



LSC TRANSPORTATION CONSULTANTS, INC.
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Website: <http://www.lsctrans.com>

February 2, 2021

Mr. Jim Morley
Morley-Bentley Investments, LLC
20 Boulder Crescent, 1st Floor
Colorado Springs, CO 80903

RE: Sterling Ranch Filing No. 2 and
Sterling Ranch Phase 2
Noise Impact Study
El Paso County, Colorado
LSC #184661

Dear Mr. Morley:

In response to your request, LSC Transportation Consultants, Inc. has completed a detailed analysis of the noise impacts of Marksheffel Road and Vollmer Road on the currently-proposed Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 residential developments within the Sterling Ranch Master Plan area. The currently-proposed developments are located northeast of the future intersection of Marksheffel Road and Vollmer Road in El Paso County, Colorado. LSC has completed an evaluation of the noise exposure for submittal to El Paso County in accordance with the Federal Highway Administration (FHWA) requirements.

LSC used the software program Traffic Noise Model Version 2.5, developed by FHWA, to predict the noise levels at key locations on the south side of Sterling Ranch Phase 2 adjacent to Marksheffel Road and on the west side of Sterling Ranch Filing No. 2 adjacent to Vollmer Road. An elevation of five feet was assumed for the height of each receiver. The receiver locations are shown in Figure 1.

The input data for the noise predictions included traffic volumes, roadway geometry, topographic elevations, and the locations of the receivers. The analysis was completed using the projected 2040 afternoon peak-hour traffic volumes taken from the *Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 updated Traffic Impact Analysis* by LSC dated February 2, 2021. The noise analysis inputs and outputs are attached.

The results of the noise prediction show that in the year 2040, all locations have predicted noise levels that would not exceed 67 decibels Leq. Based on the criteria contained in the El Paso

County Engineering Criteria Manual, no noise mitigation would be needed. The noise analysis inputs and outputs are attached.

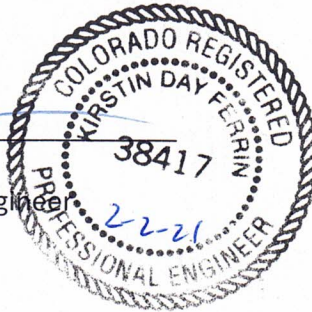
* * * * *

Please contact me if you have any questions or need further assistance.

