	82
Agricultural, commercial or industrial use	85

(b) 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 shown in Table 36.410B, 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. The uses in Table 36.410B are as described in the County Zoning Ordinance.

TABLE 36.410B.

MAXIMUM SOUND LEVEL (IMPULSIVE) MEASURED AT OCCUPIED PROPERTY IN DECIBELS (dBA) FOR PUBLIC ROAD PROJECTS

OCCUPIED PROPERTY USE	dB(A)
Residential, village zoning or civic use	85
Agricultural, commercial or industrial use	90

(c) 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.

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

SEC. 36.411. CONTAINERS AND CONSTRUCTION MATERIAL.

It shall be unlawful for any person to handle, transport, or cause to be handled or transported in any public place, any container or any construction material in such a way as to create a disturbing, excessive, or offensive noise as defined in section 36.402 of this chapter.

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

SEC. 36.412. SIGNAL DEVICE FOR FOOD TRUCKS.

No person shall operate or cause to have operated or used any sound signal device other than sound-amplification equipment attached to a motor vehicle wagon or manually propelled cart from which food or any other items are sold which emits a sound signal more frequently than once every ten minutes in any one street block and with a duration of more than ten seconds for any single emission. The sound level of this sound signal shall not exceed 90 decibels at 50 feet from the point of the noise source.

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

SEC. 36.413. MULTIPLE FAMILY DWELLING UNITS.

Notwithstanding any other provision of this chapter it shall be unlawful for any person to create, maintain or cause to be maintained any sound within the interior of any multiple family dwelling unit which causes the noises level to exceed those limits set forth below in another dwelling unit:

TABLE 36.413
ALLOWABLE INTERIOR NOISE LEVEL

<i>Type of Land Use</i>	Hours	Allowable Interior Noise Level (dBA)		
		No Time	1 min in 1 hour	5 min in 1 hour
Multifamily	10 pm- 7 am	> 45	40	35
Residential	7 am-10 pm	> 55	50	35

(> greater than)

(less than or equal to)

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

SEC. 36.414. GENERAL NOISE PROHIBITIONS.

In addition to the general limitations on sound levels in section 36.404, the following additional prohibitions shall apply:

(a) It shall be unlawful for a person to make, continue or cause to be made or continued a disturbing, excessive or offensive noise.

(b) The characteristics and conditions which should be considered in determining whether a violation of this section has been committed include, but are not limited to, the following:

- (1) The level of noise.
- (2) Whether the nature of the noise is usual or unusual.
- (3) Whether the origin of the noise is natural or unnatural.
- (4) The ambient noise level.
- (5) The proximity of the noise to a place where someone sleeps.
- (6) The nature and zoning of the area within which the noise emanates and where it is received.
- (7) The time of day the noise occurs.
- (8) The duration of the noise.
- (9) Whether the noise is recurrent, intermittent or constant.
- (10) Whether the noise is produced by a commercial or noncommercial activity.

(c) The following acts, among others, are declared to be disturbing, excessive and offensive noises that violate this chapter and are unlawful:

(1) Unnecessarily using or operating or allowing another person to use or operate a vehicle horn, signaling device or other similar device, other than as regulated by the Vehicle Code.

(2) Using, operating, playing or allowing another person to use, operate or play a radio, musical instrument, phonograph, television set or other device for the production or reproduction of sound:

(A) That disturbs the peace, quiet and comfort of persons of normal sensitivity residing in the area.

(B) That exceeds the levels in section 36.404 when measured at a distance of 25 feet from a device operating in a public right-of-way.

(C) That exceeds the levels in section 36.404 when measured at a distance of 25 feet from a device for the production or reproduction of sound operated in a County park unless a

permit has been obtained from the County Parks and Recreation Department specifying the time, location and other conditions under which amplified sound may be allowed within a County park. A person using, operating or playing a device for the production or reproduction of sound in a County park, however, shall not exceed a level of 90 decibels when measured 50 feet from the source or exceed the levels in section 36.404 when measured at the park boundary. Subsection 36.414 (c)(2)(C) shall be enforced by the Parks and Recreation Department.

(3) It shall be a prima facie violation of section 36.414(c)(2)(A) if a device for the production or reproduction of sound that is being operated, used or played is plainly audible at a distance of 50 feet or more from the building, structure or vehicle in which it is located.

(4) Playing, using, operating or allowing to be played, used or operated any sound production or reproduction device or machine including but not limited to radio receiving sets, phonographs, musical instruments, loudspeakers and sound amplifiers, for commercial or business advertising purposes in, on, over or across any street, alley, sidewalk, park or public property in a manner as to violate the provisions of this ordinance is prohibited. This subsection shall not apply to sound amplifying equipment mounted on a sound truck where the operator complies with the following requirements:

(A) The only sound emitted is music or human speech and the music or speech emitted is not obscene, lewd, profane or slanderous.

(B) The sound truck is only operated between the hours of 8:00 a.m. and 9:00 p.m. or after 9:00 p.m. during public events and affairs of general public interest.

(C) The sound amplifying equipment is not being operated unless the sound truck is traveling at a speed of at least 10 miles per hour, except when the truck is stopped or impeded by traffic. If the sound truck is stopped by traffic the sound amplifying equipment shall not be operated for longer than one minute at each stop.

(D) Sound is not emitted within 100 yards of a hospital, school, church or courthouse.

(E) The volume of sound does not exceed a sound level of 65 decibels (on the "A" scale) at a distance of 50 feet from the sound amplifying equipment as measured by a sound level meter.

(F) No sound amplifying equipment is operated unless the axis of the center of the sound reproducing equipment is parallel to the direction of travel of the sound truck. Any sound reproducing equipment, however, may be placed upon the sound truck as to not vary more than 15° either side of the axis of the center of the direction of travel.

(G) No sound truck with its amplifying device in operation shall be driven on the same street past the same point more than twice in one hour.

(5) Causing or allowing unreasonably loud or disturbing verbal noise that is offensive or annoying to a person of normal sensitivity.

(6) Owning, possessing or harboring an animal which by any frequent or long continued noise causes annoyance or discomfort to a person of normal sensitivity in the vicinity. The written affirmation by two persons having separate residences that an animal has caused frequent or long continued noise, that has caused them annoyance or discomfort shall be prima facie evidence of a violation of this section. This subsection does not apply to animal noise emanating from a legally operated animal hospital, humane society, County Department of Animal Services facility, farm or other agricultural facility where keeping animals is allowed.

(7) Operating or causing to be operated or used any steam whistle attached to a stationary boiler, except to give notice of the time to start or stop work or as a signal of imminent danger.

(8) Using or allowing the use of a motor vehicle to knowingly produce a noise that causes annoyance or discomfort to a person of normal sensitivity in the vicinity of the noise by backfiring the engine, screeching the tires, operating without a muffler, altering the muffler or any other action that causes a disturbing, excessive or offensive noise.

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

SEC. 36.415. BURGLAR ALARMS.

(a) No person shall install or operate a burglar alarm in a residence or any other building that is not equipped with a functioning automatic cutoff device that terminates any noise emanating from the alarm within 15 minutes from the time the alarm is activated.

(b) No motor vehicle owner shall install or have in his or her possession a motor vehicle that is not equipped with a functioning automatic cutoff device that terminates any noise emanating from the alarm within 15 minutes from the time the alarm is activated.

(c) Notwithstanding the requirements of this section, a law enforcement officer may deactivate a building or motor vehicle alarm after the alarm is activated.

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

SEC. 36.416. NOISE FROM OFF-ROAD RECREATIONAL VEHICLES.

In addition to the general limitations on sound levels in section 36.404, no person shall operate or allow the operation of an off-road recreational vehicle on private property that produces a noise 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, that at any time exceeds the following maximum sound levels: 82 decibels between the hours of 7 a.m. and 7 p.m., 77 decibels between the hours of 7 p.m. and 10 p.m. and 55 decibels between the hours of 10 p.m. and 7 a.m.

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

SEC. 36.417. EXEMPTIONS.

(a) This chapter shall not apply to:

(1) Emergency work, as defined in this chapter, provided that (A) the person performing the work notifies noise control officer in advance, or as soon as practicable after the emergency and (B) any vehicle, device, apparatus or equipment used, related to or connected with the emergency work is designed, modified or equipped to reduce noise produced to the lowest possible level consistent with effective operation of the vehicle, device, apparatus or equipment.

(2) Noise reasonably related to authorized school: (A) bands, (B) athletic activities and (C) entertainments events.

(3) Sporting, entertainment and public events which are conducted pursuant to a license or permit issued by the County, within the scope of the license or permit. This section is not intended to excuse the act of an individual not participating in the event who violates this chapter.

(4) The operation of an emergency generator after a power failure, by an employee or agent of a law enforcement agency, fire department, hospital or other medical or surgical facility that is providing emergency medical services.

(5) The reasonable testing of an emergency generator by any person provided that the testing is conducted between the hours of 7 a.m. and 7 p.m.

(6) Any activity preempted by State or federal law.

(b) Section 36.404 shall not apply to:

(1) Noise associated with routine property maintenance used either in part or in whole for residential purposes, provided activity takes place between 7 a.m. and 8 p.m. on any day except Sunday or between 10 a.m. and 8 p.m. on Sunday.

(2) Equipment associated with agricultural operations, provided that each piece of equipment and machinery powered by an internal-combustion engine is equipped with an appropriate muffler and air intake silencer in good working order and one of the following applies:

(A) Operations do not take place between 7 p.m. and 7 a.m. of the following day.

(B) The operations and equipment are utilized for the preparation, planting, harvesting, protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions.

(C) The operations and equipment are used for agricultural pest control in accordance with regulations and procedures administered by the County Department of Agriculture.

(Amended by Ord. No. 7428 (N.S.), effective 2-4-88; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

SEC. 36.418. RESPONSIBILITY FOR ENFORCEMENT.

The Sheriff shall have primary responsibility for enforcing sections 36.405, 36.407, 36.411, 36.412, 36.413, 36.414 and 36.415. When this chapter requires measurements to enforce these sections, the noise control officer shall assist the Sheriff. The noise control officer shall have primary responsibility for enforcing all other sections of this chapter. Pursuant to Penal Code section 836.5, a person authorized to enforce this chapter may arrest a person without a warrant if he or she has reasonable cause to believe that the person has committed a misdemeanor in his or her presence that violates this chapter.

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

State law reference(s)--Arrest without warrant, Penal Code, § 836.5.

SEC. 36.419. ADDITIONAL REMEDIES.

The noise control officer may order a person to cease violating any section of this chapter that the noise control officer enforces. The noise control officer may, in addition to using any remedy provided in section 11.121 of this code, summarily abate a public nuisance caused by any act that violates this chapter if the noise control officer determines there is an immediate threat to the health or safety of any person.

(Amended by Ord. No. 7141 (N.S.), effective 6-26-86; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

SEC. 36.420. FALSE STATEMENT.

No person shall knowingly provide false information, either orally or in writing, to the noise control officer related to any matter within the noise control officer's jurisdiction.

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

SEC. 36.421. REPRODUCTION OR ALTERATION OF DOCUMENTS.

No person shall reproduce or alter any document issued by the noise control officer or required by this chapter, for the purpose of evading, attempting to evade or violating any requirement of this chapter.

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

SEC. 36.422. DISPLAY OF PERMIT, VARIANCE OR OTHER DOCUMENT.

Any permit, variance or other document that authorizes any activity regulated by this chapter shall be displayed or maintained on the property or at the location where the activity is occurring.

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

SEC. 36.423. VARIANCES.

(a) A person who proposes to perform non-emergency work on a public right-of-way, public utility facility, public transportation facility or some other project for the benefit of the general public, who is unable to conform to the requirements of this chapter may apply to the County for a variance authorizing the person to temporarily deviate from the requirements of this chapter.

(b) The noise control officer shall only grant a variance if the officer makes findings that the applicant's proposed activity cannot feasibly be done in a manner that would comply with this chapter and the applicant has no other reasonable alternative available.

(c) When evaluating a request for a variance the noise control officer shall determine the impact any noise that does not comply with the limits of this chapter will have on each property likely to be affected by the noise. The evaluation shall include the uses on each property on which the non-complying noise will be received, what activities will be impacted on the property and the duration of each impact. The evaluation shall also include the value to the community of the work being done by the applicant, the cost to the community if the applicant is unable to perform the work, the cost to the applicant for mitigating the non-complying noise and any cost to the occupant of the impacted property during the time the period of the impacted property will be subject to the non-complying noise.

(d) If the noise control officer grants a variance under this section the variance may impose time limitations on the non-complying activity and may include mitigation measures that the applicant is required to adopt.

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

SEC. 36.424. APPLICATION FOR VARIANCE.

An applicant for a variance shall file an application with the noise control officer on a form provided by the officer. The application shall not be deemed complete until the applicant provides all information required by the application and any supplemental information requested by the noise control officer.

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

SEC. 36.425. REQUEST FOR DUPLICATE VARIANCE CERTIFICATE.

A person who loses the certificate issued by the noise control officer that grants a variance shall request a duplicate certificate from the noise control officer within 10 days after the certificate is destroyed, lost or defaced.

(Amended by Ord. No. 9689, operative 2-4-05, effective 2-13-05; amended by Ord. No. 9962 (N.S.), effective 1-9-09)

SEC. 36.426. ACTION ON APPLICATION.

(a) The noise control officer shall review an application for a variance to determine if the applicant has provided all information necessary to render a decision on the application. If the application is not complete, the noise control officer shall notify the applicant within 15 days from the date the application was submitted what additional information the applicant needs to provide to make the application complete. If the applicant does not provide the additional information within 15 days of the notice the noise control officer shall deny the application. Within 30 days after receiving a completed application the noise control officer shall deny, approve or grant conditional approval of the request for a variance and notify the applicant in writing of the action taken.

(b) If the noise control officer denies the request for a variance the notice of denial shall state the reasons for the denial. If the noise control officer conditionally approves the variance request the notice of conditional approval shall clearly state the conditions and the reasons for the conditional approval.

(c) An applicant may deem a variance denied if the application has not been acted on within 30 days after the application was submitted or within 15 days after providing additional information requested by the noise control officer, whichever is later.

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

SEC. 36.427. FAILURE TO COMPLY WITH CONDITIONS.

If a person granted a variance fails to comply with a condition of the variance or this chapter the noise control officer may suspend the variance until the person complies or may revoke the variance.

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

SEC. 36.428. APPEALS.

A person may appeal a decision of the noise control officer by filing a notice of appeal with the Clerk of the Board of Supervisors (Clerk) and paying the appeal fee for the appeal of an administrative decision, as provided in section 362.1 of the County Administrative Code, within 15 days after the noise control officer:

(a) Serves a notice of denial or conditional approval of a variance or the date a variance request is deemed denied.

(b) Serves a notice of suspension or revocation of a variance.

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

SEC. 36.429. CONTENTS OF NOTICE OF APPEAL.

A notice of appeal to review a denial or conditional approval of a variance shall include a copy of the variance application, a copy of the notice of denial or conditional approval and the reasons for the appeal. A notice of appeal of a suspension or revocation of a variance shall include a copy of the variance, a copy of the noise control officer's notice of suspension or revocation and the reasons for the appeal. The appellant shall not be allowed to raise any grounds for appeal not contained in the notice of appeal.

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

SEC. 36.430. DISMISSAL OF APPEAL.

The appellant may dismiss an appeal at any time before the appeal hearing by filing a written notice of dismissal with the Clerk with a copy to the noise control officer.

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

SEC. 36.431. HEARING OFFICER.

All appeals filed under this chapter shall be heard by a County hearing officer appointed pursuant to sections 650 et seq. of the County Administrative Code. The Clerk shall assign the matter to a hearing officer on a rotating basis from the list of appointed hearing officers.

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

SEC. 36.432. SCHEDULING HEARINGS.

The Clerk shall schedule a hearing within 20 days after receipt of the notice of appeal and serve the notice of hearing on the appellant and the noise control officer. The notice shall provide the date, time and location of the hearing.

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

SEC. 36.433. HEARING PROCEDURES.

An appeal hearing authorized by this chapter shall be conducted as follows:

(a) Every witness before testifying shall take an oath or make an affirmation.

(b) The noise control officer shall present evidence that explains why the variance was denied, approved conditionally, suspended or revoked.

(c) The appellant shall present evidence that supports his/her contention that the noise control officer's determination denying, conditionally approving, suspending or revoking the variance was erroneous.

(d) Each party shall have the right to: call and examine witnesses, introduce exhibits, cross-examine opposing witnesses on any matter relevant to the issues, impeach any witness regardless of which party first called the witness to testify and to rebut the evidence against the party. The noise control officer may call and examine the appellant or any employee or agent of the appellant as a witness during the noise control officer's case in chief or during the rebuttal case. The hearing officer may examine the appellant or any of the appellant's employees or agents as if under cross-examination.

(e) Strict rules of evidence shall not apply. Evidence that might otherwise be excluded under the Evidence Code may be admissible if the hearing officer determines that it is relevant and of the kind that reasonably prudent persons rely on in making decisions. All rules of privilege recognized by the Evidence Code, however, shall apply to the hearing. The hearing officer shall exclude irrelevant and cumulative evidence.

(f) The hearing shall be conducted in English. If the appellant or any of appellant's witnesses require an interpreter the appellant is responsible to provide a State certified interpreter at appellant's expense.

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

SEC. 36.434. CONTINUANCES.

The hearing officer may grant a continuance requested by either party for good cause.

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

SEC. 36.435. DECISION.

The hearing officer shall issue a written decision within five days after the hearing is concluded and file it with the Clerk. The decision shall affirm, modify or overrule the noise control officer's decision that was appealed. The decision shall state the reasons for the hearing officer's decision. The Clerk shall serve a copy of the decision on the appellant and provide a copy to the noise control officer. The decision shall be effective after it has been served by the Clerk.

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

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DRAFT

Table 4
Guideline for Determining the Significance of
Ground-borne Vibration and Noise Impacts

Land Use Category	Ground-Borne Vibration Impact Levels (inches/sec rms)		Ground-Borne Noise Impact Levels (dB re 20 micro Pascals)	
	Frequent Events ¹	Occasional or Infrequent Events ²	Frequent Events ¹	Occasional or Infrequent Events ²
Category 1: Buildings where low ambient vibration is essential for interior operations. (research & manufacturing facilities with special vibration constraints)	0.0018 ³	0.0018 ³	Not applicable ⁵	Not applicable ⁵
Category 2: Residences and buildings where people normally sleep. (hotels, hospitals, residences, & other sleeping facilities)	0.0040	0.010	35 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use. (schools, churches, libraries, other institutions, & quiet offices)	0.0056	0.014	40 dBA	48 dBA

Source: U.S Department of Transportation, Federal Transit Administration, "Transit Noise and Vibration Impact Assessment," May 2006.

Notes to Table 4:

1. "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
2. "Occasional or Infrequent Events" are defined as fewer than 70 vibration events per day. This combined category includes most commuter rail systems.
3. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration sensitive manufacturing or research will require detailed evaluation to define acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
4. Vibration-sensitive equipment is not sensitive to ground-borne noise.
5. There are some buildings, such as concert halls, TV and recording studios, and theaters that can be very sensitive to vibration and noise but do not fit into any of the three categories. Table 5 gives criteria for acceptable levels of ground-borne vibration and noise for these various types of special uses.
6. For Categories 2 and 3 with occupied facilities, isolated events such as blasting are significant when the peak particle velocity (PPV) exceeds one inch per second. Non-transportation vibration sources such as impact pile drivers or hydraulic breakers are significant when their PPV exceeds 0.1 inch per second. More specific criteria for structures and potential annoyance were developed by Caltrans (2004) and will be used to evaluate these continuous or transient sources in San Diego County.

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APPENDIX G

TNM INPUT/OUTPUT DATA

Existing Roadways

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Existing Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculated Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
dBA	dBA	dBA	dB	dB	dBA	dB	dB	dB				
1	1	1	0	66.5	66	66.5	10	Snd Lvl	66.5	0	8	-8
2"	2	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
3"	3	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
4"	4	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
5"	5	1	0	59	66	59	10	----	59	0	8	-8
6"	6	1	0	28.5	66	28.5	10	----	28.5	0	8	-8
7"	7	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
8"	8	1	0	59.1	66	59.1	10	----	59.1	0	8	-8
9"	9	1	0	53.3	66	53.3	10	----	53.3	0	8	-8
10"	10	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
11"	11	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
12"	12	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
13"	13	1	0	55.5	66	55.5	10	----	55.5	0	8	-8
14"	14	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
15"	15	1	0	29	66	29	10	----	29	0	8	-8
16"	16	1	0	56	66	56	10	----	56	0	8	-8
17"	17	1	0	60	66	60	10	----	60	0	8	-8
18"	18	1	0	51.2	66	51.2	10	----	51.2	0	8	-8
19"	19	1	0	54	66	54	10	----	54	0	8	-8
20"	20	1	0	68.4	66	68.4	10	Snd Lvl	68.4	0	8	-8
21"	21	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
22"	22	1	0	63.6	66	63.6	10	----	63.6	0	8	-8
23"	23	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
24"	24	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
25"	25	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
26"	26	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
27"	27	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
28"	28	1	0	65.7	66	65.7	10	----	65.7	0	8	-8
29"	29	1	0	30.6	66	30.6	10	----	30.6	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Existing Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculated Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
30"	30	1	0	58.6	66	58.6	10	----	58.6	0	8	-8
31"	31	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
32"	32	1	0	40.4	66	40.4	10	----	40.4	0	8	-8
33"	33	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
34"	34	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
35"	35	1	0	29	66	29	10	----	29	0	8	-8
36"	36	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
37"	37	1	0	29.3	66	29.3	10	----	29.3	0	8	-8
38"	38	1	0	66.6	66	66.6	10	8nd Lvl	66.6	0	8	-8
39"	39	1	0	41.6	66	41.6	10	----	41.6	0	8	-8
40"	40	1	0	48.6	66	48.6	10	----	48.6	0	8	-8
41"	41	1	0	54.5	66	54.5	10	----	54.5	0	8	-8
42"	42	1	0	60	66	60	10	----	60	0	8	-8
43"	43	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
44"	44	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
45"	45	1	0	66.7	66	66.7	10	8nd Lvl	66.7	0	8	-8
46"	46	1	0	53.7	66	53.7	10	----	53.7	0	8	-8
47"	47	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
48"	48	1	0	57.2	66	57.2	10	----	57.2	0	8	-8
49"	49	1	0	60	66	60	10	----	60	0	8	-8
50"	50	1	0	58.9	66	58.9	10	----	58.9	0	8	-8
51"	51	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
52"	52	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
53"	53	1	0	59.8	66	59.8	10	----	59.8	0	8	-8
54"	54	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
55"	55	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
56"	56	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
57"	57	1	0	53.7	66	53.7	10	----	53.7	0	8	-8
58"	58	1	0	57.1	66	57.1	10	----	57.1	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Existing Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
59"	59	1	0	57.1	66	57.1	10	----	57.1	0	8	-8
60"	60	1	0	56.5	66	56.5	10	----	56.5	0	8	-8
61"	62	1	0	53.9	66	53.9	10	----	53.9	0	8	-8
62"	63	1	0	55.2	66	55.2	10	----	55.2	0	8	-8
63"	64	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
64"	65	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
65"	66	1	0	59	66	59	10	----	59	0	8	-8
66"	67	1	0	49.6	66	49.6	10	----	49.6	0	8	-8
67"	68	1	0	51.9	66	51.9	10	----	51.9	0	8	-8
68"	69	1	0	30.3	66	30.3	10	----	30.3	0	8	-8
69"	70	1	0	18.1	66	18.1	10	----	18.1	0	8	-8
70"	71	1	0	66.7	66	66.7	10	Snd Lvl	66.7	0	8	-8
71"	72	1	0	51.1	66	51.1	10	----	51.1	0	8	-8
72"	73	1	0	30.9	66	30.9	10	----	30.9	0	8	-8
73"	74	1	0	58.4	66	58.4	10	----	58.4	0	8	-8
74"	75	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
75"	76	1	0	56.3	66	56.3	10	----	56.3	0	8	-8
76"	77	1	0	65.4	66	65.4	10	----	65.4	0	8	-8
77"	78	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
78"	79	1	0	28.4	66	28.4	10	----	28.4	0	8	-8
79"	80	1	0	68	66	68	10	Snd Lvl	68	0	8	-8
80"	81	1	0	57.9	66	57.9	10	----	57.9	0	8	-8
81"	82	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
82"	83	1	0	59.1	66	59.1	10	----	59.1	0	8	-8
83"	84	1	0	58.1	66	58.1	10	----	58.1	0	8	-8
84"	85	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
85"	86	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
86"	87	1	0	59	66	59	10	----	59	0	8	-8
87"	88	1	0	56.3	66	56.3	10	----	56.3	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Results - Sound Levels



Computed MJP
 Checked GNE
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Sound Level Results for Existing Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
88"	89	1	0	59	66	59	10	----	59	0	8	-8
89"	90	1	0	33.6	66	33.6	10	----	33.6	0	8	-8
90"	91	1	0	57.8	66	57.8	10	----	57.8	0	8	-8
91"	92	1	0	26.9	66	26.9	10	----	26.9	0	8	-8
92"	93	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
93"	94	1	0	55.6	66	55.6	10	----	55.6	0	8	-8
94"	95	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
95"	96	1	0	60	66	60	10	----	60	0	8	-8
96"	97	1	0	58.5	66	58.5	10	----	58.5	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Receiver Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Receiver Inputs for Existing Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
1"	1	1	566546.8	3615001.2	1079	1.5	0	66	10	8	Y
2"	2	1	564755.4	3614868.8	1158	1.5	0	66	10	8	Y
3"	3	1	565992.9	3614753	1091	1.5	0	66	10	8	Y
4"	4	1	564188.8	3614926.5	1189	1.5	0	66	10	8	Y
5"	5	1	566826.8	3614761	1067	1.5	0	66	10	8	Y
6"	6	1	566631.7	3620116	1128	1.5	0	66	10	8	Y
7"	7	1	565368.2	3614744	1122	1.5	0	66	10	8	Y
8"	8	1	563908	3615038	1183	1.5	0	66	10	8	Y
9"	9	1	563489	3615254.8	1164	1.5	0	66	10	8	Y
10"	10	1	566720.3	3614771	1073	1.5	0	66	10	8	Y
11"	11	1	566054.9	3614764.2	1091	1.5	0	66	10	8	Y
12"	12	1	565683.2	3614893.5	1109	1.5	0	66	10	8	Y
13"	13	1	562078.9	3616972	1183	1.5	0	66	10	8	Y
14"	14	1	566165.3	3614784.5	1085	1.5	0	66	10	8	Y
15"	15	1	569071.9	3617782.8	1091	1.5	0	66	10	8	Y
16"	16	1	565578.4	3614698.8	1109	1.5	0	66	10	8	Y
17"	17	1	564420.1	3614855.2	1177	1.5	0	66	10	8	Y
18"	18	1	562114.9	3616972.5	1183	1.5	0	66	10	8	Y
19"	19	1	565935.2	3614712	1091	1.5	0	66	10	8	Y
20"	20	1	566490	3615437	1085	1.5	0	66	10	8	Y
21"	21	1	566479.4	3615508.8	1091	1.5	0	66	10	8	Y
22"	22	1	566576	3614938	1073	1.5	0	66	10	8	Y
23"	23	1	564348.1	3614837.2	1183	1.5	0	66	10	8	Y
24"	24	1	563782.2	3615137.5	1177	1.5	0	66	10	8	Y
25"	25	1	568280	3614147	1018	1.5	0	66	10	8	Y
26"	26	1	566164.1	3614753.2	1091	1.5	0	66	10	8	Y
27"	27	1	566371.9	3614821.5	1079	1.5	0	66	10	8	Y
28"	28	1	566541.4	3615052.8	1079	1.5	0	66	10	8	Y
29"	29	1	566647.3	3618007.5	1091	1.5	0	66	10	8	Y

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Receiver Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Receiver Inputs for Existing Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
30"	30	1	562174	3618867.8	1177	1.5	0	66	10	8	Y
31"	31	1	562155.3	3618843.2	1177	1.5	0	66	10	8	Y
32"	32	1	567967.4	3622012.8	1201	1.5	0	66	10	8	Y
33"	33	1	566376.6	3614822.8	1079	1.5	0	66	10	8	Y
34"	34	1	568018.9	3614258	1024	1.5	0	66	10	8	Y
35"	35	1	566639.2	3618439.2	1122	1.5	0	66	10	8	Y
36"	36	1	566955.9	3614686.5	1061	1.5	0	66	10	8	Y
37"	37	1	566844.6	3617329	1091	1.5	0	66	10	8	Y
38"	38	1	566536.6	3615264.8	1085	1.5	0	66	10	8	Y
39"	39	1	569379	3619571.2	1128	1.5	0	66	10	8	Y
40"	40	1	562133.8	3618974.8	1183	1.5	0	66	10	8	Y
41"	41	1	569485.3	3615924	1061	1.5	0	66	10	8	Y
42"	42	1	563685.4	3615187.5	1177	1.5	0	66	10	8	Y
43"	43	1	565342.4	3614778.8	1128	1.5	0	66	10	8	Y
44"	44	1	564970.6	3614841.2	1146	1.5	0	66	10	8	Y
45"	45	1	566496	3615375.8	1085	1.5	0	66	10	8	Y
46"	46	1	566762.8	3614786.2	1067	1.5	0	66	10	8	Y
47"	47	1	563443	3615278.5	1170	1.5	0	66	10	8	Y
48"	48	1	567866.1	3614323.2	1024	1.5	0	66	10	8	Y
49"	49	1	566574.8	3614814.5	1073	1.5	0	66	10	8	Y
50"	50	1	566694	3614780.2	1073	1.5	0	66	10	8	Y
51"	51	1	567100.2	3614547.5	1049	1.5	0	66	10	8	Y
52"	52	1	567626.9	3614407	1030	1.5	0	66	10	8	Y
53"	53	1	566897.4	3614696	1067	1.5	0	66	10	8	Y
54"	54	1	567237.1	3614482	1042	1.5	0	66	10	8	Y
55"	55	1	566830.7	3614731	1067	1.5	0	66	10	8	Y
56"	56	1	566254.8	3614801	1085	1.5	0	66	10	8	Y
57"	57	1	566236.9	3617178.8	1116	1.5	0	66	10	8	Y
58"	58	1	561886.7	3617127.2	1195	1.5	0	66	10	8	Y

HDR Computation

Project: Tule Wind Farm
 Subject: THM Existing Traffic Noise
 Task: Receiver Inputs



Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Existing Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
59"	59	1	566919.8	3614713.8	1061	1.5	0	66	10	8	Y
60"	60	1	564543.4	3614849.2	1170	1.5	0	66	10	8	Y
61"	62	1	562100.7	3616970.8	1183	1.5	0	66	10	8	Y
62"	63	1	562078.8	3616974	1183	1.5	0	66	10	8	Y
63"	64	1	566120.3	3614745	1091	1.5	0	66	10	8	Y
64"	65	1	567069.6	3614599.8	1049	1.5	0	66	10	8	Y
65"	66	1	566734.7	3614765.8	1073	1.5	0	66	10	8	Y
66"	67	1	569415.7	3614627.2	1006	1.5	0	66	10	8	Y
67"	68	1	563486.5	3615258.8	1164	1.5	0	66	10	8	Y
68"	69	1	566650.2	3618153.8	1091	1.5	0	66	10	8	Y
69"	70	1	558296.2	3629882	1500	1.5	0	66	10	8	Y
70"	71	1	566547.7	3614980	1079	1.5	0	66	10	8	Y
71"	72	1	569387.8	3618010.8	1097	1.5	0	66	10	8	Y
72"	73	1	566641.6	3617766.5	1091	1.5	0	66	10	8	Y
73"	74	1	563796.8	3615095.8	1177	1.5	0	66	10	8	Y
74"	75	1	566806.4	3614740.5	1067	1.5	0	66	10	8	Y
75"	76	1	564551.2	3614819.2	1170	1.5	0	66	10	8	Y
76"	77	1	566538.9	3615069.8	1079	1.5	0	66	10	8	Y
77"	78	1	566634.4	3614801.2	1073	1.5	0	66	10	8	Y
78"	79	1	568601.6	3616033	1079	1.5	0	66	10	8	Y
79"	80	1	566487.9	3615554	1091	1.5	0	66	10	8	Y
80"	81	1	569100.9	3614363.5	1000	1.5	0	66	10	8	Y
81"	82	1	568282.6	3614179	1018	1.5	0	66	10	8	Y
82"	83	1	568181	3614189.2	1024	1.5	0	66	10	8	Y
83"	84	1	561936.8	3617079	1189	1.5	0	66	10	8	Y
84"	85	1	566448.2	3614835.8	1079	1.5	0	66	10	8	Y
85"	86	1	567050.8	3614578.5	1055	1.5	0	66	10	8	Y
86"	87	1	563946.1	3615018.2	1183	1.5	0	66	10	8	Y
87"	88	1	567350.1	3614447	1036	1.5	0	66	10	8	Y

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Receiver Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Receiver Inputs for Existing Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
m	m	m	dBA	dBA	dBA	dB					
88"	89	1	566970.4	3614639.2	1055	1.5	0	66	10	8	Y
89"	90	1	566457.4	3617313.2	1116	1.5	0	66	10	8	Y
90"	91	1	567400.4	3614436	1036	1.5	0	66	10	8	Y
91"	92	1	561795.9	3630961.5	1378	1.5	0	66	10	8	Y
92"	93	1	565414.1	3614767	1122	1.5	0	66	10	8	Y
93"	94	1	566781.4	3614777.8	1067	1.5	0	66	10	8	Y
94"	95	1	567164.5	3614513.5	1049	1.5	0	66	10	8	Y
95"	96	1	564438.8	3614853	1177	1.5	0	66	10	8	Y
96"	97	1	565635.7	3614699.5	1109	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
Crestwood Road	67	3	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	189	4	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	190	5	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	191	6	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	192	7	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	194	8	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	193	9	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	63	10	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	64	11	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	68	12	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	69	13	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	70	14	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	71	15	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	72	16	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	73	17	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	74	18	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	75	19	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	76	20	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	77	21	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	78	22	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	79	23	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	80	24	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	108	25	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	107	26	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	106	27	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	105	28	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	104	29	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	103	30	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	102	31	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	101	32	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	100	33	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	99	34	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	98	35	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	97	36	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	96	37	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	95	38	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	94	39	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	93	40	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	92	41	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	91	42	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	90	43	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	89	44	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	88	45	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	87	46	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	86	47	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	85	48	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	84	49	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	83	50	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	82	51	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	109	52	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	110	53	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	111	54	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	112	55	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	113	56	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	114	57	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	115	58	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	116	59	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	117	60	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	118	61	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	119	62	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	120	63	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	157	64	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	156	65	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	155	66	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	154	67	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	153	68	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	152	69	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	151	70	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	150	71	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	149	72	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	148	73	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	124	74	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	125	75	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	126	76	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	127	77	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	128	78	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	129	79	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																									
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	130	80	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	131	81	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	132	82	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	58	83	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	59	84	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	60	85	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	61	86	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	53	87	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	54	88	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	55	89	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	56	90	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	57	91	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	39	92	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	40	93	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	41	94	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	42	95	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	43	96	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	44	97	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	45	98	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	46	99	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	47	100	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	48	101	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	49	102	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	50	103	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	51	104	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		
	52	105	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	0		

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																									
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	171	106	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	172	107	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	173	108	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	174	109	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	175	110	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	176	111	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	177	112	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	178	113	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	179	114	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	180	115	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	181	116	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	182	117	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	183	118	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	184	119	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	185	120	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	186	121	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	187	122	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	188	123	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	22	124	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	158	125	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	159	126	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	160	127	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	161	128	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	162	129	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	163	130	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			
	164	131	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	165	132	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	166	133	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	167	134	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	168	135	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	169	136	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	170	137	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	38	138	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	37	139	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	36	140	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	35	141	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	34	142	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	33	143	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	32	144	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	31	145	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	30	146	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	29	147	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	28	148	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	27	149	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	26	150	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	25	151	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	24	152	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	23	153	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	20	154	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	19	155	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	18	156	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	17	157	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	16	158	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	15	159	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	14	160	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	13	161	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	12	162	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	11	163	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	10	164	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	9	165	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	8	166	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	7	167	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	6	168	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	5	169	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	4	170	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	3	171	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	2	172	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	
	1	173																					
McCain Valley Road	317	174	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	316	175	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	315	176	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	460	177	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	459	178	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	461	179	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	325	180	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	324	181	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	323	182	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	322	183	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	319	184	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	318	185	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	321	186	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	320	187	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	314	188	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	313	189	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	312	190	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	480	191	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	479	192	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	478	193	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	477	194	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	476	195	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	475	196	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	474	197	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	473	198	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	472	199	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	471	200	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	483	201	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	482	202	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	481	203	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	470	204	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	469	205	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	468	206	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	467	207	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	466	208	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	465	209	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	464	210	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	463	211	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	462	212	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	311	213	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	310	214	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	309	215	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	308	216	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	307	217	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	306	218	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	305	219	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	304	220	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	303	221	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	302	222	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	301	223	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	300	224	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	299	225	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	298	226	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	297	227	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	296	228	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	295	229	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	294	230	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	293	231	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	292	232	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	291	233	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	290	234	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	289	235	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	288	236	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	287	237	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	354	238	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	353	239	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	352	240	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	351	241	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	350	242	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	349	243	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	348	244	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	347	245	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	346	246	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	345	247	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	344	248	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	343	249	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	342	250	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	341	251	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	340	252	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	339	253	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	338	254	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	337	255	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	336	256	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	335	257	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	334	258	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	286	259	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	285	260	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	284	261	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	283	262	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	327	263	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	326	264	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	484	265	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	281	266	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	280	267	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	381	268	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	380	269	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	379	270	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	378	271	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	377	272	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	376	273	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	375	274	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	374	275	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	373	276	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	372	277	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	371	278	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	370	279	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	369	280	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	368	281	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	367	282	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	366	283	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	365	284	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	364	285	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	363	286	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
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Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	362	287	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	361	288	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	360	289	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	359	290	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	358	291	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	357	292	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	356	293	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	355	294	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	333	295	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	332	296	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	331	297	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	330	298	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	329	299	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	328	300	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	279	301	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	278	302	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	277	303	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	276	304	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	275	305	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	274	306	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	273	307	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	272	308	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	271	309	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	270	310	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	269	311	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	268	312	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	267	313	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	266	314	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	265	315	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	264	316	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	263	317	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	262	318	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	261	319	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	260	320	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	259	321	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	258	322	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	257	323	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	256	324	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	458	325	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	457	326	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	456	327	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	455	328	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	454	329	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	453	330	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	452	331	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	451	332	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	450	333	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	449	334	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	448	335	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	447	336	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	446	337	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	445	338	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	444	339	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	443	340	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	442	341	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	441	342	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	440	343	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	439	344	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	438	345	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	437	346	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	436	347	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	435	348	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	434	349	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	433	350	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	432	351	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	431	352	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	430	353	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	429	354	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	428	355	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	427	356	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	426	357	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	425	358	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	424	359	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	423	360	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	422	361	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	421	362	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	420	363	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	419	364	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	418	365	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	417	366	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	416	367	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	415	368	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	414	369	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	413	370	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	412	371	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	411	372	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	410	373	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	409	374	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	408	375	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	407	376	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	406	377	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	405	378	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	404	379	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	403	380	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	402	381	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	401	382	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	400	383	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	399	384	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	398	385	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	397	386	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	396	387	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	395	388	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	394	389	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	393	390	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	392	391	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	391	392	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	390	393	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	389	394	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	388	395	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	387	396	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	386	397	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	385	398	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	384	399	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	383	400	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	382	401	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	33	402	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	32	403	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	31	404	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	30	405	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	29	406	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	28	407	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	27	408	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	26	409	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	25	410	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	24	411	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	23	412	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	22	413	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	21	414	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	20	415	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	19	416	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	18	417	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	17	418	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	16	419	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	15	420	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	14	421	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	13	422	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	12	423	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	11	424	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	10	425	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	9	426	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	8	427	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	7	428	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	6	429	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	5	430	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	4	431	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	3	432	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	2	433	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	1	434	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	97	435	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	98	436	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	114	437	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	115	438	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	116	439	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	117	440	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	118	441	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	119	442	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																								
Name	Name	No.	Segment																								
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles							
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S				
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h				
	120	443	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	121	444	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	122	445	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	123	446	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	124	447	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	125	448	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	126	449	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	127	450	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	128	451	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	129	452	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	130	453	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	131	454	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	132	455	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	133	456	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	134	457	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	135	458	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	136	459	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	137	460	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	138	461	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	139	462	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	140	463	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	141	464	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	142	465	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	143	466	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	144	467	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				
	145	468	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0				

