APPENDIX C

Noise Technical Report

Noise Technical Report for the Robinson Ranch Planned Development

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1.0 Introduction

This report assesses potential noise and vibration impacts associated with the implementation of the Robinson Ranch Planned Development. It describes the existing noise environment, regulatory requirements, results of sound-level measurements, and provides an assessment of the potential noise and vibration impacts of implementation of the Robinson Ranch Planned Development. The changes in estimated noise levels due to the development are compared to applicable guidelines contained in local and state planning documents to determine significance. Potential project-related noise impacts from vehicular traffic, stationary noise sources, and construction activity are discussed. This report also provides a general discussion of the potential impacts from groundborne vibration.

2.0 Project Description

The proposed Robinson Ranch Planned Development within the city of Yucaipa (City) would provide new housing, including affordable housing components, commercial and business park facilities, and natural and improved open space.

The project area covers 522 acres in the southwest portion of the city and will consist of 4,159 multiple and single-family dwelling units, 1,213,017 square feet of new commercial space, 369,992 square feet of business park uses, and 49 acres of open space divided among three planning areas. These three planning areas are Robinson Ranch North, West Oak Center, and Wildwood Ranch. The project area location and vicinity are shown in Figure 1.

Robinson Ranch North Planning Area

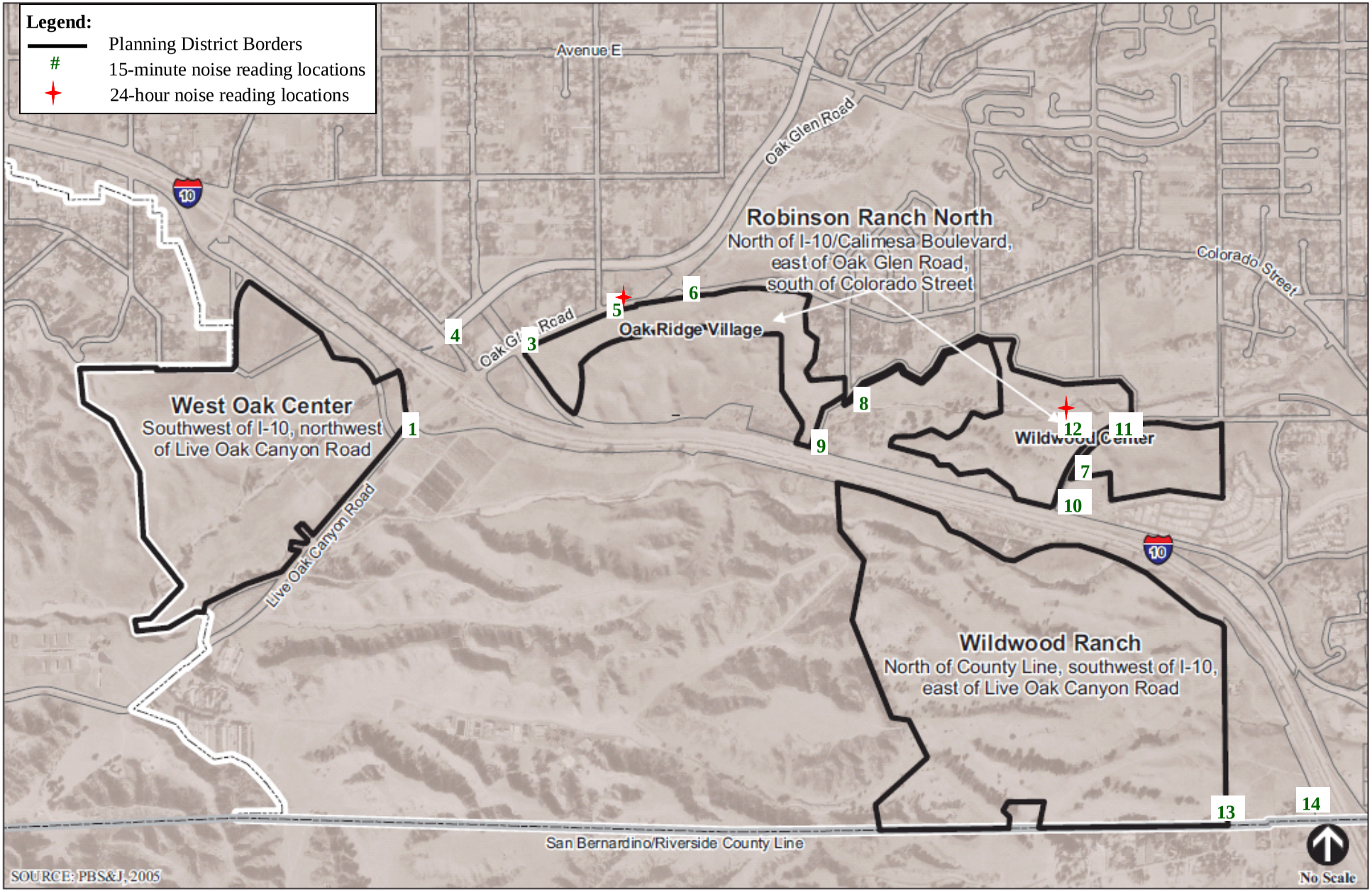
Located generally north of the I-10, east of Oak Glen Road, and south of Colorado Street, the Robinson Ranch North Planning Area will consist of 104 acres of development divided between the Oak Ridge Village and the Wildwood Center subareas.