Respectfully submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

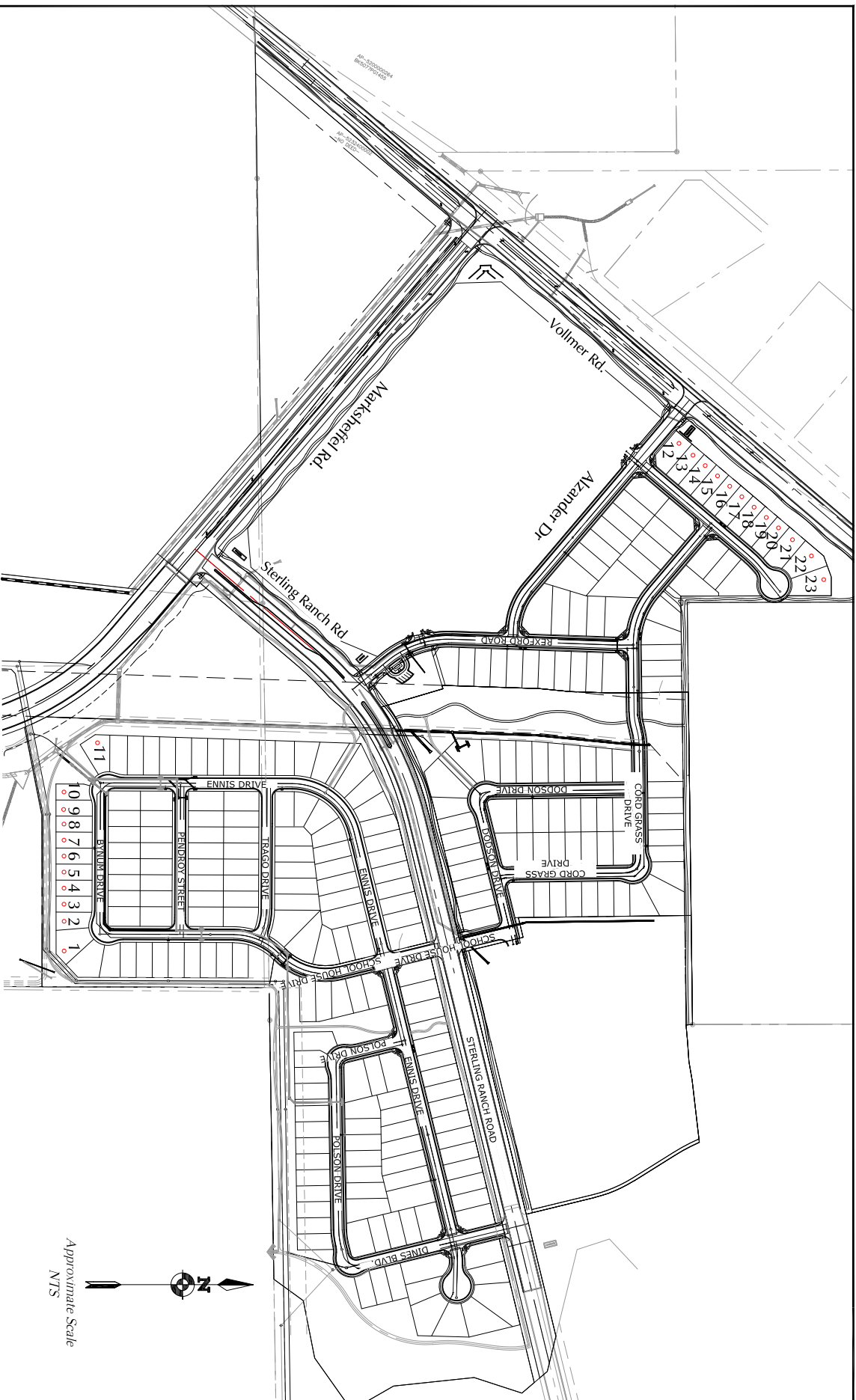

By: Kirstin D. Ferrin, P.E.
Senior Transportation Engineer



KDF:jas

Enclosures: Figure 1
Noise Analysis Inputs/Outputs

Figure 1



LEGEND:
 ○ = Receiver Locations

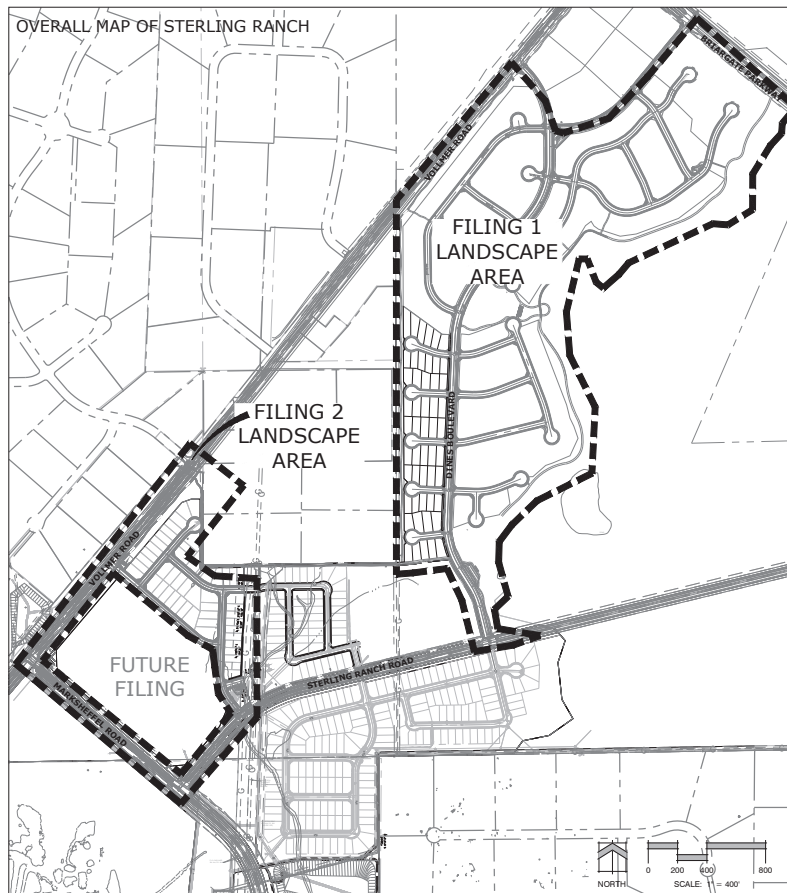
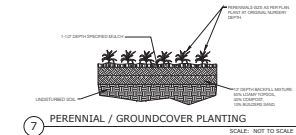
Noise Analysis Data

Figure 1

Sterling Ranch Filing No. 2 and Sterling Ranch Phase 2 Noise Analysis (LSC #184661)