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	146	469	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	147	470	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	148	471	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	149	472	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	150	473	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	151	474	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	152	475	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	153	476	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	154	477	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	155	478	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	156	479	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	157	480	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	158	481	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	159	482	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	160	483	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	161	484	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	162	485	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	163	486	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	164	487	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	165	488	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	166	489	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	167	490	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	168	491	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	169	492	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	170	493	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	171	494	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	172	495	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	173	496	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	174	497	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	175	498	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	176	499	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	177	500	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	178	501	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	179	502	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	180	503	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	181	504	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	182	505	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	183	506	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	184	507	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	185	508	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	48	509	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	49	510	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	50	511	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	51	512	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	52	513	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	53	514	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	54	515	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	55	516	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	56	517	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	57	518	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	58	519	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	59	520	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	60	521	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	61	522	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	62	523	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	63	524	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	64	525	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	65	526	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	66	527	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	67	528	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	68	529	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	69	530	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	70	531	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	71	532	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	72	533	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	73	534	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	74	535	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	75	536	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	76	537	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	77	538	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	78	539	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	79	540	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	80	541	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	81	542	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	82	543	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	83	544	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	84	545	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	85	546	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
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Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	86	547	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	87	548	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	88	549	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	89	550	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	90	551	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	91	552	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	92	553	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	93	554	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	94	555	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	95	556	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	96	557	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	34	558	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	35	559	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	36	560	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	37	561	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	38	562	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	39	563	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	40	564	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	41	565	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	42	566	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	43	567	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	44	568	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	45	569	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	46	570	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	47	571	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	188	572	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	189	573	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	190	574	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	191	575	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	192	576	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	193	577	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	194	578	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	195	579	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	196	580	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	197	581	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	198	582	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	199	583	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	200	584	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	201	585	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	202	586	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	203	587	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	204	588	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	205	589	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	186	590	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	187	591	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	206	592	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	207	593	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	208	594	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	209	595	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	210	596	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	211	597	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	212	598	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	213	599	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	214	600	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	215	601	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	216	602	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	217	603	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	218	604	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	219	605	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	220	606	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	221	607	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	222	608	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	223	609	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	224	610	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	225	611	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	226	612	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	227	613	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	228	614	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	229	615	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	230	616	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	231	617	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	232	618	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	233	619	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	234	620	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	235	621	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	236	622	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	237	623	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			
	238	624	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																				
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	239	625	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	240	626	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	241	627	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	242	628	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	243	629	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	244	630	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	245	631	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	246	632	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	247	633	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	248	634	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	249	635	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	250	636	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	251	637	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	252	638	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	253	639	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	254	640	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	255	641	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	99	642	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	100	643	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	101	644	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	102	645	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	103	646	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	104	647	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	105	648	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	106	649	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	107	650	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	108	651	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	109	652	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	110	653	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	111	654	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	112	655	110	73	73	73	56	25	25	25	56	1	1	1	56	1	1	1	56	0	0	0	0
	113	656																					
Old Highway 80"	0	657	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	1	658	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	2	659	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	3	660	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	4	661	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	5	662	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	6	663	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	7	664	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	8	665	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	9	666	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	10	667	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	11	668	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	12	669	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	13	670	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	14	671	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	15	672	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	16	673	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	17	674	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
18	675	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
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 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway		Points																								
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	19	676	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	20	677	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	21	678	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	22	679	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	23	680	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	24	681	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	25	682	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	26	683	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	27	684	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	28	685	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	29	686	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	30	687	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	31	688	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	32	689	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	33	690	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	34	691	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	35	692	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	36	693	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	37	694	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	38	695	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	39	696	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	40	697	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	41	698	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	42	699	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	43	700	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	44	701	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	45	702	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	46	703	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	47	704	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	48	705	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	49	706	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	50	707	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	51	708	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	52	709	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	53	710	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	54	711	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	55	712	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	56	713	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	57	714	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	58	715	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	59	716	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	60	717	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	61	718	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	62	719	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	63	720	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	64	721	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	65	722	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	66	723	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	67	724	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	68	725	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	69	726	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	70	727	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	71	728	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	72	729	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	73	730	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	74	731	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	75	732	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	76	733	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	77	734	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	78	735	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	79	736	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	80	737	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	81	738	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	82	739	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	83	740	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	84	741	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	85	742	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	86	743	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	87	744	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	88	745	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	89	746	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	90	747	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	91	748	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	92	749	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	93	750	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	94	751	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	95	752	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	96	753	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	97	754	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	98	755	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	99	756	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	100	757	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	101	758	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	102	759	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	103	760	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	104	761	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	105	762	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	106	763	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	107	764	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	108	765	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	109	766	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	110	767	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	111	768	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	112	769	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	113	770	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	114	771	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	115	772	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	116	773	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	117	774	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	118	775	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	119	776	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	120	777	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	121	778	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	122	779	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	123	780	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	124	781	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	125	782	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	126	783	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	127	784	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	128	785	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	129	786	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	130	787	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	131	788	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	132	789	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	133	790	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	134	791	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	135	792	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	136	793	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	137	794	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	138	795	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	139	796	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	140	797	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	141	798	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	142	799	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	143	800	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	144	801	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	145	802	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	146	803	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	147	804	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	
	148	805	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	149	806	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	150	807	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	151	808	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	152	809	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	153	810	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	154	811	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	155	812	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	156	813	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	157	814	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	158	815	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	159	816	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	160	817	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	161	818	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	162	819	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	163	820	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	164	821	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	165	822	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	166	823	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	167	824	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	168	825	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	169	826	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	170	827	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	171	828	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	172	829	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	173	830	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	174	831	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	175	832	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	176	833	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	177	834	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	178	835	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	179	836	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	180	837	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	181	838	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	182	839	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	183	840	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	184	841	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	185	842	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	186	843	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	187	844	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	188	845	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	189	846	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	190	847	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	191	848	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	192	849	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	193	850	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	194	851	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	195	852	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	196	853	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	197	854	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	198	855	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	199	856	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	
	200	857	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	201	858	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	202	859	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	203	860	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	204	861	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	205	862	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	206	863	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	207	864	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	208	865	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	209	866	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	210	867	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	211	868	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	212	869	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	213	870	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	214	871	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	215	872	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	216	873	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	217	874	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	218	875	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	219	876	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	220	877	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	221	878	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	222	879	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	223	880	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	224	881	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	225	882	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	226	883	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
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 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	227	884	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	228	885	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	229	886	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	230	887	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	231	888	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	232	889	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	233	890	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	234	891	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	235	892	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	236	893	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	237	894	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	238	895	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	239	896	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	240	897	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	241	898	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	242	899	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	243	900	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	244	901	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	245	902	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	246	903	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	247	904	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	248	905	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	249	906	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	250	907	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	251	908	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	252	909	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	253	910	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	254	911	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	255	912	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	256	913	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	257	914	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	258	915	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	259	916	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	260	917	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	261	918	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	262	919	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	263	920	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	264	921	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	265	922	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	266	923	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	267	924	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	268	925	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	269	926	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	270	927	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	271	928	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	272	929	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	273	930	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	274	931	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	275	932	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	276	933	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	277	934	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0
	278	935	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
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Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	279	936	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	280	937	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	281	938	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	282	939	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	283	940	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	284	941	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	285	942	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	286	943	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	287	944	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	288	945	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	289	946	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	290	947	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	291	948	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	292	949	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	293	950	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	294	951	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	295	952	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	296	953	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	297	954	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	298	955	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	299	956	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	300	957	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	301	958	990	84	84	84	56	15	15	15	56	1	1	1	56	0	0	0	0	0	0	0	
	302	959																					

HDR Computation



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Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%
Ribbonwood Road (I-8 to Old Hwy 80)		960	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	1	961	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	2	962	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	3	963	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	4	964	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	5	965	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	6	966	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	7	967	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	8	968	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	9	969	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	10	970	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	11	971	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	12	972	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	13	973	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	14	974	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	15	975	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	16	976	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	17	977	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	18	978	1230	83	83	83	89	13	13	13	89	3	3	3	89	0	0	0	0	1	1	1	1	8
	19	979																						
Ribbonwood Road (north of I-8)		980	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	2	5
	19	981	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	2	5

HDR Computation



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 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
			hrs	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	21	982	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	22	983	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	23	984	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	24	985	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	25	986	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	26	987	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	27	988	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	28	989	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	29	990	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	30	991	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	31	992	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	32	993	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	33	994	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	34	995	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	35	996	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	36	997	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	37	998	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	38	999	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	39	1000	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	40	1001	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	41	1002	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	42	1003	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	43	1004	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	44	1005	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	45	1006	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	46	1007	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway			Points																					
Name	Name	No.	Segment																					
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	47	1008	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	48	1009	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	49	1010	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	50	1011	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	51	1012	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	52	1013	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	53	1014	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	54	1015	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	55	1016	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	56	1017	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	57	1018	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	58	1019	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	59	1020	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	60	1021	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	61	1022	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	62	1023	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	63	1024	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	64	1025	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	65	1026	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	66	1027	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	67	1028	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	68	1029	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	69	1030	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	70	1031	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	71	1032	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	
	72	1033	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	73	1034	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	74	1035	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	75	1036	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	76	1037	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	77	1038	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	78	1039	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	79	1040	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	80	1041	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	81	1042	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	82	1043	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	83	1044	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	84	1045	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	85	1046	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	86	1047	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	87	1048	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	88	1049	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	89	1050	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	90	1051	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	91	1052	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	92	1053	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	93	1054	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	94	1055	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	95	1056	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	96	1057	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	97	1058	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	98	1059	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Existing Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	99	1060	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	100	1061	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	101	1062	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	102	1063	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	103	1064	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	104	1065	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	105	1066	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	106	1067	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	107	1068	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	108	1069	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	109	1070	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	110	1071	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	111	1072	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	112	1073	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	113	1074	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	114	1075	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	115	1076	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	116	1077	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	117	1078	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	118	1079	270	86	86	86	56	10	10	10	56	2	2	2	56	0	0	0	0	2	2	2	56
	119	1080																					

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs

HDR

Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
Crestwood Road	7.3	67	3	559916.8	3618639	1249.7				Average	Y
		189	4	559902.9	3618668	1249.7				Average	
		190	5	559885.4	3618703.8	1249.7				Average	
		191	6	559865.6	3618738.5	1255.8				Average	
		192	7	559843.6	3618772.2	1261.9				Average	
		194	8	559812.5	3618842.2	1261.9				Average	
		193	9	559799.7	3618880	1261.9				Average	
		63	10	559784.8	3618916.5	1255.8				Average	
		64	11	559787.9	3618956.5	1249.7				Average	
		68	12	559797.5	3618990	1255.8				Average	
		69	13	559781.2	3619026.8	1255.8				Average	
		70	14	559765	3619063	1255.8				Average	
		71	15	559741.9	3619090.2	1255.8				Average	
		72	16	559702.2	3619095	1255.8				Average	
		73	17	559679.9	3619097.2	1255.8				Average	
		74	18	559657.7	3619114.8	1255.8				Average	
		75	19	559667.2	3619153.5	1255.8				Average	
		76	20	559676.7	3619192.5	1255.8				Average	
		77	21	559687.8	3619230.5	1255.8				Average	
		78	22	559712.4	3619262	1261.9				Average	
		79	23	559735.1	3619294.8	1261.9				Average	
		80	24	559755.8	3619329.2	1261.9				Average	
		108	25	559747.4	3619356.8	1261.9				Average	
		107	26	559748.9	3619396.8	1268				Average	
		106	27	559750.5	3619436.5	1268				Average	
		105	28	559752.1	3619476.5	1274.1				Average	
		104	29	559742.4	3619514.8	1274.1				Average	
		103	30	559757.7	3619549.5	1274.1				Average	
		102	31	559753.4	3619585.8	1274.1				Average	
		101	32	559747	3619623.2	1274.1				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		100	33	559759.9	3619660.8	1274.1				Average	
		99	34	559772.8	3619699.5	1280.2				Average	
		98	35	559767.2	3619736.2	1286.3				Average	
		97	36	559750.4	3619772	1288.3				Average	
		96	37	559723.6	3619801.8	1292.4				Average	
		95	38	559699	3619832.5	1298.4				Average	
		94	39	559694.3	3619871.8	1304.5				Average	
		93	40	559687.6	3619910.8	1304.5				Average	
		92	41	559681.6	3619941.2	1310.6				Average	
		91	42	559648.9	3619976.8	1316.7				Average	
		90	43	559648.2	3620016.8	1316.7				Average	
		89	44	559647.6	3620056.8	1316.7				Average	
		88	45	559646.9	3620096.8	1322.8				Average	
		87	46	559610.4	3620106.8	1322.8				Average	
		86	47	559578.6	3620126.2	1322.8				Average	
		85	48	559556.4	3620159.2	1328.9				Average	
		84	49	559516.7	3620164.5	1335				Average	
		83	50	559477	3620169.8	1335				Average	
		82	51	559476.8	3620209.5	1335				Average	
		109	52	559476.8	3620245.8	1341.1				Average	
		110	53	559470	3620284.8	1341.1				Average	
		111	54	559457.8	3620322.8	1341.1				Average	
		112	55	559451.3	3620361.8	1347.2				Average	
		113	56	559450	3620401.5	1347.2				Average	
		114	57	559448.7	3620441.8	1353.3				Average	
		115	58	559447.4	3620481.8	1353.3				Average	
		116	59	559454.1	3620518.2	1353.3				Average	
		117	60	559474.7	3620549	1353.3				Average	
		118	61	559453.8	3620581.5	1359.4				Average	
		119	62	559462.3	3620616.5	1359.4				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		120	63	559491.5	3620640.8	1359.4				Average	
		157	64	559512.5	3620671	1359.4				Average	
		158	65	559542.1	3620697.8	1365.5				Average	
		155	66	559568.3	3620727	1365.5				Average	
		154	67	559593.7	3620758.5	1365.5				Average	
		153	68	559610.6	3620794.5	1365.5				Average	
		152	69	559627.5	3620830.8	1371.6				Average	
		151	70	559644.4	3620867	1371.6				Average	
		150	71	559661.4	3620903.2	1377.7				Average	
		149	72	559683.9	3620935.5	1377.7				Average	
		148	73	559713	3620963	1377.7				Average	
		124	74	559862	3620988	1377.7				Average	
		125	75	559901.4	3620993.8	1377.7				Average	
		126	76	559938	3621009.5	1377.7				Average	
		127	77	559968.9	3621032.5	1383.8				Average	
		128	78	559988.8	3621066.2	1383.8				Average	
		129	79	560010.4	3621100.8	1383.8				Average	
		130	80	560031.1	3621135	1383.8				Average	
		131	81	560045.6	3621172.2	1377.7				Average	
		132	82	560065.7	3621206.2	1377.7				Average	
		58	83	560091.4	3621224.8	1377.7				Average	
		59	84	560085.8	3621264.5	1371.6				Average	
		60	85	560080.1	3621304	1371.6				Average	
		61	86	560074.4	3621343.8	1365.5				Average	
		53	87	560074.2	3621345.5	1365.5				Average	
		54	88	560054	3621380	1359.4				Average	
		55	89	560041.6	3621418	1359.4				Average	
		56	90	560029.1	3621456	1353.3				Average	
		57	91	560022	3621495.2	1353.3				Average	
		39	92	560019.2	3621513.8	1353.3				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Structure
	m			m	m	km/h		%			
		40	93	560005.9	3621551.5	1347.2				Average	
		41	94	559992.7	3621589	1341.1				Average	
		42	95	559982	3621627.5	1341.1				Average	
		43	96	559969.2	3621665	1335				Average	
		44	97	559954.3	3621702	1335				Average	
		45	98	559943	3621740.5	1335				Average	
		46	99	559931.7	3621778.8	1328.9				Average	
		47	100	559920.4	3621817.5	1328.9				Average	
		48	101	559910.8	3621855.8	1328.9				Average	
		49	102	559911.2	3621895.8	1322.8				Average	
		50	103	559911.6	3621935.8	1322.8				Average	
		51	104	559932.6	3621968	1316.7				Average	
		52	105	559959	3621998.2	1316.7				Average	
		171	106	559969.7	3622010	1316.7				Average	
		172	107	559982.4	3622042.8	1310.6				Average	
		173	108	560011.8	3622077.8	1310.6				Average	
		174	109	560026.9	3622115	1310.6				Average	
		175	110	560032.1	3622153.5	1310.6				Average	
		176	111	560029.6	3622193.5	1310.6				Average	
		177	112	560027.1	3622233.2	1304.5				Average	
		178	113	560018.7	3622272.5	1304.5				Average	
		179	114	560009.8	3622311.2	1304.5				Average	
		180	115	560000.5	3622350.2	1304.5				Average	
		181	116	559990.7	3622389	1304.5				Average	
		182	117	559977.1	3622426.8	1298.4				Average	
		183	118	559956.4	3622460.2	1298.4				Average	
		184	119	559943.6	3622497	1298.4				Average	
		185	120	559924.4	3622532.2	1292.4				Average	
		186	121	559905.1	3622567.5	1286.3				Average	
		187	122	559885.9	3622602.5	1286.3				Average	

HDR Computation

Project: Tule Wind Farm
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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		188	123	559866.7	3622637.5	1286.3				Average	
		22	124	559859.3	3622678.2	1286.3				Average	
		158	125	559862.2	3622692.2	1280.2				Average	
		159	126	559872.2	3622731	1286.3				Average	
		160	127	559882.3	3622770	1286.3				Average	
		161	128	559892.4	3622808.5	1280.2				Average	
		162	129	559902.5	3622847.2	1280.2				Average	
		163	130	559907.8	3622886.8	1280.2				Average	
		164	131	559910.4	3622926.5	1280.2				Average	
		165	132	559913.1	3622966.5	1280.2				Average	
		166	133	559915.7	3623006.5	1280.2				Average	
		167	134	559918.3	3623046.2	1280.2				Average	
		168	135	559921	3623086.2	1280.2				Average	
		169	136	559923.6	3623126	1280.2				Average	
		170	137	559926.2	3623166.2	1280.2				Average	
		38	138	559938.1	3623204.8	1280.2				Average	
		37	139	559951.7	3623242.8	1286.3				Average	
		36	140	559965.3	3623280.2	1286.3				Average	
		35	141	559978.9	3623317.5	1286.3				Average	
		34	142	559993.7	3623354.8	1286.3				Average	
		33	143	560010.3	3623391	1286.3				Average	
		32	144	560026.9	3623427.2	1292.4				Average	
		31	145	560043.5	3623464	1292.4				Average	
		30	146	560060.2	3623500.2	1292.4				Average	
		29	147	560076.8	3623536.8	1292.4				Average	
		28	148	560093.4	3623573	1298.4				Average	
		27	149	560110	3623609.5	1298.4				Average	
		26	150	560126.7	3623646	1298.4				Average	
		25	151	560143.3	3623682.2	1304.5				Average	
		24	152	560159.9	3623718.5	1304.5				Average	

HDR Computation

Project: Tule Wind Farm
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Roadways Inputs for Existing Traffic Model

Roadway				Points			Flow Control		Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type
	m			m	m	m		km/h	%	On Struct?
		23	153	560176.5	3623755	1304.5				Average
		20	154	560196	3623787	1304.5				Average
		19	155	560217.2	3623821.2	1310.6				Average
		18	156	560238.3	3623855	1310.6				Average
		17	157	560266.5	3623884	1316.7				Average
		16	158	560293.4	3623913	1316.7				Average
		15	159	560322.8	3623939.5	1322.8				Average
		14	160	560356	3623962	1322.8				Average
		13	161	560394.5	3623963.5	1328.9				Average
		12	162	560431.5	3623948.2	1328.9				Average
		11	163	560468.4	3623942.5	1335				Average
		10	164	560508.6	3623950.5	1335				Average
		9	165	560547.9	3623958	1341.1				Average
		8	166	560584.8	3623972.2	1341.1				Average
		7	167	560619.8	3623991.5	1347.2				Average
		6	168	560654.9	3624010.8	1347.2				Average
		5	169	560690	3624030	1353.3				Average
		4	170	560725.2	3624049.2	1353.3				Average
		3	171	560761.7	3624065.2	1359.4				Average
		2	172	560798.3	3624081.5	1359.4				Average
		1	173	560834.8	3624097.5	1359.4				Average
McCain Valley Road*	7.3	317	174	569385.8	3614199.5	994				Average Y
		316	175	569392.6	3614246.8	994				Average
		315	176	569392.2	3614296.8	994				Average
		460	177	569393.2	3614332	994				Average
		459	178	569394.7	3614382	994				Average
		461	179	569394.5	3614405	994				Average
		325	180	569395.3	3614453.8	994				Average
		324	181	569396	3614503.8	1000				Average
		323	182	569396.8	3614553.8	1000				Average

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		322	183	569397.6	3614603.8	1006				Average	
		319	184	569393	3614649.8	1006				Average	
		318	185	569387.9	3614699.5	1012				Average	
		321	186	569394.9	3614746	1012				Average	
		320	187	569402.3	3614795	1012				Average	
		314	188	569400.4	3614838.5	1018				Average	
		313	189	569398.2	3614888.5	1018				Average	
		312	190	569404.3	3614937.2	1018				Average	
		480	191	569400.6	3614939.5	1018				Average	
		479	192	569388.4	3614982.5	1024				Average	
		478	193	569389.5	3615032.5	1018				Average	
		477	194	569396.7	3615081.5	1024				Average	
		476	195	569409.3	3615130	1024				Average	
		475	196	569422.7	3615178	1024				Average	
		474	197	569442.2	3615224.2	1024				Average	
		473	198	569461.2	3615270.5	1030				Average	
		472	199	569474	3615318.8	1030				Average	
		471	200	569486.8	3615367	1036				Average	
		483	201	569491	3615402.2	1036				Average	
		482	202	569496.7	3615452	1036				Average	
		481	203	569496.4	3615502	1042				Average	
		470	204	569496.4	3615540	1042				Average	
		469	205	569496.4	3615590	1049				Average	
		468	206	569496.5	3615640	1049				Average	
		467	207	569496.5	3615690	1049				Average	
		466	208	569496.5	3615740	1055				Average	
		465	209	569496.6	3615790	1055				Average	
		464	210	569496.6	3615840	1055				Average	
		463	211	569496.6	3615890	1061				Average	
		462	212	569491.8	3615938	1061				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		311	213	569483.7	3615946.2	1061				Average	
		310	214	569457	3615987.5	1067				Average	
		309	215	569425.7	3616026.5	1067				Average	
		308	216	569392.7	3616064	1067				Average	
		307	217	569358.3	3616100.2	1073				Average	
		306	218	569323.9	3616136.5	1073				Average	
		305	219	569292.1	3616175	1073				Average	
		304	220	569261	3616214.2	1073				Average	
		303	221	569229.8	3616253.2	1073				Average	
		302	222	569198.6	3616292.5	1073				Average	
		301	223	569167.5	3616331.5	1073				Average	
		300	224	569143	3616375	1067				Average	
		299	225	569121	3616419.8	1067				Average	
		298	226	569099.1	3616464.8	1067				Average	
		297	227	569084.3	3616512	1067				Average	
		296	228	569071.3	3616538	1067				Average	
		295	229	569068.9	3616587.2	1067				Average	
		294	230	569076.9	3616635.2	1067				Average	
		293	231	569102.3	3616678.2	1067				Average	
		292	232	569127.7	3616721.5	1067				Average	
		291	233	569163.5	3616756.5	1067				Average	
		290	234	569199.2	3616791.2	1067				Average	
		289	235	569241.3	3616817.8	1067				Average	
		288	236	569286.7	3616837.5	1073				Average	
		287	237	569335.4	3616848.8	1073				Average	
		354	238	569355.4	3616887.8	1073				Average	
		353	239	569373.1	3616934	1073				Average	
		352	240	569379.9	3616983.5	1073				Average	
		351	241	569382.3	3617033.5	1079				Average	
		350	242	569382.2	3617083.5	1079				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		349	243	569382.1	3617133.5	1079				Average	
		348	244	569382	3617183.5	1079				Average	
		347	245	569381.9	3617233.5	1085				Average	
		346	246	569381.8	3617283.5	1085				Average	
		345	247	569381.7	3617333.5	1085				Average	
		344	248	569381.6	3617383.5	1085				Average	
		343	249	569381.5	3617433.5	1085				Average	
		342	250	569381.4	3617483.5	1085				Average	
		341	251	569381.3	3617533.5	1091				Average	
		340	252	569381.2	3617583.5	1091				Average	
		339	253	569381.3	3617633.5	1091				Average	
		338	254	569381.5	3617683.5	1091				Average	
		337	255	569381.7	3617733.5	1091				Average	
		336	256	569381.9	3617783.2	1091				Average	
		335	257	569382	3617833.2	1097				Average	
		334	258	569382.2	3617883.8	1097				Average	
		286	259	569382.2	3617889.5	1097				Average	
		285	260	569381.8	3617939.5	1097				Average	
		284	261	569381.5	3617989.5	1097				Average	
		283	262	569381.1	3618039.5	1103				Average	
		327	263	569381	3618060.5	1103				Average	
		326	264	569380.6	3618110.5	1103				Average	
		484	265	569378.8	3618156.5	1103				Average	
		281	266	569391.1	3618208.8	1103				Average	
		280	267	569400.6	3618257.8	1103				Average	
		381	268	569399.7	3618297.2	1109				Average	
		380	269	569398.6	3618347.2	1109				Average	
		379	270	569397.4	3618397.2	1109				Average	
		378	271	569396.3	3618447.2	1109				Average	
		377	272	569395.2	3618497	1109				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		376	273	569394	361854.7	1109				Average	
		375	274	569392.9	361859.7	1116				Average	
		374	275	569391.7	3618646.8	1116				Average	
		373	276	569390.6	3618696.8	1116				Average	
		372	277	569391.1	3618747.2	1116				Average	
		371	278	569395.2	3618797.2	1116				Average	
		370	279	569399.3	3618846.8	1122				Average	
		369	280	569403.3	3618896.5	1122				Average	
		368	281	569410.4	3618945.5	1128				Average	
		367	282	569409	3618995.5	1122				Average	
		366	283	569407.6	3619045.2	1122				Average	
		365	284	569401.2	3619094.5	1122				Average	
		364	285	569389	3619143	1122				Average	
		363	286	569380.5	3619191.8	1128				Average	
		362	287	569387	3619241.2	1128				Average	
		361	288	569393.6	3619291	1128				Average	
		360	289	569398.4	3619340.5	1128				Average	
		359	290	569400.4	3619390.5	1128				Average	
		358	291	569402.3	3619440.5	1128				Average	
		357	292	569408.4	3619490	1128				Average	
		356	293	569417.9	3619539.2	1134				Average	
		355	294	569427.3	3619589.5	1134				Average	
		333	295	569435.1	3619622.5	1134				Average	
		332	296	569446.2	3619671.2	1134				Average	
		331	297	569457.3	3619720	1134				Average	
		330	298	569468.4	3619768.8	1140				Average	
		329	299	569482.3	3619816.5	1140				Average	
		328	300	569498.9	3619863.8	1140				Average	
		279	301	569497.7	3619880.8	1140				Average	
		278	302	569494.2	3619930.5	1140				Average	

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m		km/h	%		
		277	303	569483.3	3619977.2	1140				Average	
		278	304	569478.5	3620027	1146				Average	
		275	305	569469.4	3620076	1146				Average	
		274	306	569460.3	3620125.2	1146				Average	
		273	307	569456.9	3620175.2	1146				Average	
		272	308	569453.9	3620225	1152				Average	
		271	309	569451	3620275	1152				Average	
		270	310	569442.2	3620320.8	1152				Average	
		269	311	569434	3620370	1158				Average	
		268	312	569427.5	3620419.5	1158				Average	
		267	313	569420.9	3620469	1158				Average	
		266	314	569414.4	3620518.8	1158				Average	
		265	315	569407.8	3620568.2	1158				Average	
		264	316	569401.2	3620617.8	1158				Average	
		263	317	569394.7	3620667.5	1158				Average	
		262	318	569388.1	3620717	1158				Average	
		261	319	569378.6	3620764	1164				Average	
		260	320	569376.4	3620764.5	1164				Average	
		259	321	569327.2	3620773.2	1158				Average	
		258	322	569278	3620782	1158				Average	
		257	323	569228.8	3620790.8	1152				Average	
		256	324	569180.4	3620803.8	1158				Average	
		458	325	569168.9	3620806.2	1158				Average	
		457	326	569120.6	3620819.2	1158				Average	
		456	327	569072.2	3620832	1158				Average	
		455	328	569023.9	3620845	1164				Average	
		454	329	568975.8	3620858	1170				Average	
		453	330	568925.9	3620863	1170				Average	
		452	331	568876.1	3620866.8	1177				Average	
		451	332	568826.1	3620865.5	1177				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		450	333	568776.6	3620860	1170				Average	
		449	334	568727.4	3620850.8	1164				Average	
		448	335	568678.2	3620842	1164				Average	
		447	336	568628.3	3620840	1164				Average	
		446	337	568578.3	3620838.5	1158				Average	
		445	338	568532.7	3620855.8	1158				Average	
		444	339	568491.8	3620883.5	1158				Average	
		443	340	568453.8	3620916	1158				Average	
		442	341	568415.9	3620949	1158				Average	
		441	342	568378.1	3620981.8	1164				Average	
		440	343	568345.2	3621018.8	1164				Average	
		439	344	568317.3	3621060.2	1164				Average	
		438	345	568289.5	3621101.8	1164				Average	
		437	346	568261.6	3621143.2	1164				Average	
		436	347	568238.4	3621186.2	1170				Average	
		435	348	568214.9	3621231.5	1170				Average	
		434	349	568193.3	3621276.2	1177				Average	
		433	350	568171.8	3621321.8	1177				Average	
		432	351	568150.3	3621367	1177				Average	
		431	352	568131.9	3621413	1177				Average	
		430	353	568118.5	3621461.5	1183				Average	
		429	354	568105	3621509.5	1183				Average	
		428	355	568087.8	3621556	1189				Average	
		427	356	568076.2	3621604.2	1189				Average	
		426	357	568069.4	3621653.8	1189				Average	
		425	358	568068.6	3621703.8	1189				Average	
		424	359	568067.9	3621753.8	1195				Average	
		423	360	568067.1	3621803.8	1201				Average	
		422	361	568059.9	3621852.8	1207				Average	
		421	362	568048.1	3621901.5	1207				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		420	363	568031.5	3621948.5	1207				Average	
		419	364	568013.3	3621995	1207				Average	
		418	365	567995.2	3622041.8	1207				Average	
		417	366	567978.6	3622089	1213				Average	
		416	367	567965.4	3622137.2	1213				Average	
		415	368	567951.1	3622185	1213				Average	
		414	369	567952.4	3622234.8	1213				Average	
		413	370	567954.4	3622284.8	1213				Average	
		412	371	567956.5	3622334.8	1218				Average	
		411	372	567958.6	3622384.8	1219				Average	
		410	373	567960.6	3622434.5	1219				Average	
		409	374	567968.2	3622483.8	1225				Average	
		408	375	567968.7	3622533.8	1225				Average	
		407	376	567969.1	3622583.8	1225				Average	
		406	377	567969.6	3622633.8	1231				Average	
		405	378	567977.5	3622682.8	1225				Average	
		404	379	567989.4	3622731.2	1225				Average	
		403	380	568001.2	3622780	1225				Average	
		402	381	568013	3622828.5	1225				Average	
		401	382	568027	3622876.5	1225				Average	
		400	383	568041.8	3622924	1231				Average	
		399	384	568056.7	3622972	1225				Average	
		398	385	568071.6	3623019.8	1225				Average	
		397	386	568086.4	3623067.5	1225				Average	
		396	387	568101.3	3623115.2	1225				Average	
		395	388	568111.7	3623164	1225				Average	
		394	389	568121	3623213	1225				Average	
		393	390	568126.8	3623262.5	1225				Average	
		392	391	568124.3	3623312.5	1225				Average	
		391	392	568120.8	3623362	1225				Average	