Oak Ridge Village

Oak Ridge Village is the westerly portion of the Robinson Ranch North Planning Area. This subarea will be comprised of approximately 39 acres bounded by the I-10 and Calimesa Boulevard to the south, Oak Glen Road on the northwest and north, and the Wildwood Center subarea to the east. Oak Ridge Village will consist of 367 residential units, 20,000 square feet of commercial buildings, and 14.1 acres of open space.

Wildwood Center

The easterly portion of the Robinson Ranch North Planning Area is the Wildwood Center subarea bounded by the I-10 and Calimesa Boulevard to the south, Colorado Street and Cienega Road to the North, and Oak Ridge Village subarea to the west. The Wildwood Center subarea will consist of 65 acres containing 702 residential units and approximately 26 acres of open space.



VICINITY MAP

FIGURE 1

West Oak Center Planning Area

The West Oak Center Planning Area is located south of the I-10, west of Live Oak Canyon Road, north of the Yucaipa city limits, and east of 16th Street and the Yucaipa city limits. This planning area will involve 150 acres developed with 810 residential units, 603,010 square feet of commercial space, 369,992 square feet of business park use, and 37.5 acres of open space.

Wildwood Ranch Planning Area

Located south of the I-10 and north of County Line Road, development in this planning area will consist of 2,280 residential units, 590,007 square feet of commercial space, and approximately 90 acres of open space on 268 acres.

3.0 Noise Background

Fundamentals of Environmental Noise

The human response to environmental noise is subjective and varies considerably from individual to individual. The effects of noise can range from interference with sleep, concentration, and communication, to hearing loss with exposure at the highest levels.

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). At undesirable levels, pitch is generally an annoyance, while loudness can affect the ability to hear. The frequency of a sound is the number of individual sound waves striking our ears per unit of time, quantified in cycles per second, or Hertz (Hz). The sensation of a frequency is commonly referred to as the pitch of a sound. A high pitch sound corresponds to a high frequency sound wave and a low pitch sound corresponds to a low frequency sound wave. Loudness is a function of the amount of energy in a sound wave. This energy is, in turn, a function of sound pressure. The human ear is tuned to receive sound that is within a specific intensity range. Sound below that range is inaudible, while sound above that range can become painful and damaging to the ear.

The standard unit of measuring sound is the decibel. Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The decibel scale adjusted for A-weighting (dBA) provides this compensation by organizing frequencies in a manner approximating the sensitivity of the human ear. Over the audible range of pitch, the human ear is less sensitive to low frequencies and very high-pitched sound and is more sensitive to mid-frequency sounds. However, the human ear does not typically notice changes in noise level of less than 3 dBA. Individuals who are extremely sensitive to changes in noise may notice changes from 3 dBA to 5 dBA. A 5 dBA increase is readily noticeable to most individuals and is the typical noise level that would cause a change in community reaction. However, 3 dBA is typically used as the significance threshold for increases in noise level because it is the smallest increase in noise level that may be noticeable to individuals. An increase of 10 dBA would be perceived by people as a doubling of loudness. A doubling of traffic flow on any given roadway would cause a noise increase of approximately 3 dBA.