NES Sterling Ranch - Fence Exhibit

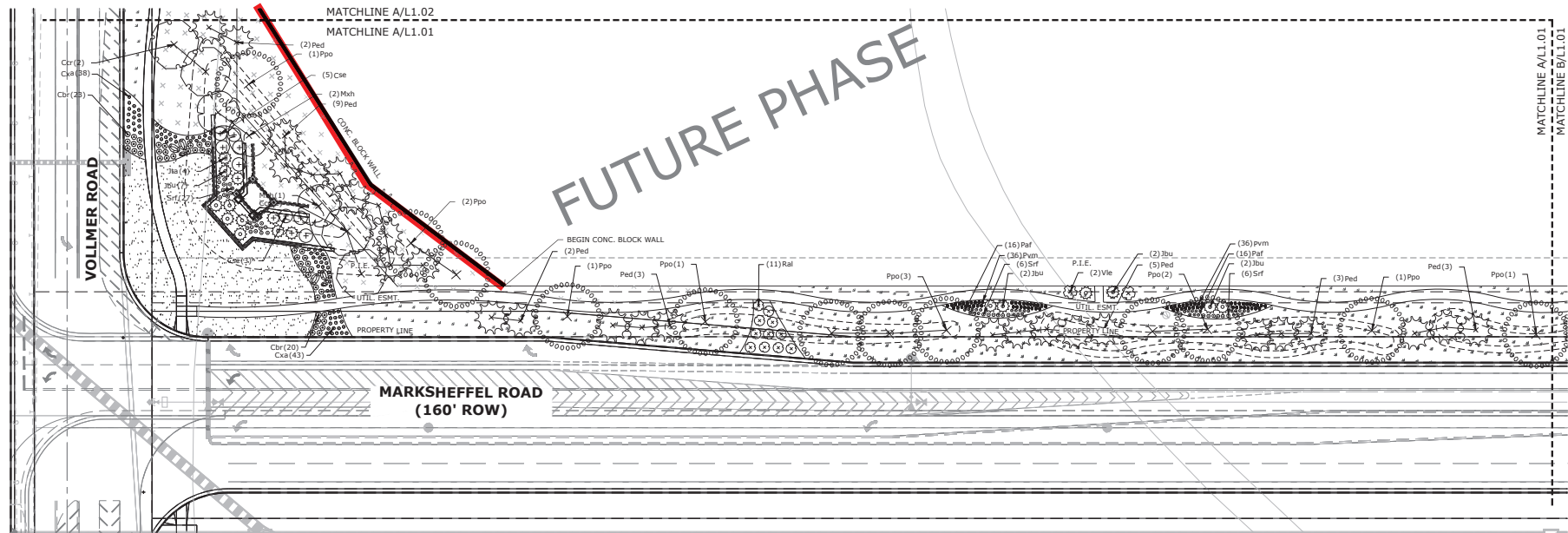




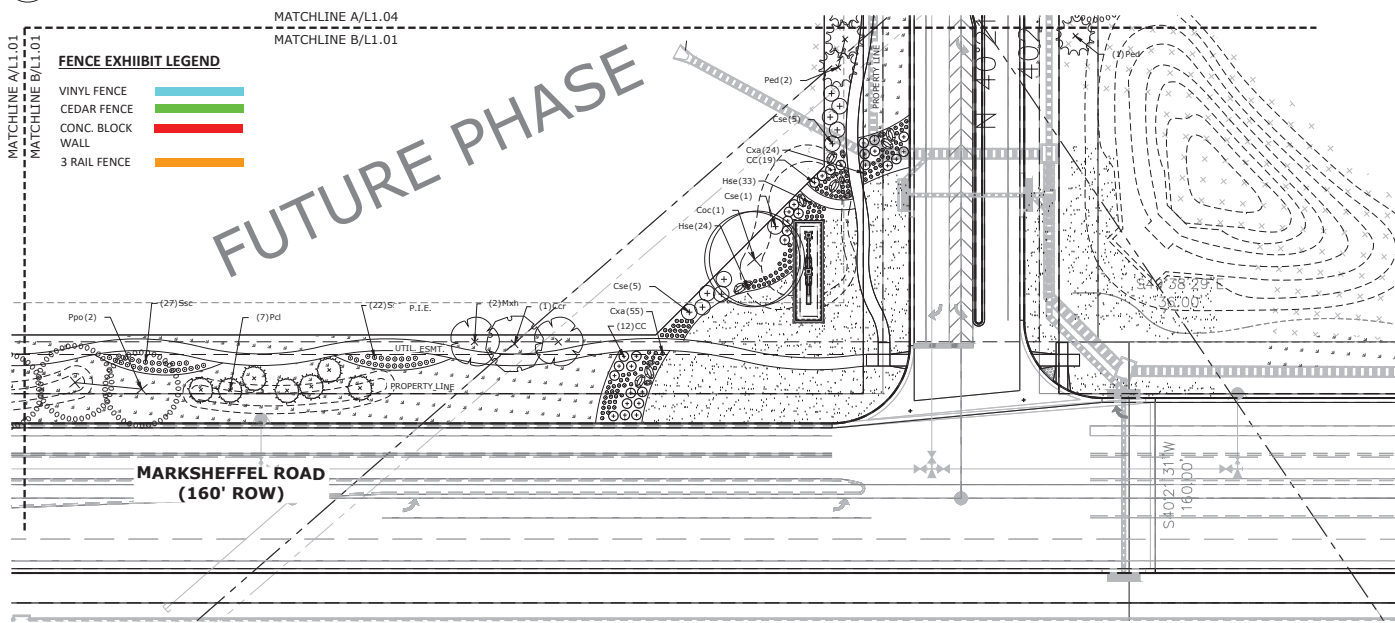
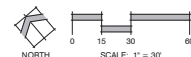
L1.00

L1.00

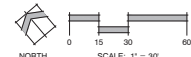
1 OF 15



A VOLLMER AND MARKSHEFFEL ROAD
L1.01 PLAN



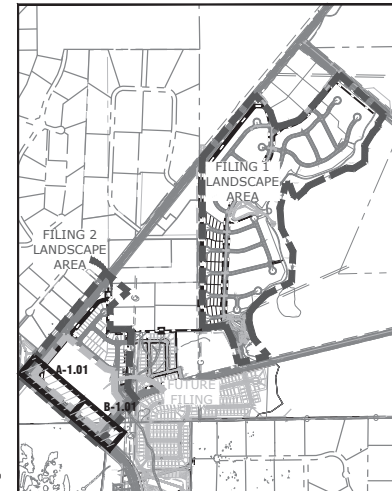
B MARKSHEFFEL AND STERLING RANCH ROAD
L1.01 PLAN



LANDSCAPE LEGEND

	TALL NATIVE GRASS UPLAND NATIVE SEED MIX		CEDAR WOOD MULCH PLANT BED
	LOW ALTERNATIVE TURF GRASS LOW-GROW NATIVE SEED MIX		ROCK MULCH
	TALL FESCUE SOD		COBBLE

SHEET KEY



Land Planning
Landscape
Architecture
Urban Design



N.E.S. Inc.
619 N. Cascade Avenue, Suite
200
Colorado Springs, CO 80903
Tel. 719.471.0073
Fax 719.471.0267
www.nescolorado.com