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		390	393	568111.8	3623411.5	1225				Average	
		389	394	568102.9	3623460.5	1225				Average	
		388	395	568093.9	3623509.8	1219				Average	
		387	396	568085	3623559	1219				Average	
		386	397	568076	3623608.5	1219				Average	
		385	398	568067	3623657.5	1219				Average	
		384	399	568058.1	3623706.5	1213				Average	
		383	400	568051	3623756	1213				Average	
		382	401	568053.2	3623806	1213				Average	
		33	402	568053.2	3623811.5	1213				Average	
		32	403	568072.1	3623857	1207				Average	
		31	404	568103.4	3623895	1201				Average	
		30	405	568140	3623929.2	1201				Average	
		29	406	568176.6	3623963.2	1201				Average	
		28	407	568209.2	3624000	1201				Average	
		27	408	568228.4	3624046.5	1195				Average	
		26	409	568231.1	3624096	1189				Average	
		25	410	568218.7	3624144	1183				Average	
		24	411	568193.1	3624187	1183				Average	
		23	412	568167.5	3624230	1177				Average	
		22	413	568138.4	3624270.5	1170				Average	
		21	414	568106.6	3624309.2	1170				Average	
		20	415	568073.7	3624346.5	1170				Average	
		19	416	568037.3	3624381	1170				Average	
		18	417	568000.9	3624415.2	1170				Average	
		17	418	567961.7	3624446.2	1164				Average	
		16	419	567922.1	3624476.8	1164				Average	
		15	420	567880.5	3624504	1164				Average	
		14	421	567836.1	3624527	1170				Average	
		13	422	567791.6	3624549.5	1177				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		12	423	567747.1	3624572.8	1177				Average	
		11	424	567702.8	3624595.8	1177				Average	
		10	425	567658.2	3624618.5	1177				Average	
		9	426	567618.3	3624645	1177				Average	
		8	427	567581.4	3624680.5	1183				Average	
		7	428	567552.5	3624721.2	1183				Average	
		6	429	567527.7	3624784.5	1177				Average	
		5	430	567506.8	3624809.5	1177				Average	
		4	431	567486.8	3624855.8	1177				Average	
		3	432	567465.2	3624898.2	1177				Average	
		2	433	567453.4	3624946.5	1170				Average	
		1	434	567445.3	3624995.5	1170				Average	
		97	435	567430.3	3625043.5	1170				Average	
		98	436	567417.6	3625091.8	1170				Average	
		114	437	567418.4	3625096.5	1170				Average	
		115	438	567403.5	3625145	1170				Average	
		116	439	567390.7	3625193	1177				Average	
		117	440	567377.8	3625241.5	1183				Average	
		118	441	567364.9	3625289.8	1183				Average	
		119	442	567352.1	3625338.2	1189				Average	
		120	443	567339.2	3625386.2	1195				Average	
		121	444	567326.4	3625434.5	1201				Average	
		122	445	567313.5	3625483	1207				Average	
		123	446	567300.8	3625531.5	1213				Average	
		124	447	567290.9	3625580.2	1219				Average	
		125	448	567285.2	3625630.2	1219				Average	
		126	449	567274.7	3625675.8	1219				Average	
		127	450	567268.1	3625722.8	1225				Average	
		128	451	567240.5	3625789.5	1225				Average	
		129	452	567211.5	3625810	1219				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		130	453	567193.5	3625856.5	1225				Average	
		131	454	567164.5	3625897.2	1225				Average	
		132	455	567133.2	3625935.8	1231				Average	
		133	456	567098.8	3625972	1231				Average	
		134	457	567064.4	3626008.5	1225				Average	
		135	458	567029.1	3626044	1225				Average	
		136	459	566989	3626073.5	1225				Average	
		137	460	566948.9	3626103.5	1225				Average	
		138	461	566908.8	3626133.2	1225				Average	
		139	462	566863	3626152	1219				Average	
		140	463	566815.2	3626187	1219				Average	
		141	464	566767.4	3626181.5	1225				Average	
		142	465	566719.6	3626196.2	1225				Average	
		143	466	566671.8	3626210.5	1231				Average	
		144	467	566623.9	3626225	1231				Average	
		145	468	566576.1	3626240	1231				Average	
		146	469	566528.3	3626254.2	1231				Average	
		147	470	566480.5	3626269.2	1225				Average	
		148	471	566432.7	3626284	1225				Average	
		149	472	566384.4	3626296.5	1225				Average	
		150	473	566335	3626304	1225				Average	
		151	474	566285.6	3626312	1231				Average	
		152	475	566236.2	3626319.5	1231				Average	
		153	476	566186.8	3626327.5	1237				Average	
		154	477	566137.4	3626335.2	1237				Average	
		155	478	566088	3626343	1231				Average	
		156	479	566038.6	3626350.5	1231				Average	
		157	480	565989.3	3626358.2	1237				Average	
		158	481	565939.9	3626366	1237				Average	
		159	482	565890.5	3626373.8	1237				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		160	483	565841.1	3626381.5	1244				Average	
		161	484	565791.7	3626389.5	1244				Average	
		162	485	565742.3	3626397	1244				Average	
		163	486	565693	3626405.2	1250				Average	
		164	487	565643.9	3626415	1250				Average	
		165	488	565594.9	3626424.8	1250				Average	
		166	489	565545.8	3626434.5	1250				Average	
		167	490	565496.8	3626444.2	1250				Average	
		168	491	565447.7	3626454	1250				Average	
		169	492	565398.7	3626463.8	1256				Average	
		170	493	565349.6	3626473.5	1256				Average	
		171	494	565302.1	3626488.2	1262				Average	
		172	495	565255.2	3626505.8	1262				Average	
		173	496	565211.8	3626530	1268				Average	
		174	497	565170	3626557.8	1268				Average	
		175	498	565128.2	3626585	1262				Average	
		176	499	565086.5	3626612.5	1262				Average	
		177	500	565044.7	3626640	1268				Average	
		178	501	565002.9	3626667.2	1268				Average	
		179	502	564959.4	3626692	1268				Average	
		180	503	564915.8	3626716.5	1262				Average	
		181	504	564872.3	3626741.2	1262				Average	
		182	505	564828	3626759.5	1262				Average	
		183	506	564778.8	3626776	1262				Average	
		184	507	564728.9	3626778.5	1256				Average	
		185	508	564678.9	3626780.8	1256				Average	
		48	509	564671.7	3626781	1256				Average	
		49	510	564622.2	3626788.8	1256				Average	
		50	511	564572.8	3626796.5	1262				Average	
		51	512	564523	3626800.2	1262				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		52	513	564473.1	3626803	1268				Average	
		53	514	564423.2	3626806	1274				Average	
		54	515	564373.3	3626809	1274				Average	
		55	516	564323.4	3626811.8	1280				Average	
		56	517	564273.4	3626814.5	1280				Average	
		57	518	564223.5	3626817.8	1286				Average	
		58	519	564173.6	3626820.5	1292				Average	
		59	520	564123.7	3626823	1298				Average	
		60	521	564074.4	3626829.5	1298				Average	
		61	522	564026.3	3626843.5	1305				Average	
		62	523	563978.3	3626857.5	1305				Average	
		63	524	563930.3	3626871.2	1311				Average	
		64	525	563882.2	3626885	1311				Average	
		65	526	563834.2	3626899	1317				Average	
		66	527	563786.2	3626913	1317				Average	
		67	528	563738.1	3626926.8	1317				Average	
		68	529	563690.1	3626940.8	1323				Average	
		69	530	563642.1	3626954.5	1329				Average	
		70	531	563594	3626968.5	1335				Average	
		71	532	563545.2	3626979	1335				Average	
		72	533	563497.2	3626991.2	1341				Average	
		73	534	563456.9	3627020.8	1341				Average	
		74	535	563416.6	3627050.5	1347				Average	
		75	536	563376.3	3627080	1347				Average	
		76	537	563336.2	3627110	1347				Average	
		77	538	563297.5	3627141.8	1353				Average	
		78	539	563258.7	3627173	1359				Average	
		79	540	563219.9	3627204.8	1359				Average	
		80	541	563181.2	3627236.2	1359				Average	
		81	542	563142.4	3627268.2	1359				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		82	543	563103.6	3627299.5	1359				Average	
		83	544	563064.9	3627331	1359				Average	
		84	545	563026.1	3627362.5	1366				Average	
		85	546	562987.3	3627394.2	1366				Average	
		86	547	562954.8	3627432	1366				Average	
		87	548	562923.6	3627471.2	1366				Average	
		88	549	562892.5	3627510.2	1372				Average	
		89	550	562862.8	3627550.5	1366				Average	
		90	551	562836.3	3627592.5	1359				Average	
		91	552	562813.2	3627637	1353				Average	
		92	553	562790.2	3627681.2	1353				Average	
		93	554	562768.1	3627726.2	1347				Average	
		94	555	562747.2	3627771.2	1347				Average	
		95	556	562725	3627816.2	1341				Average	
		96	557	562700.6	3627860	1341				Average	
		34	558	562688.2	3627882.2	1341				Average	
		35	559	562673.4	3627929.8	1341				Average	
		36	560	562658.7	3627977.8	1335				Average	
		37	561	562638	3628023	1335				Average	
		38	562	562618.9	3628068.5	1335				Average	
		39	563	562595.7	3628114	1329				Average	
		40	564	562574.6	3628159.2	1329				Average	
		41	565	562553.4	3628204.5	1329				Average	
		42	566	562532.3	3628250	1329				Average	
		43	567	562511.1	3628295	1323				Average	
		44	568	562490	3628340.5	1323				Average	
		45	569	562468.8	3628385.8	1317				Average	
		46	570	562448.2	3628431.2	1317				Average	
		47	571	562428.2	3628477	1317				Average	
		188	572	562416	3628505	1317				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		189	573	562396.5	3628551	1317				Average	
		190	574	562376.9	3628597	1317				Average	
		191	575	562357.3	3628643	1323				Average	
		192	576	562336.7	3628688.5	1323				Average	
		193	577	562308.5	3628729.8	1317				Average	
		194	578	562280.2	3628771	1317				Average	
		195	579	562249.8	3628810.5	1317				Average	
		196	580	562218.2	3628849.2	1317				Average	
		197	581	562188.1	3628889.2	1317				Average	
		198	582	562160.1	3628930.5	1317				Average	
		199	583	562132	3628972	1323				Average	
		200	584	562103.9	3629013	1323				Average	
		201	585	562081.2	3629057.5	1323				Average	
		202	586	562059.2	3629102.8	1317				Average	
		203	587	562037.1	3629147.5	1317				Average	
		204	588	562015	3629192.8	1317				Average	
		205	589	561992.9	3629237.2	1317				Average	
		186	590	561982.8	3629257.8	1317				Average	
		187	591	561960.4	3629302.2	1317				Average	
		206	592	561946.4	3629330	1317				Average	
		207	593	561924.3	3629375.2	1317				Average	
		208	594	561902.1	3629420	1317				Average	
		209	595	561880	3629464.8	1323				Average	
		210	596	561857.9	3629509.8	1323				Average	
		211	597	561835.7	3629554.5	1329				Average	
		212	598	561813.6	3629599.2	1329				Average	
		213	599	561791.5	3629644.2	1335				Average	
		214	600	561769.3	3629688.8	1341				Average	
		215	601	561754	3629736	1341				Average	
		216	602	561742.5	3629784.8	1341				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		217	603	561731	3629833.8	1347				Average	
		218	604	561719.5	3629882	1347				Average	
		219	605	561708	3629930.8	1353				Average	
		220	606	561702	3629980.5	1353				Average	
		221	607	561689	3630027.2	1353				Average	
		222	608	561679.9	3630076.2	1353				Average	
		223	609	561670.7	3630125.8	1359				Average	
		224	610	561661.6	3630174.5	1359				Average	
		225	611	561652.5	3630223.8	1359				Average	
		226	612	561643.3	3630272.8	1366				Average	
		227	613	561632.1	3630321.5	1366				Average	
		228	614	561620.2	3630370.5	1372				Average	
		229	615	561608.2	3630418.8	1378				Average	
		230	616	561596.3	3630467.2	1378				Average	
		231	617	561584.3	3630516	1378				Average	
		232	618	561572.4	3630564.5	1378				Average	
		233	619	561560.4	3630613	1378				Average	
		234	620	561548.5	3630661.5	1384				Average	
		235	621	561536.5	3630710	1384				Average	
		236	622	561524.6	3630758.5	1384				Average	
		237	623	561507.9	3630803.8	1384				Average	
		238	624	561497	3630852.5	1378				Average	
		239	625	561486.2	3630901.2	1372				Average	
		240	626	561475.3	3630950	1372				Average	
		241	627	561464.4	3630999	1366				Average	
		242	628	561453.6	3631047.8	1366				Average	
		243	629	561442	3631096	1366				Average	
		244	630	561428.6	3631144.5	1366				Average	
		245	631	561415.3	3631192.8	1359				Average	
		246	632	561403.1	3631241	1359				Average	

HDR Computation

Project: Tule Wind Farm
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Roadway Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		247	633	561394	3631290.2	1359				Average	
		248	634	561382.4	3631339	1359				Average	
		249	635	561369.1	3631387	1353				Average	
		250	636	561355.9	3631435.2	1353				Average	
		251	637	561342.7	3631483.5	1353				Average	
		252	638	561329.4	3631531.8	1353				Average	
		253	639	561316.2	3631580.2	1347				Average	
		254	640	561302.9	3631628.2	1347				Average	
		255	641	561289.7	3631676.5	1347				Average	
		99	642	561276.5	3631717.2	1347				Average	
		100	643	561265.7	3631765.5	1347				Average	
		101	644	561253	3631814	1353				Average	
		102	645	561240.3	3631862.5	1353				Average	
		103	646	561227.6	3631910.8	1359				Average	
		104	647	561214.9	3631959	1359				Average	
		105	648	561202.2	3632007.5	1359				Average	
		106	649	561189.5	3632055.8	1359				Average	
		107	650	561176.8	3632104	1359				Average	
		108	651	561164.1	3632152.5	1359				Average	
		109	652	561151.4	3632201	1366				Average	
		110	653	561138.6	3632249.2	1366				Average	
		111	654	561125.9	3632297.8	1372				Average	
		112	655	561113.2	3632346	1372				Average	
		113	656	561100.5	3632394.2	1378					
Old Highway 80"	7.3	0	657	558595.6	3618769.8	1183				Average	
		1	658	558640.7	3618763.5	1183				Average	
		2	659	558685.3	3618755	1183				Average	
		3	660	558728.6	3618741	1189				Average	
		4	661	558771.4	3618725.2	1189				Average	
		5	662	558814.6	3618711.2	1189				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		6	663	558859.3	3618703.5	1189				Average	
		7	664	558904.8	3618703.8	1189				Average	
		8	665	558949.3	3618713.5	1189				Average	
		9	666	558992.9	3618726.8	1195				Average	
		10	667	559036.7	3618738.5	1201				Average	
		11	668	559082	3618743.2	1201				Average	
		12	669	559127.4	3618740.8	1201				Average	
		13	670	559172.8	3618735.2	1201				Average	
		14	671	559217.7	3618729.2	1207				Average	
		15	672	559263.1	3618725.8	1207				Average	
		16	673	559308.6	3618726.8	1213				Average	
		17	674	559354.2	3618727.8	1213				Average	
		18	675	559399.1	3618723.8	1219				Average	
		19	676	559443	3618711.8	1219				Average	
		20	677	559487	3618700	1225				Average	
		21	678	559530.3	3618686	1231				Average	
		22	679	559575.1	3618680.5	1231				Average	
		23	680	559620.8	3618678.8	1237				Average	
		24	681	559666.2	3618680	1237				Average	
		25	682	559711.6	3618682.5	1237				Average	
		26	683	559757	3618686	1244				Average	
		27	684	559802	3618680.5	1244				Average	
		28	685	559846.2	3618669.8	1250				Average	
		29	686	559889	3618654.2	1250				Average	
		30	687	559932.4	3618643.2	1256				Average	Y
		31	688	559976.7	3618649.5	1256				Average	
		32	689	559998.5	3618609.2	1256				Average	
		33	690	560020.3	3618569.5	1250				Average	
		34	691	560043.1	3618530.2	1250				Average	
		35	692	560071	3618494.2	1250				Average	

HDR Computation

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		36	693	560099	3618458.5	1250				Average	
		37	694	560126.9	3618422.5	1250				Average	
		38	695	560157.8	3618389	1250				Average	
		39	696	560189	3618355.8	1250				Average	
		40	697	560220.2	3618322.5	1244				Average	
		41	698	560251.4	3618289.8	1250				Average	
		42	699	560282.8	3618256	1244				Average	
		43	700	560313.8	3618223	1250				Average	
		44	701	560345	3618190	1250				Average	
		45	702	560379.8	3618160.8	1250				Average	
		46	703	560416.8	3618134	1250				Average	
		47	704	560454.5	3618109	1256				Average	
		48	705	560493.8	3618085.5	1256				Average	
		49	706	560532.7	3618062	1256				Average	
		50	707	560571.8	3618038.5	1256				Average	
		51	708	560610.9	3618015.2	1256				Average	
		52	709	560650	3617991.8	1256				Average	
		53	710	560689	3617968.5	1256				Average	
		54	711	560728.1	3617945	1256				Average	
		55	712	560768.9	3617925	1256				Average	
		56	713	560810.4	3617906	1256				Average	
		57	714	560852.3	3617888.8	1256				Average	
		58	715	560896.5	3617877.5	1250				Average	
		59	716	560940.8	3617866.5	1250				Average	
		60	717	560985.7	3617853.8	1250				Average	
		61	718	561030.8	3617852.8	1244				Average	
		62	719	561074.5	3617841	1244				Average	
		63	720	561117.3	3617825.8	1244				Average	
		64	721	561158.5	3617806.5	1237				Average	
		65	722	561198.5	3617785	1237				Average	

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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		66	723	561238.1	3617762.2	1231				Average	
		67	724	561273.9	3617734.2	1231				Average	
		68	725	561309.8	3617706	1225				Average	
		69	726	561345.3	3617677.5	1225				Average	
		70	727	561380.4	3617648.8	1225				Average	
		71	728	561415.4	3617619.5	1219				Average	
		72	729	561450.5	3617590.5	1219				Average	
		73	730	561485.5	3617561.2	1213				Average	
		74	731	561520.8	3617532.2	1213				Average	
		75	732	561555.6	3617503	1213				Average	
		76	733	561588.8	3617471.8	1213				Average	
		77	734	561621	3617439.8	1207				Average	
		78	735	561653.2	3617407.5	1213				Average	
		79	736	561685.4	3617375.5	1207				Average	
		80	737	561717.6	3617343.2	1207				Average	
		81	738	561749.8	3617311	1207				Average	
		82	739	561780.8	3617277.8	1207				Average	
		83	740	561811.4	3617243.8	1207				Average	
		84	741	561842	3617210	1201				Average	
		85	742	561872.5	3617176.2	1195				Average	
		86	743	561903.1	3617142.2	1195				Average	
		87	744	561933.6	3617108.8	1189				Average	
		88	745	561964.2	3617075	1189				Average	
		89	746	561994.7	3617041.2	1189				Average	
		90	747	562025.3	3617007.8	1189				Average	
		91	748	562055.9	3616973.8	1189				Average	
		92	749	562086.4	3616940	1183				Average	
		93	750	562117	3616906.2	1177				Average	
		94	751	562147.5	3616872.5	1177				Average	
		95	752	562177.6	3616838.2	1177				Average	

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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		96	753	562207	3616903.5	1170				Average	
		97	754	562236.3	3616788.5	1170				Average	
		98	755	562264.8	3616733	1170				Average	
		99	756	562283.7	3616692	1170				Average	
		100	757	562302.4	3616650	1170				Average	
		101	758	562320.8	3616608.2	1164				Average	
		102	759	562338.9	3616566.5	1164				Average	
		103	760	562356.7	3616524.8	1158				Average	
		104	761	562371.5	3616481.8	1164				Average	
		105	762	562382.1	3616437.2	1164				Average	
		106	763	562392.7	3616393.2	1158				Average	
		107	764	562403.3	3616349	1158				Average	
		108	765	562413.9	3616304.8	1158				Average	
		109	766	562424.5	3616260.5	1158				Average	
		110	767	562438.6	3616216.5	1152				Average	
		111	768	562448.7	3616172.5	1152				Average	
		112	769	562460.8	3616129.5	1152				Average	
		113	770	562473	3616084.8	1152				Average	
		114	771	562488.9	3616042.2	1152				Average	
		115	772	562506.3	3616000.2	1146				Average	
		116	773	562523.8	3615958	1152				Average	
		117	774	562541.2	3615915.8	1146				Average	
		118	775	562558.7	3615874	1146				Average	
		119	776	562578.5	3615833	1146				Average	
		120	777	562598.8	3615792	1146				Average	
		121	778	562619.2	3615751.5	1152				Average	
		122	779	562640.5	3615711.8	1152				Average	
		123	780	562670.9	3615677.5	1158				Average	
		124	781	562701.3	3615643.2	1152				Average	
		125	782	562740.8	3615621.5	1158				Average	

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Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		126	783	562781.3	3615600.8	1158				Average	
		127	784	562824.1	3615585.5	1164				Average	
		128	785	562868	3615573.5	1164				Average	
		129	786	562911.9	3615561.2	1170				Average	
		130	787	562953.7	3615543.5	1164				Average	
		131	788	562995.3	3615524.8	1170				Average	
		132	789	563036.7	3615506	1170				Average	
		133	790	563077.2	3615484.8	1170				Average	
		134	791	563117.7	3615464.2	1170				Average	
		135	792	563158.2	3615443	1170				Average	
		136	793	563198.7	3615422.5	1170				Average	
		137	794	563239.1	3615401.2	1170				Average	
		138	795	563279.8	3615380.8	1170				Average	
		139	796	563320.1	3615360	1170				Average	
		140	797	563360.6	3615338.8	1170				Average	
		141	798	563401.1	3615318.2	1170				Average	
		142	799	563441.6	3615297	1170				Average	
		143	800	563482.1	3615276.5	1170				Average	
		144	801	563522.6	3615255.2	1170				Average	
		145	802	563563	3615234.8	1170				Average	
		146	803	563603.5	3615214	1170				Average	
		147	804	563644	3615192.8	1170				Average	
		148	805	563684.5	3615172.2	1177				Average	
		149	806	563725	3615151	1177				Average	
		150	807	563765.4	3615130.5	1177				Average	
		151	808	563805.9	3615109.2	1177				Average	
		152	809	563846.4	3615088.8	1183				Average	
		153	810	563886.8	3615067.5	1183				Average	
		154	811	563927.3	3615046.8	1183				Average	
		155	812	563967.8	3615026.2	1183				Average	

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Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		156	813	564008.2	3615005	1183				Average	
		157	814	564048.7	3614984	1183				Average	
		158	815	564089.2	3614963.2	1183				Average	
		159	816	564129.8	3614942.8	1189				Average	
		160	817	564170.6	3614922.5	1189				Average	
		161	818	564211.5	3614902.5	1189				Average	
		162	819	564253.7	3614885.8	1189				Average	
		163	820	564297	3614871.2	1183				Average	
		164	821	564340.2	3614857	1183				Average	
		165	822	564384.7	3614847.5	1177				Average	
		166	823	564429.7	3614841.2	1177				Average	
		167	824	564475.1	3614836.5	1177				Average	
		168	825	564520.6	3614835.8	1177				Average	
		169	826	564566	3614837.5	1170				Average	
		170	827	564611.4	3614841.5	1170				Average	
		171	828	564656.8	3614845.5	1164				Average	
		172	829	564702.2	3614849	1164				Average	
		173	830	564747.7	3614851.2	1158				Average	
		174	831	564793.2	3614850	1158				Average	
		175	832	564838.6	3614847.8	1152				Average	
		176	833	564883.8	3614841.8	1152				Average	
		177	834	564928.8	3614834.8	1146				Average	
		178	835	564973.7	3614827.5	1146				Average	
		179	836	565018.7	3614820	1140				Average	
		180	837	565063.6	3614812.8	1140				Average	
		181	838	565108.6	3614805.5	1140				Average	
		182	839	565153.5	3614797.8	1140				Average	
		183	840	565198.5	3614790.8	1134				Average	
		184	841	565243.4	3614783.2	1128				Average	
		185	842	565288.4	3614776	1128				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		186	843	565333.2	3614768	1128				Average	
		187	844	565378.1	3614760.2	1122				Average	
		188	845	565423	3614752.5	1122				Average	
		189	846	565467.9	3614744.8	1116				Average	
		190	847	565512.7	3614737	1116				Average	
		191	848	565557.6	3614729	1109				Average	
		192	849	565602.5	3614721.8	1109				Average	
		193	850	565647.6	3614715.2	1109				Average	
		194	851	565692.8	3614709.5	1109				Average	
		195	852	565738.3	3614708	1103				Average	
		196	853	565783.8	3614708.5	1103				Average	
		197	854	565829.2	3614712	1097				Average	
		198	855	565874.4	3614717	1097				Average	
		199	856	565919.3	3614724.5	1097				Average	
		200	857	565964.1	3614733	1097				Average	
		201	858	566008.9	3614741.2	1091				Average	
		202	859	566053.6	3614749.8	1091				Average	
		203	860	566098.4	3614758	1091				Average	
		204	861	566143.1	3614766.5	1085				Average	
		205	862	566187.9	3614775	1085				Average	
		206	863	566232.7	3614783.2	1085				Average	
		207	864	566277.4	3614791.8	1085				Average	
		208	865	566322.3	3614799.8	1085				Average	
		209	866	566367.1	3614807.5	1079				Average	
		210	867	566412	3614815.5	1079				Average	
		211	868	566456.8	3614823.5	1079				Average	
		212	869	566501.8	3614830.2	1073				Average	
		213	870	566547.2	3614834	1073				Average	
		214	871	566592.4	3614829.5	1073				Average	
		215	872	566636	3614816.2	1073				Average	

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Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m		km/h	%		
		216	873	566679.6	3614803	1073				Average	
		217	874	566722.8	3614788	1073				Average	
		218	875	566764.8	3614771	1073				Average	
		219	876	566807	3614753.8	1067				Average	
		220	877	566849	3614736	1067				Average	
		221	878	566890.7	3614718	1067				Average	
		222	879	566927.7	3614691.8	1061				Average	
		223	880	566963.5	3614663.5	1055				Average	
		224	881	566999.4	3614635.5	1055				Average	
		225	882	567035.4	3614607.2	1055				Average	
		226	883	567073	3614582	1049				Average	
		227	884	567111.5	3614557.2	1049				Average	
		228	885	567152	3614537	1042				Average	
		229	886	567193	3614517.2	1042				Average	
		230	887	567235	3614499.5	1042				Average	
		231	888	567277.1	3614482.5	1036				Average	
		232	889	567320.4	3614468.2	1036				Average	
		233	890	567364.9	3614459.2	1042				Average	
		234	891	567409.9	3614452	1036				Average	
		235	892	567454.9	3614445	1036				Average	
		236	893	567500	3614438.2	1030				Average	
		237	894	567545.1	3614432.5	1030				Average	
		238	895	567590.2	3614426	1030				Average	
		239	896	567635.2	3614419	1030				Average	
		240	897	567679.8	3614410.2	1030				Average	
		241	898	567723.7	3614398	1030				Average	
		242	899	567766.8	3614383.8	1024				Average	
		243	900	567808.5	3614365	1024				Average	
		244	901	567850.2	3614347	1030				Average	
		245	902	567891.9	3614328.5	1024				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		246	903	567933.6	3614310.2	1024				Average	
		247	904	567975.3	3614292	1024				Average	
		248	905	568017.2	3614274	1024				Average	
		249	906	568059.2	3614256.5	1024				Average	
		250	907	568101.3	3614239.2	1024				Average	
		251	908	568143.4	3614221.8	1024				Average	
		252	909	568185.5	3614204	1024				Average	
		253	910	568227.5	3614186.8	1018				Average	
		254	911	568269.6	3614169.2	1018				Average	
		255	912	568312.4	3614154	1018				Average	
		256	913	568356.3	3614142	1018				Average	
		257	914	568400.9	3614133	1012				Average	
		258	915	568446.4	3614130.8	1012				Average	
		259	916	568491.3	3614135	1012				Average	
		260	917	568535.8	3614144.8	1012				Average	
		261	918	568578.8	3614159.2	1006				Average	
		262	919	568621.1	3614176.2	1006				Average	
		263	920	568663.4	3614193.2	1006				Average	
		264	921	568705.7	3614210	1006				Average	
		265	922	568748	3614227	1006				Average	
		266	923	568790.2	3614244	1006				Average	
		267	924	568832.5	3614260.8	1006				Average	
		268	925	568874.8	3614277.8	1006				Average	
		269	926	568917.1	3614294.8	1006				Average	
		270	927	568959.4	3614311.5	1006				Average	
		271	928	569001.6	3614328.5	1000				Average	
		272	929	569045.3	3614341	1000				Average	
		273	930	569090.1	3614345	1000				Average	
		274	931	569135.4	3614340.8	1000				Average	
		275	932	569180.3	3614332.8	1000				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		276	933	569221.6	3614313.5	1000				Average	
		277	934	569262.8	3614294	1000				Average	
		278	935	569303.2	3614273.2	994				Average	
		279	936	569341.1	3614248	994				Average	
		280	937	569377.5	3614220.8	994				Average	
		281	938	569413.3	3614192.8	994				Average	
		282	939	569449.2	3614164.5	994				Average	
		283	940	569485	3614136.5	994				Average	
		284	941	569520.9	3614108.5	994				Average	
		285	942	569557.6	3614081.5	994				Average	
		286	943	569595.2	3614055.8	988				Average	
		287	944	569634.3	3614032.5	988				Average	
		288	945	569675.9	3614014	988				Average	
		289	946	569718.5	3613998.2	988				Average	
		290	947	569762.7	3613987.5	988				Average	
		291	948	569807	3613976.5	988				Average	
		292	949	569851.2	3613965.5	981				Average	
		293	950	569895.4	3613954.5	988				Average	
		294	951	569939.6	3613943.5	981				Average	
		295	952	569983.8	3613932.5	981				Average	
		296	953	570027.9	3613921.5	981				Average	
		297	954	570072	3613910	988				Average	
		298	955	570115.6	3613896.8	988				Average	
		299	956	570157	3613878.2	988				Average	
		300	957	570197.3	3613857	988				Average	
		301	958	570236.9	3613834.5	988				Average	
		302	959	570273.3	3613807.2	988					
Ribbonwood Road (I-8 to Old Hwy 80)	7.3	0	960	566563.1	3614851.8	1073				Average	
		1	961	566561.8	3614898.5	1079				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		2	962	566560.5	3614945.2	1073				Average	
		3	963	566559.2	3614992	1079				Average	
		4	964	566557	3615038.8	1079				Average	
		5	965	566552.8	3615085.2	1079				Average	
		6	966	566545.5	3615131.5	1079				Average	
		7	967	566538.3	3615177.8	1079				Average	
		8	968	566531	3615223.8	1079				Average	
		9	969	566523.7	3615270	1085				Average	
		10	970	566518.5	3615318.2	1085				Average	
		11	971	566509.6	3615362.8	1085				Average	
		12	972	566502.8	3615408.8	1085				Average	
		13	973	566495.3	3615455	1085				Average	
		14	974	566488	3615501	1085				Average	
		15	975	566480.2	3615547.2	1091				Average	
		16	976	566471.5	3615593	1091				Average	
		17	977	566462.2	3615639	1097				Average	
		18	978	566452.1	3615684.5	1097				Average	
		19	979	566440.6	3615730	1103					
Ribbonwood Road (north of I-8)"	7.3	19	980	566440.6	3615730	1103				Average	
		20	981	566427.8	3615775	1103				Average	
		21	982	566415	3615820.2	1103				Average	
		22	983	566402.3	3615865	1109				Average	
		23	984	566389.6	3615910	1109				Average	
		24	985	566377.1	3615954.8	1116				Average	
		25	986	566364.8	3616000	1116				Average	
		26	987	566352.5	3616045.5	1122				Average	
		27	988	566339.7	3616090.2	1122				Average	
		28	989	566326.3	3616135	1128				Average	
	29	990	566312.9	3616179.8	1128				Average		

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs

HDR

Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
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Roadways Inputs for Existing Traffic Model

Roadway				Points			Flow Control		Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type
	m			m	m	m		km/h	%	On Struct?
		30	991	566299.5	3616224.5	1128				Average
		31	992	566286.2	3616269.5	1134				Average
		32	993	566273.3	3616314.2	1134				Average
		33	994	566259	3616359	1134				Average
		34	995	566244.6	3616403.5	1134				Average
		35	996	566231.5	3616448.2	1134				Average
		36	997	566222.4	3616494	1134				Average
		37	998	566216.2	3616540.5	1128				Average
		38	999	566215.7	3616587	1128				Average
		39	1000	566215.2	3616634	1128				Average
		40	1001	566214.8	3616680.5	1128				Average
		41	1002	566214.3	3616727.5	1128				Average
		42	1003	566213.8	3616774.2	1122				Average
		43	1004	566213.3	3616821	1122				Average
		44	1005	566214.2	3616867.8	1122				Average
		45	1006	566215.4	3616914.5	1116				Average
		46	1007	566216.6	3616961.2	1116				Average
		47	1008	566217.7	3617008	1116				Average
		48	1009	566218.9	3617055	1116				Average
		49	1010	566220.1	3617101.5	1116				Average
		50	1011	566221.3	3617148.2	1116				Average
		51	1012	566222.5	3617195	1116				Average
		52	1013	566223.6	3617241.8	1109				Average
		53	1014	566224.8	3617288.2	1116				Average
		54	1015	566226	3617335.2	1116				Average
		55	1016	566226.8	3617382	1116				Average
		56	1017	566226.8	3617429	1122				Average
		57	1018	566226.8	3617475.5	1122				Average
		58	1019	566226.8	3617522.2	1128				Average
		59	1020	566228.3	3617569	1128				Average

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
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 Of:

Roadways Inputs for Existing Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		60	1021	566232	3617615.5	1128				Average	
		61	1022	566238.4	3617661.8	1128				Average	
		62	1023	566246.6	3617708	1128				Average	
		63	1024	566255.8	3617753.5	1122				Average	
		64	1025	566246.2	3617799.5	1122				Average	
		65	1026	566238	3617845.5	1122				Average	
		66	1027	566238.1	3617892	1116				Average	
		67	1028	566238.5	3617939	1109				Average	
		68	1029	566240.3	3617985.5	1109				Average	
		69	1030	566244.9	3618032	1109				Average	
		70	1031	566249.6	3618078.5	1109				Average	
		71	1032	566252.2	3618125.2	1116				Average	
		72	1033	566241.3	3618170.5	1109				Average	
		73	1034	566231	3618216.2	1109				Average	
		74	1035	566226.6	3618262.8	1109				Average	
		75	1036	566225.2	3618309.5	1103				Average	
		76	1037	566224.8	3618356.5	1103				Average	
		77	1038	566226.4	3618403	1103				Average	
		78	1039	566227.9	3618449.8	1103				Average	
		79	1040	566229.5	3618496.5	1103				Average	
		80	1041	566230.2	3618543.2	1103				Average	
		81	1042	566229.4	3618589.8	1103				Average	
		82	1043	566228.5	3618636.8	1103				Average	
		83	1044	566227.9	3618683.5	1103				Average	
		84	1045	566227.3	3618730.5	1103				Average	
		85	1046	566226.8	3618777	1103				Average	
		86	1047	566226.2	3618823.8	1103				Average	
		87	1048	566225.9	3618870.5	1103				Average	
		88	1049	566225.7	3618917.2	1103				Average	
		89	1050	566225.5	3618963.8	1103				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing Traffic Noise
 Task: Roadway Inputs

HDR

Computed: MJP
 Checked: GNS
 Sheet:

Date
 Date
 Of

1/26/2011
 1/26/2011

Roadways Inputs for Existing Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		90	1051	566225.3	3619010.8	1097				Average	
		91	1052	566225.1	3619057.5	1097				Average	
		92	1053	566224.9	3619104.2	1097				Average	
		93	1054	566224.7	3619151	1097				Average	
		94	1055	566224.5	3619198	1097				Average	
		95	1056	566226.1	3619244.5	1103				Average	
		96	1057	566227.8	3619291.2	1103				Average	
		97	1058	566229.5	3619338.2	1103				Average	
		98	1059	566231.1	3619384.8	1103				Average	
		99	1060	566232.7	3619431.5	1103				Average	
		100	1061	566238.1	3619477.8	1103				Average	
		101	1062	566237.5	3619524	1103				Average	
		102	1063	566230.8	3619569.5	1103				Average	
		103	1064	566230.1	3619616.2	1109				Average	
		104	1065	566229.4	3619663	1109				Average	
		105	1066	566229.1	3619709.8	1109				Average	
		106	1067	566229.4	3619756.8	1109				Average	
		107	1068	566229.6	3619803.5	1109				Average	
		108	1069	566229.9	3619850	1109				Average	
		109	1070	566231.5	3619896.8	1109				Average	
		110	1071	566233	3619943.5	1109				Average	
		111	1072	566234.5	3619990	1116				Average	
		112	1073	566236.1	3620037	1116				Average	
		113	1074	566237.6	3620083.8	1116				Average	
		114	1075	566239.1	3620130.8	1116				Average	
		115	1076	566241.2	3620177.2	1116				Average	
		116	1077	566243.4	3620224	1116				Average	
		117	1078	566245.6	3620270.8	1122				Average	
		118	1079	566247.9	3620317.5	1122				Average	
		119	1080	566250.1	3620364	1122					

Project Roadways

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HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNS Date: 1/26/2011
 Sheet Of

Sound Level Results for Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
1	1	1	0	49.6	66	49.6	10	----	49.6	0	8	-8
2"	2	1	0	43.5	66	43.5	10	----	43.5	0	8	-8
3"	3	1	0	43.7	66	43.7	10	----	43.7	0	8	-8
4"	4	1	0	49.1	66	49.1	10	----	49.1	0	8	-8
5"	5	1	0	44.6	66	44.6	10	----	44.6	0	8	-8
6"	6	1	0	27.6	66	27.6	10	----	27.6	0	8	-8
7"	7	1	0	43	66	43	10	----	43	0	8	-8
8"	8	1	0	47.4	66	47.4	10	----	47.4	0	8	-8
9"	9	1	0	40.8	66	40.8	10	----	40.8	0	8	-8
10"	10	1	0	44.4	66	44.4	10	----	44.4	0	8	-8
11"	11	1	0	45	66	45	10	----	45	0	8	-8
12"	12	1	0	44.1	66	44.1	10	----	44.1	0	8	-8
13"	13	1	0	42.2	66	42.2	10	----	42.2	0	8	-8
14"	14	1	0	45.2	66	45.2	10	----	45.2	0	8	-8
15"	15	1	0	26.6	66	26.6	10	----	26.6	0	8	-8
16"	16	1	0	41.7	66	41.7	10	----	41.7	0	8	-8
17"	17	1	0	45.6	66	45.6	10	----	45.6	0	8	-8
18"	18	1	0	38	66	38	10	----	38	0	8	-8
19"	19	1	0	41.2	66	41.2	10	----	41.2	0	8	-8
20"	20	1	0	51.3	66	51.3	10	----	51.3	0	8	-8
21"	21	1	0	51.5	66	51.5	10	----	51.5	0	8	-8
22"	22	1	0	47.4	66	47.4	10	----	47.4	0	8	-8
23"	23	1	0	44	66	44	10	----	44	0	8	-8
24"	24	1	0	48.1	66	48.1	10	----	48.1	0	8	-8
25"	25	1	0	43.9	66	43.9	10	----	43.9	0	8	-8
26"	26	1	0	44.2	66	44.2	10	----	44.2	0	8	-8
27"	27	1	0	45.3	66	45.3	10	----	45.3	0	8	-8
28"	28	1	0	48.7	66	48.7	10	----	48.7	0	8	-8
29"	29	1	0	28.3	66	28.3	10	----	28.3	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Project-Related Traffic Model

Receiver													
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier				
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculated Lden	Noise Reduction			
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
30"	30	1	0	44.2	66	44.2	10	----	44.2	0	8	-8	
31"	31	1	0	45.3	66	45.3	10	----	45.3	0	8	-8	
32"	32	1	0	39.6	66	39.6	10	----	39.6	0	8	-8	
33"	33	1	0	45.1	66	45.1	10	----	45.1	0	8	-8	
34"	34	1	0	45.1	66	45.1	10	----	45.1	0	8	-8	
35"	35	1	0	27.6	66	27.6	10	----	27.6	0	8	-8	
36"	36	1	0	45.2	66	45.2	10	----	45.2	0	8	-8	
37"	37	1	0	26.5	66	26.5	10	----	26.5	0	8	-8	
38"	38	1	0	49.4	66	49.4	10	----	49.4	0	8	-8	
39"	39	1	0	39.8	66	39.8	10	----	39.8	0	8	-8	
40"	40	1	0	36	66	36	10	----	36	0	8	-8	
41"	41	1	0	51.4	66	51.4	10	----	51.4	0	8	-8	
42"	42	1	0	48.2	66	48.2	10	----	48.2	0	8	-8	
43"	43	1	0	45.9	66	45.9	10	----	45.9	0	8	-8	
44"	44	1	0	45.4	66	45.4	10	----	45.4	0	8	-8	
45"	45	1	0	49.6	66	49.6	10	----	49.6	0	8	-8	
46"	46	1	0	41.9	66	41.9	10	----	41.9	0	8	-8	
47"	47	1	0	44.6	66	44.6	10	----	44.6	0	8	-8	
48"	48	1	0	45.5	66	45.5	10	----	45.5	0	8	-8	
49"	49	1	0	45.2	66	45.2	10	----	45.2	0	8	-8	
50"	50	1	0	44.3	66	44.3	10	----	44.3	0	8	-8	
51"	51	1	0	44.8	66	44.8	10	----	44.8	0	8	-8	
52"	52	1	0	45.6	66	45.6	10	----	45.6	0	8	-8	
53"	53	1	0	45.2	66	45.2	10	----	45.2	0	8	-8	
54"	54	1	0	44.8	66	44.8	10	----	44.8	0	8	-8	
55"	55	1	0	46	66	46	10	----	46	0	8	-8	
56"	56	1	0	45.4	66	45.4	10	----	45.4	0	8	-8	
57"	57	1	0	49.8	66	49.8	10	----	49.8	0	8	-8	
58"	58	1	0	42.7	66	42.7	10	----	42.7	0	8	-8	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Project-Related Traffic Model

Receiver													
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier				
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculated Lden	Noise Reduction			
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal	
			dba	dba	dba	dB	dB		dba	dB	dB	dB	
59"	59	1	0	43.3	66	43.3	10	----	43.3	0	8	-8	
60"	60	1	0	43.2	66	43.2	10	----	43.2	0	8	-8	
61"	62	1	0	40.1	66	40.1	10	----	40.1	0	8	-8	
62"	63	1	0	41.8	66	41.8	10	----	41.8	0	8	-8	
63"	64	1	0	44.2	66	44.2	10	----	44.2	0	8	-8	
64"	65	1	0	44.3	66	44.3	10	----	44.3	0	8	-8	
65"	66	1	0	44.5	66	44.5	10	----	44.5	0	8	-8	
66"	67	1	0	46.4	66	46.4	10	----	46.4	0	8	-8	
67"	68	1	0	41.4	66	41.4	10	----	41.4	0	8	-8	
68"	69	1	0	28	66	28	10	----	28	0	8	-8	
69"	70	1	0	25.8	66	25.8	10	----	25.8	0	8	-8	
70"	71	1	0	49.7	66	49.7	10	----	49.7	0	8	-8	
71"	72	1	0	49	66	49	10	----	49	0	8	-8	
72"	73	1	0	28.9	66	28.9	10	----	28.9	0	8	-8	
73"	74	1	0	46.9	66	46.9	10	----	46.9	0	8	-8	
74"	75	1	0	45.4	66	45.4	10	----	45.4	0	8	-8	
75"	76	1	0	42.5	66	42.5	10	----	42.5	0	8	-8	
76"	77	1	0	48.4	66	48.4	10	----	48.4	0	8	-8	
77"	78	1	0	45.1	66	45.1	10	----	45.1	0	8	-8	
78"	79	1	0	22.9	66	22.9	10	----	22.9	0	8	-8	
79"	80	1	0	50.7	66	50.7	10	----	50.7	0	8	-8	
80"	81	1	0	43.4	66	43.4	10	----	43.4	0	8	-8	
81"	82	1	0	45.2	66	45.2	10	----	45.2	0	8	-8	
82"	83	1	0	44.6	66	44.6	10	----	44.6	0	8	-8	
83"	84	1	0	43.7	66	43.7	10	----	43.7	0	8	-8	
84"	85	1	0	45.4	66	45.4	10	----	45.4	0	8	-8	
85"	86	1	0	44.7	66	44.7	10	----	44.7	0	8	-8	
86"	87	1	0	47.2	66	47.2	10	----	47.2	0	8	-8	
87"	88	1	0	45.1	66	45.1	10	----	45.1	0	8	-8	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
88"	89	1	0	44.6	66	44.6	10	----	44.6	0	8	-8
89"	90	1	0	32.9	66	32.9	10	----	32.9	0	8	-8
90"	91	1	0	45.3	66	45.3	10	----	45.3	0	8	-8
91"	92	1	0	27.7	66	27.7	10	----	27.7	0	8	-8
92"	93	1	0	45.4	66	45.4	10	----	45.4	0	8	-8
93"	94	1	0	42.8	66	42.8	10	----	42.8	0	8	-8
94"	95	1	0	44.6	66	44.6	10	----	44.6	0	8	-8
95"	96	1	0	45.6	66	45.6	10	----	45.6	0	8	-8
96"	97	1	0	44	66	44	10	----	44	0	8	-8

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Receiver Inputs for Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
1"	1	1	566546.8	3615001.2	1079	1.5	0	66	10	8	Y
2"	2	1	564755.4	3614868.8	1158	1.5	0	66	10	8	Y
3"	3	1	565992.9	3614753	1091	1.5	0	66	10	8	Y
4"	4	1	564188.8	3614926.5	1189	1.5	0	66	10	8	Y
5"	5	1	566826.8	3614761	1067	1.5	0	66	10	8	Y
6"	6	1	566631.7	3620116	1128	1.5	0	66	10	8	Y
7"	7	1	565368.2	3614744	1122	1.5	0	66	10	8	Y
8"	8	1	563908	3615038	1183	1.5	0	66	10	8	Y
9"	9	1	563489	3615254.8	1164	1.5	0	66	10	8	Y
10"	10	1	566720.3	3614771	1073	1.5	0	66	10	8	Y
11"	11	1	566054.9	3614764.2	1091	1.5	0	66	10	8	Y
12"	12	1	565683.2	3614893.5	1109	1.5	0	66	10	8	Y
13"	13	1	562078.9	3616972	1183	1.5	0	66	10	8	Y
14"	14	1	566165.3	3614784.5	1085	1.5	0	66	10	8	Y
15"	15	1	569071.9	3617782.8	1091	1.5	0	66	10	8	Y
16"	16	1	565578.4	3614698.8	1109	1.5	0	66	10	8	Y
17"	17	1	564420.1	3614855.2	1177	1.5	0	66	10	8	Y
18"	18	1	562114.9	3616972.5	1183	1.5	0	66	10	8	Y
19"	19	1	565935.2	3614712	1091	1.5	0	66	10	8	Y
20"	20	1	566490	3615437	1085	1.5	0	66	10	8	Y
21"	21	1	566479.4	3615508.8	1091	1.5	0	66	10	8	Y
22"	22	1	566576	3614938	1073	1.5	0	66	10	8	Y
23"	23	1	564348.1	3614837.2	1183	1.5	0	66	10	8	Y
24"	24	1	563782.2	3615137.5	1177	1.5	0	66	10	8	Y
25"	25	1	568280	3614147	1018	1.5	0	66	10	8	Y
26"	26	1	566164.1	3614753.2	1091	1.5	0	66	10	8	Y
27"	27	1	566371.9	3614821.5	1079	1.5	0	66	10	8	Y
28"	28	1	566541.4	3615052.8	1079	1.5	0	66	10	8	Y
29"	29	1	566647.3	3618007.5	1091	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
30"	30	1	562174	3618867.8	1177	1.5	0	66	10	8	Y
31"	31	1	562155.3	3618843.2	1177	1.5	0	66	10	8	Y
32"	32	1	567967.4	3622012.8	1201	1.5	0	66	10	8	Y
33"	33	1	566376.6	3614822.8	1079	1.5	0	66	10	8	Y
34"	34	1	568018.9	3614258	1024	1.5	0	66	10	8	Y
35"	35	1	566639.2	3619439.2	1122	1.5	0	66	10	8	Y
36"	36	1	566955.9	3614686.5	1061	1.5	0	66	10	8	Y
37"	37	1	566844.6	3617329	1091	1.5	0	66	10	8	Y
38"	38	1	566536.6	3615264.8	1085	1.5	0	66	10	8	Y
39"	39	1	569379	3619571.2	1128	1.5	0	66	10	8	Y
40"	40	1	562133.8	3618974.8	1183	1.5	0	66	10	8	Y
41"	41	1	569485.3	3615924	1061	1.5	0	66	10	8	Y
42"	42	1	563685.4	3615187.5	1177	1.5	0	66	10	8	Y
43"	43	1	565342.4	3614778.8	1128	1.5	0	66	10	8	Y
44"	44	1	564970.6	3614841.2	1146	1.5	0	66	10	8	Y
45"	45	1	566496	3615375.8	1085	1.5	0	66	10	8	Y
46"	46	1	566762.8	3614786.2	1067	1.5	0	66	10	8	Y
47"	47	1	563443	3615278.5	1170	1.5	0	66	10	8	Y
48"	48	1	567866.1	3614323.2	1024	1.5	0	66	10	8	Y
49"	49	1	566574.8	3614814.5	1073	1.5	0	66	10	8	Y
50"	50	1	566694	3614780.2	1073	1.5	0	66	10	8	Y
51"	51	1	567100.2	3614547.5	1049	1.5	0	66	10	8	Y
52"	52	1	567626.9	3614407	1030	1.5	0	66	10	8	Y
53"	53	1	566897.4	3614696	1067	1.5	0	66	10	8	Y
54"	54	1	567237.1	3614482	1042	1.5	0	66	10	8	Y
55"	55	1	566830.7	3614731	1067	1.5	0	66	10	8	Y
56"	56	1	566254.8	3614801	1085	1.5	0	66	10	8	Y
57"	57	1	566236.9	3617178.8	1116	1.5	0	66	10	8	Y
58"	58	1	561886.7	3617127.2	1195	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
59"	59	1	566919.8	3614713.8	1061	1.5	0	66	10	8	Y
60"	60	1	564543.4	3614849.2	1170	1.5	0	66	10	8	Y
61"	62	1	562100.7	3616970.8	1183	1.5	0	66	10	8	Y
62"	63	1	562078.8	3616974	1183	1.5	0	66	10	8	Y
63"	64	1	566120.3	3614745	1091	1.5	0	66	10	8	Y
64"	65	1	567069.6	3614599.8	1049	1.5	0	66	10	8	Y
65"	66	1	566734.7	3614765.8	1073	1.5	0	66	10	8	Y
66"	67	1	569415.7	3614627.2	1006	1.5	0	66	10	8	Y
67"	68	1	563486.5	3615258.8	1164	1.5	0	66	10	8	Y
68"	69	1	566650.2	3618153.8	1091	1.5	0	66	10	8	Y
69"	70	1	558296.2	3629882	1500	1.5	0	66	10	8	Y
70"	71	1	566547.7	3614980	1079	1.5	0	66	10	8	Y
71"	72	1	569387.8	3618010.8	1097	1.5	0	66	10	8	Y
72"	73	1	566641.6	3617766.5	1091	1.5	0	66	10	8	Y
73"	74	1	563796.8	3615095.8	1177	1.5	0	66	10	8	Y
74"	75	1	566806.4	3614740.5	1067	1.5	0	66	10	8	Y
75"	76	1	564551.2	3614819.2	1170	1.5	0	66	10	8	Y
76"	77	1	566538.9	3615069.8	1079	1.5	0	66	10	8	Y
77"	78	1	566634.4	3614801.2	1073	1.5	0	66	10	8	Y
78"	79	1	568601.6	3616033	1079	1.5	0	66	10	8	Y
79"	80	1	566487.9	3615554	1091	1.5	0	66	10	8	Y
80"	81	1	569100.9	3614363.5	1000	1.5	0	66	10	8	Y
81"	82	1	568282.6	3614179	1018	1.5	0	66	10	8	Y
82"	83	1	568181	3614189.2	1024	1.5	0	66	10	8	Y
83"	84	1	561936.8	3617079	1189	1.5	0	66	10	8	Y
84"	85	1	566448.2	3614835.8	1079	1.5	0	66	10	8	Y
85"	86	1	567050.8	3614578.5	1055	1.5	0	66	10	8	Y
86"	87	1	563946.1	3615018.2	1183	1.5	0	66	10	8	Y
87"	88	1	567350.1	3614447	1036	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM: Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
m	m	m	dBA	dBA	dBA	dB					
88"	89	1	566970.4	3614639.2	1055	1.5	0	66	10	8	Y
89"	90	1	566457.4	3617313.2	1116	1.5	0	66	10	8	Y
90"	91	1	567400.4	3614436	1036	1.5	0	66	10	8	Y
91"	92	1	561795.9	3630961.5	1378	1.5	0	66	10	8	Y
92"	93	1	565414.1	3614767	1122	1.5	0	66	10	8	Y
93"	94	1	566781.4	3614777.8	1067	1.5	0	66	10	8	Y
94"	95	1	567164.5	3614513.5	1049	1.5	0	66	10	8	Y
95"	96	1	564438.8	3614853	1177	1.5	0	66	10	8	Y
96"	97	1	565635.7	3614699.5	1109	1.5	0	66	10	8	Y

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
Crestwood Road	67	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	189	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	190	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	191	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	192	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	194	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	193	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	63	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	64	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	68	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	69	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	70	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	71	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	72	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	73	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	74	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	75	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	76	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	77	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	78	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	79	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	80	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	108	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	107	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	106	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	105	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	104	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	103	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	102	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	101	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	100	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	99	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	98	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	97	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	96	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	95	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	94	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	93	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	92	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	91	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	90	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	89	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	88	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	87	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	86	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	85	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	84	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	83	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	82	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	109	54	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	110	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	111	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	112	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	113	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	114	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	115	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	116	61	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	117	62	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	118	63	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	119	64	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	120	65	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	157	66	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	156	67	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	155	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	154	69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	153	70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	152	71	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	151	72	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	150	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	149	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	148	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	124	76	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	125	80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	126	81	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	127	82	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	128	83	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	129	84	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	130	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	131	86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	132	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	58	88	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	59	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	60	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	61	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	53	92	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	54	93	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	55	94	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	56	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	57	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	39	97	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	40	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	41	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	42	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	43	101	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	44	102	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	45	103	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	46	104	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	47	105	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	48	106	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	49	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	50	108	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	51	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	52	110	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	171	111	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	172	112	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	173	113	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	174	114	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	175	115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	176	116	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	177	117	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	178	118	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	179	119	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	180	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	181	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	182	122	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	183	123	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	184	124	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	185	125	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	186	126	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	187	127	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	188	128	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	22	129	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	158	131	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	159	132	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	160	133	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	161	134	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	162	135	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	163	136	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	164	137	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	165	138	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	166	139	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	167	140	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	168	141	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	169	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	170	143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	38	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	37	145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	36	146	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	35	147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	34	148	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	33	149	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	32	150	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	31	151	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	30	152	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	29	153	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	28	154	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	27	155	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	26	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	25	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	24	158	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	23	159	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	20	160	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	19	161	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	18	162	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	17	163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	16	164	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	15	165	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	14	166	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	13	167	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	12	168	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	11	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	10	170	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9	171	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7	173	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	6	174	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5	175	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4	176	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3	177	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	2	178	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	1	179																						
McCain Valley Road	317	196	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	316	197	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	315	198	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	460	199	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	459	200	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	461	201	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	325	202	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	324	203	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	323	204	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	322	205	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	319	206	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	318	207	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	321	208	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	320	209	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	314	210	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	313	211	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	312	212	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	480	213	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	479	214	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	478	215	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	477	216	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	476	217	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	475	218	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	474	219	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	473	220	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	472	221	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	471	222	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	483	223	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	482	224	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	481	225	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	470	226	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	469	227	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	468	228	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	467	229	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	466	230	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	465	231	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	464	232	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	463	233	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	462	234	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	311	235	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	310	236	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	309	237	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	308	238	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	307	239	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	306	240	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	305	241	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	304	242	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	303	243	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	302	244	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	301	245	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	300	246	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	299	247	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	298	248	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	297	249	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	296	250	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	295	251	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	294	252	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	293	253	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	292	254	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	291	255	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	290	256	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	289	257	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	288	258	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	287	259	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	354	260	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	353	261	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	352	262	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	351	263	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	350	264	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	349	265	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	348	266	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	347	267	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	346	268	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	345	269	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	344	270	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	343	271	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	342	272	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	341	273	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	340	274	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	339	275	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	338	276	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	337	277	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	336	278	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	335	279	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	334	280	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	286	281	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	285	282	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	284	283	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	283	284	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	327	285	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	326	286	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	484	288	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	281	289	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	280	290	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	381	291	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	380	292	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	379	293	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	378	294	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	377	295	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	376	296	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	375	297	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	374	298	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	373	299	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	372	300	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	371	301	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	370	302	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	369	303	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	368	304	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	367	305	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	366	306	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	365	307	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	364	308	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	363	309	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	362	310	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	361	311	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	360	312	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	359	313	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	358	314	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	357	315	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	356	316	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	355	317	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	333	318	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	332	319	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	331	320	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	330	321	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	329	322	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	328	323	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	279	324	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	278	325	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	277	326	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	276	327	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	275	328	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	274	329	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	273	330	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	272	331	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	271	332	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	270	333	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	269	334	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	268	335	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	267	336	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	266	337	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	265	338	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	264	339	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	263	340	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	262	341	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	261	342	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	260	343	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	259	344	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	258	345	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	257	346	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	256	347	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	458	348	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	457	349	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	456	350	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	455	351	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	454	352	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	453	353	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	452	354	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	451	355	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	450	356	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	449	357	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	448	358	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	447	359	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	446	360	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	445	361	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	444	362	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	443	363	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	442	364	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	441	365	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	440	366	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	439	367	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	438	368	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	437	369	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	436	370	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	435	371	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	434	372	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	433	373	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	432	374	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	431	375	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	430	376	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	429	377	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	428	378	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	427	379	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	426	380	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	425	381	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	424	382	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	423	383	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	422	384	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	421	385	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	420	386	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	419	387	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	418	388	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	417	389	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	416	390	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	415	391	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	414	392	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	413	393	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	412	394	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	411	395	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	410	396	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	409	397	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	408	398	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	407	399	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	406	400	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	405	401	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	404	402	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	403	403	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	402	404	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	401	405	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	400	406	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	399	407	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	398	408	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	397	409	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	396	410	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	395	411	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	394	412	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	393	413	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	392	414	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	391	415	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
	390	416	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	389	417	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	388	418	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	387	419	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	386	420	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	385	421	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	384	422	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	383	423	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	382	424	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	33	425	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	32	426	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	31	427	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	30	428	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	29	429	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	28	430	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	27	431	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	26	432	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	25	433	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	24	434	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	23	435	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	22	436	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	21	437	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	20	438	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	19	439	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	18	440	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	17	441	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	16	442	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	15	443	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	14	444	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	13	445	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	12	446	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	11	447	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	10	448	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	9	449	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	8	450	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	7	451	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	6	452	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	5	453	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	4	454	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	3	455	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	2	456	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	1	457	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	97	459	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	98	460	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	114	461	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	115	462	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	116	463	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	117	464	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	118	465	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	119	466	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	120	467	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	121	468	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	122	469	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	123	470	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	124	471	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	125	472	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	126	473	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	127	474	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	128	475	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	129	476	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	130	477	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	131	478	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	132	479	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	133	480	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	134	481	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	135	482	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	136	483	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	137	484	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	138	485	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	139	486	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	140	487	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	141	488	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	142	489	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	143	490	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	144	491	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	145	492	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	146	493	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	147	494	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	148	495	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	149	496	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	150	497	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	151	498	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	152	499	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	153	500	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	154	501	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	155	502	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	156	503	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	157	504	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	158	505	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	159	506	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	160	507	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	161	508	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	162	509	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	163	510	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	164	511	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	165	512	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	166	513	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	167	514	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	168	515	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	169	516	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	170	517	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	171	518	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	172	519	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	173	520	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	174	521	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	175	522	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	176	523	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	177	524	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	178	525	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	179	526	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	180	527	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	181	528	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	182	529	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	183	530	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	184	531	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	185	532	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	48	533	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	49	534	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	50	535	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	51	536	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	52	537	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	53	538	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	54	539	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	55	540	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	56	541	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	57	542	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	58	543	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	59	544	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	60	545	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	61	546	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	62	547	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	63	548	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	64	549	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	65	550	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	66	551	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	67	552	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	68	553	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	69	554	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	70	555	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	71	556	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	72	557	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	73	558	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	74	559	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	75	560	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	76	561	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	77	562	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	78	563	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	79	564	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	80	565	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	81	566	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	82	567	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	83	568	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	84	569	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	85	570	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	86	571	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	87	572	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																									
Name	Name	No.	Segment																							
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	88	573	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	89	574	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	90	575	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	91	576	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	92	577	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	93	578	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	94	579	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	95	580	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	96	581	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	34	582	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	35	583	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	36	584	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	37	585	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	38	586	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	39	587	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	40	588	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	41	589	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	42	590	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	43	591	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	44	592	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	45	593	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	46	594	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	47	595	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	188	596	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	189	597	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	190	598	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	191	599	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	192	600	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	193	601	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	194	602	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	195	603	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	196	604	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	197	605	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	198	606	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	199	607	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	200	608	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	201	609	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	202	610	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	203	611	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	204	612	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	205	613	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	186	614	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	187	615	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	206	616	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	207	617	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	208	618	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	209	619	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	210	620	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	211	621	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	212	622	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	213	623	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	214	624	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
	215	625	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	216	626	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	217	627	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	218	628	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	219	629	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	220	630	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	221	631	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	222	632	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	223	633	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	224	634	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	225	635	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	226	636	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	227	637	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	228	638	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	229	639	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	230	640	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	231	641	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	232	642	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	233	643	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	234	644	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	235	645	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	236	646	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	237	647	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	238	648	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	239	649	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	240	650	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	241	651	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	242	652	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	243	653	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	244	654	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	245	655	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	246	656	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	247	657	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	248	658	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	249	659	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	250	660	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	251	661	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	252	662	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	253	663	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	254	664	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	255	665	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	99	666	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	100	667	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	101	668	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	102	669	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	103	680	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	104	679	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	105	678	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	106	677	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	107	676	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	108	675	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	109	674	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	110	673	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	111	672	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	112	671	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	113	670																						
Old Highway 80"	0	681	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	1	682	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	2	683	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	3	684	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	4	685	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	5	686	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	6	687	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	7	688	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	8	689	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	9	690	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	10	691	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	11	692	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	12	693	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	13	694	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	14	695	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	15	696	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	16	697	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	17	698	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	18	699	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	19	700	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	20	701	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	21	702	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	22	703	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	23	704	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	24	705	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	25	706	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	26	707	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	27	708	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	28	709	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	29	710	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	30	711	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	31	712	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	32	713	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	33	714	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	34	715	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	35	716	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	36	717	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	37	718	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	38	719	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	39	720	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	40	721	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	41	722	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	42	723	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	43	724	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	44	725	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	45	726	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	46	727	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	47	728	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	48	729	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	49	730	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	50	731	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	51	732	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	52	733	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	53	734	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	54	735	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	55	736	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	56	737	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	57	738	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	58	739	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	59	740	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	60	741	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	61	742	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	62	743	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	63	744	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	64	745	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	65	746	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	66	747	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	67	748	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	68	749	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	69	750	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	70	751	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	71	752	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	72	753	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	73	754	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	74	755	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	75	756	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	76	757	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	77	758	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	78	759	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	79	760	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	80	761	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	81	762	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	82	763	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	83	764	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	84	765	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	85	766	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	86	767	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	87	768	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	88	769	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	89	770	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	90	771	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	91	772	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	92	773	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	93	774	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	94	775	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	95	776	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	96	777	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	97	778	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	98	779	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	99	780	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	74	755	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	75	756	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	76	757	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	77	758	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	78	759	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	79	760	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	80	761	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	81	762	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	82	763	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	83	764	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	84	765	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	85	766	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	86	767	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	87	768	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	88	769	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	89	770	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	90	771	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	91	772	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	92	773	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	93	774	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	94	775	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	95	776	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	96	777	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	97	778	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	98	779	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	99	780	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	100	781	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	101	782	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	102	783	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	103	784	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	104	785	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	105	786	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	106	787	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	107	788	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	108	789	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	109	790	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	110	791	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	111	792	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	112	793	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	113	794	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	114	795	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	115	796	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	116	797	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	117	798	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	118	799	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	119	800	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	120	801	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	121	802	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	122	803	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	123	804	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	124	805	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	125	806	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%
	126	807	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	127	808	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	128	809	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	129	810	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	130	811	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	131	812	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	132	813	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	133	814	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	134	815	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	135	816	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	136	817	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	137	818	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	138	819	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	139	820	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	140	821	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	141	822	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	142	823	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	143	824	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	144	825	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	145	826	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	146	827	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	147	828	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	148	829	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	149	830	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	150	831	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	151	832	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	152	833	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	153	834	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	154	835	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	155	836	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	156	837	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	157	838	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	158	839	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	159	840	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	160	841	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	161	842	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	162	843	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	163	844	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	164	845	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	165	846	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	166	847	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	167	848	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	168	849	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	169	850	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	170	851	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	171	852	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	172	853	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	173	854	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	174	855	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	175	856	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	176	857	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	177	858	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	178	859	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	179	860	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	180	861	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	181	862	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	182	863	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	183	864	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	184	865	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	185	866	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	186	867	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	187	868	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	188	869	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	189	870	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	190	871	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	191	872	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	192	874	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	193	875	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	194	876	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	195	877	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	196	878	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	197	879	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	198	880	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	199	881	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	200	882	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	201	883	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	202	884	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	203	885	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	
	204	886	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	205	887	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	206	888	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	207	889	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	208	890	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	209	891	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	210	892	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	211	893	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	212	894	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	213	895	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	214	896	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	215	897	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	216	898	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	217	899	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	218	900	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	219	901	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	220	902	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	221	903	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	222	904	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	223	905	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	224	906	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	225	907	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	226	908	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	227	909	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	228	910	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	229	911	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	230	912	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	231	913	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	232	914	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	233	915	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	234	916	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	235	917	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	236	918	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	237	919	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	238	920	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	239	921	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	240	922	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	241	923	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	242	924	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	243	925	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	244	926	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	245	927	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	246	928	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	247	929	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	248	930	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	249	931	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	250	932	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	251	933	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	252	934	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	253	935	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	254	936	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	255	937	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
	256	938	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	257	939	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	258	940	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	259	941	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	260	942	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	261	943	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	262	944	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	263	945	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	264	946	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	265	947	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	266	948	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	267	949	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	268	950	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	269	951	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	270	952	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	271	953	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	272	954	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	273	955	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	274	956	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	275	957	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	276	958	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	277	959	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	278	960	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	279	961	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	280	962	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	281	963	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
	282	964	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	283	965	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	284	966	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	285	967	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	286	968	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	287	969	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	288	970	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	289	971	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	290	972	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	291	973	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	292	974	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	293	975	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	294	976	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	295	977	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	296	978	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	297	979	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	298	980	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	299	981	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	300	982	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	301	983	65	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	302	984																						
od Road (I-8 to O)	0	997	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	1	998	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	2	999	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	3	1000	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	4	1002	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
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 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	5	1003	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	6	1004	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	7	1005	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	8	1006	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	9	1007	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	10	1008	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	11	1009	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	12	1010	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	13	1012	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	14	1013	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	15	1014	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	16	1015	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	17	1016	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	18	1017	65	38	0	0	89	0	0	0	0	62	0	0	89	0	0	0	0	0	0	0	0	
	19	1018																						
Ribbonwood Road (north of I-5)	19	1023	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	20	1024	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	21	1025	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	22	1026	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	23	1027	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	24	1028	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	25	1029	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	26	1030	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	27	1031	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	28	1032	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	29	1033	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	30	1034	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	31	1035	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	32	1036	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	33	1037	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	34	1038	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	35	1039	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	36	1040	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	37	1041	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	38	1042	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	39	1043	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	40	1044	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	41	1045	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	42	1046	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	43	1047	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	44	1048	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	45	1049	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	46	1050	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	47	1051	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	48	1052	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	49	1053	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	50	1054	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	51	1055	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	52	1056	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	53	1057	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	54	1058	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	55	1059	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	56	1060	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	57	1061	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	58	1062	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	59	1063	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	60	1064	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	61	1065	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	62	1066	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	63	1067	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	64	1068	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	65	1069	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	66	1070	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	67	1071	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	68	1072	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	69	1073	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	70	1074	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	71	1075	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	72	1076	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	73	1077	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	74	1078	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	75	1079	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	76	1080	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	77	1081	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	78	1082	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	79	1083	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	80	1084	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	81	1085	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																											
Name	Name	No.	Segment																									
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles								
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S					
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h					
	82	1086	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	83	1087	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	84	1088	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	85	1089	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	86	1090	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	1091	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	88	1092	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	89	1094	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	90	1095	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	91	1096	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	92	1097	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	93	1098	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	94	1099	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	95	1100	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	96	1101	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	97	1102	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	98	1103	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	99	1104	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	100	1105	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	101	1106	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	102	1107	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	103	1108	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	104	1109	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	105	1110	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	106	1111	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0
	107	1112	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	108	1114	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	109	1115	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	110	1116	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	111	1117	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	112	1118	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	113	1119	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	114	1120	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	115	1121	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	116	1122	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	117	1123	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	118	1124	195	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	119	1125																						
Access Road1"	0	1145	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	1	1146	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	2	1147	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	3	1148	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	4	1149	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	5	1150	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	6	1151	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	7	1152	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	8	1153	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	9	1154	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	10	1155	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	11	1156	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	12	1157	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	13	1158	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	14	1159	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	15	1160	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	16	1161	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	17	1162	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	18	1163	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	19	1164	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	20	1165	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	21	1166	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	22	1167	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	23	1168	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	24	1169	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	25	1170	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	26	1171	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	27	1172	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	28	1173	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	29	1174	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	30	1175	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	31	1176	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	32	1177	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	33	1178	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	34	1179	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	35	1180	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	36	1181	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	37	1182	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	38	1183	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	39	1184	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	40	1185	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	41	1186	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	42	1187	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	43	1188	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	44	1189	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	45	1190	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	46	1191	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	47	1192	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	48	1193	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	49	1194	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	50	1195	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	51	1196	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	52	1197	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	53	1198	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	54	1199	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	55	1200	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	56	1201	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	57	1202	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	58	1203	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	59	1204	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	60	1205	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	61	1206	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	62	1207	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	63	1208	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	64	1209	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	65	1210	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	66	1211	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	67	1212	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	68	1213	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	69	1214	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	70	1215	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	71	1216	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	72	1217	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	73	1218	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	74	1219	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	
	75	1220	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	

HDR Computation

HDR

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed MJP Date 1/26/2011
 Checked GNS Date 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway	Points																													
Name	Name	No.	Segment																											
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles										
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S							
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h							
	76	1221	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	77	1222	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	78	1223	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	79	1224	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	80	1225	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	81	1226	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	82	1227	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	83	1228	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	84	1229	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	85	1230	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	86	1231	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	87	1232	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	88	1233	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	89	1234	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	90	1235	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	91	1236	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	92	1237	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	93	1238	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	94	1239	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	95	1240	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	96	1241	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	97	1242	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	98	1243	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	99	1244	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	100	1245	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	101	1246	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	102	1247	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	103	1248	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	104	1249	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	105	1250	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Traffic Inputs

Computed: MJP Date: 1/26/2011
 Checked: GNS Date: 1/26/2011
 Sheet: Of

Document Vehicle Counts and Classification Inputs for Project-Related Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	106	1251	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	107	1252	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	108	1253	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	109	1254	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	110	1255	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	111	1256	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	112	1257	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	113	1258	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0
	114	1258																					

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
Crestwood Road	7.3	67	3	559916.8	3618639	1249.7				Average	Y
		189	4	559902.9	3618668	1249.7				Average	
		190	5	559885.4	3618703.8	1249.7				Average	
		191	6	559865.6	3618738.5	1255.8				Average	
		192	7	559843.6	3618772.2	1261.9				Average	
		194	8	559812.5	3618842.2	1261.9				Average	
		193	10	559799.7	3618880	1261.9				Average	
		63	11	559784.8	3618916.5	1255.8				Average	
		64	12	559787.9	3618956.5	1249.7				Average	
		68	13	559797.5	3618990	1255.8				Average	
		69	14	559781.2	3619026.8	1255.8				Average	
		70	15	559765	3619063	1255.8				Average	
		71	16	559741.9	3619090.2	1255.8				Average	
		72	17	559702.2	3619095	1255.8				Average	
		73	18	559679.9	3619097.2	1255.8				Average	
		74	19	559657.7	3619114.8	1255.8				Average	
		75	20	559667.2	3619153.5	1255.8				Average	
		76	21	559676.7	3619192.5	1255.8				Average	
		77	22	559687.8	3619230.5	1255.8				Average	
		78	23	559712.4	3619262	1261.9				Average	
		79	24	559735.1	3619294.8	1261.9				Average	
		80	25	559755.8	3619329.2	1261.9				Average	
		108	26	559747.4	3619356.8	1261.9				Average	
		107	27	559748.9	3619396.8	1268				Average	
		106	28	559750.5	3619436.5	1268				Average	
		105	29	559752.1	3619476.5	1274.1				Average	
		104	30	559742.4	3619514.8	1274.1				Average	
		103	31	559757.7	3619549.5	1274.1				Average	
		102	32	559753.4	3619585.8	1274.1				Average	
		101	33	559747	3619623.2	1274.1				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		100	34	559759.9	3619660.8	1274.1				Average	
		99	35	559772.8	3619698.5	1280.2				Average	
		98	36	559767.2	3619736.2	1286.3				Average	
		97	37	559750.4	3619772	1286.3				Average	
		96	38	559723.6	3619801.8	1292.4				Average	
		95	39	559699	3619832.5	1298.4				Average	
		94	40	559694.3	3619871.8	1304.5				Average	
		93	41	559687.6	3619910.8	1304.5				Average	
		92	42	559661.8	3619941.2	1310.6				Average	
		91	43	559648.9	3619976.8	1316.7				Average	
		90	44	559648.2	3620016.8	1316.7				Average	
		89	45	559647.6	3620056.8	1316.7				Average	
		88	46	559646.9	3620096.8	1322.8				Average	
		87	47	559610.4	3620106.8	1322.8				Average	
		86	48	559578.6	3620126.2	1322.8				Average	
		85	49	559556.4	3620159.2	1328.9				Average	
		84	50	559516.7	3620164.5	1335				Average	
		83	52	559477	3620169.8	1335				Average	
		82	53	559476.8	3620209.5	1335				Average	
		109	54	559476.6	3620245.8	1341.1				Average	
		110	55	559470	3620284.8	1341.1				Average	
		111	56	559457.8	3620322.8	1341.1				Average	
		112	57	559451.3	3620361.8	1347.2				Average	
		113	58	559450	3620401.5	1347.2				Average	
		114	59	559448.7	3620441.8	1353.3				Average	
		115	60	559447.4	3620481.8	1353.3				Average	
		116	61	559454.1	3620518.2	1353.3				Average	
		117	62	559474.7	3620549	1353.3				Average	
		118	63	559453.6	3620581.5	1359.4				Average	
		119	64	559462.3	3620616.5	1359.4				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		120	65	559491.5	3620640.8	1359.4				Average	
		157	66	559512.5	3620671	1359.4				Average	
		156	67	559542.1	3620697.8	1365.5				Average	
		155	68	559569.3	3620727	1365.5				Average	
		154	69	559593.7	3620758.5	1365.5				Average	
		153	70	559610.6	3620794.5	1365.5				Average	
		152	71	559627.5	3620830.8	1371.6				Average	
		151	72	559644.4	3620867	1371.6				Average	
		150	73	559661.4	3620903.2	1377.7				Average	
		149	74	559683.9	3620935.5	1377.7				Average	
		148	75	559713	3620963	1377.7				Average	
		124	76	559862	3620988	1377.7				Average	
		125	80	559901.4	3620993.8	1377.7				Average	
		126	81	559938	3621008.5	1377.7				Average	
		127	82	559968.9	3621032.5	1383.8				Average	
		128	83	559989.6	3621066.2	1383.8				Average	
		129	84	560010.4	3621100.8	1383.8				Average	
		130	85	560031.1	3621135	1383.8				Average	
		131	86	560045.6	3621172.2	1377.7				Average	
		132	87	560065.7	3621206.2	1377.7				Average	
		58	88	560091.4	3621224.8	1377.7				Average	
		59	89	560085.8	3621264.5	1371.6				Average	
		60	90	560080.1	3621304	1371.6				Average	
		61	91	560074.4	3621343.8	1365.5				Average	
		53	92	560074.2	3621345.5	1365.5				Average	
		54	93	560054	3621380	1359.4				Average	
		55	94	560041.6	3621418	1359.4				Average	
		56	95	560029.1	3621456	1353.3				Average	
		57	96	560022	3621495.2	1353.3				Average	
		39	97	560019.2	3621513.8	1353.3				Average	

HDR Computation

Project: Tule Wind Farm
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Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		40	98	560005.9	3621551.5	1347.2				Average	
		41	99	559992.7	3621589	1341.1				Average	
		42	100	559982	3621627.5	1341.1				Average	
		43	101	559969.2	3621685	1335				Average	
		44	102	559954.3	3621702	1335				Average	
		45	103	559943	3621740.5	1335				Average	
		46	104	559931.7	3621778.8	1328.9				Average	
		47	105	559920.4	3621817.5	1328.9				Average	
		48	106	559910.8	3621855.8	1328.9				Average	
		49	107	559911.2	3621895.8	1322.8				Average	
		50	108	559911.8	3621935.8	1322.8				Average	
		51	109	559932.6	3621968	1316.7				Average	
		52	110	559959	3621998.2	1316.7				Average	
		171	111	559969.7	3622010	1316.7				Average	
		172	112	559992.4	3622042.8	1310.6				Average	
		173	113	560011.8	3622077.8	1310.6				Average	
		174	114	560026.9	3622115	1310.6				Average	
		175	115	560032.1	3622153.5	1310.6				Average	
		176	116	560029.6	3622193.5	1310.6				Average	
		177	117	560027.1	3622233.2	1304.5				Average	
		178	118	560018.7	3622272.5	1304.5				Average	
		179	119	560009.6	3622311.2	1304.5				Average	
		180	120	560000.5	3622350.2	1304.5				Average	
		181	121	559990.7	3622389	1304.5				Average	
		182	122	559977.1	3622426.8	1298.4				Average	
		183	123	559956.4	3622460.2	1298.4				Average	
		184	124	559943.6	3622497	1298.4				Average	
		185	125	559924.4	3622532.2	1292.4				Average	
		186	126	559905.1	3622567.5	1286.3				Average	
		187	127	559885.9	3622602.5	1286.3				Average	

HDR Computation

Project: Tule Wind Farm
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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		188	128	559866.7	3622637.5	1286.3				Average	
		22	129	559859.3	3622678.2	1286.3				Average	
		158	131	559862.2	3622692.2	1280.2				Average	
		159	132	559872.2	3622731	1286.3				Average	
		160	133	559882.3	3622770	1286.3				Average	
		161	134	559892.4	3622808.5	1280.2				Average	
		162	135	559902.5	3622847.2	1280.2				Average	
		163	136	559907.8	3622886.8	1280.2				Average	
		164	137	559910.4	3622928.5	1280.2				Average	
		165	138	559913.1	3622966.5	1280.2				Average	
		166	139	559915.7	3623006.5	1280.2				Average	
		167	140	559918.3	3623046.2	1280.2				Average	
		168	141	559921	3623086.2	1280.2				Average	
		169	142	559923.6	3623126	1280.2				Average	
		170	143	559926.2	3623166.2	1280.2				Average	
		38	144	559938.1	3623204.8	1280.2				Average	
		37	145	559951.7	3623242.8	1286.3				Average	
		36	146	559965.3	3623280.2	1286.3				Average	
		35	147	559978.9	3623317.5	1286.3				Average	
		34	148	559993.7	3623354.8	1286.3				Average	
		33	149	560010.3	3623391	1286.3				Average	
		32	150	560026.9	3623427.2	1292.4				Average	
		31	151	560043.5	3623464	1292.4				Average	
		30	152	560060.2	3623500.2	1292.4				Average	
		29	153	560076.8	3623536.8	1292.4				Average	
		28	154	560093.4	3623573	1298.4				Average	
		27	155	560110	3623609.5	1298.4				Average	
		26	156	560126.7	3623646	1298.4				Average	
		25	157	560143.3	3623682.2	1304.5				Average	
		24	158	560159.9	3623718.5	1304.5				Average	