STERLING RANCH

STREETSCAPE LANDSCAPING

DATE: 12-01-15
PROJECT HDR: JRM/ERO
PREPARED BY: S.FLYNN/SWIFT

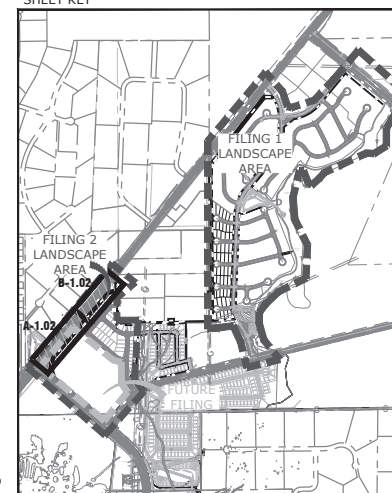
90% CONSTRUCTION DOCUMENTS

DATE	BY	DESCRIPTION
9-21-16	JRM	COUNTY COMMENT
2-14-16	JRM	WPL BD SET
6-11-16	MS	PL 1 UPDATES
01-08-2020	BN	PHASE 1 FENCE UPDATES

LANDSCAPE PLAN

L 1.01
2 OF 15

P:\Projects\Sterling Ranch Phase 1\02-landscape\A-L1.01\A-L1.01.dwg 12/01/15 11:02:25 AM JRM

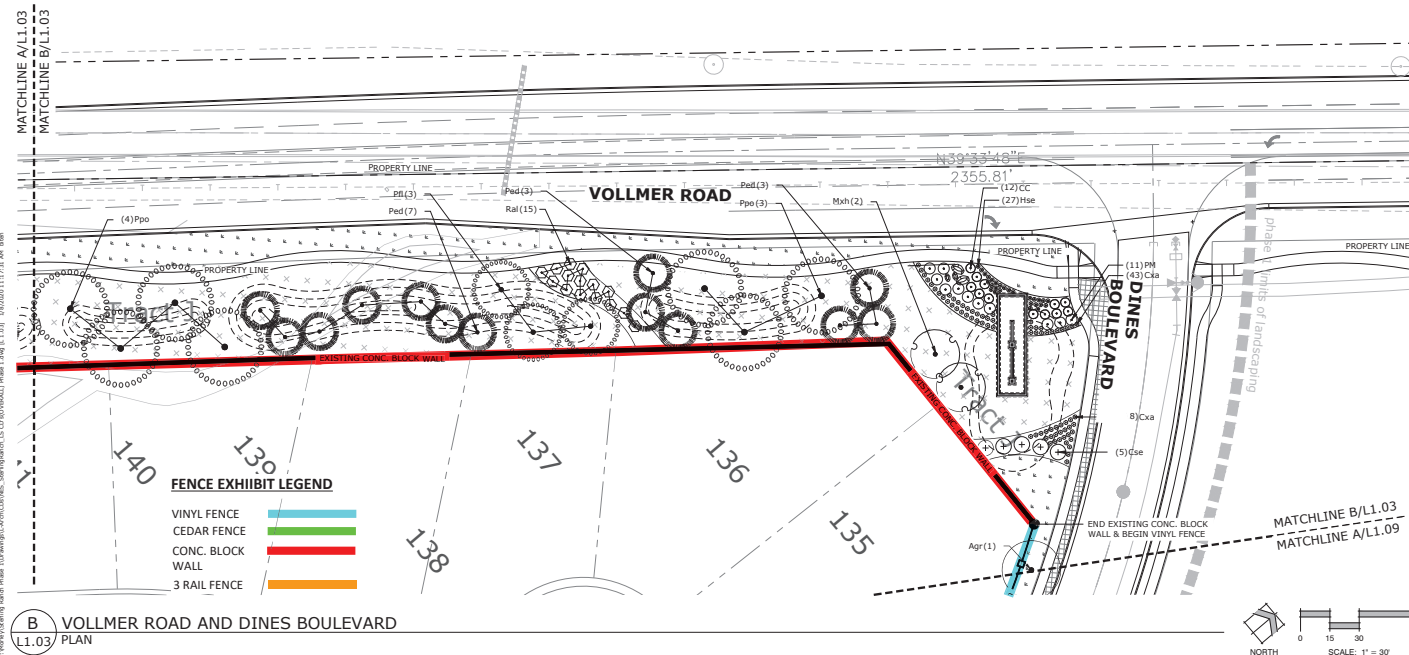
STREETSCAPE
LANDSCAPING

90%
CONSTRUCTION
DOCUMENTS

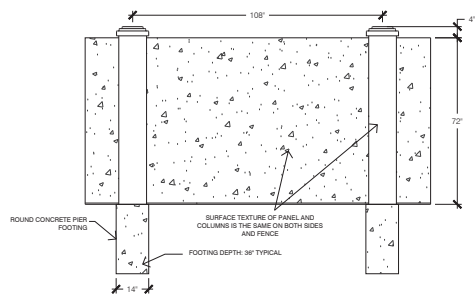
DATE:	BY:	DESCRIPTION:
9.21.16	JAR	COUNTY COMMENT
2.14.16	JAR	90% BID SET
6.11.18	MS	PL 1 UPDATES
01.08.2020	SI	PHASE 1 FENCE UPDATES