HDR Computation

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		23	159	560176.5	3623755	1304.5				Average	
		20	160	560196	3623787	1304.5				Average	
		19	161	560217.2	3623821.2	1310.6				Average	
		18	162	560238.3	3623855	1310.6				Average	
		17	163	560265.5	3623884	1316.7				Average	
		16	164	560293.4	3623913	1316.7				Average	
		15	165	560322.8	3623939.5	1322.8				Average	
		14	166	560356	3623962	1322.8				Average	
		13	167	560394.5	3623963.5	1328.9				Average	
		12	168	560431.5	3623948.2	1328.9				Average	
		11	169	560469.4	3623942.5	1335				Average	
		10	170	560508.6	3623950.5	1335				Average	
		9	171	560547.9	3623958	1341.1				Average	
		8	172	560584.8	3623972.2	1341.1				Average	
		7	173	560619.8	3623991.5	1347.2				Average	
		6	174	560654.9	3624010.8	1347.2				Average	
		5	175	560690	3624030	1353.3				Average	
		4	176	560725.2	3624048.2	1353.3				Average	
		3	177	560761.7	3624065.2	1359.4				Average	
		2	178	560798.3	3624081.5	1359.4				Average	
		1	179	560834.8	3624097.5	1359.4				Average	
McCain Valley Road"	7.3	317	196	569385.6	3614199.5	994				Average	Y
		316	197	569392.6	3614246.8	994				Average	
		315	198	569392.2	3614296.8	994				Average	
		460	199	569393.2	3614332	994				Average	
		459	200	569394.7	3614382	994				Average	
		461	201	569394.5	3614405	994				Average	
		325	202	569395.3	3614453.8	994				Average	
		324	203	569396	3614503.8	1000				Average	
		323	204	569396.8	3614553.8	1000				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		322	205	569397.8	3614603.8	1006				Average	
		319	206	569393	3614649.8	1006				Average	
		318	207	569387.9	3614699.5	1012				Average	
		321	208	569394.9	3614746	1012				Average	
		320	209	569402.3	3614795	1012				Average	
		314	210	569400.4	3614838.5	1018				Average	
		313	211	569398.2	3614888.5	1018				Average	
		312	212	569404.3	3614937.2	1018				Average	
		480	213	569400.6	3614939.5	1018				Average	
		479	214	569388.4	3614982.5	1024				Average	
		478	215	569389.5	3615032.5	1018				Average	
		477	216	569396.7	3615081.5	1024				Average	
		476	217	569409.3	3615130	1024				Average	
		475	218	569422.7	3615178	1024				Average	
		474	219	569442.2	3615224.2	1024				Average	
		473	220	569461.2	3615270.5	1030				Average	
		472	221	569474	3615318.8	1030				Average	
		471	222	569486.8	3615367	1036				Average	
		483	223	569491	3615402.2	1036				Average	
		482	224	569496.7	3615452	1036				Average	
		481	225	569496.4	3615502	1042				Average	
		470	226	569496.4	3615540	1042				Average	
		469	227	569496.4	3615590	1049				Average	
		468	228	569496.5	3615640	1049				Average	
		467	229	569496.5	3615690	1049				Average	
		466	230	569496.5	3615740	1055				Average	
		465	231	569496.6	3615790	1055				Average	
		464	232	569496.6	3615840	1055				Average	
		463	233	569496.6	3615890	1061				Average	
		462	234	569491.8	3615938	1061				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		311	235	569483.7	3615946.2	1061				Average	
		310	236	569457	3615987.5	1067				Average	
		309	237	569425.7	3616026.5	1067				Average	
		308	238	569392.7	3616064	1067				Average	
		307	239	569358.3	3616100.2	1073				Average	
		306	240	569323.9	3616136.5	1073				Average	
		305	241	569292.1	3616175	1073				Average	
		304	242	569261	3616214.2	1073				Average	
		303	243	569229.8	3616253.2	1073				Average	
		302	244	569198.6	3616292.5	1073				Average	
		301	245	569167.5	3616331.5	1073				Average	
		300	246	569143	3616375	1067				Average	
		299	247	569121	3616418.8	1067				Average	
		298	248	569099.1	3616464.8	1067				Average	
		297	249	569084.3	3616512	1067				Average	
		296	250	569071.3	3616538	1067				Average	
		295	251	569068.9	3616587.2	1067				Average	
		294	252	569078.9	3616635.2	1067				Average	
		293	253	569102.3	3616678.2	1067				Average	
		292	254	569127.7	3616721.5	1067				Average	
		291	255	569163.5	3616756.5	1067				Average	
		290	256	569199.2	3616791.2	1067				Average	
		289	257	569241.3	3616817.8	1067				Average	
		288	258	569286.7	3616837.5	1073				Average	
		287	259	569335.4	3616848.8	1073				Average	
		354	260	569355.4	3616887.8	1073				Average	
		353	261	569373.1	3616934	1073				Average	
		352	262	569379.9	3616983.5	1073				Average	
		351	263	569382.3	3617033.5	1079				Average	
		350	264	569382.2	3617083.5	1079				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		349	265	569382.1	3617133.5	1079				Average	
		348	266	569382	3617183.5	1079				Average	
		347	267	569381.9	3617233.5	1085				Average	
		346	268	569381.8	3617283.5	1085				Average	
		345	269	569381.7	3617333.5	1085				Average	
		344	270	569381.6	3617383.5	1085				Average	
		343	271	569381.5	3617433.5	1085				Average	
		342	272	569381.4	3617483.5	1085				Average	
		341	273	569381.3	3617533.5	1091				Average	
		340	274	569381.2	3617583.5	1091				Average	
		339	275	569381.3	3617633.5	1091				Average	
		338	276	569381.5	3617683.5	1091				Average	
		337	277	569381.7	3617733.5	1091				Average	
		336	278	569381.9	3617783.2	1091				Average	
		335	279	569382	3617833.2	1097				Average	
		334	280	569382.2	3617883.8	1097				Average	
		286	281	569382.2	3617989.5	1097				Average	
		285	282	569381.8	3617939.5	1097				Average	
		284	283	569381.5	3617989.5	1097				Average	
		283	284	569381.1	3618039.5	1103				Average	
		327	285	569381	3618060.5	1103				Average	
		326	286	569380.8	3618110.5	1103				Average	
		484	288	569378.8	3618156.5	1103				Average	
		281	289	569391.1	3618208.8	1103				Average	
		280	290	569400.6	3618257.8	1103				Average	
		381	291	569399.7	3618297.2	1109				Average	
		380	292	569398.6	3618347.2	1109				Average	
		379	293	569397.4	3618397.2	1109				Average	
		378	294	569396.3	3618447.2	1109				Average	
		377	295	569395.2	3618497	1109				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		376	296	569394	3618547	1109				Average	
		375	297	569392.9	3618597	1116				Average	
		374	298	569391.7	3618646.8	1116				Average	
		373	299	569390.6	3618696.8	1116				Average	
		372	300	569391.1	3618747.2	1116				Average	
		371	301	569395.2	3618797.2	1116				Average	
		370	302	569399.3	3618846.8	1122				Average	
		369	303	569403.3	3618896.5	1122				Average	
		368	304	569410.4	3618945.5	1128				Average	
		367	305	569409	3618995.5	1122				Average	
		366	306	569407.8	3619045.2	1122				Average	
		365	307	569401.2	3619094.5	1122				Average	
		364	308	569399	3619143	1122				Average	
		363	309	569380.5	3619191.8	1128				Average	
		362	310	569387	3619241.2	1128				Average	
		361	311	569393.6	3619291	1128				Average	
		360	312	569398.4	3619340.5	1128				Average	
		359	313	569400.4	3619390.5	1128				Average	
		358	314	569402.3	3619440.5	1128				Average	
		357	315	569409.4	3619490	1128				Average	
		356	316	569417.9	3619539.2	1134				Average	
		355	317	569427.3	3619588.5	1134				Average	
		333	318	569435.1	3619622.5	1134				Average	
		332	319	569446.2	3619671.2	1134				Average	
		331	320	569457.3	3619720	1134				Average	
		330	321	569468.4	3619768.8	1140				Average	
		329	322	569482.3	3619816.5	1140				Average	
		328	323	569498.9	3619863.8	1140				Average	
		279	324	569497.7	3619880.8	1140				Average	
		278	325	569494.2	3619930.5	1140				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	m			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
				m	m	m		km/h	%		
		277	326	569483.3	3619977.2	1140				Average	
		276	327	569478.5	3620027	1146				Average	
		275	328	569469.4	3620076	1146				Average	
		274	329	569460.3	3620125.2	1146				Average	
		273	330	569456.9	3620175.2	1146				Average	
		272	331	569453.9	3620225	1152				Average	
		271	332	569451	3620275	1152				Average	
		270	333	569442.2	3620320.8	1152				Average	
		269	334	569434	3620370	1158				Average	
		268	335	569427.5	3620419.5	1158				Average	
		267	336	569420.9	3620469	1158				Average	
		266	337	569414.4	3620518.8	1158				Average	
		265	338	569407.8	3620568.2	1158				Average	
		264	339	569401.2	3620617.8	1158				Average	
		263	340	569394.7	3620667.5	1158				Average	
		262	341	569388.1	3620717	1158				Average	
		261	342	569378.6	3620764	1164				Average	
		260	343	569376.4	3620764.5	1164				Average	
		259	344	569327.2	3620773.2	1158				Average	
		258	345	569278	3620782	1158				Average	
		257	346	569228.8	3620790.8	1152				Average	
		256	347	569180.4	3620803.8	1158				Average	
		458	348	569168.9	3620806.2	1158				Average	
		457	349	569120.6	3620819.2	1158				Average	
		456	350	569072.2	3620832	1158				Average	
		455	351	569023.9	3620845	1164				Average	
		454	352	568975.6	3620858	1170				Average	
		453	353	568925.9	3620863	1170				Average	
		452	354	568876.1	3620866.8	1177				Average	
		451	355	568826.1	3620865.5	1177				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		450	356	568776.6	3620860	1170				Average	
		449	357	568727.4	3620850.8	1164				Average	
		448	358	568678.2	3620842	1164				Average	
		447	359	568628.3	3620840	1164				Average	
		446	360	568578.3	3620838.5	1158				Average	
		445	361	568532.7	3620855.8	1158				Average	
		444	362	568491.8	3620883.5	1158				Average	
		443	363	568453.8	3620916	1158				Average	
		442	364	568415.9	3620949	1158				Average	
		441	365	568378.1	3620981.8	1164				Average	
		440	366	568345.2	3621018.8	1164				Average	
		439	367	568317.3	3621060.2	1164				Average	
		438	368	568289.5	3621101.8	1164				Average	
		437	369	568261.6	3621143.2	1164				Average	
		436	370	568236.4	3621186.2	1170				Average	
		435	371	568214.9	3621231.5	1170				Average	
		434	372	568193.3	3621276.2	1177				Average	
		433	373	568171.8	3621321.8	1177				Average	
		432	374	568160.3	3621367	1177				Average	
		431	375	568131.9	3621413	1177				Average	
		430	376	568118.5	3621461.5	1183				Average	
		429	377	568105	3621509.5	1183				Average	
		428	378	568087.8	3621556	1189				Average	
		427	379	568076.2	3621604.2	1189				Average	
		426	380	568069.4	3621653.8	1189				Average	
		425	381	568068.6	3621703.8	1189				Average	
		424	382	568067.9	3621753.8	1195				Average	
		423	383	568067.1	3621803.8	1201				Average	
		422	384	568059.9	3621852.8	1207				Average	
		421	385	568048.1	3621901.5	1207				Average	

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Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	m			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
				km/h	%						
		420	386	568031.5	3621948.5	1207				Average	
		419	387	568013.3	3621995	1207				Average	
		418	388	567995.2	3622041.8	1207				Average	
		417	389	567979.6	3622089	1213				Average	
		416	390	567965.4	3622137.2	1213				Average	
		415	391	567951.1	3622185	1213				Average	
		414	392	567952.4	3622234.8	1213				Average	
		413	393	567954.4	3622284.8	1213				Average	
		412	394	567956.5	3622334.8	1219				Average	
		411	395	567958.6	3622384.8	1219				Average	
		410	396	567960.6	3622434.5	1219				Average	
		409	397	567968.2	3622483.8	1225				Average	
		408	398	567968.7	3622533.8	1225				Average	
		407	399	567969.1	3622583.8	1225				Average	
		406	400	567969.6	3622633.8	1231				Average	
		405	401	567977.5	3622682.8	1225				Average	
		404	402	567989.4	3622731.2	1225				Average	
		403	403	568001.2	3622780	1225				Average	
		402	404	568013	3622828.5	1225				Average	
		401	405	568027	3622876.5	1225				Average	
		400	406	568041.8	3622924	1231				Average	
		399	407	568056.7	3622972	1225				Average	
		398	408	568071.6	3623019.8	1225				Average	
		397	409	568086.4	3623067.5	1225				Average	
		396	410	568101.3	3623115.2	1225				Average	
		395	411	568111.7	3623164	1225				Average	
		394	412	568121	3623213	1225				Average	
		393	413	568126.8	3623262.5	1225				Average	
		392	414	568124.3	3623312.5	1225				Average	
		391	415	568120.8	3623362	1225				Average	

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Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		390	416	568111.8	3623411.5	1225				Average	
		389	417	568102.9	3623460.5	1225				Average	
		388	418	568093.9	3623509.8	1219				Average	
		387	419	568085	3623559	1219				Average	
		386	420	568076	3623608.5	1219				Average	
		385	421	568067	3623657.5	1219				Average	
		384	422	568058.1	3623706.5	1213				Average	
		383	423	568051	3623756	1213				Average	
		382	424	568053.2	3623806	1213				Average	
		33	425	568053.2	3623811.5	1213				Average	
		32	426	568072.1	3623857	1207				Average	
		31	427	568103.4	3623895	1201				Average	
		30	428	568140	3623929.2	1201				Average	
		29	429	568176.6	3623963.2	1201				Average	
		28	430	568209.2	3624000	1201				Average	
		27	431	568228.4	3624046.5	1195				Average	
		26	432	568231.1	3624096	1189				Average	
		25	433	568218.7	3624144	1183				Average	
		24	434	568193.1	3624187	1183				Average	
		23	435	568167.5	3624230	1177				Average	
		22	436	568138.4	3624270.5	1170				Average	
		21	437	568108.6	3624309.2	1170				Average	
		20	438	568073.7	3624346.5	1170				Average	
		19	439	568037.3	3624381	1170				Average	
		18	440	568000.9	3624415.2	1170				Average	
		17	441	567961.7	3624446.2	1164				Average	
		16	442	567922.1	3624476.8	1164				Average	
		15	443	567880.5	3624504	1164				Average	
		14	444	567836.1	3624527	1170				Average	
		13	445	567791.6	3624549.5	1177				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		12	446	567747.1	3624572.8	1177				Average	
		11	447	567702.6	3624595.8	1177				Average	
		10	448	567658.2	3624618.5	1177				Average	
		9	448	567616.3	3624645	1177				Average	
		8	450	567581.4	3624680.5	1183				Average	
		7	451	567552.5	3624721.2	1183				Average	
		6	452	567527.7	3624764.5	1177				Average	
		5	453	567506.6	3624809.5	1177				Average	
		4	454	567486.8	3624855.8	1177				Average	
		3	455	567465.2	3624898.2	1177				Average	
		2	456	567453.4	3624946.5	1170				Average	
		1	457	567445.3	3624995.5	1170				Average	
		97	459	567430.3	3625043.5	1170				Average	
		98	460	567417.6	3625091.8	1170				Average	
		114	461	567416.4	3625096.5	1170				Average	
		115	462	567403.5	3625145	1170				Average	
		116	463	567390.7	3625193	1177				Average	
		117	464	567377.8	3625241.5	1183				Average	
		118	465	567364.9	3625289.8	1183				Average	
		119	466	567352.1	3625338.2	1189				Average	
		120	467	567339.2	3625386.2	1195				Average	
		121	468	567326.4	3625434.5	1201				Average	
		122	469	567313.5	3625483	1207				Average	
		123	470	567300.6	3625531.5	1213				Average	
		124	471	567290.9	3625580.2	1219				Average	
		125	472	567285.2	3625630.2	1219				Average	
		126	473	567274.7	3625675.8	1219				Average	
		127	474	567258.1	3625722.8	1225				Average	
		128	475	567240.5	3625769.5	1225				Average	
		129	476	567211.5	3625810	1219				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		130	477	567193.5	3625856.5	1225				Average	
		131	478	567164.5	3625897.2	1225				Average	
		132	479	567133.2	3625935.8	1231				Average	
		133	480	567098.8	3625972	1231				Average	
		134	481	567064.4	3626008.5	1225				Average	
		135	482	567029.1	3626044	1225				Average	
		136	483	566999	3626073.5	1225				Average	
		137	484	566948.9	3626103.5	1225				Average	
		138	485	566908.8	3626133.2	1225				Average	
		139	486	566863	3626152	1219				Average	
		140	487	566815.2	3626167	1219				Average	
		141	488	566767.4	3626181.5	1225				Average	
		142	489	566719.6	3626196.2	1225				Average	
		143	490	566671.8	3626210.5	1231				Average	
		144	491	566623.9	3626225	1231				Average	
		145	492	566576.1	3626240	1231				Average	
		146	493	566528.3	3626254.2	1231				Average	
		147	494	566480.5	3626269.2	1225				Average	
		148	495	566432.7	3626284	1225				Average	
		149	496	566384.4	3626296.5	1225				Average	
		150	497	566335	3626304	1225				Average	
		151	498	566285.8	3626312	1231				Average	
		152	499	566236.2	3626319.5	1231				Average	
		153	500	566186.8	3626327.5	1237				Average	
		154	501	566137.4	3626335.2	1237				Average	
		155	502	566088	3626343	1231				Average	
		156	503	566038.6	3626350.5	1231				Average	
		157	504	565989.3	3626358.2	1237				Average	
		158	505	565939.9	3626366	1237				Average	
		159	506	565890.5	3626373.8	1237				Average	

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Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		160	507	565841.1	3626381.5	1244				Average	
		161	508	565791.7	3626389.5	1244				Average	
		162	509	565742.3	3626397	1244				Average	
		163	510	565693	3626405.2	1250				Average	
		164	511	565643.9	3626415	1250				Average	
		165	512	565594.9	3626424.8	1250				Average	
		166	513	565545.8	3626434.5	1250				Average	
		167	514	565496.8	3626444.2	1250				Average	
		168	515	565447.7	3626454	1250				Average	
		169	516	565398.7	3626463.8	1256				Average	
		170	517	565349.8	3626473.5	1256				Average	
		171	518	565302.1	3626488.2	1262				Average	
		172	519	565255.2	3626505.8	1262				Average	
		173	520	565211.8	3626530	1268				Average	
		174	521	565170	3626557.8	1268				Average	
		175	522	565128.2	3626585	1262				Average	
		176	523	565086.5	3626612.5	1262				Average	
		177	524	565044.7	3626640	1268				Average	
		178	525	565002.9	3626667.2	1268				Average	
		179	526	564959.4	3626692	1268				Average	
		180	527	564915.8	3626716.5	1262				Average	
		181	528	564872.3	3626741.2	1262				Average	
		182	529	564826	3626759.5	1262				Average	
		183	530	564778.8	3626776	1262				Average	
		184	531	564728.9	3626778.5	1256				Average	
		185	532	564678.9	3626780.8	1256				Average	
		48	533	564671.7	3626781	1256				Average	
		49	534	564622.2	3626788.8	1256				Average	
		50	535	564572.8	3626796.5	1262				Average	
		51	536	564523	3626800.2	1262				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	m			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
				km/h	%						
		52	537	564473.1	3626803	1268				Average	
		53	538	564423.2	3626806	1274				Average	
		54	539	564373.3	3626809	1274				Average	
		55	540	564323.4	3626811.8	1280				Average	
		56	541	564273.4	3626814.5	1280				Average	
		57	542	564223.5	3626817.8	1286				Average	
		58	543	564173.6	3626820.5	1292				Average	
		59	544	564123.7	3626823	1298				Average	
		60	545	564074.4	3626828.5	1298				Average	
		61	546	564026.3	3626843.5	1305				Average	
		62	547	563978.3	3626857.5	1305				Average	
		63	548	563930.3	3626871.2	1311				Average	
		64	549	563882.2	3626885	1311				Average	
		65	550	563834.2	3626899	1317				Average	
		66	551	563786.2	3626913	1317				Average	
		67	552	563738.1	3626926.8	1317				Average	
		68	553	563690.1	3626940.8	1323				Average	
		69	554	563642.1	3626954.5	1329				Average	
		70	555	563594	3626968.5	1335				Average	
		71	556	563545.2	3626979	1335				Average	
		72	557	563497.2	3626991.2	1341				Average	
		73	558	563458.9	3627020.8	1341				Average	
		74	559	563416.6	3627050.5	1347				Average	
		75	560	563376.3	3627080	1347				Average	
		76	561	563336.2	3627110	1347				Average	
		77	562	563297.5	3627141.8	1353				Average	
		78	563	563258.7	3627173	1359				Average	
		79	564	563219.9	3627204.8	1359				Average	
		80	565	563181.2	3627236.2	1359				Average	
		81	566	563142.4	3627268.2	1359				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		82	567	563103.6	3627299.5	1359				Average	
		83	568	563064.9	3627331	1359				Average	
		84	569	563026.1	3627362.5	1366				Average	
		85	570	562987.3	3627394.2	1366				Average	
		86	571	562954.8	3627432	1366				Average	
		87	572	562923.6	3627471.2	1366				Average	
		88	573	562892.5	3627510.2	1372				Average	
		89	574	562862.8	3627550.5	1366				Average	
		90	575	562836.3	3627592.5	1359				Average	
		91	576	562813.2	3627637	1353				Average	
		92	577	562790.2	3627681.2	1353				Average	
		93	578	562768.1	3627726.2	1347				Average	
		94	579	562747.2	3627771.2	1347				Average	
		95	580	562725	3627816.2	1341				Average	
		96	581	562700.8	3627860	1341				Average	
		34	582	562688.2	3627882.2	1341				Average	
		35	583	562673.4	3627929.8	1341				Average	
		36	584	562658.7	3627977.8	1335				Average	
		37	585	562638	3628023	1335				Average	
		38	586	562616.9	3628068.5	1335				Average	
		39	587	562595.7	3628114	1329				Average	
		40	588	562574.8	3628159.2	1329				Average	
		41	589	562553.4	3628204.5	1329				Average	
		42	590	562532.3	3628250	1329				Average	
		43	591	562511.1	3628295	1323				Average	
		44	592	562490	3628340.5	1323				Average	
		45	593	562468.8	3628385.8	1317				Average	
		46	594	562448.2	3628431.2	1317				Average	
		47	595	562428.2	3628477	1317				Average	
		188	596	562416	3628505	1317				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		189	597	562396.5	3628551	1317				Average	
		190	598	562376.9	3628597	1317				Average	
		191	599	562357.3	3628643	1323				Average	
		192	600	562336.7	3628688.5	1323				Average	
		193	601	562308.5	3628729.8	1317				Average	
		194	602	562280.2	3628771	1317				Average	
		195	603	562249.8	3628810.5	1317				Average	
		196	604	562218.2	3628849.2	1317				Average	
		197	605	562188.1	3628889.2	1317				Average	
		198	606	562160.1	3628930.5	1317				Average	
		199	607	562132	3628972	1323				Average	
		200	608	562103.9	3629013	1323				Average	
		201	609	562081.2	3629057.5	1323				Average	
		202	610	562059.2	3629102.8	1317				Average	
		203	611	562037.1	3629147.5	1317				Average	
		204	612	562015	3629192.8	1317				Average	
		205	613	561992.9	3629237.2	1317				Average	
		186	614	561982.8	3629257.8	1317				Average	
		187	615	561960.4	3629302.2	1317				Average	
		206	616	561946.4	3629330	1317				Average	
		207	617	561924.3	3629375.2	1317				Average	
		208	618	561902.1	3629420	1317				Average	
		209	619	561880	3629464.8	1323				Average	
		210	620	561857.9	3629509.8	1323				Average	
		211	621	561835.7	3629554.5	1329				Average	
		212	622	561813.6	3629599.2	1329				Average	
		213	623	561791.5	3629644.2	1335				Average	
		214	624	561769.3	3629689.8	1341				Average	
		215	625	561754	3629736	1341				Average	
		216	626	561742.5	3629784.8	1341				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	m			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
				m	m	m		km/h	%		
		217	627	561731	3629833.8	1347				Average	
		218	628	561719.5	3629882	1347				Average	
		219	629	561708	3629930.8	1353				Average	
		220	630	561702	3629980.5	1353				Average	
		221	631	561689	3630027.2	1353				Average	
		222	632	561679.9	3630076.2	1353				Average	
		223	633	561670.7	3630125.8	1359				Average	
		224	634	561661.6	3630174.5	1359				Average	
		225	635	561652.5	3630223.8	1359				Average	
		226	636	561643.3	3630272.8	1366				Average	
		227	637	561632.1	3630321.5	1366				Average	
		228	638	561620.2	3630370.5	1372				Average	
		229	639	561608.2	3630418.8	1378				Average	
		230	640	561596.3	3630467.2	1378				Average	
		231	641	561584.3	3630516	1378				Average	
		232	642	561572.4	3630564.5	1378				Average	
		233	643	561560.4	3630613	1378				Average	
		234	644	561548.5	3630661.6	1384				Average	
		235	645	561536.5	3630710	1384				Average	
		236	646	561524.6	3630758.5	1384				Average	
		237	647	561507.9	3630803.8	1384				Average	
		238	648	561497	3630852.5	1378				Average	
		239	649	561486.2	3630901.2	1372				Average	
		240	650	561475.3	3630950	1372				Average	
		241	651	561464.4	3630999	1366				Average	
		242	652	561453.6	3631047.8	1366				Average	
		243	653	561442	3631096	1366				Average	
		244	654	561428.6	3631144.5	1366				Average	
		245	655	561415.3	3631192.8	1359				Average	
		246	656	561403.1	3631241	1359				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		247	657	561394	3631290.2	1359				Average	
		248	658	561382.4	3631339	1359				Average	
		249	659	561369.1	3631387	1353				Average	
		250	660	561355.9	3631435.2	1353				Average	
		251	661	561342.7	3631483.5	1353				Average	
		252	662	561329.4	3631531.8	1353				Average	
		253	663	561316.2	3631580.2	1347				Average	
		254	664	561302.9	3631628.2	1347				Average	
		255	665	561299.7	3631676.5	1347				Average	
		99	666	561278.5	3631717.2	1347				Average	
		100	667	561265.7	3631765.5	1347				Average	
		101	668	561253	3631814	1353				Average	
		102	669	561240.3	3631862.5	1353				Average	
		103	680	561227.6	3631910.8	1359				Average	
		104	679	561214.9	3631959	1359				Average	
		105	678	561202.2	3632007.5	1359				Average	
		106	677	561189.5	3632055.8	1359				Average	
		107	676	561176.8	3632104	1359				Average	
		108	675	561164.1	3632152.5	1359				Average	
		109	674	561151.4	3632201	1366				Average	
		110	673	561138.6	3632249.2	1366				Average	
		111	672	561125.9	3632297.8	1372				Average	
		112	671	561113.2	3632346	1372				Average	
		113	670	561100.5	3632394.2	1378					
Old Highway 80'	7.3	0	681	558595.6	3618769.8	1183				Average	
		1	682	558640.7	3618763.5	1183				Average	
		2	683	558685.3	3618755	1183				Average	
		3	684	558728.6	3618741	1189				Average	
		4	685	558771.4	3618725.2	1189				Average	
		5	686	558814.6	3618711.2	1189				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		6	687	558859.3	3618703.5	1189				Average	
		7	688	558904.8	3618703.8	1189				Average	
		8	689	558949.3	3618713.5	1189				Average	
		9	690	558992.9	3618726.8	1195				Average	
		10	691	559036.7	3618738.5	1201				Average	
		11	692	559082	3618743.2	1201				Average	
		12	693	559127.4	3618740.8	1201				Average	
		13	694	559172.6	3618735.2	1201				Average	
		14	695	559217.7	3618728.2	1207				Average	
		15	696	559263.1	3618725.8	1207				Average	
		16	697	559308.6	3618726.8	1213				Average	
		17	698	559354.2	3618727.8	1213				Average	
		18	699	559399.1	3618723.8	1219				Average	
		19	700	559443	3618711.8	1219				Average	
		20	701	559487	3618700	1225				Average	
		21	702	559530.3	3618688	1231				Average	
		22	703	559575.1	3618680.5	1231				Average	
		23	704	559620.6	3618678.8	1237				Average	
		24	705	559666.2	3618680	1237				Average	
		25	706	559711.6	3618682.5	1237				Average	
		26	707	559757	3618686	1244				Average	
		27	708	559802	3618680.5	1244				Average	
		28	709	559846.2	3618669.8	1250				Average	
		29	710	559889	3618654.2	1250				Average	Y
		30	711	559932.4	3618643.2	1256				Average	
		31	712	559976.7	3618649.5	1256				Average	
		32	713	559998.5	3618609.2	1256				Average	
		33	714	560020.3	3618569.5	1250				Average	
		34	715	560043.1	3618530.2	1250				Average	
		35	716	560071	3618494.2	1250				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		36	717	560099	3618458.5	1250				Average	
		37	718	560126.9	3618422.5	1250				Average	
		38	719	560157.8	3618389	1250				Average	
		39	720	560188	3618355.8	1250				Average	
		40	721	560220.2	3618322.5	1244				Average	
		41	722	560251.4	3618289.8	1250				Average	
		42	723	560282.8	3618256	1244				Average	
		43	724	560313.8	3618223	1250				Average	
		44	725	560345	3618190	1250				Average	
		45	726	560379.8	3618160.8	1250				Average	
		46	727	560416.8	3618134	1250				Average	
		47	728	560454.5	3618109	1256				Average	
		48	729	560493.6	3618085.5	1256				Average	
		49	730	560532.7	3618062	1256				Average	
		50	731	560571.8	3618038.5	1256				Average	
		51	732	560610.9	3618015.2	1256				Average	
		52	733	560650	3617991.8	1256				Average	
		53	734	560689	3617968.5	1256				Average	
		54	735	560728.1	3617945	1256				Average	
		55	736	560768.9	3617925	1256				Average	
		56	737	560810.4	3617906	1256				Average	
		57	738	560852.3	3617888.8	1256				Average	
		58	739	560896.5	3617877.5	1250				Average	
		59	740	560940.6	3617866.5	1250				Average	
		60	741	560985.7	3617859.8	1250				Average	
		61	742	561030.8	3617852.8	1244				Average	
		62	743	561074.5	3617841	1244				Average	
		63	744	561117.3	3617825.8	1244				Average	
		64	745	561158.5	3617806.5	1237				Average	
		65	746	561198.5	3617785	1237				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		66	747	561238.1	3617762.2	1231				Average	
		67	748	561273.9	3617734.2	1231				Average	
		68	749	561309.8	3617706	1225				Average	
		69	750	561345.3	3617677.5	1225				Average	
		70	751	561380.4	3617648.8	1225				Average	
		71	752	561415.4	3617619.5	1219				Average	
		72	753	561450.5	3617590.5	1219				Average	
		73	754	561485.5	3617561.2	1213				Average	
		74	755	561520.8	3617532.2	1213				Average	
		75	756	561555.6	3617503	1213				Average	
		76	757	561588.8	3617471.8	1213				Average	
		77	758	561621	3617439.8	1207				Average	
		78	759	561653.2	3617407.5	1213				Average	
		79	760	561685.4	3617375.5	1207				Average	
		80	761	561717.6	3617343.2	1207				Average	
		81	762	561749.8	3617311	1207				Average	
		82	763	561780.8	3617277.8	1207				Average	
		83	764	561811.4	3617243.8	1207				Average	
		84	765	561842	3617210	1201				Average	
		85	766	561872.5	3617176.2	1195				Average	
		86	767	561903.1	3617142.2	1195				Average	
		87	768	561933.6	3617108.8	1189				Average	
		88	769	561964.2	3617075	1189				Average	
		89	770	561994.7	3617041.2	1189				Average	
		90	771	562025.3	3617007.8	1189				Average	
		91	772	562055.9	3616973.8	1189				Average	
		92	773	562086.4	3616940	1183				Average	
		93	774	562117	3616906.2	1177				Average	
		94	775	562147.5	3616872.5	1177				Average	
		95	776	562177.6	3616838.2	1177				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		96	777	562207	3616803.5	1170				Average	
		97	778	562236.3	3616768.5	1170				Average	
		98	779	562264.8	3616733	1170				Average	
		99	780	562283.7	3616692	1170				Average	
		100	781	562302.4	3616650	1170				Average	
		101	782	562320.8	3616608.2	1164				Average	
		102	783	562338.9	3616566.5	1164				Average	
		103	784	562356.7	3616524.8	1158				Average	
		104	785	562371.5	3616481.8	1164				Average	
		105	786	562382.1	3616437.2	1164				Average	
		106	787	562392.7	3616393.2	1158				Average	
		107	788	562403.3	3616349	1158				Average	
		108	789	562413.9	3616304.8	1158				Average	
		109	790	562424.5	3616260.5	1158				Average	
		110	791	562436.8	3616216.5	1152				Average	
		111	792	562448.7	3616172.5	1152				Average	
		112	793	562460.8	3616128.5	1152				Average	
		113	794	562473	3616084.8	1152				Average	
		114	795	562488.9	3616042.2	1152				Average	
		115	796	562506.3	3616000.2	1146				Average	
		116	797	562523.8	3615958	1152				Average	
		117	798	562541.2	3615915.8	1146				Average	
		118	799	562558.7	3615874	1146				Average	
		119	800	562578.5	3615833	1146				Average	
		120	801	562598.8	3615792	1146				Average	
		121	802	562619.2	3615751.5	1152				Average	
		122	803	562640.5	3615711.8	1152				Average	
		123	804	562670.9	3615677.5	1158				Average	
		124	805	562701.3	3615643.2	1152				Average	
		125	806	562740.8	3615621.5	1158				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		126	807	562781.3	3615600.8	1158				Average	
		127	808	562824.1	3615585.5	1164				Average	
		128	809	562868	3615573.5	1164				Average	
		129	810	562911.9	3615561.2	1170				Average	
		130	811	562953.7	3615543.5	1164				Average	
		131	812	562995.3	3615524.8	1170				Average	
		132	813	563038.7	3615506	1170				Average	
		133	814	563077.2	3615484.8	1170				Average	
		134	815	563117.7	3615464.2	1170				Average	
		135	816	563158.2	3615443	1170				Average	
		136	817	563198.7	3615422.5	1170				Average	
		137	818	563239.1	3615401.2	1170				Average	
		138	819	563279.6	3615380.8	1170				Average	
		139	820	563320.1	3615360	1170				Average	
		140	821	563360.6	3615338.8	1170				Average	
		141	822	563401.1	3615318.2	1170				Average	
		142	823	563441.6	3615297	1170				Average	
		143	824	563482.1	3615276.5	1170				Average	
		144	825	563522.6	3615255.2	1170				Average	
		145	826	563563	3615234.8	1170				Average	
		146	827	563603.5	3615214	1170				Average	
		147	828	563644	3615192.8	1170				Average	
		148	829	563684.5	3615172.2	1177				Average	
		149	830	563725	3615151	1177				Average	
		150	831	563765.4	3615130.5	1177				Average	
		151	832	563805.9	3615109.2	1177				Average	
		152	833	563846.4	3615088.8	1183				Average	
		153	834	563886.8	3615067.5	1183				Average	
		154	835	563927.3	3615046.8	1183				Average	
		155	836	563967.8	3615026.2	1183				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		156	837	564008.2	3615005	1183				Average	
		157	838	564048.7	3614984	1183				Average	
		158	839	564089.2	3614963.2	1183				Average	
		159	840	564129.8	3614942.8	1189				Average	
		160	841	564170.6	3614922.5	1189				Average	
		161	842	564211.5	3614902.5	1189				Average	
		162	843	564253.7	3614885.8	1189				Average	
		163	844	564297	3614871.2	1183				Average	
		164	845	564340.2	3614857	1183				Average	
		165	846	564384.7	3614847.5	1177				Average	
		166	847	564429.7	3614841.2	1177				Average	
		167	848	564475.1	3614836.5	1177				Average	
		168	849	564520.6	3614835.8	1177				Average	
		169	850	564566	3614837.5	1170				Average	
		170	851	564611.4	3614841.5	1170				Average	
		171	852	564656.8	3614845.5	1164				Average	
		172	853	564702.2	3614849	1164				Average	
		173	854	564747.7	3614851.2	1158				Average	
		174	855	564793.2	3614850	1158				Average	
		175	856	564838.6	3614847.8	1152				Average	
		176	857	564883.8	3614841.8	1152				Average	
		177	858	564928.8	3614834.8	1146				Average	
		178	859	564973.7	3614827.5	1146				Average	
		179	860	565018.7	3614820	1140				Average	
		180	861	565063.6	3614812.8	1140				Average	
		181	862	565108.6	3614805.5	1140				Average	
		182	863	565153.5	3614797.8	1140				Average	
		183	864	565198.5	3614790.8	1134				Average	
		184	865	565243.4	3614783.2	1128				Average	
		185	866	565288.4	3614776	1128				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		186	867	565333.2	3614768	1128				Average	
		187	868	565378.1	3614760.2	1122				Average	
		188	869	565423	3614752.5	1122				Average	
		189	870	565467.9	3614744.8	1116				Average	
		190	871	565512.7	3614737	1116				Average	
		191	872	565557.6	3614729	1109				Average	
		192	874	565602.5	3614721.8	1109				Average	
		193	875	565647.6	3614715.2	1109				Average	
		194	876	565692.8	3614709.5	1109				Average	
		195	877	565738.3	3614708	1103				Average	
		196	878	565783.8	3614708.5	1103				Average	
		197	879	565829.2	3614712	1097				Average	
		198	880	565874.4	3614717	1097				Average	
		199	881	565919.3	3614724.5	1097				Average	
		200	882	565964.1	3614733	1097				Average	
		201	883	566008.9	3614741.2	1091				Average	
		202	884	566053.6	3614749.8	1091				Average	
		203	885	566098.4	3614758	1091				Average	
		204	886	566143.1	3614766.5	1085				Average	
		205	887	566187.9	3614775	1085				Average	
		206	888	566232.7	3614783.2	1085				Average	
		207	889	566277.4	3614791.8	1085				Average	
		208	890	566322.3	3614799.8	1085				Average	
		209	891	566367.1	3614807.5	1079				Average	
		210	892	566412	3614815.5	1079				Average	
		211	893	566456.8	3614823.5	1079				Average	
		212	894	566501.8	3614830.2	1073				Average	
		213	895	566547.2	3614834	1073				Average	
		214	896	566592.4	3614829.5	1073				Average	
		215	897	566636	3614816.2	1073				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		216	898	566679.6	3614803	1073				Average	
		217	899	566722.6	3614788	1073				Average	
		218	900	566764.8	3614771	1073				Average	
		219	901	566807	3614753.8	1067				Average	
		220	902	566849	3614736	1067				Average	
		221	903	566890.7	3614718	1067				Average	
		222	904	566927.7	3614691.8	1061				Average	
		223	905	566963.5	3614663.5	1055				Average	
		224	906	566999.4	3614635.5	1055				Average	
		225	907	567035.4	3614607.2	1055				Average	
		226	908	567073	3614582	1049				Average	
		227	909	567111.5	3614557.2	1049				Average	
		228	910	567152	3614537	1042				Average	
		229	911	567193	3614517.2	1042				Average	
		230	912	567235	3614499.5	1042				Average	
		231	913	567277.1	3614482.5	1036				Average	
		232	914	567320.4	3614468.2	1036				Average	
		233	915	567364.9	3614459.2	1042				Average	
		234	916	567409.9	3614452	1036				Average	
		235	917	567454.9	3614445	1036				Average	
		236	918	567500	3614438.2	1030				Average	
		237	919	567545.1	3614432.5	1030				Average	
		238	920	567590.2	3614426	1030				Average	
		239	921	567635.2	3614419	1030				Average	
		240	922	567679.8	3614410.2	1030				Average	
		241	923	567723.7	3614398	1030				Average	
		242	924	567766.8	3614383.8	1024				Average	
		243	925	567808.5	3614365	1024				Average	
		244	926	567850.2	3614347	1030				Average	
		245	927	567891.9	3614328.5	1024				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		246	928	567933.6	3614310.2	1024				Average	
		247	929	567975.3	3614292	1024				Average	
		248	930	568017.2	3614274	1024				Average	
		249	931	568059.2	3614256.5	1024				Average	
		250	932	568101.3	3614239.2	1024				Average	
		251	933	568143.4	3614221.8	1024				Average	
		252	934	568185.5	3614204	1024				Average	
		253	935	568227.5	3614186.8	1018				Average	
		254	936	568269.6	3614169.2	1018				Average	
		255	937	568312.4	3614154	1018				Average	
		256	938	568356.3	3614142	1018				Average	
		257	939	568400.9	3614133	1012				Average	
		258	940	568446.4	3614130.8	1012				Average	
		259	941	568491.3	3614135	1012				Average	
		260	942	568535.8	3614144.8	1012				Average	
		261	943	568578.8	3614159.2	1006				Average	
		262	944	568621.1	3614176.2	1006				Average	
		263	945	568663.4	3614193.2	1006				Average	
		264	946	568705.7	3614210	1006				Average	
		265	947	568748	3614227	1006				Average	
		266	948	568790.2	3614244	1006				Average	
		267	949	568832.5	3614260.8	1006				Average	
		268	950	568874.8	3614277.8	1006				Average	
		269	951	568917.1	3614294.8	1006				Average	
		270	952	568959.4	3614311.5	1006				Average	
		271	953	569001.6	3614328.5	1000				Average	
		272	954	569045.3	3614341	1000				Average	
		273	955	569090.1	3614345	1000				Average	
		274	956	569135.4	3614340.8	1000				Average	
		275	957	569180.3	3614332.8	1000				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		276	958	569221.8	3614313.5	1000				Average	
		277	959	569262.8	3614294	1000				Average	
		278	960	569303.2	3614273.2	994				Average	
		279	961	569341.1	3614248	994				Average	
		280	962	569377.5	3614220.8	994				Average	Y
		281	963	569413.3	3614192.8	994				Average	
		282	964	569449.2	3614164.5	994				Average	
		283	965	569485	3614136.5	994				Average	
		284	966	569520.9	3614108.5	994				Average	
		285	967	569557.6	3614081.5	994				Average	
		286	968	569595.2	3614055.8	988				Average	
		287	969	569634.3	3614032.5	988				Average	
		288	970	569675.9	3614014	988				Average	
		289	971	569718.5	3613998.2	988				Average	
		290	972	569762.7	3613987.5	988				Average	
		291	973	569807	3613976.5	988				Average	
		292	974	569851.2	3613965.5	981				Average	
		293	975	569895.4	3613954.5	988				Average	
		294	976	569939.6	3613943.5	981				Average	
		295	977	569983.8	3613932.5	981				Average	
		296	978	570027.9	3613921.5	981				Average	
		297	979	570072	3613910	988				Average	
		298	980	570115.6	3613896.8	988				Average	
		299	981	570157	3613878.2	988				Average	
		300	982	570197.3	3613857	988				Average	
		301	983	570236.9	3613834.5	988				Average	
		302	984	570273.3	3613807.2	988					
Winwood Road (I-8 to Old Hwy)	7.3	0	997	566563.1	3614851.8	1073				Average	
		1	998	566561.8	3614898.5	1079				Average	
		2	999	566560.5	3614945.2	1073				Average	