LANDSCAPE PLAN

L 1.02
3 OF 15

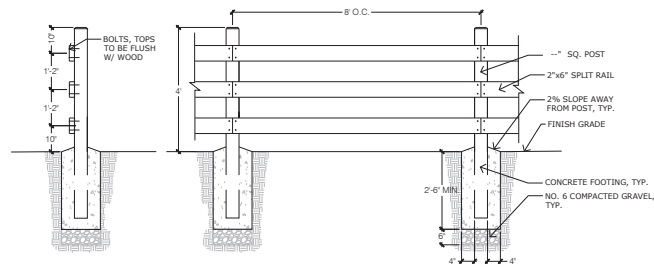


L 1.03



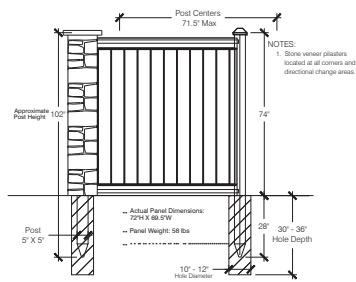
1 6' CONCRETE BLOCK WALL

SCALE: NOT TO SCALE



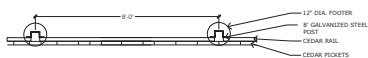
9 4' HT. 3-RAIL WOOD FENCE

SCALE: NOT TO SCALE



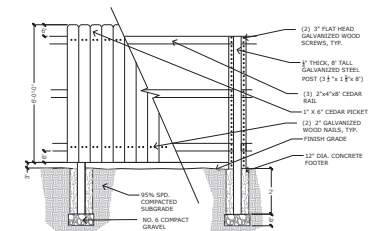
2 VINYL FENCE

SCALE: NOT TO SCALE



3 6' CEDAR OPAQUE FENCE WITH STEEL POSTS

SCALE: NOT TO SCALE



Land Planning
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NES

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Fax 719.471.0267
www.nescolorado.com

**STERLING
RANCH**

**STREETSCAPE
LANDSCAPING**

DATE: 12-01-15
PROJECT MGR: J. BERNARD
REVIEWED BY: S. FLYNN/SWIFT

**90%
CONSTRUCTION
DOCUMENTS**

DATE	BY	DESCRIPTION
9-21-16	JAR	COUNTY COMMENT
2-14-16	JAR	90% SD SET
6-11-16	MS	PL 1 UPDATES
01-06-2020	BS	PHASE 1 FENCE UPDATES

**LANDSCAPE
DETAILS**

L 2.00
15 OF 15

Noise Analysis Inputs/Outputs

RESULTS: SOUND LEVELS

Sterling Ranch Fil No. 2 & Phase 2

LSC Transportation Consultants, Inc													
KDF													
RESULTS: SOUND LEVELS													
PROJECT/CONTRACT:	Sterling Ranch Fil No. 2 & Phase 2												
RUN:	2040 PM Peak Hour												
BARRIER DESIGN:	INPUT HEIGHTS												
								Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.					
ATMOSPHERICS:	68 deg F, 50% RH												
Receiver													
Name	No.	#DUs	Existing	No Barrier				With Barrier					
			LAeq1h	LAeq1h		Increase over	existing	Type	Calculated	Noise Reduction			
				Calculated	Crit'n	Calculated	Crit'n	Impact	LAeq1h	Calculated	Goal	Calculated	
							Sub'l Inc					minus	
												Goal	
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB	
Receiver1	1	1	0.0	47.5	67	47.5	10	----	47.5	0.0	8	-8.0	
Receiver2	2	1	0.0	48.9	67	48.9	10	----	48.9	0.0	8	-8.0	
Receiver3	3	1	0.0	49.9	67	49.9	10	----	49.9	0.0	8	-8.0	
Receiver4	4	1	0.0	50.7	67	50.7	10	----	50.7	0.0	8	-8.0	
Receiver5	5	1	0.0	51.7	67	51.7	10	----	51.7	0.0	8	-8.0	
Receiver6	6	1	0.0	52.8	67	52.8	10	----	52.8	0.0	8	-8.0	
Receiver7	7	1	0.0	53.8	67	53.8	10	----	53.8	0.0	8	-8.0	
Receiver8	8	1	0.0	54.8	67	54.8	10	----	54.8	0.0	8	-8.0	
Receiver9	9	1	0.0	55.8	67	55.8	10	----	55.8	0.0	8	-8.0	
Receiver10	10	1	0.0	57.0	67	57.0	10	----	57.0	0.0	8	-8.0	
Receiver11	11	1	0.0	60.9	67	60.9	10	----	60.9	0.0	8	-8.0	
Receiver12	12	1	0.0	61.7	67	61.7	10	----	61.7	0.0	8	-8.0	
Receiver13	13	1	0.0	61.7	67	61.7	10	----	61.7	0.0	8	-8.0	
Receiver14	14	1	0.0	64.3	67	64.3	10	----	64.3	0.0	8	-8.0	
Receiver15	15	1	0.0	64.6	67	64.6	10	----	64.6	0.0	8	-8.0	
Receiver16	16	1	0.0	64.6	67	64.6	10	----	64.6	0.0	8	-8.0	
Receiver17	17	1	0.0	64.6	67	64.6	10	----	64.6	0.0	8	-8.0	
Receiver18	18	1	0.0	64.6	67	64.6	10	----	64.6	0.0	8	-8.0	
Receiver19	19	1	0.0	64.7	67	64.7	10	----	64.7	0.0	8	-8.0	
Receiver20	20	1	0.0	64.7	67	64.7	10	----	64.7	0.0	8	-8.0	
Receiver21	21	1	0.0	64.6	67	64.6	10	----	64.6	0.0	8	-8.0	
Receiver22	22	1	0.0	64.5	67	64.5	10	----	64.5	0.0	8	-8.0	
Receiver23	24	1	0.0	61.8	66	61.8	10	----	61.8	0.0	8	-8.0	