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Roadway				Coordinates (pavement)			Points			Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m		km/h	%		
		3	1000	566559.2	361499.2	1079				Average	
		4	1002	566557	3615038.8	1079				Average	
		5	1003	566552.8	3615085.2	1079				Average	
		6	1004	566545.5	3615131.5	1079				Average	
		7	1005	566538.3	3615177.8	1079				Average	
		8	1006	566531	3615223.8	1079				Average	
		9	1007	566523.7	3615270	1085				Average	
		10	1008	566516.5	3615316.2	1085				Average	
		11	1009	566509.8	3615362.8	1085				Average	
		12	1010	566502.6	3615408.8	1085				Average	
		13	1012	566495.3	3615455	1085				Average	
		14	1013	566488	3615501	1085				Average	
		15	1014	566480.2	3615547.2	1091				Average	
		16	1015	566471.5	3615593	1091				Average	
		17	1016	566462.2	3615639	1097				Average	
		18	1017	566452.1	3615684.5	1097				Average	
		19	1018	566440.6	3615730	1103					
bloonwood Road (north of I-5)	7.3	19	1023	566440.6	3615730	1103				Average	
		20	1024	566427.8	3615775	1103				Average	
		21	1025	566415	3615820.2	1103				Average	
		22	1026	566402.3	3615865	1109				Average	
		23	1027	566389.8	3615910	1109				Average	
		24	1028	566377.1	3615954.8	1116				Average	
		25	1029	566364.8	3616000	1116				Average	
		26	1030	566352.5	3616045.5	1122				Average	
		27	1031	566339.7	3616090.2	1122				Average	
		28	1032	566326.3	3616135	1128				Average	
		29	1033	566312.9	3616179.8	1128				Average	
		30	1034	566299.5	3616224.5	1128				Average	
		31	1035	566286.2	3616269.5	1134				Average	

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Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		32	1036	566273.3	3616314.2	1134				Average	
		33	1037	566259	3616359	1134				Average	
		34	1038	566244.6	3616403.5	1134				Average	
		35	1039	566231.5	3616448.2	1134				Average	
		36	1040	566222.4	3616494	1134				Average	
		37	1041	566216.2	3616540.5	1128				Average	
		38	1042	566215.7	3616587	1128				Average	
		39	1043	566215.2	3616634	1128				Average	
		40	1044	566214.8	3616680.5	1128				Average	
		41	1045	566214.3	3616727.5	1128				Average	
		42	1046	566213.8	3616774.2	1122				Average	
		43	1047	566213.3	3616821	1122				Average	
		44	1048	566214.2	3616867.8	1122				Average	
		45	1049	566215.4	3616914.5	1116				Average	
		46	1050	566216.6	3616961.2	1116				Average	
		47	1051	566217.7	3617008	1116				Average	
		48	1052	566218.9	3617055	1116				Average	
		49	1053	566220.1	3617101.5	1116				Average	
		50	1054	566221.3	3617148.2	1116				Average	
		51	1055	566222.5	3617195	1116				Average	
		52	1056	566223.6	3617241.8	1109				Average	
		53	1057	566224.8	3617288.2	1116				Average	
		54	1058	566226	3617335.2	1116				Average	
		55	1059	566226.8	3617382	1116				Average	
		56	1060	566226.8	3617429	1122				Average	
		57	1061	566226.8	3617475.5	1122				Average	
		58	1062	566226.8	3617522.2	1128				Average	
		59	1063	566228.3	3617569	1128				Average	
		60	1064	566232	3617615.5	1128				Average	
		61	1065	566236.4	3617661.8	1128				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		62	1066	566246.6	3617708	1128				Average	
		63	1067	566255.8	3617753.5	1122				Average	
		64	1068	566246.2	3617799.5	1122				Average	
		65	1069	566238	3617845.5	1122				Average	
		66	1070	566238.1	3617892	1116				Average	
		67	1071	566238.5	3617939	1109				Average	
		68	1072	566240.3	3617985.5	1109				Average	
		69	1073	566244.9	3618032	1109				Average	
		70	1074	566249.6	3618078.5	1109				Average	
		71	1075	566252.2	3618125.2	1116				Average	
		72	1076	566241.3	3618170.5	1109				Average	
		73	1077	566231	3618216.2	1109				Average	
		74	1078	566226.6	3618262.8	1109				Average	
		75	1079	566225.2	3618309.5	1103				Average	
		76	1080	566224.8	3618356.5	1103				Average	
		77	1081	566226.4	3618403	1103				Average	
		78	1082	566227.9	3618449.8	1103				Average	
		79	1083	566229.5	3618496.5	1103				Average	
		80	1084	566230.2	3618543.2	1103				Average	
		81	1085	566229.4	3618589.8	1103				Average	
		82	1086	566228.5	3618636.8	1103				Average	
		83	1087	566227.9	3618683.5	1103				Average	
		84	1088	566227.3	3618730.5	1103				Average	
		85	1089	566226.8	3618777	1103				Average	
		86	1090	566226.2	3618823.8	1103				Average	
		87	1091	566225.9	3618870.5	1103				Average	
		88	1092	566225.7	3618917.2	1103				Average	
		89	1094	566225.5	3618963.8	1103				Average	
		90	1095	566225.3	3619010.8	1097				Average	
		91	1096	566225.1	3619057.5	1097				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		92	1097	566224.9	3619104.2	1097				Average	
		93	1098	566224.7	3619151	1097				Average	
		94	1099	566224.5	3619198	1097				Average	
		95	1100	566226.1	3619244.5	1103				Average	
		96	1101	566227.8	3619291.2	1103				Average	
		97	1102	566229.5	3619338.2	1103				Average	
		98	1103	566231.1	3619384.8	1103				Average	
		99	1104	566232.7	3619431.5	1103				Average	
		100	1105	566238.1	3619477.8	1103				Average	
		101	1106	566237.5	3619524	1103				Average	
		102	1107	566230.8	3619569.5	1103				Average	
		103	1108	566230.1	3619616.2	1109				Average	
		104	1109	566229.4	3619663	1109				Average	
		105	1110	566229.1	3619709.8	1109				Average	
		106	1111	566229.4	3619756.8	1109				Average	
		107	1112	566229.6	3619803.5	1109				Average	
		108	1114	566229.9	3619850	1109				Average	
		109	1115	566231.5	3619896.8	1109				Average	
		110	1116	566233	3619943.5	1109				Average	
		111	1117	566234.5	3619990	1116				Average	
		112	1118	566236.1	3620037	1116				Average	
		113	1119	566237.6	3620083.8	1116				Average	
		114	1120	566239.1	3620130.8	1116				Average	
		115	1121	566241.2	3620177.2	1116				Average	
		116	1122	566243.4	3620224	1116				Average	
		117	1123	566245.6	3620270.8	1122				Average	
		118	1124	566247.9	3620317.5	1122				Average	
		119	1125	566250.1	3620364	1122					
Access Road1*	7.3	0	1145	559848.1	3618927.5	1256				Average	
		1	1146	559790	3619036.5	1256				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		2	1147	559833.5	3819116.2	1262				Average	
		3	1148	560036.8	3819965.5	1298				Average	
		4	1149	560218.3	3620147	1311				Average	
		5	1150	560289.1	3820495.5	1341				Average	
		6	1151	560334.4	3620742.2	1359				Average	
		7	1152	560356.2	3620989	1384				Average	
		8	1153	560399.8	3821032.8	1384				Average	
		9	1154	560624.8	3621039.8	1390				Average	
		10	1155	560878.9	3820996.5	1396				Average	
		11	1156	561096.6	3621018.2	1402				Average	
		12	1157	561241.8	3621170.5	1402				Average	
		13	1158	561350.7	3621453.8	1396				Average	
		14	1159	561423.3	3621874.8	1390				Average	
		15	1160	561423.3	3622237.8	1384				Average	
		16	1161	561466.8	3622927.2	1372				Average	
		17	1162	561387	3623261.2	1366				Average	
		18	1163	561263.6	3623602.5	1372				Average	
		19	1164	560980.5	3624067	1372				Average	
		20	1165	560849.8	3624212.2	1372				Average	
		21	1166	560704.6	3624430.2	1366				Average	
		22	1167	560566.7	3624575	1378				Average	
		23	1168	560421.5	3624814.8	1390				Average	
		24	1169	560290.9	3625068.8	1396				Average	
		25	1170	560203.8	3625192.2	1402				Average	
		26	1171	560109.4	3625301	1414				Average	
		27	1172	560073.1	3625337.2	1420				Average	
		28	1173	560000.5	3625308.2	1426				Average	
		29	1174	559935.2	3625272	1439				Average	
		30	1175	559826.3	3625351.8	1457				Average	
		31	1176	559819	3625410	1457				Average	

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		32	1177	559855.3	3625475.2	1463				Average	
		33	1178	559869.8	3625591.5	1469				Average	
		34	1179	559920.7	3625700.2	1475				Average	
		35	1180	559927.9	3625852.8	1475				Average	
		36	1181	559891.6	3625917.8	1481				Average	
		37	1182	559753.7	3625874.5	1481				Average	
		38	1183	559702.9	3625903.5	1500				Average	
		39	1184	559652.1	3625990.8	1512				Average	
		40	1185	559557.7	3626099.5	1524				Average	
		41	1186	559565	3626295.5	1542				Average	
		42	1187	559586.7	3626440.5	1554				Average	
		43	1188	559543.2	3626542	1573				Average	
		44	1189	559434.3	3626658.5	1579				Average	
		45	1190	559506.9	3626934.5	1591				Average	
		46	1191	559521.4	3627057.8	1585				Average	
		47	1192	559441.8	3627144.8	1579				Average	
		48	1193	559485.1	3627224.8	1579				Average	
		49	1194	559485.1	3627333.2	1585				Average	
		50	1195	559405.3	3627478.8	1603				Average	
		51	1196	559361.7	3627536.8	1603				Average	
		52	1197	559325.4	3627486	1603				Average	
		53	1198	559310.9	3627427.8	1603				Average	
		54	1199	559223.8	3627384.5	1603				Average	
		55	1200	559100.4	3627261	1634				Average	
		56	1201	559020.5	3627224.8	1640				Average	
		57	1202	558940.7	3627253.8	1640				Average	
		58	1203	558955.2	3627304.5	1652				Average	
		59	1204	559085.9	3627435.2	1670				Average	
		60	1205	559136.7	3627566	1670				Average	
		61	1206	559231	3627660	1676				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Roadways Inputs for Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		62	1207	559223.8	3627769	1695				Average	
		63	1208	559303.6	3627870.8	1707				Average	
		64	1209	559158.4	3628284.8	1719				Average	
		65	1210	559151.2	3628502.2	1731				Average	
		66	1211	559194.7	3628625.8	1731				Average	
		67	1212	559252.8	3628748.8	1725				Average	
		68	1213	559289.1	3628836.2	1719				Average	
		69	1214	559245.6	3628930.5	1713				Average	
		70	1215	559202	3628996	1707				Average	
		71	1216	559216.5	3629068.5	1701				Average	
		72	1217	559354.4	3629148.5	1689				Average	
		73	1218	559456.1	3629221	1707				Average	
		74	1219	559594	3629242.8	1713				Average	
		75	1220	559681.1	3629177.5	1719				Average	
		76	1221	559898.9	3629126.5	1713				Average	
		77	1222	559862.6	3629257.2	1707				Average	
		78	1223	559819	3629417	1701				Average	
		79	1224	559833.5	3629533	1695				Average	
		80	1225	559768.2	3629591.2	1701				Average	
		81	1226	559761	3629721.8	1719				Average	
		82	1227	559637.5	3630150	1695				Average	
		83	1228	559521.4	3630266.2	1682				Average	
		84	1229	559434.3	3630455	1689				Average	
		85	1230	559398	3630542	1689				Average	
		86	1231	559482.4	3630636.5	1682				Average	
		87	1232	559514.1	3630832.5	1682				Average	
		88	1233	559528.7	3631050.5	1676				Average	
		89	1234	559419.8	3631253.5	1670				Average	
		90	1235	559441.8	3631377.2	1676				Average	
		91	1236	559434.3	3631514.5	1682				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Roadways Inputs for Project-Related Traffic Model

Roadway				Coordinates (pavement)			Points			Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m		km/h	%		
		92	1237	559702.9	3631689	1689				Average	
		93	1238	559869.8	3631746.8	1695				Average	
		94	1239	559913.4	3631870.5	1701				Average	
		95	1240	559906.1	3632030.2	1719				Average	
		96	1241	559935.2	3632131.8	1719				Average	
		97	1242	559964.2	3632226.2	1719				Average	
		98	1243	559942.4	3632291.5	1719				Average	
		99	1244	559920.7	3632436.8	1695				Average	
		100	1245	559927.9	3632487.5	1695				Average	
		101	1246	559898.9	3632531	1689				Average	
		102	1247	559913.4	3632603.8	1689				Average	
		103	1248	559877.1	3632683.5	1682				Average	
		104	1249	559782.7	3632857.8	1695				Average	
		105	1250	559782.7	3632988.5	1695				Average	
		106	1251	559826.3	3633191.5	1689				Average	
		107	1252	559790	3633271.5	1682				Average	
		108	1253	559855.3	3633358.8	1676				Average	
		109	1254	559869.8	3633402.2	1682				Average	
		110	1255	559855.3	3633467.5	1682				Average	
		111	1256	559877.1	3633518.2	1676				Average	
		112	1257	559884.4	3633591	1670				Average	
		113	1259	559862.8	3633707	1676				Average	
		114	1258	559869.8	3633939.5	1676					

Project + Existing Roadways

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HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Results - Sound Levels

Computed MJP
 Checked GNE
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Sound Level Results for Existing + Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
1	1	1	0	66.8	66	66.8	10	Snd Lvl	66.8	0	8	-8
2"	2	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
3"	3	1	0	58	66	58	10	----	58	0	8	-8
4"	4	1	0	61.4	66	61.4	10	----	61.4	0	8	-8
5"	5	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
6"	6	1	0	32.1	66	32.1	10	----	32.1	0	8	-8
7"	7	1	0	57.6	66	57.6	10	----	57.6	0	8	-8
8"	8	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
9"	9	1	0	53.7	66	53.7	10	----	53.7	0	8	-8
10"	10	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
11"	11	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
12"	12	1	0	59	66	59	10	----	59	0	8	-8
13"	13	1	0	56	66	56	10	----	56	0	8	-8
14"	14	1	0	60	66	60	10	----	60	0	8	-8
15"	15	1	0	32	66	32	10	----	32	0	8	-8
16"	16	1	0	56.4	66	56.4	10	----	56.4	0	8	-8
17"	17	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
18"	18	1	0	51.7	66	51.7	10	----	51.7	0	8	-8
19"	19	1	0	54.5	66	54.5	10	----	54.5	0	8	-8
20"	20	1	0	68.7	66	68.7	10	Snd Lvl	68.7	0	8	-8
21"	21	1	0	69	66	69	10	Snd Lvl	69	0	8	-8
22"	22	1	0	63.9	66	63.9	10	----	63.9	0	8	-8
23"	23	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
24"	24	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
25"	25	1	0	58.8	66	58.8	10	----	58.8	0	8	-8
26"	26	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
27"	27	1	0	60	66	60	10	----	60	0	8	-8
28"	28	1	0	66	66	66	10	Snd Lvl	66	0	8	-8
29"	29	1	0	33.8	66	33.8	10	----	33.8	0	8	-8

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Results - Sound Levels



Computed MJP Date: 1/26/2011
 Checked GNE Date: 1/26/2011
 Sheet Of

Sound Level Results for Existing + Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
dBA	dBA	dBA	dB	dB	dBA	dB	dB	dB				
30"	30	1	0	59	66	59	10	----	59	0	8	-8
31"	31	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
32"	32	1	0	44.1	66	44.1	10	----	44.1	0	8	-8
33"	34	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
34"	35	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
35"	36	1	0	32.5	66	32.5	10	----	32.5	0	8	-8
36"	37	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
37"	38	1	0	32.2	66	32.2	10	----	32.2	0	8	-8
38"	39	1	0	66.9	66	66.9	10	Shd Lvl	66.9	0	8	-8
39"	40	1	0	45	66	45	10	----	45	0	8	-8
40"	41	1	0	49.1	66	49.1	10	----	49.1	0	8	-8
41"	42	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
42"	43	1	0	60.5	66	60.5	10	----	60.5	0	8	-8
43"	44	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
44"	45	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
45"	46	1	0	67	66	67	10	Shd Lvl	67	0	8	-8
46"	47	1	0	54.2	66	54.2	10	----	54.2	0	8	-8
47"	48	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
48"	49	1	0	57.7	66	57.7	10	----	57.7	0	8	-8
49"	50	1	0	59.9	66	59.9	10	----	59.9	0	8	-8
50"	51	1	0	59.3	66	59.3	10	----	59.3	0	8	-8
51"	52	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
52"	53	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
53"	54	1	0	60.2	66	60.2	10	----	60.2	0	8	-8
54"	55	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
55"	56	1	0	60.8	66	60.8	10	----	60.8	0	8	-8
56"	57	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
57"	58	1	0	56.8	66	56.8	10	----	56.8	0	8	-8
58"	59	1	0	57.5	66	57.5	10	----	57.5	0	8	-8

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Results - Sound Levels

Computed MJP
 Checked GNE
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Sound Level Results for Existing + Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculated Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
59"	60	1	0	57.5	66	57.5	10	----	57.5	0	8	-8
60"	62	1	0	56.9	66	56.9	10	----	56.9	0	8	-8
61"	63	1	0	54.4	66	54.4	10	----	54.4	0	8	-8
62"	64	1	0	55.7	66	55.7	10	----	55.7	0	8	-8
63"	65	1	0	59.2	66	59.2	10	----	59.2	0	8	-8
64"	66	1	0	58.7	66	58.7	10	----	58.7	0	8	-8
65"	67	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
66"	68	1	0	52.6	66	52.6	10	----	52.6	0	8	-8
67"	69	1	0	52.5	66	52.5	10	----	52.5	0	8	-8
68"	70	1	0	33.5	66	33.5	10	----	33.5	0	8	-8
69"	71	1	0	26	66	26	10	----	26	0	8	-8
70"	72	1	0	67	66	67	10	2nd Lvl	67	0	8	-8
71"	73	1	0	54.4	66	54.4	10	----	54.4	0	8	-8
72"	74	1	0	34.2	66	34.2	10	----	34.2	0	8	-8
73"	75	1	0	59	66	59	10	----	59	0	8	-8
74"	76	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
75"	77	1	0	56.8	66	56.8	10	----	56.8	0	8	-8
76"	78	1	0	65.7	66	65.7	10	----	65.7	0	8	-8
77"	79	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
78"	80	1	0	30.1	66	30.1	10	----	30.1	0	8	-8
79"	81	1	0	68.3	66	68.3	10	2nd Lvl	68.3	0	8	-8
80"	82	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
81"	83	1	0	60.1	66	60.1	10	----	60.1	0	8	-8
82"	84	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
83"	85	1	0	58.5	66	58.5	10	----	58.5	0	8	-8
84"	86	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
85"	87	1	0	59.7	66	59.7	10	----	59.7	0	8	-8
86"	88	1	0	59.5	66	59.5	10	----	59.5	0	8	-8
87"	89	1	0	56.9	66	56.9	10	----	56.9	0	8	-8

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Results - Sound Levels

Computed MJP
 Checked GNE
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Sound Level Results for Existing + Project-Related Traffic Model

Receiver												
Name	No.	#Dus	Existing Lden	No Barrier					With Barrier			
				Lden Calculated	Criterion	Increase Over Existing		Type Impact	Calculate d Lden	Noise Reduction		
						Calculated	Crit'n			Calculated	Goal	Calculated minus Goal
dBA	dBA	dBA	dB	dB	dBA	dB	dB	dB				
88"	90	1	0	59.4	66	59.4	10	----	59.4	0	8	-8
89"	91	1	0	37.5	66	37.5	10	----	37.5	0	8	-8
90"	92	1	0	58.3	66	58.3	10	----	58.3	0	8	-8
91"	93	1	0	31.1	66	31.1	10	----	31.1	0	8	-8
92"	94	1	0	60.3	66	60.3	10	----	60.3	0	8	-8
93"	95	1	0	56.1	66	56.1	10	----	56.1	0	8	-8
94"	96	1	0	59.6	66	59.6	10	----	59.6	0	8	-8
95"	97	1	0	60.4	66	60.4	10	----	60.4	0	8	-8
96"	98	1	0	58.9	66	58.9	10	----	58.9	0	8	-8

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Existing + Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
1"	1	1	566546.8	3615001.2	1079	1.5	0	66	10	8	Y
2"	2	1	564755.4	3614868.8	1158	1.5	0	66	10	8	Y
3"	3	1	565992.9	3614753	1091	1.5	0	66	10	8	Y
4"	4	1	564188.8	3614926.5	1189	1.5	0	66	10	8	Y
5"	5	1	566826.8	3614761	1067	1.5	0	66	10	8	Y
6"	6	1	566631.7	3620116	1128	1.5	0	66	10	8	Y
7"	7	1	565368.2	3614744	1122	1.5	0	66	10	8	Y
8"	8	1	563908	3615038	1183	1.5	0	66	10	8	Y
9"	9	1	563489	3615254.8	1164	1.5	0	66	10	8	Y
10"	10	1	566720.3	3614771	1073	1.5	0	66	10	8	Y
11"	11	1	566054.9	3614764.2	1091	1.5	0	66	10	8	Y
12"	12	1	565683.2	3614893.5	1109	1.5	0	66	10	8	Y
13"	13	1	562078.9	3616972	1183	1.5	0	66	10	8	Y
14"	14	1	566165.3	3614784.5	1085	1.5	0	66	10	8	Y
15"	15	1	569071.9	3617782.8	1091	1.5	0	66	10	8	Y
16"	16	1	565578.4	3614698.8	1109	1.5	0	66	10	8	Y
17"	17	1	564420.1	3614855.2	1177	1.5	0	66	10	8	Y
18"	18	1	562114.9	3616972.5	1183	1.5	0	66	10	8	Y
19"	19	1	565935.2	3614712	1091	1.5	0	66	10	8	Y
20"	20	1	566490	3615437	1085	1.5	0	66	10	8	Y
21"	21	1	566479.4	3615508.8	1091	1.5	0	66	10	8	Y
22"	22	1	566576	3614938	1073	1.5	0	66	10	8	Y
23"	23	1	564348.1	3614837.2	1183	1.5	0	66	10	8	Y
24"	24	1	563782.2	3615137.5	1177	1.5	0	66	10	8	Y
25"	25	1	568280	3614147	1018	1.5	0	66	10	8	Y
26"	26	1	566164.1	3614753.2	1091	1.5	0	66	10	8	Y
27"	27	1	566371.9	3614821.5	1079	1.5	0	66	10	8	Y
28"	28	1	566541.4	3615052.8	1079	1.5	0	66	10	8	Y
29"	29	1	566647.3	3618007.5	1091	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Existing + Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
30"	30	1	562174	3618867.8	1177	1.5	0	66	10	8	Y
31"	31	1	562155.3	3618843.2	1177	1.5	0	66	10	8	Y
32"	32	1	567967.4	3622012.8	1201	1.5	0	66	10	8	Y
33"	34	1	566376.6	3614822.8	1079	1.5	0	66	10	8	Y
34"	35	1	568018.9	3614258	1024	1.5	0	66	10	8	Y
35"	36	1	566639.2	3619439.2	1122	1.5	0	66	10	8	Y
36"	37	1	566955.9	3614686.5	1061	1.5	0	66	10	8	Y
37"	38	1	566844.6	3617329	1091	1.5	0	66	10	8	Y
38"	39	1	566536.6	3615264.8	1085	1.5	0	66	10	8	Y
39"	40	1	569379	3619571.2	1128	1.5	0	66	10	8	Y
40"	41	1	562133.8	3618974.8	1183	1.5	0	66	10	8	Y
41"	42	1	569485.3	3615924	1061	1.5	0	66	10	8	Y
42"	43	1	563685.4	3615187.5	1177	1.5	0	66	10	8	Y
43"	44	1	565342.4	3614778.8	1128	1.5	0	66	10	8	Y
44"	45	1	564970.6	3614841.2	1146	1.5	0	66	10	8	Y
45"	46	1	566496	3615375.8	1085	1.5	0	66	10	8	Y
46"	47	1	566762.8	3614786.2	1067	1.5	0	66	10	8	Y
47"	48	1	563443	3615278.5	1170	1.5	0	66	10	8	Y
48"	49	1	567866.1	3614323.2	1024	1.5	0	66	10	8	Y
49"	50	1	566574.8	3614814.5	1073	1.5	0	66	10	8	Y
50"	51	1	566694	3614780.2	1073	1.5	0	66	10	8	Y
51"	52	1	567100.2	3614547.5	1049	1.5	0	66	10	8	Y
52"	53	1	567626.9	3614407	1030	1.5	0	66	10	8	Y
53"	54	1	566897.4	3614696	1067	1.5	0	66	10	8	Y
54"	55	1	567237.1	3614482	1042	1.5	0	66	10	8	Y
55"	56	1	566830.7	3614731	1067	1.5	0	66	10	8	Y
56"	57	1	566254.8	3614801	1085	1.5	0	66	10	8	Y
57"	58	1	566236.9	3617178.8	1116	1.5	0	66	10	8	Y
58"	59	1	561886.7	3617127.2	1195	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Receiver Inputs for Existing + Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
59"	60	1	566919.8	3614713.8	1061	1.5	0	66	10	8	Y
60"	62	1	564543.4	3614849.2	1170	1.5	0	66	10	8	Y
61"	63	1	562100.7	3616970.8	1183	1.5	0	66	10	8	Y
62"	64	1	562078.8	3616974	1183	1.5	0	66	10	8	Y
63"	65	1	566120.3	3614745	1091	1.5	0	66	10	8	Y
64"	66	1	567069.6	3614599.8	1049	1.5	0	66	10	8	Y
65"	67	1	566734.7	3614765.8	1073	1.5	0	66	10	8	Y
66"	68	1	569415.7	3614627.2	1006	1.5	0	66	10	8	Y
67"	69	1	563486.5	3615258.8	1164	1.5	0	66	10	8	Y
68"	70	1	566650.2	3618153.8	1091	1.5	0	66	10	8	Y
69"	71	1	558296.2	3629882	1500	1.5	0	66	10	8	Y
70"	72	1	566547.7	3614980	1079	1.5	0	66	10	8	Y
71"	73	1	569387.8	3618010.8	1097	1.5	0	66	10	8	Y
72"	74	1	566641.6	3617766.5	1091	1.5	0	66	10	8	Y
73"	75	1	563796.8	3615095.8	1177	1.5	0	66	10	8	Y
74"	76	1	566806.4	3614740.5	1067	1.5	0	66	10	8	Y
75"	77	1	564551.2	3614819.2	1170	1.5	0	66	10	8	Y
76"	78	1	566538.9	3615069.8	1079	1.5	0	66	10	8	Y
77"	79	1	566634.4	3614801.2	1073	1.5	0	66	10	8	Y
78"	80	1	568601.6	3616033	1079	1.5	0	66	10	8	Y
79"	81	1	566487.9	3615554	1091	1.5	0	66	10	8	Y
80"	82	1	569100.9	3614363.5	1000	1.5	0	66	10	8	Y
81"	83	1	568282.6	3614179	1018	1.5	0	66	10	8	Y
82"	84	1	568181	3614189.2	1024	1.5	0	66	10	8	Y
83"	85	1	561936.8	3617079	1189	1.5	0	66	10	8	Y
84"	86	1	566448.2	3614835.8	1079	1.5	0	66	10	8	Y
85"	87	1	567050.8	3614578.5	1055	1.5	0	66	10	8	Y
86"	88	1	563946.1	3615018.2	1183	1.5	0	66	10	8	Y
87"	89	1	567350.1	3614447	1036	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Receiver Inputs

Computed MJP
 Checked GNS
 Sheet

Date 1/26/2011
 Date 1/26/2011
 Of

Receiver Inputs for Existing + Project-Related Traffic Model

Receiver											
Name	No.	#Dus	Coordinates (ground)			Height Above Ground	Input Sound Levels and Criteria				Active in Calc.
			X	Y	Z		Existing Lden	Impact Criteria		NR Goal	
								Lden	Sub'l		
			m	m	m		dBA	dBA	dBA	dB	
88"	90	1	566970.4	3614639.2	1055	1.5	0	66	10	8	Y
89"	91	1	566457.4	3617313.2	1116	1.5	0	66	10	8	Y
90"	92	1	567400.4	3614436	1036	1.5	0	66	10	8	Y
91"	93	1	561795.9	3630961.5	1378	1.5	0	66	10	8	Y
92"	94	1	565414.1	3614767	1122	1.5	0	66	10	8	Y
93"	95	1	566781.4	3614777.8	1067	1.5	0	66	10	8	Y
94"	96	1	567164.5	3614513.5	1049	1.5	0	66	10	8	Y
95"	97	1	564438.8	3614853	1177	1.5	0	66	10	8	Y
96"	98	1	565635.7	3614699.5	1109	1.5	0	66	10	8	Y

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
Crestwood Road	67	3	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	189	4	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	190	5	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	191	6	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	192	7	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	194	8	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	193	9	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	63	10	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	64	11	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	68	12	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	69	13	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	70	14	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	71	15	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	72	16	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	73	17	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	74	18	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	75	19	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	76	20	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	77	21	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	78	22	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	79	23	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	80	24	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	108	25	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	107	26	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	106	27	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	105	28	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	104	29	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	103	30	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	102	31	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	101	32	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	100	33	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	99	34	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	98	35	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	97	36	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	96	37	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	95	38	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	94	39	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	93	40	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	92	41	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	91	42	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	90	43	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	89	44	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	88	45	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	87	46	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	86	47	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	85	48	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	84	49	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	83	50	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	82	51	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	109	52	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	110	53	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	111	54	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	112	55	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	113	56	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	114	57	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	115	58	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	116	59	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	117	60	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	118	61	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	119	62	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	120	63	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	157	64	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	156	65	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	155	66	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	154	67	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	153	68	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	152	69	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	151	70	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	150	71	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	149	72	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	148	73	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	124	74	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	125	75	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	126	76	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	127	77	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	128	78	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	129	79	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	130	80	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	131	81	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	132	82	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	58	83	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	59	84	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	60	85	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	61	86	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	53	87	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	54	88	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	55	89	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	56	90	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	57	91	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	39	92	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	40	93	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	41	94	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	42	95	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	43	96	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	44	97	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	45	98	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	46	99	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	47	100	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	48	101	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	49	102	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	50	103	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	51	104	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	52	105	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	171	106	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	172	107	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	173	108	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	174	109	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	175	110	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	176	111	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	177	112	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	178	113	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	179	114	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	180	115	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	181	116	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	182	117	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	183	118	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	184	119	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	185	120	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	186	121	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	187	122	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	188	123	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	22	124	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	158	125	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	159	126	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	160	127	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	161	128	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	162	129	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	163	130	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	164	131	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	165	132	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	166	133	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	167	134	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	168	135	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	169	136	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	170	137	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	38	138	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	37	139	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	36	140	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	35	141	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	34	142	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	33	143	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	32	144	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	31	145	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	30	146	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	29	147	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	28	148	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	27	149	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	26	150	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	25	151	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	24	152	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	23	153	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	20	154	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	19	155	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	18	156	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	17	157	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	
	16	158	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h
	15	159	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	14	160	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	13	161	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	12	162	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	11	163	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	10	164	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	9	165	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	8	166	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	7	167	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	6	168	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	5	169	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	4	170	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	3	171	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	2	172	1060	93	93	93	56	4	4	4	56	3	3	3	56	0	0	0	0	0	0	0	0
	1	173																					
McCain Valley Road	317	174	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	316	175	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	315	176	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	460	177	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	459	178	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	461	179	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	325	180	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	324	181	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	323	182	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	322	183	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	319	184	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	318	185	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	321	186	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	320	187	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	314	188	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	313	189	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	312	190	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	480	191	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	479	192	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	478	193	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	477	194	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	476	195	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	475	196	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	474	197	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	473	198	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	472	199	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	471	200	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	483	201	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	482	202	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	481	203	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	470	204	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	469	205	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	468	206	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	467	207	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	466	208	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	465	209	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	464	210	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%
	463	211	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	462	212	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	311	213	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	310	214	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	309	215	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	308	216	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	307	217	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	306	218	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	305	219	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	304	220	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	303	221	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	302	222	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	301	223	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	300	224	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	299	225	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	298	226	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	297	227	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	296	228	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	295	229	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	294	230	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	293	231	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	292	232	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	291	233	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	290	234	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	289	235	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	288	236	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic No Checked
 Task: Traffic Inputs

Computed MJP Date: 1/26/2011
 GNS Date: 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%
	287	237	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	354	238	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	353	239	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	352	240	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	351	241	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	350	242	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	349	243	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	348	244	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	347	245	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	346	246	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	345	247	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	344	248	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	343	249	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	342	250	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	341	251	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	340	252	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	339	253	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	338	254	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	337	255	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	336	256	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	335	257	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	334	258	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	286	259	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	285	260	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	284	261	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			
	283	262	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0			

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway			Points																					
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	327	263	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	326	264	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	484	265	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	281	266	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	280	267	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	381	268	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	380	269	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	379	270	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	378	271	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	377	272	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	376	273	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	375	274	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	374	275	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	373	276	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	372	277	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	371	278	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	370	279	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	369	280	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	368	281	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	367	282	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	366	283	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	365	284	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	364	285	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	363	286	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	362	287	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	361	288	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h
	360	289	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	359	290	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	358	291	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	357	292	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	356	293	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	355	294	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	333	295	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	332	296	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	331	297	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	330	298	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	329	299	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	328	300	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	279	301	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	278	302	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	277	303	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	276	304	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	275	305	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	274	306	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	273	307	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	272	308	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	271	309	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	270	310	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	269	311	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	268	312	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	267	313	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	266	314	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%
	265	315	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	264	316	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	263	317	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	262	318	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	261	319	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	260	320	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	259	321	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	258	322	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	257	323	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	256	324	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	458	325	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	457	326	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	456	327	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	455	328	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	454	329	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	453	330	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	452	331	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	451	332	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	450	333	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	449	334	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	448	335	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	447	336	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	446	337	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	445	338	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	444	339	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0
	443	340	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	442	341	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	441	342	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	440	343	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	439	344	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	438	345	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	437	346	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	436	347	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	435	348	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	434	349	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	433	350	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	432	351	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	431	352	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	430	353	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	429	354	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	428	355	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	427	356	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	426	357	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	425	358	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	424	359	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	423	360	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	422	361	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	421	362	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	420	363	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	419	364	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	418	365	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	417	366	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	416	367	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	415	368	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	414	369	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	413	370	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	412	371	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	411	372	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	410	373	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	409	374	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	408	375	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	407	376	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	406	377	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	405	378	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	404	379	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	403	380	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	402	381	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	401	382	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	400	383	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	399	384	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	398	385	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	397	386	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	396	387	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	395	388	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	394	389	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	393	390	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	392	391	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	391	392	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	390	393	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	389	394	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	388	395	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	387	396	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	386	397	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	385	398	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	384	399	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	383	400	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	382	401	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	33	402	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	32	403	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	31	404	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	30	405	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	29	406	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	28	407	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	27	408	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	26	409	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	25	410	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	24	411	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	23	412	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	22	413	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	21	414	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	20	415	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	19	416	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	18	417	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	17	418	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	16	419	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	15	420	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	14	421	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	13	422	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	12	423	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	11	424	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	10	425	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	9	426	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	8	427	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	7	428	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	6	429	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	5	430	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	4	431	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	3	432	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	2	433	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	1	434	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	97	435	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	98	436	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	114	437	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	115	438	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	116	439	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	117	440	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	118	441	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	119	442	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	120	443	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	121	444	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway		Points																					
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	122	445	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	123	446	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	124	447	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	125	448	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	126	449	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	127	450	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	128	451	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	129	452	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	130	453	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	131	454	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	132	455	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	133	456	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	134	457	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	135	458	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	136	459	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	137	460	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	138	461	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	139	462	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	140	463	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	141	464	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	142	465	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	143	466	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	144	467	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	145	468	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	146	469	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	147	470	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	148	471	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	149	472	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	150	473	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	151	474	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	152	475	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	153	476	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	154	477	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	155	478	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	156	479	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	157	480	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	158	481	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	159	482	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	160	483	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	161	484	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	162	485	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	163	486	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	164	487	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	165	488	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	166	489	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	167	490	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	168	491	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	169	492	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	170	493	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	171	494	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	172	495	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	173	496	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	174	497	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	175	498	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	176	499	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	177	500	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	178	501	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	179	502	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	180	503	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	181	504	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	182	505	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	183	506	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	184	507	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	185	508	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	48	509	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	49	510	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	50	511	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	51	512	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	52	513	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	53	514	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	54	515	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	55	516	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	56	517	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	57	518	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	58	519	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	59	520	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	60	521	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	61	522	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	62	523	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	63	524	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	64	525	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	65	526	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	66	527	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	67	528	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	68	529	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	69	530	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	70	531	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	71	532	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	72	533	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	73	534	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	74	535	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	75	536	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	76	537	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	77	538	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	78	539	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	79	540	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	80	541	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	81	542	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	82	543	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	83	544	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	84	545	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	85	546	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	86	547	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	87	548	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	88	549	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	89	550	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	90	551	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	91	552	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	92	553	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	93	554	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	94	555	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	95	556	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	96	557	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	34	558	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	35	559	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	36	560	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	37	561	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	38	562	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	39	563	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	40	564	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	41	565	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	42	566	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	43	567	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	44	568	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	45	569	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	46	570	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	47	571	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	188	572	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	189	573	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	190	574	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic NoChecked
 Task: Traffic Inputs
 Computed MJP Date: 1/26/2011
 GNS Date: 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	191	575	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	192	576	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	193	577	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	194	578	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	195	579	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	196	580	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	197	581	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	198	582	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	199	583	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	200	584	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	201	585	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	202	586	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	203	587	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	204	588	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	205	589	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	186	590	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	187	591	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	206	592	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	207	593	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	208	594	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	209	595	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	210	596	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	211	597	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	212	598	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	213	599	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	214	600	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	215	601	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	216	602	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	217	603	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	218	604	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	219	605	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	220	606	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	221	607	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	222	608	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	223	609	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	224	610	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	225	611	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	226	612	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	227	613	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	228	614	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	229	615	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	230	616	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	231	617	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	232	618	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	233	619	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	234	620	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	235	621	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	236	622	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	237	623	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	238	624	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	239	625	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	240	626	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h	%D %	%E %	%N %	S km/h
	241	627	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	242	628	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	243	629	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	244	630	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	245	631	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	246	632	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	247	633	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	248	634	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	249	635	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	250	636	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	251	637	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	252	638	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	253	639	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	254	640	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	255	641	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	99	642	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	100	643	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	101	644	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	102	645	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	103	646	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	104	647	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	105	648	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	106	649	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	107	650	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	108	651	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0
	109	652	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	110	653	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	111	654	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	112	655	175	60	73	73	56	16	25	25	56	24	1	1	56	0	1	1	56	0	0	0	0	
	113	656																						
Old Highway 80	0	657	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	1	658	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	2	659	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	3	660	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	4	661	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	5	662	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	6	663	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	7	664	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	8	665	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	9	666	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	10	667	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	11	668	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	12	669	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	13	670	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	14	671	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	15	672	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	16	673	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	17	674	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	18	675	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	19	676	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	20	677	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	21	678	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	22	679	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	23	680	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	24	681	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	25	682	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	26	683	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	27	684	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	28	685	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	29	686	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	30	687	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	31	688	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	32	689	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	33	690	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	34	691	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	35	692	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	36	693	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	37	694	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	38	695	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	39	696	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	40	697	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	41	698	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	42	699	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	43	700	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	44	701	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	45	702	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	46	703	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	47	704	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%
	48	705	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	49	706	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	50	707	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	51	708	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	52	709	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	53	710	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	54	711	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	55	712	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	56	713	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	57	714	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	58	715	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	59	716	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	60	717	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	61	718	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	62	719	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	63	720	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	64	721	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	65	722	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	66	723	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	67	724	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	68	725	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	69	726	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	70	727	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	71	728	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	72	729	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	73	730	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	74	731	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	75	732	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	76	733	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	77	734	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	78	735	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	79	736	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	80	737	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	81	738	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	82	739	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	83	740	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	84	741	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	85	742	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	86	743	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	87	744	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	88	745	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	89	746	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	90	747	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	91	748	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	92	749	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	93	750	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	94	751	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	95	752	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	96	753	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	97	754	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	98	755	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	99	756	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	100	757	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	101	758	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	102	759	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	103	760	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	104	761	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	105	762	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	106	763	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	107	764	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	108	765	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	109	766	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	110	767	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	111	768	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	112	769	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	113	770	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	114	771	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	115	772	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	116	773	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	117	774	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	118	775	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	119	776	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	120	777	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	121	778	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	122	779	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	123	780	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	124	781	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	125	782	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
			%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h		
	126	783	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	127	784	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	128	785	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	129	786	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	130	787	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	131	788	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	132	789	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	133	790	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	134	791	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	135	792	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	136	793	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	137	794	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	138	795	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	139	796	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	140	797	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	141	798	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	142	799	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	143	800	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	144	801	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	145	802	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	146	803	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	147	804	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	148	805	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	149	806	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	150	807	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	151	808	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	152	809	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	153	810	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	154	811	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	155	812	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	156	813	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	157	814	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	158	815	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	159	816	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	160	817	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	161	818	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	162	819	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	163	820	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	164	821	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	165	822	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	166	823	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	167	824	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	168	825	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	169	826	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	170	827	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	171	828	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	172	829	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	173	830	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	174	831	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	175	832	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	176	833	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	177	834	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	178	835	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	179	836	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	180	837	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	181	838	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	182	839	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	183	840	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	184	841	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	185	842	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	186	843	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	187	844	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	188	845	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	189	846	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	190	847	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	191	848	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	192	849	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	193	850	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	194	851	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	195	852	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	196	853	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	197	854	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	198	855	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	199	856	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	200	857	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	201	858	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	202	859	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	203	860	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	204	861	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	205	862	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	206	863	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	207	864	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	208	865	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	209	866	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	210	867	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	211	868	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	212	869	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	213	870	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	214	871	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	215	872	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	216	873	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	217	874	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	218	875	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	219	876	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	220	877	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	221	878	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	222	879	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	223	880	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	224	881	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	225	882	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	226	883	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	227	884	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	228	885	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	229	886	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
			Veh/ 24 hrs	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	230	887	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	231	888	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	232	889	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	233	890	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	234	891	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	235	892	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	236	893	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	237	894	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	238	895	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	239	896	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	240	897	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	241	898	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	242	899	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	243	900	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	244	901	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	245	902	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	246	903	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	247	904	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	248	905	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	249	906	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	250	907	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	251	908	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	252	909	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	253	910	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	254	911	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	255	912	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	256	913	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	257	914	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	258	915	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	259	916	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	260	917	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	261	918	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	262	919	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	263	920	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	264	921	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	265	922	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	266	923	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	267	924	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	268	925	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	269	926	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	270	927	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	271	928	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	272	929	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	273	930	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	274	931	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	275	932	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	276	933	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	277	934	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	278	935	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	279	936	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	280	937	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0
	281	938	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	282	939	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	283	940	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	284	941	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	285	942	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	286	943	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	287	944	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	288	945	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	289	946	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	290	947	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	291	948	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	292	949	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	293	950	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	294	951	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	295	952	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	296	953	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	297	954	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	298	955	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	299	956	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	300	957	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	301	958	1055	81	84	84	56	14	15	15	56	5	1	1	56	0	0	0	0	0	0	0	0	
	302	959																						
Road (I-8 to Old Hwy 80)	0	960	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89	
	1	961	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89	
	2	962	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89	
	3	963	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89	
	4	964	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89	

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																						
Name	Name	No.	Segment																				
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles			
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h
	5	965	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	6	966	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	7	967	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	8	968	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	9	969	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	10	970	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	11	971	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	12	972	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	13	973	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	14	974	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	15	975	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	16	976	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	17	977	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	18	978	1295	81	83	83	89	12	13	13	89	6	3	3	89	0	0	0	0	1	1	1	89
	19	979																					
Ribbonwood Road (north of I-8)	19	1003	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	20	1004	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	21	1005	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	22	1006	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	23	1007	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	24	1008	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	25	1009	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	26	1010	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	27	1011	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	28	1012	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56
	29	1013	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	30	1014	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	31	1015	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	32	1016	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	33	1017	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	34	1018	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	35	1019	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	36	1020	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	37	1021	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	38	1022	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	39	1023	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	40	1024	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	41	1025	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	42	1026	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	43	1027	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	44	1028	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	45	1029	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	46	1030	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	47	1031	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	48	1032	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	49	1033	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	50	1034	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	51	1035	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	52	1036	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	53	1037	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	54	1038	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	55	1039	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	56	1040	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	57	1041	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	58	1042	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	59	1043	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	60	1044	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	61	1045	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	62	1046	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	63	1047	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	64	1048	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	65	1049	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	66	1050	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	67	1051	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	68	1052	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	69	1053	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	70	1054	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	71	1055	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	72	1056	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	73	1057	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	74	1058	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	75	1059	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	76	1060	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	77	1061	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	78	1062	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	79	1063	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	80	1064	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	81	1065	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	82	1066	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	83	1067	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	84	1068	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	85	1069	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	86	1070	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	87	1071	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	88	1072	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	89	1073	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	90	1074	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	91	1075	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	92	1076	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	93	1077	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	94	1078	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	95	1079	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	96	1080	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	97	1081	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	98	1082	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	99	1083	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	100	1084	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	101	1085	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	102	1086	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	103	1087	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	104	1088	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	105	1089	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	106	1090	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	107	1091	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	

HDR Computation



Project: Tule Wind Farm Computed: MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic NoChecked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	108	1092	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	109	1093	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	110	1094	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	111	1095	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	112	1096	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	113	1097	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	114	1098	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	115	1099	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	116	1100	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	117	1101	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	118	1102	465	66	86	86	56	6	10	10	56	27	2	2	56	0	0	0	0	1	2	2	56	
	119	1103																						
Access Road1"	0	1104	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	1	1105	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	2	1106	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	3	1107	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	4	1108	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	5	1109	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	6	1110	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	7	1111	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	8	1112	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	9	1113	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	10	1114	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	11	1115	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	12	1116	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	13	1117	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	14	1118	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	
	15	1119	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	16	1120	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	17	1121	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	18	1122	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	19	1123	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	20	1124	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	21	1125	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	22	1126	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	23	1127	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	24	1128	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	25	1129	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	26	1130	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	27	1131	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	28	1132	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	29	1133	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	30	1134	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	31	1135	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	32	1136	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	33	1137	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	34	1138	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	35	1139	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	36	1140	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	37	1141	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	38	1142	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	39	1143	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	40	1144	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	41	1145	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	42	1146	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	43	1147	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	44	1148	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	45	1149	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic No Checked
 Task: Traffic Inputs

Computed MJP Date: 1/26/2011
 GNS Date: 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																							
Name	Name	No.	Segment																					
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles				
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	
	46	1150	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	47	1151	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	48	1152	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	49	1153	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	50	1154	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	51	1155	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	52	1156	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	53	1157	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	54	1158	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	55	1159	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	56	1160	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	57	1161	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	58	1162	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	59	1163	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	60	1164	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	61	1165	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	62	1166	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	63	1167	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	64	1168	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	65	1169	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	66	1170	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	67	1171	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	68	1172	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	69	1173	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	70	1174	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	71	1175	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	72	1176	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	73	1177	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	74	1178	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0
	75	1179	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0

HDR Computation



Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic No Checked
 Task: Traffic Inputs

Computed MJP Date: 1/26/2011
 GNS Date: 1/26/2011
 Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway	Points																									
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	76	1180	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	77	1181	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	78	1182	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	79	1183	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	80	1184	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	81	1185	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	82	1186	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	83	1187	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	84	1188	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	85	1189	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	86	1190	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	87	1191	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	88	1192	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	89	1193	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	90	1194	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	91	1195	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	92	1196	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	93	1197	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	94	1198	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	95	1199	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	96	1200	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	97	1201	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	98	1202	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	99	1203	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	100	1204	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	101	1205	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	102	1206	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	103	1207	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	104	1208	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		
	105	1209	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0		

HDR Computation



Project: Tule Wind Farm Computed MJP Date: 1/26/2011
 Subject: TNM Existing + Project-Related Traffic No Checked GNS Date: 1/26/2011
 Task: Traffic Inputs Sheet Of

Document Vehicle Counts and Classification Inputs for Existing + Project-Related Traffic Model

Roadway			Points																							
Name	Name	No.	Segment																							
			ADT Veh/ 24 hrs	Autos				Medium Trucks				Heavy Trucks				Buses				Motorcycles						
				%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S	%D	%E	%N	S			
				%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h	%	%	%	km/h			
	106	1210	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	107	1211	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	108	1212	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	109	1213	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	110	1214	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	111	1215	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	112	1216	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	113	1217	390	38	0	0	56	0	0	0	0	62	0	0	56	0	0	0	0	0	0	0	0	0	0	
	114	1218																								

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
Crestwood Road	7.3	67	3	559916.8	3618639	1249.7				Average	Y
		189	4	559902.9	3618668	1249.7				Average	
		190	5	559885.4	3618703.8	1249.7				Average	
		191	6	559865.6	3618738.5	1255.8				Average	
		192	7	559843.6	3618772.2	1261.9				Average	
		194	8	559812.5	3618842.2	1261.9				Average	
		193	9	559799.7	3618880	1261.9				Average	
		63	10	559784.8	3618916.5	1255.8				Average	
		64	11	559787.9	3618956.5	1249.7				Average	
		68	12	559797.5	3618990	1255.8				Average	
		69	13	559781.2	3619026.8	1255.8				Average	
		70	14	559765	3619063	1255.8				Average	
		71	15	559741.9	3619090.2	1255.8				Average	
		72	16	559702.2	3619095	1255.8				Average	
		73	17	559679.9	3619097.2	1255.8				Average	
		74	18	559657.7	3619114.8	1255.8				Average	
		75	19	559667.2	3619153.5	1255.8				Average	
		76	20	559676.7	3619192.5	1255.8				Average	
		77	21	559687.8	3619230.5	1255.8				Average	
		78	22	559712.4	3619262	1261.9				Average	
		79	23	559735.1	3619294.8	1261.9				Average	
		80	24	559755.8	3619329.2	1261.9				Average	
		108	25	559747.4	3619356.8	1261.9				Average	
		107	26	559748.9	3619396.8	1268				Average	
		106	27	559750.5	3619436.5	1268				Average	
		105	28	559752.1	3619476.5	1274.1				Average	
		104	29	559742.4	3619514.8	1274.1				Average	
		103	30	559757.7	3619549.5	1274.1				Average	
		102	31	559753.4	3619585.8	1274.1				Average	
		101	32	559747	3619623.2	1274.1				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		100	33	559759.9	3619660.8	1274.1				Average	
		99	34	559772.8	3619698.5	1280.2				Average	
		98	35	559767.2	3619736.2	1286.3				Average	
		97	36	559750.4	3619772	1286.3				Average	
		96	37	559723.6	3619801.8	1292.4				Average	
		95	38	559699	3619832.5	1298.4				Average	
		94	39	559694.3	3619871.8	1304.5				Average	
		93	40	559687.6	3619910.8	1304.5				Average	
		92	41	559661.6	3619941.2	1310.6				Average	
		91	42	559648.9	3619976.8	1316.7				Average	
		90	43	559648.2	3620016.8	1316.7				Average	
		89	44	559647.6	3620056.8	1316.7				Average	
		88	45	559646.9	3620096.8	1322.8				Average	
		87	46	559610.4	3620106.8	1322.8				Average	
		86	47	559578.6	3620126.2	1322.8				Average	
		85	48	559556.4	3620159.2	1328.9				Average	
		84	49	559516.7	3620164.5	1335				Average	
		83	50	559477	3620169.8	1335				Average	
		82	51	559476.8	3620209.5	1335				Average	
		109	52	559476.6	3620245.8	1341.1				Average	
		110	53	559470	3620284.8	1341.1				Average	
		111	54	559457.8	3620322.8	1341.1				Average	
		112	55	559451.3	3620361.8	1347.2				Average	
		113	56	559450	3620401.5	1347.2				Average	
		114	57	559448.7	3620441.8	1353.3				Average	
		115	58	559447.4	3620481.8	1353.3				Average	
		116	59	559454.1	3620518.2	1353.3				Average	
		117	60	559474.7	3620549	1353.3				Average	
		118	61	559453.6	3620581.5	1359.4				Average	
		119	62	559462.3	3620616.5	1359.4				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
 Date: 1/26/2011
 Of:

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points										
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment		
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?	
	m			m	m	km/h						%
		120	63	559491.5	3620640.8	1359.4					Average	
		157	64	559512.5	3620671	1359.4					Average	
		156	65	559542.1	3620697.8	1365.5					Average	
		155	66	559569.3	3620727	1365.5					Average	
		154	67	559593.7	3620758.5	1365.5					Average	
		153	68	559610.6	3620794.5	1365.5					Average	
		152	69	559627.5	3620830.8	1371.6					Average	
		151	70	559644.4	3620867	1371.6					Average	
		150	71	559661.4	3620903.2	1377.7					Average	
		149	72	559683.9	3620935.5	1377.7					Average	
		148	73	559713	3620963	1377.7					Average	
		124	74	559862	3620988	1377.7					Average	
		125	75	559901.4	3620993.8	1377.7					Average	
		126	76	559938	3621008.5	1377.7					Average	
		127	77	559968.9	3621032.5	1383.8					Average	
		128	78	559989.6	3621066.2	1383.8					Average	
		129	79	560010.4	3621100.8	1383.8					Average	
		130	80	560031.1	3621135	1383.8					Average	
		131	81	560045.6	3621172.2	1377.7					Average	
		132	82	560065.7	3621206.2	1377.7					Average	
		58	83	560091.4	3621224.8	1377.7					Average	
		59	84	560085.8	3621264.5	1371.6					Average	
		60	85	560080.1	3621304	1371.6					Average	
		61	86	560074.4	3621343.8	1365.5					Average	
		53	87	560074.2	3621345.5	1365.5					Average	
		54	88	560054	3621380	1359.4					Average	
		55	89	560041.6	3621418	1359.4					Average	
		56	90	560029.1	3621456	1353.3					Average	
		57	91	560022	3621495.2	1353.3					Average	
		39	92	560019.2	3621513.8	1353.3					Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		40	93	560005.9	3621551.5	1347.2				Average	
		41	94	559992.7	3621589	1341.1				Average	
		42	95	559982	3621627.5	1341.1				Average	
		43	96	559969.2	3621685	1335				Average	
		44	97	559954.3	3621702	1335				Average	
		45	98	559943	3621740.5	1335				Average	
		46	99	559931.7	3621778.8	1328.9				Average	
		47	100	559920.4	3621817.5	1328.9				Average	
		48	101	559910.8	3621855.8	1328.9				Average	
		49	102	559911.2	3621895.8	1322.8				Average	
		50	103	559911.8	3621935.8	1322.8				Average	
		51	104	559932.6	3621968	1316.7				Average	
		52	105	559959	3621998.2	1316.7				Average	
		171	106	559969.7	3622010	1316.7				Average	
		172	107	559992.4	3622042.8	1310.6				Average	
		173	108	560011.8	3622077.8	1310.6				Average	
		174	109	560026.9	3622115	1310.6				Average	
		175	110	560032.1	3622153.5	1310.6				Average	
		176	111	560029.6	3622193.5	1310.6				Average	
		177	112	560027.1	3622233.2	1304.5				Average	
		178	113	560018.7	3622272.5	1304.5				Average	
		179	114	560009.8	3622311.2	1304.5				Average	
		180	115	560000.5	3622350.2	1304.5				Average	
		181	116	559990.7	3622389	1304.5				Average	
		182	117	559977.1	3622426.8	1298.4				Average	
		183	118	559956.4	3622460.2	1298.4				Average	
		184	119	559943.6	3622497	1298.4				Average	
		185	120	559924.4	3622532.2	1292.4				Average	
		186	121	559905.1	3622567.5	1286.3				Average	
		187	122	559885.9	3622602.5	1286.3				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
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Date: 1/26/2011
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 Of

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway				Points							
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		188	123	559866.7	3622637.5	1286.3				Average	
		22	124	559859.3	3622678.2	1286.3				Average	
		158	125	559862.2	3622692.2	1280.2				Average	
		159	126	559872.2	3622731	1286.3				Average	
		160	127	559882.3	3622770	1286.3				Average	
		161	128	559892.4	3622808.5	1280.2				Average	
		162	129	559902.5	3622847.2	1280.2				Average	
		163	130	559907.8	3622886.8	1280.2				Average	
		164	131	559910.4	3622926.5	1280.2				Average	
		165	132	559913.1	3622966.5	1280.2				Average	
		166	133	559915.7	3623006.5	1280.2				Average	
		167	134	559918.3	3623046.2	1280.2				Average	
		168	135	559921	3623086.2	1280.2				Average	
		169	136	559923.6	3623126	1280.2				Average	
		170	137	559926.2	3623166.2	1280.2				Average	
		38	138	559938.1	3623204.8	1280.2				Average	
		37	139	559951.7	3623242.8	1286.3				Average	
		36	140	559965.3	3623280.2	1286.3				Average	
		35	141	559978.9	3623317.5	1286.3				Average	
		34	142	559993.7	3623354.8	1286.3				Average	
		33	143	560010.3	3623391	1286.3				Average	
		32	144	560026.9	3623427.2	1292.4				Average	
		31	145	560043.5	3623464	1292.4				Average	
		30	146	560060.2	3623500.2	1292.4				Average	
		29	147	560076.8	3623536.8	1292.4				Average	
		28	148	560093.4	3623573	1298.4				Average	
		27	149	560110	3623609.5	1298.4				Average	
		26	150	560126.7	3623646	1298.4				Average	
		25	151	560143.3	3623682.2	1304.5				Average	
		24	152	560159.9	3623718.5	1304.5				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		23	153	560176.5	3623755	1304.5				Average	
		20	154	560196	3623787	1304.5				Average	
		19	155	560217.2	3623821.2	1310.6				Average	
		18	156	560238.3	3623855	1310.6				Average	
		17	157	560265.5	3623884	1316.7				Average	
		16	158	560293.4	3623913	1316.7				Average	
		15	159	560322.8	3623939.5	1322.8				Average	
		14	160	560356	3623962	1322.8				Average	
		13	161	560394.5	3623963.5	1328.8				Average	
		12	162	560431.5	3623948.2	1328.9				Average	
		11	163	560469.4	3623942.5	1335				Average	
		10	164	560508.6	3623950.5	1335				Average	
		9	165	560547.9	3623958	1341.1				Average	
		8	166	560584.8	3623972.2	1341.1				Average	
		7	167	560619.8	3623991.5	1347.2				Average	
		6	168	560654.9	3624010.8	1347.2				Average	
		5	169	560690	3624030	1353.3				Average	
		4	170	560725.2	3624048.2	1353.3				Average	
		3	171	560761.7	3624065.2	1359.4				Average	
		2	172	560798.3	3624081.5	1359.4				Average	
		1	173	560834.8	3624097.5	1359.4				Average	
McCain Valley Road"	7.3	317	174	569385.6	3614199.5	994				Average	Y
		316	175	569392.6	3614246.8	994				Average	
		315	176	569392.2	3614296.8	994				Average	
		460	177	569393.2	3614332	994				Average	
		459	178	569394.7	3614382	994				Average	
		461	179	569394.5	3614405	994				Average	
		325	180	569395.3	3614453.8	994				Average	
		324	181	569396	3614503.8	1000				Average	
		323	182	569396.8	3614553.8	1000				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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 Sheet:

Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		322	183	569397.6	3614603.8	1006				Average	
		319	184	569393	3614649.8	1006				Average	
		318	185	569387.9	3614699.5	1012				Average	
		321	186	569394.9	3614746	1012				Average	
		320	187	569402.3	3614795	1012				Average	
		314	188	569400.4	3614838.5	1018				Average	
		313	189	569398.2	3614888.5	1018				Average	
		312	190	569404.3	3614937.2	1018				Average	
		480	191	569400.6	3614939.5	1018				Average	
		479	192	569388.4	3614982.5	1024				Average	
		478	193	569389.5	3615032.5	1018				Average	
		477	194	569396.7	3615081.5	1024				Average	
		476	195	569409.3	3615130	1024				Average	
		475	196	569422.7	3615178	1024				Average	
		474	197	569442.2	3615224.2	1024				Average	
		473	198	569461.2	3615270.5	1030				Average	
		472	199	569474	3615318.8	1030				Average	
		471	200	569486.8	3615367	1036				Average	
		483	201	569491	3615402.2	1036				Average	
		482	202	569496.7	3615452	1036				Average	
		481	203	569496.4	3615502	1042				Average	
		470	204	569496.4	3615540	1042				Average	
		469	205	569496.4	3615590	1049				Average	
		468	206	569496.5	3615640	1049				Average	
		467	207	569496.5	3615690	1049				Average	
		466	208	569496.5	3615740	1055				Average	
		465	209	569496.6	3615790	1055				Average	
		464	210	569496.6	3615840	1055				Average	
		463	211	569496.6	3615890	1061				Average	
		462	212	569491.8	3615938	1061				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		311	213	569483.7	3615946.2	1061				Average	
		310	214	569457	3615987.5	1067				Average	
		309	215	569425.7	3616026.5	1067				Average	
		308	216	569392.7	3616064	1067				Average	
		307	217	569358.3	3616100.2	1073				Average	
		306	218	569323.9	3616136.5	1073				Average	
		305	219	569292.1	3616175	1073				Average	
		304	220	569261	3616214.2	1073				Average	
		303	221	569229.8	3616253.2	1073				Average	
		302	222	569198.6	3616292.5	1073				Average	
		301	223	569167.5	3616331.5	1073				Average	
		300	224	569143	3616375	1067				Average	
		299	225	569121	3616419.8	1067				Average	
		298	226	569099.1	3616464.8	1067				Average	
		297	227	569084.3	3616512	1067				Average	
		296	228	569071.3	3616538	1067				Average	
		295	229	569068.9	3616587.2	1067				Average	
		294	230	569078.9	3616635.2	1067				Average	
		293	231	569102.3	3616678.2	1067				Average	
		292	232	569127.7	3616721.5	1067				Average	
		291	233	569163.5	3616756.5	1067				Average	
		290	234	569199.2	3616791.2	1067				Average	
		289	235	569241.3	3616817.8	1067				Average	
		288	236	569286.7	3616837.5	1073				Average	
		287	237	569335.4	3616848.8	1073				Average	
		354	238	569355.4	3616887.8	1073				Average	
		353	239	569373.1	3616934	1073				Average	
		352	240	569379.9	3616983.5	1073				Average	
		351	241	569382.3	3617033.5	1079				Average	
		350	242	569382.2	3617083.5	1079				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



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Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		349	243	569382.1	3617133.5	1079				Average	
		348	244	569382	3617183.5	1079				Average	
		347	245	569381.9	3617233.5	1085				Average	
		346	246	569381.8	3617283.5	1085				Average	
		345	247	569381.7	3617333.5	1085				Average	
		344	248	569381.6	3617383.5	1085				Average	
		343	249	569381.5	3617433.5	1085				Average	
		342	250	569381.4	3617483.5	1085				Average	
		341	251	569381.3	3617533.5	1091				Average	
		340	252	569381.2	3617583.5	1091				Average	
		339	253	569381.3	3617633.5	1091				Average	
		338	254	569381.5	3617683.5	1091				Average	
		337	255	569381.7	3617733.5	1091				Average	
		336	256	569381.9	3617783.2	1091				Average	
		335	257	569382	3617833.2	1097				Average	
		334	258	569382.2	3617883.8	1097				Average	
		286	259	569382.2	3617989.5	1097				Average	
		285	260	569381.8	3617939.5	1097				Average	
		284	261	569381.5	3617989.5	1097				Average	
		283	262	569381.1	3618039.5	1103				Average	
		327	263	569381	3618060.5	1103				Average	
		326	264	569380.8	3618110.5	1103				Average	
		484	265	569378.8	3618156.5	1103				Average	
		281	266	569391.1	3618208.8	1103				Average	
		280	267	569400.6	3618257.8	1103				Average	
		381	268	569399.7	3618297.2	1109				Average	
		380	269	569398.6	3618347.2	1109				Average	
		379	270	569397.4	3618397.2	1109				Average	
		378	271	569396.3	3618447.2	1109				Average	
		377	272	569395.2	3618497	1109				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
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Date 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z		km/h	%		
		376	273	569394	3618547	1109				Average	
		375	274	569392.9	3618597	1116				Average	
		374	275	569391.7	3618646.8	1116				Average	
		373	276	569390.6	3618696.8	1116				Average	
		372	277	569391.1	3618747.2	1116				Average	
		371	278	569395.2	3618797.2	1116				Average	
		370	279	569399.3	3618846.8	1122				Average	
		369	280	569403.3	3618896.5	1122				Average	
		368	281	569410.4	3618945.5	1128				Average	
		367	282	569409	3618995.5	1122				Average	
		366	283	569407.8	3619045.2	1122				Average	
		365	284	569401.2	3619094.5	1122				Average	
		364	285	569399	3619143	1122				Average	
		363	286	569390.5	3619191.8	1128				Average	
		362	287	569387	3619241.2	1128				Average	
		361	288	569393.6	3619291	1128				Average	
		360	289	569398.4	3619340.5	1128				Average	
		359	290	569400.4	3619390.5	1128				Average	
		358	291	569402.3	3619440.5	1128				Average	
		357	292	569409.4	3619490	1128				Average	
		356	293	569417.9	3619539.2	1134				Average	
		355	294	569427.3	3619588.5	1134				Average	
		333	295	569435.1	3619622.5	1134				Average	
		332	296	569446.2	3619671.2	1134				Average	
		331	297	569457.3	3619720	1134				Average	
		330	298	569468.4	3619768.8	1140				Average	
		329	299	569482.3	3619816.5	1140				Average	
		328	300	569498.9	3619863.8	1140				Average	
		279	301	569497.7	3619880.8	1140				Average	
		278	302	569494.2	3619930.5	1140				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway					Points			Flow Control		Segment	
Name	Width	Name	No.	Coordinates (pavement)			Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			X	Y	Z					
				m	m	m		km/h	%		
		277	303	569483.3	3619977.2	1140				Average	
		276	304	569478.5	3620027	1146				Average	
		275	305	569469.4	3620076	1146				Average	
		274	306	569460.3	3620125.2	1146				Average	
		273	307	569456.9	3620175.2	1146				Average	
		272	308	569453.9	3620225	1152				Average	
		271	309	569451	3620275	1152				Average	
		270	310	569442.2	3620320.8	1152				Average	
		269	311	569434	3620370	1158				Average	
		268	312	569427.5	3620419.5	1158				Average	
		267	313	569420.9	3620469	1158				Average	
		266	314	569414.4	3620518.8	1158				Average	
		265	315	569407.8	3620568.2	1158				Average	
		264	316	569401.2	3620617.8	1158				Average	
		263	317	569394.7	3620667.5	1158				Average	
		262	318	569388.1	3620717	1158				Average	
		261	319	569378.6	3620764	1164				Average	
		260	320	569376.4	3620764.5	1164				Average	
		259	321	569327.2	3620773.2	1158				Average	
		258	322	569278	3620782	1158				Average	
		257	323	569228.8	3620790.8	1152				Average	
		256	324	569180.4	3620803.8	1158				Average	
		458	325	569168.9	3620806.2	1158				Average	
		457	326	569120.6	3620819.2	1158				Average	
		456	327	569072.2	3620832	1158				Average	
		455	328	569023.9	3620845	1164				Average	
		454	329	568975.6	3620858	1170				Average	
		453	330	568925.9	3620863	1170				Average	
		452	331	568876.1	3620866.8	1177				Average	
		451	332	568826.1	3620865.5	1177				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		450	333	568776.6	3620860	1170				Average	
		449	334	568727.4	3620850.8	1164				Average	
		448	335	568678.2	3620842	1164				Average	
		447	336	568628.3	3620840	1164				Average	
		446	337	568578.3	3620838.5	1158				Average	
		445	338	568532.7	3620855.8	1158				Average	
		444	339	568491.8	3620883.5	1158				Average	
		443	340	568453.8	3620916	1158				Average	
		442	341	568415.9	3620949	1158				Average	
		441	342	568378.1	3620981.8	1164				Average	
		440	343	568345.2	3621018.8	1164				Average	
		439	344	568317.3	3621060.2	1164				Average	
		438	345	568289.5	3621101.8	1164				Average	
		437	346	568261.6	3621143.2	1164				Average	
		436	347	568236.4	3621186.2	1170				Average	
		435	348	568214.9	3621231.5	1170				Average	
		434	349	568193.3	3621276.2	1177				Average	
		433	350	568171.8	3621321.8	1177				Average	
		432	351	568160.3	3621367	1177				Average	
		431	352	568131.9	3621413	1177				Average	
		430	353	568118.5	3621461.5	1183				Average	
		429	354	568105	3621509.5	1183				Average	
		428	355	568087.8	3621556	1189				Average	
		427	356	568076.2	3621604.2	1189				Average	
		426	357	568069.4	3621653.8	1189				Average	
		425	358	568068.6	3621703.8	1189				Average	
		424	359	568067.9	3621753.8	1195				Average	
		423	360	568067.1	3621803.8	1201				Average	
		422	361	568059.9	3621852.8	1207				Average	
		421	362	568048.1	3621901.5	1207				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		420	363	568031.5	3621948.5	1207				Average	
		419	364	568013.3	3621995	1207				Average	
		418	365	567995.2	3622041.8	1207				Average	
		417	366	567979.6	3622089	1213				Average	
		416	367	567965.4	3622137.2	1213				Average	
		415	368	567951.1	3622185	1213				Average	
		414	369	567952.4	3622234.8	1213				Average	
		413	370	567954.4	3622284.8	1213				Average	
		412	371	567956.5	3622334.8	1219				Average	
		411	372	567958.6	3622384.8	1219				Average	
		410	373	567960.6	3622434.5	1219				Average	
		409	374	567968.2	3622483.8	1225				Average	
		408	375	567968.7	3622533.8	1225				Average	
		407	376	567969.1	3622583.8	1225				Average	
		406	377	567969.6	3622633.8	1231				Average	
		405	378	567977.5	3622682.8	1225				Average	
		404	379	567989.4	3622731.2	1225				Average	
		403	380	568001.2	3622780	1225				Average	
		402	381	568013	3622828.5	1225				Average	
		401	382	568027	3622876.5	1225				Average	
		400	383	568041.8	3622924	1231				Average	
		399	384	568056.7	3622972	1225				Average	
		398	385	568071.6	3623019.8	1225				Average	
		397	386	568086.4	3623067.5	1225				Average	
		396	387	568101.3	3623115.2	1225				Average	
		395	388	568111.7	3623164	1225				Average	
		394	389	568121	3623213	1225				Average	
		393	390	568126.8	3623262.5	1225				Average	
		392	391	568124.3	3623312.5	1225				Average	
		391	392	568120.8	3623362	1225				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		390	393	568111.8	3623411.5	1225				Average	
		389	394	568102.9	3623460.5	1225				Average	
		388	395	568093.9	3623509.8	1219				Average	
		387	396	568085	3623559	1219				Average	
		386	397	568076	3623608.5	1219				Average	
		385	398	568067	3623657.5	1219				Average	
		384	399	568058.1	3623706.5	1213				Average	
		383	400	568051	3623756	1213				Average	
		382	401	568053.2	3623806	1213				Average	
		33	402	568053.2	3623811.5	1213				Average	
		32	403	568072.1	3623857	1207				Average	
		31	404	568103.4	3623895	1201				Average	
		30	405	568140	3623929.2	1201				Average	
		29	406	568176.6	3623963.2	1201				Average	
		28	407	568209.2	3624000	1201				Average	
		27	408	568228.4	3624046.5	1195				Average	
		26	409	568231.1	3624096	1189				Average	
		25	410	568218.7	3624144	1183				Average	
		24	411	568193.1	3624187	1183				Average	
		23	412	568167.5	3624230	1177				Average	
		22	413	568138.4	3624270.5	1170				Average	
		21	414	568108.6	3624309.2	1170				Average	
		20	415	568073.7	3624346.5	1170				Average	
		19	416	568037.3	3624381	1170				Average	
		18	417	568000.9	3624415.2	1170				Average	
		17	418	567961.7	3624446.2	1164				Average	
		16	419	567922.1	3624476.8	1164				Average	
		15	420	567880.5	3624504	1164				Average	
		14	421	567836.1	3624527	1170				Average	
		13	422	567791.6	3624549.5	1177				Average	

HDR Computation

Project: Tule Wind Farm
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		12	423	567747.1	3624572.8	1177				Average	
		11	424	567702.6	3624595.8	1177				Average	
		10	425	567658.2	3624618.5	1177				Average	
		9	426	567616.3	3624645	1177				Average	
		8	427	567581.4	3624680.5	1183				Average	
		7	428	567552.5	3624721.2	1183				Average	
		6	429	567527.7	3624764.5	1177				Average	
		5	430	567506.6	3624809.5	1177				Average	
		4	431	567486.8	3624855.8	1177				Average	
		3	432	567465.2	3624898.2	1177				Average	
		2	433	567453.4	3624946.5	1170				Average	
		1	434	567445.3	3624995.5	1170				Average	
		97	435	567430.3	3625043.5	1170				Average	
		98	436	567417.6	3625091.8	1170				Average	
		114	437	567416.4	3625096.5	1170				Average	
		115	438	567403.5	3625145	1170				Average	
		116	439	567390.7	3625193	1177				Average	
		117	440	567377.8	3625241.5	1183				Average	
		118	441	567364.9	3625289.8	1183				Average	
		119	442	567352.1	3625338.2	1189				Average	
		120	443	567339.2	3625386.2	1195				Average	
		121	444	567326.4	3625434.5	1201				Average	
		122	445	567313.5	3625483	1207				Average	
		123	446	567300.6	3625531.5	1213				Average	
		124	447	567290.9	3625580.2	1219				Average	
		125	448	567285.2	3625630.2	1219				Average	
		126	449	567274.7	3625675.8	1219				Average	
		127	450	567258.1	3625722.8	1225				Average	
		128	451	567240.5	3625769.5	1225				Average	
		129	452	567211.5	3625810	1219				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		130	453	567193.5	3625856.5	1225				Average	
		131	454	567164.5	3625897.2	1225				Average	
		132	455	567133.2	3625935.8	1231				Average	
		133	456	567098.8	3625972	1231				Average	
		134	457	567064.4	3626008.5	1225				Average	
		135	458	567029.1	3626044	1225				Average	
		136	459	566989	3626073.5	1225				Average	
		137	460	566948.9	3626103.5	1225				Average	
		138	461	566908.8	3626133.2	1225				Average	
		139	462	566863	3626152	1219				Average	
		140	463	566815.2	3626167	1219				Average	
		141	464	566767.4	3626181.5	1225				Average	
		142	465	566719.6	3626196.2	1225				Average	
		143	466	566671.8	3626210.5	1231				Average	
		144	467	566623.9	3626225	1231				Average	
		145	468	566576.1	3626240	1231				Average	
		146	469	566528.3	3626254.2	1231				Average	
		147	470	566480.5	3626269.2	1225				Average	
		148	471	566432.7	3626284	1225				Average	
		149	472	566384.4	3626296.5	1225				Average	
		150	473	566335	3626304	1225				Average	
		151	474	566285.6	3626312	1231				Average	
		152	475	566236.2	3626319.5	1231				Average	
		153	476	566186.8	3626327.5	1237				Average	
		154	477	566137.4	3626335.2	1237				Average	
		155	478	566088	3626343	1231				Average	
		156	479	566038.6	3626350.5	1231				Average	
		157	480	565989.3	3626358.2	1237				Average	
		158	481	565939.9	3626366	1237				Average	
		159	482	565890.5	3626373.8	1237				Average	

HDR Computation

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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		160	483	565841.1	3626381.5	1244				Average	
		161	484	565791.7	3626389.5	1244				Average	
		162	485	565742.3	3626397	1244				Average	
		163	486	565693	3626405.2	1250				Average	
		164	487	565643.9	3626415	1250				Average	
		165	488	565594.9	3626424.8	1250				Average	
		166	489	565545.8	3626434.5	1250				Average	
		167	490	565496.8	3626444.2	1250				Average	
		168	491	565447.7	3626454	1250				Average	
		169	492	565398.7	3626463.8	1256				Average	
		170	493	565349.8	3626473.5	1256				Average	
		171	494	565302.1	3626488.2	1262				Average	
		172	495	565255.2	3626505.8	1262				Average	
		173	496	565211.8	3626530	1268				Average	
		174	497	565170	3626557.8	1268				Average	
		175	498	565128.2	3626585	1262				Average	
		176	499	565086.5	3626612.5	1262				Average	
		177	500	565044.7	3626640	1268				Average	
		178	501	565002.9	3626667.2	1268				Average	
		179	502	564959.4	3626692	1268				Average	
		180	503	564915.8	3626716.5	1262				Average	
		181	504	564872.3	3626741.2	1262				Average	
		182	505	564826	3626759.5	1262				Average	
		183	506	564778.8	3626776	1262				Average	
		184	507	564728.9	3626778.5	1256				Average	
		185	508	564678.9	3626780.8	1256				Average	
		48	509	564671.7	3626781	1256				Average	
		49	510	564622.2	3626788.8	1256				Average	
		50	511	564572.8	3626796.5	1262				Average	
		51	512	564523	3626800.2	1262				Average	