INPUT: TRAFFIC FOR LAeq1h Volumes
Sterling Ranch Fil No. 2 & Phase 2

LSC Transportation Consultants, Inc												
KDF												
INPUT: TRAFFIC FOR LAeq1h Volumes												
PROJECT/CONTRACT:	Sterling Ranch Fil No. 2 & Phase 2											
RUN:	2040 PM Peak Hour											
Roadway	Points											
Name	Name	No.	Segment		MTrucks		HTrucks		Buses		Motorcycles	
			Autos									
			V	S	V	S	V	S	V	S	V	S
			veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
NW Marksheffel S/O Sterling Ranch	point1	1	1371	45	28	45	14	45	0	0	0	0
	point3	3	1371	45	28	45	14	45	0	0	0	0
	point4	4	1371	45	28	45	14	45	0	0	0	0
	point5	5	1371	45	28	45	14	45	0	0	0	0
	point6	6	1371	45	28	45	14	45	0	0	0	0
	point7	7	1371	45	28	45	14	45	0	0	0	0
	point8	8	1371	45	28	45	14	45	0	0	0	0
	point9	9	1371	45	28	45	14	45	0	0	0	0
	point10	10	1371	45	28	45	14	45	0	0	0	0
	point11	11	1371	45	28	45	14	45	0	0	0	0
	point12	12	1371	45	28	45	14	45	0	0	0	0
	point2	2										
NW Marksheffel W/O Sterling Ranch	point13	13	1103	45	23	45	11	45	0	0	0	0
	point15	15	1103	45	23	45	11	45	0	0	0	0
	point16	16	1103	45	23	45	11	45	0	0	0	0
	point17	17	1103	45	23	45	11	45	0	0	0	0
	point18	18	1103	45	23	45	11	45	0	0	0	0
	point19	19	1103	45	23	45	11	45	0	0	0	0
	point20	20	1103	45	23	45	11	45	0	0	0	0
	point21	21	1103	45	23	45	11	45	0	0	0	0
	point22	22	1103	45	23	45	11	45	0	0	0	0
	point23	23	1103	45	23	45	11	45	0	0	0	0
	point24	24	1103	45	23	45	11	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes
Sterling Ranch Fil No. 2 & Phase 2

	point14	14										
SE Marksheffel W/O Sterling Ranch	point25	25	1195	45	25	45	12	45	0	0	0	0
	point27	27	1195	45	25	45	12	45	0	0	0	0
	point28	28	1195	45	25	45	12	45	0	0	0	0
	point29	29	1195	45	25	45	12	45	0	0	0	0
	point30	30	1195	45	25	45	12	45	0	0	0	0
	point31	31	1195	45	25	45	12	45	0	0	0	0
	point32	32	1195	45	25	45	12	45	0	0	0	0
	point33	33	1195	45	25	45	12	45	0	0	0	0
	point34	34	1195	45	25	45	12	45	0	0	0	0
	point35	35	1195	45	25	45	12	45	0	0	0	0
	point36	36	1195	45	25	45	12	45	0	0	0	0
	point26	26										
SE Marksheffel S/O Sterling Ranch	point37	37	1217	45	25	45	13	45	0	0	0	0
	point39	39	1217	45	25	45	13	45	0	0	0	0
	point40	40	1217	45	25	45	13	45	0	0	0	0
	point41	41	1217	45	25	45	13	45	0	0	0	0
	point42	42	1217	45	25	45	13	45	0	0	0	0
	point43	43	1217	45	25	45	13	45	0	0	0	0
	point44	44	1217	45	25	45	13	45	0	0	0	0
	point45	45	1217	45	25	45	13	45	0	0	0	0
	point46	46	1217	45	25	45	13	45	0	0	0	0
	point47	47	1217	45	25	45	13	45	0	0	0	0
	point48	48	1217	45	25	45	13	45	0	0	0	0
	point38	38										
NB Vollmer S/O Alzada	point49	49	1044	45	22	45	11	45	0	0	0	0
	point51	51	1044	45	22	45	11	45	0	0	0	0
	point52	52	1044	45	22	45	11	45	0	0	0	0
	point53	53	1044	45	22	45	11	45	0	0	0	0
	point54	54	1044	45	22	45	11	45	0	0	0	0
	point55	55	1044	45	22	45	11	45	0	0	0	0
	point56	56	1044	45	22	45	11	45	0	0	0	0
	point57	57	1044	45	22	45	11	45	0	0	0	0
	point50	50										
NB Vollmer N/O Alzada	point58	58	1029	45	21	45	11	45	0	0	0	0
	point60	60	1029	45	21	45	11	45	0	0	0	0

INPUT: TRAFFIC FOR LAeq1h Volumes
Sterling Ranch Fil No. 2 & Phase 2

	point61	61	1029	45	21	45	11	45	0	0	0	0
	point62	62	1029	45	21	45	11	45	0	0	0	0
	point63	63	1029	45	21	45	11	45	0	0	0	0
	point64	64	1029	45	21	45	11	45	0	0	0	0
	point65	65	1029	45	21	45	11	45	0	0	0	0
	point66	66	1029	45	21	45	11	45	0	0	0	0
	point59	59										
SB Vollmer N/O Alzada	point67	67	742	45	15	45	8	45	0	0	0	0
	point69	69	742	45	15	45	8	45	0	0	0	0
	point70	70	742	45	15	45	8	45	0	0	0	0
	point71	71	742	45	15	45	8	45	0	0	0	0
	point72	72	742	45	15	45	8	45	0	0	0	0
	point73	73	742	45	0	45	8	45	0	0	0	0
	point74	74	742	45	15	45	8	45	0	0	0	0
	point75	75										
SB Vollmer N/O Marksheffel	point76	76	742	45	15	45	8	45	0	0	0	0
	point78	78	742	45	15	45	8	45	0	0	0	0
	point79	79	742	45	15	45	8	45	0	0	0	0
	point80	80	742	45	15	45	8	45	0	0	0	0
	point81	81	742	45	15	45	8	45	0	0	0	0
	point82	82	742	45	15	45	8	45	0	0	0	0
	point83	83	742	45	15	45	8	45	0	0	0	0
	point84	84	742	45	15	45	8	45	0	0	0	0
	point85	85	742	45	15	45	8	45	0	0	0	0
	point77	77										