HDR Computation

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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		52	513	564473.1	3626803	1268				Average	
		53	514	564423.2	3626808	1274				Average	
		54	515	564373.3	3626809	1274				Average	
		55	516	564323.4	3626811.8	1280				Average	
		56	517	564273.4	3626814.5	1280				Average	
		57	518	564223.5	3626817.8	1286				Average	
		58	519	564173.8	3626820.5	1292				Average	
		59	520	564123.7	3626823	1298				Average	
		60	521	564074.4	3626828.5	1298				Average	
		61	522	564026.3	3626843.5	1305				Average	
		62	523	563978.3	3626857.5	1305				Average	
		63	524	563930.3	3626871.2	1311				Average	
		64	525	563882.2	3626885	1311				Average	
		65	526	563834.2	3626899	1317				Average	
		66	527	563786.2	3626913	1317				Average	
		67	528	563738.1	3626926.8	1317				Average	
		68	529	563690.1	3626940.8	1323				Average	
		69	530	563642.1	3626954.5	1329				Average	
		70	531	563594	3626968.5	1335				Average	
		71	532	563545.2	3626979	1335				Average	
		72	533	563497.2	3626991.2	1341				Average	
		73	534	563458.9	3627020.8	1341				Average	
		74	535	563416.6	3627050.5	1347				Average	
		75	536	563376.3	3627080	1347				Average	
		76	537	563338.2	3627110	1347				Average	
		77	538	563297.5	3627141.8	1353				Average	
		78	539	563258.7	3627173	1359				Average	
		79	540	563219.9	3627204.8	1359				Average	
		80	541	563181.2	3627236.2	1359				Average	
		81	542	563142.4	3627268.2	1359				Average	

HDR Computation

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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		82	543	563103.6	3627299.5	1359				Average	
		83	544	563064.9	3627331	1359				Average	
		84	545	563026.1	3627362.5	1366				Average	
		85	546	562987.3	3627394.2	1366				Average	
		86	547	562954.8	3627432	1366				Average	
		87	548	562923.6	3627471.2	1366				Average	
		88	549	562892.5	3627510.2	1372				Average	
		89	550	562862.8	3627550.5	1366				Average	
		90	551	562836.3	3627592.5	1359				Average	
		91	552	562813.2	3627637	1353				Average	
		92	553	562790.2	3627681.2	1353				Average	
		93	554	562768.1	3627726.2	1347				Average	
		94	555	562747.2	3627771.2	1347				Average	
		95	556	562725	3627816.2	1341				Average	
		96	557	562700.8	3627860	1341				Average	
		34	558	562688.2	3627882.2	1341				Average	
		35	559	562673.4	3627929.8	1341				Average	
		36	560	562658.7	3627977.8	1335				Average	
		37	561	562638	3628023	1335				Average	
		38	562	562616.9	3628068.5	1335				Average	
		39	563	562595.7	3628114	1329				Average	
		40	564	562574.8	3628159.2	1329				Average	
		41	565	562553.4	3628204.5	1329				Average	
		42	566	562532.3	3628250	1329				Average	
		43	567	562511.1	3628295	1323				Average	
		44	568	562490	3628340.5	1323				Average	
		45	569	562468.8	3628385.8	1317				Average	
		46	570	562448.2	3628431.2	1317				Average	
		47	571	562428.2	3628477	1317				Average	
		188	572	562416	3628505	1317				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet

Date: 1/26/2011
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 Of

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		189	573	562396.5	3628551	1317				Average	
		190	574	562376.9	3628597	1317				Average	
		191	575	562357.3	3628643	1323				Average	
		192	576	562336.7	3628688.5	1323				Average	
		193	577	562308.5	3628729.8	1317				Average	
		194	578	562280.2	3628771	1317				Average	
		195	579	562249.8	3628810.5	1317				Average	
		196	580	562218.2	3628849.2	1317				Average	
		197	581	562188.1	3628889.2	1317				Average	
		198	582	562160.1	3628930.5	1317				Average	
		199	583	562132	3628972	1323				Average	
		200	584	562103.9	3629013	1323				Average	
		201	585	562081.2	3629057.5	1323				Average	
		202	586	562059.2	3629102.8	1317				Average	
		203	587	562037.1	3629147.5	1317				Average	
		204	588	562015	3629192.8	1317				Average	
		205	589	561992.9	3629237.2	1317				Average	
		186	590	561982.8	3629257.8	1317				Average	
		187	591	561960.4	3629302.2	1317				Average	
		206	592	561946.4	3629330	1317				Average	
		207	593	561924.3	3629375.2	1317				Average	
		208	594	561902.1	3629420	1317				Average	
		209	595	561880	3629464.8	1323				Average	
		210	596	561857.9	3629509.8	1323				Average	
		211	597	561835.7	3629554.5	1329				Average	
		212	598	561813.6	3629599.2	1329				Average	
		213	599	561791.5	3629644.2	1335				Average	
		214	600	561769.3	3629688.8	1341				Average	
		215	601	561754	3629736	1341				Average	
		216	602	561742.5	3629784.8	1341				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
	m			X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
				m	m	m		km/h	%		
		217	603	561731	3629833.8	1347				Average	
		218	604	561719.5	3629882	1347				Average	
		219	605	561708	3629930.8	1353				Average	
		220	606	561702	3629980.5	1353				Average	
		221	607	561689	3630027.2	1353				Average	
		222	608	561679.9	3630076.2	1353				Average	
		223	609	561670.7	3630125.8	1359				Average	
		224	610	561661.6	3630174.5	1359				Average	
		225	611	561652.5	3630223.8	1359				Average	
		226	612	561643.3	3630272.8	1366				Average	
		227	613	561632.1	3630321.5	1366				Average	
		228	614	561620.2	3630370.5	1372				Average	
		229	615	561608.2	3630418.8	1378				Average	
		230	616	561596.3	3630467.2	1378				Average	
		231	617	561584.3	3630516	1378				Average	
		232	618	561572.4	3630564.5	1378				Average	
		233	619	561560.4	3630613	1378				Average	
		234	620	561548.5	3630661.5	1384				Average	
		235	621	561536.5	3630710	1384				Average	
		236	622	561524.6	3630758.5	1384				Average	
		237	623	561507.9	3630803.8	1384				Average	
		238	624	561497	3630852.5	1378				Average	
		239	625	561486.2	3630901.2	1372				Average	
		240	626	561475.3	3630950	1372				Average	
		241	627	561464.4	3630999	1366				Average	
		242	628	561453.6	3631047.8	1366				Average	
		243	629	561442	3631096	1366				Average	
		244	630	561428.6	3631144.5	1366				Average	
		245	631	561415.3	3631192.8	1359				Average	
		246	632	561403.1	3631241	1359				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		247	633	561394	3631290.2	1359				Average	
		248	634	561382.4	3631339	1359				Average	
		249	635	561369.1	3631387	1353				Average	
		250	636	561355.9	3631435.2	1353				Average	
		251	637	561342.7	3631483.5	1353				Average	
		252	638	561329.4	3631531.8	1353				Average	
		253	639	561316.2	3631580.2	1347				Average	
		254	640	561302.9	3631628.2	1347				Average	
		255	641	561289.7	3631676.5	1347				Average	
		99	642	561278.5	3631717.2	1347				Average	
		100	643	561265.7	3631765.5	1347				Average	
		101	644	561253	3631814	1353				Average	
		102	645	561240.3	3631862.5	1353				Average	
		103	646	561227.6	3631910.8	1359				Average	
		104	647	561214.9	3631959	1359				Average	
		105	648	561202.2	3632007.5	1359				Average	
		106	649	561189.5	3632055.8	1359				Average	
		107	650	561176.8	3632104	1359				Average	
		108	651	561164.1	3632152.5	1359				Average	
		109	652	561151.4	3632201	1366				Average	
		110	653	561138.6	3632249.2	1366				Average	
		111	654	561125.9	3632297.8	1372				Average	
		112	655	561113.2	3632346	1372				Average	
		113	656	561100.5	3632394.2	1378					
Old Highway 80'	7.3	0	657	558595.6	3618769.8	1183				Average	
		1	658	558640.7	3618763.5	1183				Average	
		2	659	558685.3	3618755	1183				Average	
		3	660	558728.6	3618741	1189				Average	
		4	661	558771.4	3618725.2	1189				Average	
		5	662	558814.6	3618711.2	1189				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		6	663	558859.3	3618703.5	1189				Average	
		7	664	558904.8	3618703.8	1189				Average	
		8	665	558949.3	3618713.5	1189				Average	
		9	666	558992.9	3618726.8	1195				Average	
		10	667	559036.7	3618738.5	1201				Average	
		11	668	559082	3618743.2	1201				Average	
		12	669	559127.4	3618740.8	1201				Average	
		13	670	559172.6	3618735.2	1201				Average	
		14	671	559217.7	3618728.2	1207				Average	
		15	672	559263.1	3618725.8	1207				Average	
		16	673	559308.6	3618726.8	1213				Average	
		17	674	559354.2	3618727.8	1213				Average	
		18	675	559399.1	3618723.8	1219				Average	
		19	676	559443	3618711.8	1219				Average	
		20	677	559487	3618700	1225				Average	
		21	678	559530.3	3618688	1231				Average	
		22	679	559575.1	3618680.5	1231				Average	
		23	680	559620.6	3618678.8	1237				Average	
		24	681	559666.2	3618680	1237				Average	
		25	682	559711.6	3618682.5	1237				Average	
		26	683	559757	3618686	1244				Average	
		27	684	559802	3618680.5	1244				Average	
		28	685	559846.2	3618669.8	1250				Average	
		29	686	559889	3618654.2	1250				Average	Y
		30	687	559932.4	3618643.2	1256				Average	
		31	688	559976.7	3618649.5	1256				Average	
		32	689	559998.5	3618609.2	1256				Average	
		33	690	560020.3	3618569.5	1250				Average	
		34	691	560043.1	3618530.2	1250				Average	
		35	692	560071	3618494.2	1250				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		36	693	560099	3618458.5	1250				Average	
		37	694	560126.9	3618422.5	1250				Average	
		38	695	560157.8	3618389	1250				Average	
		39	696	560189	3618355.8	1250				Average	
		40	697	560220.2	3618322.5	1244				Average	
		41	698	560251.4	3618289.8	1250				Average	
		42	699	560282.8	3618256	1244				Average	
		43	700	560313.8	3618223	1250				Average	
		44	701	560345	3618190	1250				Average	
		45	702	560379.8	3618160.8	1250				Average	
		46	703	560416.8	3618134	1250				Average	
		47	704	560454.5	3618109	1256				Average	
		48	705	560493.6	3618085.5	1256				Average	
		49	706	560532.7	3618062	1256				Average	
		50	707	560571.8	3618038.5	1256				Average	
		51	708	560610.9	3618015.2	1256				Average	
		52	709	560650	3617991.8	1256				Average	
		53	710	560689	3617968.5	1256				Average	
		54	711	560728.1	3617945	1256				Average	
		55	712	560768.9	3617925	1256				Average	
		56	713	560810.4	3617906	1256				Average	
		57	714	560852.3	3617888.8	1256				Average	
		58	715	560896.5	3617877.5	1250				Average	
		59	716	560940.6	3617866.5	1250				Average	
		60	717	560985.7	3617859.8	1250				Average	
		61	718	561030.8	3617852.8	1244				Average	
		62	719	561074.5	3617841	1244				Average	
		63	720	561117.3	3617825.8	1244				Average	
		64	721	561158.5	3617806.5	1237				Average	
		65	722	561198.5	3617785	1237				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Date: 1/26/2011
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		66	723	561238.1	3617762.2	1231				Average	
		67	724	561273.9	3617734.2	1231				Average	
		68	725	561309.8	3617706	1225				Average	
		69	726	561345.3	3617677.5	1225				Average	
		70	727	561380.4	3617648.8	1225				Average	
		71	728	561415.4	3617619.5	1219				Average	
		72	729	561450.5	3617590.5	1219				Average	
		73	730	561485.5	3617561.2	1213				Average	
		74	731	561520.6	3617532.2	1213				Average	
		75	732	561555.6	3617503	1213				Average	
		76	733	561588.8	3617471.8	1213				Average	
		77	734	561621	3617439.8	1207				Average	
		78	735	561653.2	3617407.5	1213				Average	
		79	736	561685.4	3617375.5	1207				Average	
		80	737	561717.6	3617343.2	1207				Average	
		81	738	561749.8	3617311	1207				Average	
		82	739	561780.8	3617277.8	1207				Average	
		83	740	561811.4	3617243.8	1207				Average	
		84	741	561842	3617210	1201				Average	
		85	742	561872.5	3617176.2	1195				Average	
		86	743	561903.1	3617142.2	1195				Average	
		87	744	561933.8	3617108.8	1189				Average	
		88	745	561964.2	3617075	1189				Average	
		89	746	561994.7	3617041.2	1189				Average	
		90	747	562025.3	3617007.8	1189				Average	
		91	748	562055.9	3616973.8	1189				Average	
		92	749	562086.4	3616940	1183				Average	
		93	750	562117	3616906.2	1177				Average	
		94	751	562147.5	3616872.5	1177				Average	
		95	752	562177.6	3616838.2	1177				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



Computed: MJP
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		96	753	562207	3616803.5	1170				Average	
		97	754	562236.3	3616768.5	1170				Average	
		98	755	562264.8	3616733	1170				Average	
		99	756	562283.7	3616692	1170				Average	
		100	757	562302.4	3616650	1170				Average	
		101	758	562320.8	3616608.2	1164				Average	
		102	759	562338.9	3616566.5	1164				Average	
		103	760	562356.7	3616524.8	1158				Average	
		104	761	562371.5	3616481.8	1164				Average	
		105	762	562382.1	3616437.2	1164				Average	
		106	763	562392.7	3616393.2	1158				Average	
		107	764	562403.3	3616349	1158				Average	
		108	765	562413.9	3616304.8	1158				Average	
		109	766	562424.5	3616260.5	1158				Average	
		110	767	562436.8	3616216.5	1152				Average	
		111	768	562448.7	3616172.5	1152				Average	
		112	769	562460.8	3616128.5	1152				Average	
		113	770	562473	3616084.8	1152				Average	
		114	771	562488.9	3616042.2	1152				Average	
		115	772	562506.3	3616000.2	1146				Average	
		116	773	562523.8	3615958	1152				Average	
		117	774	562541.2	3615915.8	1146				Average	
		118	775	562558.7	3615874	1146				Average	
		119	776	562578.5	3615833	1146				Average	
		120	777	562598.8	3615792	1146				Average	
		121	778	562619.2	3615751.5	1152				Average	
		122	779	562640.5	3615711.8	1152				Average	
		123	780	562670.9	3615677.5	1158				Average	
		124	781	562701.3	3615643.2	1152				Average	
		125	782	562740.8	3615621.5	1158				Average	

HDR Computation

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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		126	783	562781.3	3615600.8	1158				Average	
		127	784	562824.1	3615585.6	1164				Average	
		128	785	562868	3615573.5	1164				Average	
		129	786	562911.9	3615561.2	1170				Average	
		130	787	562953.7	3615543.5	1164				Average	
		131	788	562995.3	3615524.8	1170				Average	
		132	789	563038.7	3615506	1170				Average	
		133	790	563077.2	3615484.8	1170				Average	
		134	791	563117.7	3615464.2	1170				Average	
		135	792	563158.2	3615443	1170				Average	
		136	793	563198.7	3615422.5	1170				Average	
		137	794	563239.1	3615401.2	1170				Average	
		138	795	563279.6	3615380.8	1170				Average	
		139	796	563320.1	3615360	1170				Average	
		140	797	563360.6	3615338.8	1170				Average	
		141	798	563401.1	3615318.2	1170				Average	
		142	799	563441.6	3615297	1170				Average	
		143	800	563482.1	3615276.5	1170				Average	
		144	801	563522.6	3615255.2	1170				Average	
		145	802	563563	3615234.8	1170				Average	
		146	803	563603.5	3615214	1170				Average	
		147	804	563644	3615192.8	1170				Average	
		148	805	563684.5	3615172.2	1177				Average	
		149	806	563725	3615151	1177				Average	
		150	807	563765.4	3615130.5	1177				Average	
		151	808	563805.9	3615109.2	1177				Average	
		152	809	563846.4	3615088.8	1183				Average	
		153	810	563886.8	3615067.5	1183				Average	
		154	811	563927.3	3615046.8	1183				Average	
		155	812	563967.8	3615026.2	1183				Average	

HDR Computation

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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		156	813	564008.2	3615005	1183				Average	
		157	814	564048.7	3614984	1183				Average	
		158	815	564089.2	3614963.2	1183				Average	
		159	816	564129.8	3614942.8	1189				Average	
		160	817	564170.6	3614922.5	1189				Average	
		161	818	564211.5	3614902.5	1189				Average	
		162	819	564253.7	3614885.8	1189				Average	
		163	820	564297	3614871.2	1183				Average	
		164	821	564340.2	3614857	1183				Average	
		165	822	564384.7	3614847.5	1177				Average	
		166	823	564429.7	3614841.2	1177				Average	
		167	824	564475.1	3614836.5	1177				Average	
		168	825	564520.6	3614835.8	1177				Average	
		169	826	564566	3614837.5	1170				Average	
		170	827	564611.4	3614841.5	1170				Average	
		171	828	564656.8	3614845.5	1164				Average	
		172	829	564702.2	3614849	1164				Average	
		173	830	564747.7	3614851.2	1158				Average	
		174	831	564793.2	3614850	1158				Average	
		175	832	564838.6	3614847.8	1152				Average	
		176	833	564883.8	3614841.8	1152				Average	
		177	834	564928.8	3614834.8	1146				Average	
		178	835	564973.7	3614827.5	1146				Average	
		179	836	565018.7	3614820	1140				Average	
		180	837	565063.6	3614812.8	1140				Average	
		181	838	565108.6	3614805.5	1140				Average	
		182	839	565153.5	3614797.8	1140				Average	
		183	840	565198.5	3614790.8	1134				Average	
		184	841	565243.4	3614783.2	1128				Average	
		185	842	565288.4	3614776	1128				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
 Checked: GNS
 Sheet:

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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway				Coordinates (pavement)			Points			Segment	
Name	Width	Name	No.	X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m		km/h	%		
		186	843	565333.2	3614768	1128				Average	
		187	844	565378.1	3614760.2	1122				Average	
		188	845	565423	3614752.5	1122				Average	
		189	846	565467.9	3614744.8	1116				Average	
		190	847	565512.7	3614737	1116				Average	
		191	848	565557.6	3614729	1109				Average	
		192	849	565602.5	3614721.8	1109				Average	
		193	850	565647.6	3614715.2	1109				Average	
		194	851	565692.8	3614709.5	1109				Average	
		195	852	565738.3	3614708	1103				Average	
		196	853	565783.8	3614708.5	1103				Average	
		197	854	565829.2	3614712	1097				Average	
		198	855	565874.4	3614717	1097				Average	
		199	856	565919.3	3614724.5	1097				Average	
		200	857	565964.1	3614733	1097				Average	
		201	858	566008.9	3614741.2	1091				Average	
		202	859	566053.6	3614749.8	1091				Average	
		203	860	566098.4	3614758	1091				Average	
		204	861	566143.1	3614766.5	1085				Average	
		205	862	566187.9	3614775	1085				Average	
		206	863	566232.7	3614783.2	1085				Average	
		207	864	566277.4	3614791.8	1085				Average	
		208	865	566322.3	3614799.8	1085				Average	
		209	866	566367.1	3614807.5	1079				Average	
		210	867	566412	3614815.5	1079				Average	
		211	868	566456.8	3614823.5	1079				Average	
		212	869	566501.8	3614830.2	1073				Average	
		213	870	566547.2	3614834	1073				Average	Y
		214	871	566592.4	3614829.5	1073				Average	
		215	872	566636	3614816.2	1073				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m		km/h	%			
		216	873	566679.6	3614803	1073				Average	
		217	874	566722.6	3614788	1073				Average	
		218	875	566764.8	3614771	1073				Average	
		219	876	566807	3614753.8	1067				Average	
		220	877	566849	3614736	1067				Average	
		221	878	566890.7	3614718	1067				Average	
		222	879	566927.7	3614691.8	1061				Average	
		223	880	566963.5	3614663.5	1055				Average	
		224	881	566999.4	3614635.5	1055				Average	
		225	882	567035.4	3614607.2	1055				Average	
		226	883	567073	3614582	1049				Average	
		227	884	567111.5	3614557.2	1049				Average	
		228	885	567152	3614537	1042				Average	
		229	886	567193	3614517.2	1042				Average	
		230	887	567235	3614499.5	1042				Average	
		231	888	567277.1	3614482.5	1036				Average	
		232	889	567320.4	3614468.2	1036				Average	
		233	890	567364.9	3614459.2	1042				Average	
		234	891	567409.9	3614452	1036				Average	
		235	892	567454.9	3614445	1036				Average	
		236	893	567500	3614438.2	1030				Average	
		237	894	567545.1	3614432.5	1030				Average	
		238	895	567590.2	3614426	1030				Average	
		239	896	567635.2	3614419	1030				Average	
		240	897	567679.8	3614410.2	1030				Average	
		241	898	567723.7	3614398	1030				Average	
		242	899	567766.8	3614383.8	1024				Average	
		243	900	567808.5	3614365	1024				Average	
		244	901	567850.2	3614347	1030				Average	
		245	902	567891.9	3614328.5	1024				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		246	903	567933.6	3614310.2	1024				Average	
		247	904	567975.3	3614292	1024				Average	
		248	905	568017.2	3614274	1024				Average	
		249	906	568059.2	3614256.5	1024				Average	
		250	907	568101.3	3614239.2	1024				Average	
		251	908	568143.4	3614221.8	1024				Average	
		252	909	568185.5	3614204	1024				Average	
		253	910	568227.5	3614186.8	1018				Average	
		254	911	568269.6	3614169.2	1018				Average	
		255	912	568312.4	3614154	1018				Average	
		256	913	568358.3	3614142	1018				Average	
		257	914	568400.9	3614133	1012				Average	
		258	915	568448.4	3614130.8	1012				Average	
		259	916	568491.3	3614135	1012				Average	
		260	917	568535.8	3614144.8	1012				Average	
		261	918	568578.8	3614159.2	1006				Average	
		262	919	568621.1	3614176.2	1006				Average	
		263	920	568663.4	3614193.2	1006				Average	
		264	921	568705.7	3614210	1006				Average	
		265	922	568748	3614227	1006				Average	
		266	923	568790.2	3614244	1006				Average	
		267	924	568832.5	3614260.8	1006				Average	
		268	925	568874.8	3614277.8	1006				Average	
		269	926	568917.1	3614294.8	1006				Average	
		270	927	568959.4	3614311.5	1006				Average	
		271	928	569001.6	3614328.5	1000				Average	
		272	929	569045.3	3614341	1000				Average	
		273	930	569090.1	3614345	1000				Average	
		274	931	569135.4	3614340.8	1000				Average	
		275	932	569180.3	3614332.8	1000				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed: MJP
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		276	933	569221.8	3614313.5	1000				Average	
		277	934	569262.8	3614294	1000				Average	
		278	935	569303.2	3614273.2	994				Average	
		279	936	569341.1	3614248	994				Average	
		280	937	569377.5	3614220.8	994				Average	
		281	938	569413.3	3614192.8	994				Average	
		282	939	569449.2	3614164.5	994				Average	
		283	940	569485	3614136.5	994				Average	
		284	941	569520.9	3614108.5	994				Average	
		285	942	569557.6	3614081.5	994				Average	
		286	943	569595.2	3614055.8	988				Average	
		287	944	569634.3	3614032.5	988				Average	
		288	945	569675.9	3614014	988				Average	
		289	946	569718.5	3613998.2	988				Average	
		290	947	569762.7	3613987.5	988				Average	
		291	948	569807	3613976.5	988				Average	
		292	949	569851.2	3613965.5	981				Average	
		293	950	569895.4	3613954.5	988				Average	
		294	951	569939.6	3613943.5	981				Average	
		295	952	569983.8	3613932.5	981				Average	
		296	953	570027.9	3613921.5	981				Average	
		297	954	570072	3613910	988				Average	
		298	955	570115.6	3613896.8	988				Average	
		299	956	570157	3613878.2	988				Average	
		300	957	570197.3	3613857	988				Average	
		301	958	570236.9	3613834.5	988				Average	
		302	959	570273.3	3613807.2	988					
Winwood Road (I-8 to Old Hwy)	7.3	0	960	566563.1	3614851.8	1073				Average	
		1	961	566581.8	3614898.5	1079				Average	
		2	962	566580.5	3614945.2	1073				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



Computed MJP
 Checked GNS
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		3	963	566559.2	361499.2	1079				Average	
		4	964	566557	3615038.8	1079				Average	
		5	965	566552.8	3615085.2	1079				Average	
		6	966	566545.5	3615131.5	1079				Average	
		7	967	566538.3	3615177.8	1079				Average	
		8	968	566531	3615223.8	1079				Average	
		9	969	566523.7	3615270	1085				Average	
		10	970	566516.5	3615316.2	1085				Average	
		11	971	566509.8	3615362.8	1085				Average	
		12	972	566502.6	3615408.8	1085				Average	
		13	973	566495.3	3615455	1085				Average	
		14	974	566488	3615501	1085				Average	
		15	975	566480.2	3615547.2	1091				Average	
		16	976	566471.5	3615593	1091				Average	
		17	977	566462.2	3615639	1097				Average	
		18	978	566452.1	3615684.5	1097				Average	
		19	979	566440.6	3615730	1103					
oakwood Road (north of I-4)	7.3	19	1003	566440.6	3615730	1103				Average	
		20	1004	566427.8	3615775	1103				Average	
		21	1005	566415	3615820.2	1103				Average	
		22	1006	566402.3	3615865	1109				Average	
		23	1007	566389.6	3615910	1109				Average	
		24	1008	566377.1	3615954.8	1116				Average	
		25	1009	566364.8	3616000	1116				Average	
		26	1010	566352.5	3616045.5	1122				Average	
		27	1011	566339.7	3616090.2	1122				Average	
		28	1012	566326.3	3616135	1128				Average	
		29	1013	566312.9	3616179.8	1128				Average	
		30	1014	566299.5	3616224.5	1128				Average	
		31	1015	566286.2	3616269.5	1134				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		32	1016	566273.3	3616314.2	1134				Average	
		33	1017	566259	3616359	1134				Average	
		34	1018	566244.6	3616403.5	1134				Average	
		35	1019	566231.5	3616448.2	1134				Average	
		36	1020	566222.4	3616494	1134				Average	
		37	1021	566216.2	3616540.5	1128				Average	
		38	1022	566215.7	3616587	1128				Average	
		39	1023	566215.2	3616634	1128				Average	
		40	1024	566214.8	3616680.5	1128				Average	
		41	1025	566214.3	3616727.5	1128				Average	
		42	1026	566213.8	3616774.2	1122				Average	
		43	1027	566213.3	3616821	1122				Average	
		44	1028	566214.2	3616867.8	1122				Average	
		45	1029	566215.4	3616914.5	1116				Average	
		46	1030	566216.6	3616961.2	1116				Average	
		47	1031	566217.7	3617008	1116				Average	
		48	1032	566218.9	3617055	1116				Average	
		49	1033	566220.1	3617101.5	1116				Average	
		50	1034	566221.3	3617148.2	1116				Average	
		51	1035	566222.5	3617195	1116				Average	
		52	1036	566223.6	3617241.8	1109				Average	
		53	1037	566224.8	3617288.2	1116				Average	
		54	1038	566226	3617335.2	1116				Average	
		55	1039	566226.8	3617382	1116				Average	
		56	1040	566226.8	3617429	1122				Average	
		57	1041	566226.8	3617475.5	1122				Average	Y
		58	1042	566226.8	3617522.2	1128				Average	
		59	1043	566228.3	3617569	1128				Average	
		60	1044	566232	3617615.5	1128				Average	
		61	1045	566236.4	3617661.8	1128				Average	

HDR Computation

Project: Tule Wind Farm
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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		62	1046	566246.6	3617708	1128				Average	
		63	1047	566255.8	3617753.5	1122				Average	
		64	1048	566246.2	3617799.5	1122				Average	
		65	1049	566238	3617845.5	1122				Average	
		66	1050	566238.1	3617892	1116				Average	
		67	1051	566238.5	3617939	1109				Average	
		68	1052	566240.3	3617985.5	1109				Average	
		69	1053	566244.9	3618032	1109				Average	
		70	1054	566249.8	3618078.5	1109				Average	
		71	1055	566252.2	3618125.2	1116				Average	
		72	1056	566241.3	3618170.5	1109				Average	
		73	1057	566231	3618216.2	1109				Average	
		74	1058	566226.6	3618262.8	1109				Average	
		75	1059	566225.2	3618309.5	1103				Average	
		76	1060	566224.8	3618356.5	1103				Average	
		77	1061	566226.4	3618403	1103				Average	
		78	1062	566227.9	3618449.8	1103				Average	
		79	1063	566229.5	3618496.5	1103				Average	
		80	1064	566230.2	3618543.2	1103				Average	
		81	1065	566229.4	3618589.8	1103				Average	
		82	1066	566228.5	3618636.8	1103				Average	
		83	1067	566227.9	3618683.5	1103				Average	
		84	1068	566227.3	3618730.5	1103				Average	
		85	1069	566226.8	3618777	1103				Average	
		86	1070	566226.2	3618823.8	1103				Average	
		87	1071	566225.9	3618870.5	1103				Average	
		88	1072	566225.7	3618917.2	1103				Average	
		89	1073	566225.5	3618963.8	1103				Average	
		90	1074	566225.3	3619010.8	1097				Average	
		91	1075	566225.1	3619057.5	1097				Average	

HDR Computation

Project: Tule Wind Farm
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 Task: Roadway Inputs



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Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m	m	m	km/h	%						
		92	1076	566224.9	3619104.2	1097				Average	
		93	1077	566224.7	3619151	1097				Average	
		94	1078	566224.5	3619198	1097				Average	
		95	1079	566226.1	3619244.5	1103				Average	
		96	1080	566227.8	3619291.2	1103				Average	
		97	1081	566229.5	3619338.2	1103				Average	
		98	1082	566231.1	3619384.8	1103				Average	
		99	1083	566232.7	3619431.5	1103				Average	
		100	1084	566238.1	3619477.8	1103				Average	
		101	1085	566237.5	3619524	1103				Average	
		102	1086	566230.8	3619569.5	1103				Average	
		103	1087	566230.1	3619616.2	1109				Average	
		104	1088	566229.4	3619663	1109				Average	
		105	1089	566229.1	3619709.8	1109				Average	
		106	1090	566229.4	3619756.8	1109				Average	
		107	1091	566229.6	3619803.5	1109				Average	
		108	1092	566229.9	3619850	1109				Average	
		109	1093	566231.5	3619896.8	1109				Average	
		110	1094	566233	3619943.5	1109				Average	
		111	1095	566234.5	3619990	1116				Average	
		112	1096	566236.1	3620037	1116				Average	
		113	1097	566237.6	3620083.8	1116				Average	
		114	1098	566239.1	3620130.8	1116				Average	
		115	1099	566241.2	3620177.2	1116				Average	
		116	1100	566243.4	3620224	1116				Average	
		117	1101	566245.6	3620270.8	1122				Average	
		118	1102	566247.9	3620317.5	1122				Average	
		119	1103	566250.1	3620364	1122					
Access Road1"	7.3	0	1104	559848.1	3618927.5	1256				Average	
		1	1105	559790	3619036.5	1256				Average	

HDR Computation

Project: Tule Wind Farm
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 Sheet

Date: 1/26/2011
 Date: 1/26/2011
 Of

Roadways Inputs for Existing + Project-Related Traffic Model

Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		2	1106	559833.5	3819116.2	1262				Average	
		3	1107	560036.8	3819965.5	1298				Average	
		4	1108	560218.3	3620147	1311				Average	
		5	1109	560289.1	3820495.5	1341				Average	
		6	1110	560334.4	3620742.2	1359				Average	
		7	1111	560356.2	3620989	1384				Average	
		8	1112	560399.8	3821032.8	1384				Average	
		9	1113	560624.8	3621039.8	1390				Average	
		10	1114	560878.9	3820996.5	1396				Average	
		11	1115	561096.6	3621018.2	1402				Average	
		12	1116	561241.8	3621170.5	1402				Average	
		13	1117	561350.7	3621453.8	1396				Average	
		14	1118	561423.3	3621874.8	1390				Average	
		15	1119	561423.3	3622237.8	1384				Average	
		16	1120	561466.8	3622927.2	1372				Average	
		17	1121	561387	3623261.2	1366				Average	
		18	1122	561263.6	3623602.5	1372				Average	
		19	1123	560980.5	3624067	1372				Average	
		20	1124	560849.8	3624212.2	1372				Average	
		21	1125	560704.6	3624430.2	1366				Average	
		22	1126	560566.7	3624575	1378				Average	
		23	1127	560421.5	3624814.8	1390				Average	
		24	1128	560290.9	3625068.8	1396				Average	
		25	1129	560203.8	3625192.2	1402				Average	
		26	1130	560109.4	3625301	1414				Average	
		27	1131	560073.1	3625337.2	1420				Average	
		28	1132	560000.5	3625308.2	1426				Average	
		29	1133	559935.2	3625272	1439				Average	
		30	1134	559826.3	3625351.8	1457				Average	
		31	1135	559819	3625410	1457				Average	

HDR Computation

Project: Tule Wind Farm
 Subject: TNM Existing + Project-Related Traffic Noise
 Task: Roadway Inputs



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 Checked: GNS
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Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h		%			
		32	1136	559855.3	3625475.2	1463				Average	
		33	1137	559869.8	3625591.5	1469				Average	
		34	1138	559920.7	3625700.2	1475				Average	
		35	1139	559927.9	3625852.8	1475				Average	
		36	1140	559891.6	3625917.8	1481				Average	
		37	1141	559753.7	3625874.5	1481				Average	
		38	1142	559702.9	3625903.5	1500				Average	
		39	1143	559652.1	3625990.8	1512				Average	
		40	1144	559557.7	3626099.5	1524				Average	
		41	1145	559565	3626295.5	1542				Average	
		42	1146	559586.7	3626440.5	1554				Average	
		43	1147	559543.2	3626542	1573				Average	
		44	1148	559434.3	3626658.5	1579				Average	
		45	1149	559506.9	3626934.5	1591				Average	
		46	1150	559521.4	3627057.8	1595				Average	
		47	1151	559441.8	3627144.8	1579				Average	
		48	1152	559485.1	3627224.8	1579				Average	
		49	1153	559485.1	3627333.2	1585				Average	
		50	1154	559405.3	3627478.8	1603				Average	
		51	1155	559361.7	3627536.8	1603				Average	
		52	1156	559325.4	3627486	1603				Average	
		53	1157	559310.9	3627427.8	1603				Average	
		54	1158	559223.8	3627384.5	1603				Average	
		55	1159	559100.4	3627261	1634				Average	
		56	1160	559020.5	3627224.8	1640				Average	
		57	1161	558940.7	3627253.8	1640				Average	
		58	1162	558955.2	3627304.5	1652				Average	
		59	1163	559085.9	3627435.2	1670				Average	
		60	1164	559136.7	3627566	1670				Average	
		61	1165	559231	3627660	1676				Average	

HDR Computation

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Roadway		Points									
Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	km/h					
		62	1166	559223.8	3627769	1695				Average	
		63	1167	559303.6	3627870.8	1707				Average	
		64	1168	559158.4	3628284.8	1719				Average	
		65	1169	559151.2	3628502.2	1731				Average	
		66	1170	559194.7	3628625.8	1731				Average	
		67	1171	559252.8	3628748.8	1725				Average	
		68	1172	559289.1	3628836.2	1719				Average	
		69	1173	559245.6	3628930.5	1713				Average	
		70	1174	559202	3628996	1707				Average	
		71	1175	559216.5	3629068.5	1701				Average	
		72	1176	559354.4	3629148.5	1689				Average	
		73	1177	559456.1	3629221	1707				Average	
		74	1178	559594	3629242.8	1713				Average	
		75	1179	559681.1	3629177.5	1719				Average	
		76	1180	559898.9	3629126.5	1713				Average	
		77	1181	559862.6	3629257.2	1707				Average	
		78	1182	559819	3629417	1701				Average	
		79	1183	559833.5	3629533	1695				Average	
		80	1184	559768.2	3629591.2	1701				Average	
		81	1185	559761	3629721.8	1719				Average	
		82	1186	559637.5	3630150	1695				Average	
		83	1187	559521.4	3630266.2	1682				Average	
		84	1188	559434.3	3630455	1689				Average	
		85	1189	559398	3630542	1689				Average	
		86	1190	559482.4	3630636.5	1682				Average	
		87	1191	559514.1	3630832.5	1682				Average	
		88	1192	559528.7	3631050.5	1676				Average	
		89	1193	559419.8	3631253.5	1670				Average	
		90	1194	559441.8	3631377.2	1676				Average	
		91	1195	559434.3	3631514.5	1682				Average	

HDR Computation

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Name	Width	Name	No.	Coordinates (pavement)			Flow Control			Segment	
				X	Y	Z	Control Device	Speed Constraint	Percent Vehicles Affected	Pmnt Type	On Struct?
	m			m	m	m/h					
		92	1196	559702.9	3631689	1689				Average	
		93	1197	559869.8	3631746.8	1695				Average	
		94	1198	559913.4	3631870.5	1701				Average	
		95	1199	559906.1	3632030.2	1719				Average	
		96	1200	559935.2	3632131.8	1719				Average	
		97	1201	559964.2	3632226.2	1719				Average	
		98	1202	559942.4	3632291.5	1719				Average	
		99	1203	559920.7	3632436.8	1695				Average	
		100	1204	559927.9	3632487.5	1695				Average	
		101	1205	559898.9	3632531	1689				Average	
		102	1206	559913.4	3632603.8	1689				Average	
		103	1207	559877.1	3632693.5	1682				Average	
		104	1208	559782.7	3632857.8	1695				Average	
		105	1209	559782.7	3632988.5	1695				Average	
		106	1210	559826.3	3633191.5	1689				Average	
		107	1211	559790	3633271.5	1682				Average	
		108	1212	559855.3	3633358.8	1676				Average	
		109	1213	559869.8	3633402.2	1682				Average	
		110	1214	559855.3	3633467.5	1682				Average	
		111	1215	559877.1	3633518.2	1676				Average	
		112	1216	559884.4	3633591	1670				Average	
		113	1217	559862.6	3633707	1676				Average	
		114	1218	559869.8	3633939.5	1676					

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