INPUT: ROADWAYS
Sterling Ranch Fil No. 2 & Phase 2

LSC Transportation Consultants, Inc											
KDF											

15 September 2020
TNM 2.5
INPUT: ROADWAYS
PROJECT/CONTRACT:
Sterling Ranch Fil No. 2 & Phase 2
RUN:
2040 PM Peak Hour

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

Roadway		Points									
Name	Width	Name	No.	Coordinates	(pavement)		Flow Control			Segment	
				X	Y	Z	Control	Speed	Percent	Pvmt	On
							Device	Constraint	Vehicles	Type	Struct?
									Affected		
	ft			ft	ft	ft		mph	%		
NW Marksheffel S/O Sterling Ranch	24.0	point1	1	234,276.4	408,988.8	6,966.00				Average	
		point3	3	234,271.4	409,077.0	6,968.00				Average	
		point4	4	234,256.5	409,168.8	6,970.00				Average	
		point5	5	234,234.7	409,250.1	6,972.00				Average	
		point6	6	234,199.8	409,340.9	6,974.00				Average	
		point7	7	234,160.8	409,417.3	6,976.00				Average	
		point8	8	234,127.7	409,470.6	6,978.00				Average	
		point9	9	234,091.3	409,520.6	6,980.00				Average	
		point10	10	234,051.4	409,568.0	6,982.00				Average	
		point11	11	234,013.1	409,607.7	6,984.00				Average	
		point12	12	233,940.0	409,672.5	6,986.00				Average	
		point2	2	233,796.7	409,794.3	6,988.00					
NW Marksheffel W/O Sterling Ranch	24.0	point13	13	233,792.2	409,798.1	6,988.00	Signal	0.00	50	Average	
		point15	15	233,640.6	409,926.9	6,990.00				Average	
		point16	16	233,579.7	409,978.7	6,992.00				Average	
		point17	17	233,510.2	410,037.7	6,992.00				Average	
		point18	18	233,490.2	410,054.7	6,994.00				Average	
		point19	19	233,465.3	410,075.9	6,996.00				Average	
		point20	20	233,443.1	410,094.8	6,998.00				Average	
		point21	21	233,414.2	410,119.3	7,000.00				Average	
		point22	22	233,236.0	410,270.8	7,002.00				Average	
		point23	23	233,163.3	410,332.6	7,004.00				Average	
		point24	24	232,806.6	410,635.7	7,006.00				Average	
		point14	14	232,737.9	410,694.1	7,008.00					
SE Marksheffel W/O Sterling Ranch	24.0	point25	25	232,686.3	410,682.8	7,008.00	Signal	0.00	50	Average	

INPUT: ROADWAYS
Sterling Ranch Fil No. 2 & Phase 2

		point27	27	232,748.1	410,630.3	7,006.00				Average	
		point28	28	232,938.3	410,468.7	7,004.00				Average	
		point29	29	233,180.1	410,263.1	7,002.00				Average	
		point30	30	233,389.0	410,085.6	7,000.00				Average	
		point31	31	233,413.8	410,064.6	6,998.00				Average	
		point32	32	233,437.9	410,044.1	6,996.00				Average	
		point33	33	233,459.7	410,025.6	6,994.00				Average	
		point34	34	233,498.3	409,992.8	6,992.00				Average	
		point35	35	233,546.2	409,952.0	6,992.00				Average	
		point36	36	233,575.9	409,926.8	6,990.00				Average	
		point26	26	233,664.5	409,851.5	6,988.00					
SE Marksheffel S/O Sterling Ranch	24.0	point37	37	233,667.9	409,848.6	6,988.00	Signal	0.00	50	Average	
		point39	39	233,894.2	409,656.3	6,986.00				Average	
		point40	40	233,970.7	409,590.1	6,984.00				Average	
		point41	41	234,029.5	409,529.5	6,982.00				Average	
		point42	42	234,064.4	409,486.7	6,980.00				Average	
		point43	43	234,092.8	409,447.1	6,978.00				Average	
		point44	44	234,127.1	409,391.7	6,976.00				Average	
		point45	45	234,159.3	409,328.6	6,974.00				Average	
		point46	46	234,189.5	409,252.8	6,972.00				Average	
		point47	47	234,213.7	409,167.8	6,970.00				Average	
		point48	48	234,228.0	409,086.6	6,968.00				Average	
		point38	38	234,234.4	408,989.7	6,966.00					
NB Vollmer S/O Alzada	24.0	point49	49	232,669.2	410,732.6	7,018.00	Signal	0.00	50	Average	
		point51	51	232,739.5	410,815.3	7,020.00				Average	
		point52	52	232,783.7	410,867.3	7,022.00				Average	
		point53	53	232,830.5	410,922.4	7,024.00				Average	
		point54	54	232,928.1	411,037.3	7,026.00				Average	
		point55	55	233,011.0	411,134.8	7,028.00				Average	
		point56	56	233,046.8	411,176.9	7,030.00				Average	
		point57	57	233,084.7	411,221.5	7,032.00				Average	
		point50	50	233,229.8	411,392.5	7,034.00					
NB Vollmer N/O Alzada	24.0	point58	58	233,233.3	411,396.4	7,034.00				Average	
		point60	60	233,310.4	411,487.1	7,036.00				Average	
		point61	61	233,414.4	411,609.5	7,038.00				Average	
		point62	62	233,488.8	411,697.1	7,040.00				Average	
		point63	63	233,537.3	411,754.1	7,042.00				Average	
		point64	64	233,716.4	411,965.1	7,044.00				Average	
		point65	65	233,846.0	412,122.6	7,046.00				Average	

INPUT: ROADWAYS**Sterling Ranch Fil No. 2 & Phase 2**

		point66	66	233,937.9	412,238.9	7,048.00				Average	
		point59	59	234,012.5	412,331.5	7,050.00					
SB Vollmer N/O Alzada	24.0	point67	67	233,934.6	412,294.7	7,050.00				Average	
		point69	69	233,893.0	412,243.0	7,048.00				Average	
		point70	70	233,813.3	412,142.5	7,046.00				Average	
		point71	71	233,571.4	411,852.2	7,044.00				Average	
		point72	72	233,492.1	411,759.6	7,042.00				Average	
		point73	73	233,423.2	411,678.6	7,040.00				Average	
		point74	74	233,348.7	411,590.9	7,038.00				Average	
		point75	75	233,201.6	411,417.8	7,036.00					
SB Vollmer N/O Marksheffel	24.0	point76	76	233,198.6	411,414.2	7,036.00				Average	
		point78	78	233,130.2	411,333.9	7,034.00				Average	
		point79	79	233,056.3	411,246.8	7,032.00				Average	
		point80	80	233,005.4	411,186.9	7,030.00				Average	
		point81	81	232,968.0	411,142.9	7,028.00				Average	
		point82	82	232,909.5	411,074.1	7,026.00				Average	
		point83	83	232,819.2	410,967.8	7,024.00				Average	
		point84	84	232,769.8	410,909.7	7,022.00				Average	
		point85	85	232,724.9	410,856.8	7,020.00				Average	
		point77	77	232,638.6	410,755.3	7,018.00					

INPUT: RECEIVERS

Sterling Ranch Fil No. 2 & Phase 2

LSC Transportation Consultants, Inc KDF						16 September 2020 TNM 2.5					
INPUT: RECEIVERS											
PROJECT/CONTRACT:	Sterling Ranch Fil No. 2 & Phase 2										
RUN:	2040 PM Peak Hour										
Receiver											
Name	No.	#DUs	Coordinates (ground)			Height	Input Sound Levels and Criteria				Active
			X	Y	Z	above	Existing	Impact Criteria		NR	in
						Ground	LAeq1h	LAeq1h	Sub'l	Goal	Calc.
			ft	ft	ft	ft	dBA	dBA	dB	dB	
Receiver1	1	1	234,937.7	409,454.8	6,983.00	4.92	0.00	67	10.0	8.0	Y
Receiver2	2	1	234,845.1	409,454.7	6,982.00	4.92	0.00	67	10.0	8.0	Y
Receiver3	3	1	234,791.5	409,454.7	6,981.00	4.92	0.00	67	10.0	8.0	Y
Receiver4	4	1	234,741.5	409,454.6	6,980.00	4.92	0.00	67	10.0	8.0	Y
Receiver5	5	1	234,691.5	409,454.6	6,979.00	4.92	0.00	67	10.0	8.0	Y
Receiver6	6	1	234,641.5	409,454.6	6,977.50	4.92	0.00	67	10.0	8.0	Y
Receiver7	7	1	234,591.5	409,454.6	6,977.00	4.92	0.00	67	10.0	8.0	Y
Receiver8	8	1	234,541.5	409,454.6	6,976.00	4.92	0.00	67	10.0	8.0	Y
Receiver9	9	1	234,496.1	409,453.3	6,974.00	4.92	0.00	67	10.0	8.0	Y
Receiver10	10	1	234,441.5	409,454.5	6,975.50	4.92	0.00	67	10.0	8.0	Y
Receiver11	11	1	234,287.8	409,559.1	6,979.50	4.92	0.00	67	10.0	8.0	Y
Receiver12	12	1	233,353.1	411,374.0	7,025.50	4.92	0.00	67	10.0	8.0	Y
Receiver13	13	1	233,390.3	411,417.9	7,026.50	4.92	0.00	67	10.0	8.0	Y
Receiver14	14	1	233,422.7	411,456.0	7,032.00	4.92	0.00	67	10.0	8.0	Y
Receiver15	15	1	233,454.6	411,494.4	7,035.00	4.92	0.00	67	10.0	8.0	Y
Receiver16	16	1	233,487.0	411,532.5	7,036.00	4.92	0.00	67	10.0	8.0	Y
Receiver17	17	1	233,519.8	411,570.2	7,037.00	4.92	0.00	67	10.0	8.0	Y
Receiver18	18	1	233,552.2	411,608.4	7,038.50	4.92	0.00	67	10.0	8.0	Y
Receiver19	19	1	233,584.6	411,646.5	7,040.00	4.92	0.00	67	10.0	8.0	Y
Receiver20	20	1	233,617.0	411,684.6	7,040.50	4.92	0.00	67	10.0	8.0	Y
Receiver21	21	1	233,654.2	411,728.4	7,040.00	4.92	0.00	67	10.0	8.0	Y
Receiver22	22	1	233,704.6	411,787.3	7,040.50	4.92	0.00	67	10.0	8.0	Y

INPUT: RECEIVERS

Sterling Ranch Fil No. 2 & Phase 2

Receiver23	24	1	233,778.5	411,825.9	7,040.00	4.92	0.00	66	10.0	8.0	Y
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