The decibel level of a sound decreases (or attenuates) exponentially as the distance from the source of that sound increases. For a single point source such as a piece of mechanical equipment, the sound level normally decreases by about 6 dBA for each doubling of distance from the source. Sound that originates from a linear, or "line" source such as a heavily traveled traffic corridor, attenuates by approximately 3 dBA per doubling of distance, provided that the surrounding environment is "hard" (i.e., streets, concrete areas, etc.). Noise from less heavily traveled roadways in "soft" environments (i.e., vegetation) attenuates more rapidly, at about 4.5 dBA for each doubling of distance. Other factors that typically affect sound propagation in an outdoor environment are structural barriers and atmospheric conditions.

Community noise usually consists of a base of steady "ambient" noise that is the sum of many distant and indistinguishable noise sources, plus, superimposed on the distant background noise, the sound from individual local sources. These individual sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major thoroughfare.

A number of noise descriptors are used to analyze the adverse effect of community noise on people. To account for the varying nature of environmental noise, these descriptors consider that the potential effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, the context of the noise occurrence, and the time of day when the noise occurs. Common noise descriptors include the following:

- **Leq:** the equivalent energy noise level, is the average acoustic energy content of noise, measured during a prescribed period, typically one hour. Thus, the Leq of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during the exposure period. Leq values do not include a penalty for noise that might occur at night.
- **Ldn:** the Day-Night Average Sound Level (also abbreviated as DNL), is a 24-hour-average Leq with 10 dBA added to noise occurring during the hours of 10:00 p.m. to 7:00 a.m. to account for the greater nocturnal noise sensitivity of people.
- **CNEL:** the Community Noise Equivalent Level, is also a 24-hour-average Leq with five decibel added to evening noise occurring between 7:00 p.m. and 10:00 p.m., and ten decibel added to nighttime noise occurring between 10:00 p.m. and 7:00 a.m.

Generally, the difference between Ldn and CNEL is less than a 2 dBA, and many jurisdictions consider the two metrics to be essentially equivalent. Other noise descriptors give information on the range of instantaneous noise levels experienced over time. Examples include:

- **Lmax** is the highest energy noise level experienced during a given period, usually a single event such as an aircraft overflight.
- **Lmin** is the lowest energy noise level experienced during a given period during a complete lull in activity.
- **Ln** values (centiles) indicate noise levels that were exceeded "n" percent of the time during a specified period. For instance, L50 is the noise level that was exceeded for a cumulative 50 percent of the time during a measurement period (e.g., 30 cumulative minutes during an hour measurement period).

Community noise environments are typically represented by noise levels measured for brief periods throughout the day and night, or during a 24-hour period. The one-hour period is especially useful for characterizing noise caused by short-term events, such as operation of construction equipment or concert noise (i.e., with Leq). Community noise levels are generally perceived as quiet when the CNEL is below 50 dBA, moderate in the 50 to 60 dBA CNEL range, and loud above 60 dBA CNEL. Along major thoroughfares, roadside noise levels are typically between 65 and 75 dBA CNEL.

The primary effect of noise on human health and welfare due to interference with activity comes from its effect on speech communication (EPA 1971). According to the U.S. Environmental Protection Agency (EPA), the level for the protection of speech communication is a Leq of 45 dBA within a residence to provide for 100 percent speech intelligibility. The EPA, the Department of Housing and Urban Development (HUD), and the Federal Aviation Administration (FAA) have determined that sound levels up to 45 dBA Ldn (or CNEL) are acceptable within residential buildings. The EPA also identified an indoor Ldn of 45 dBA as necessary to protect against sleep disturbance.

Based on national averages, approximately 25 dBA of noise reduction from exterior noise can be expected with the windows closed. However, the actual interior noise level within a residence depends on the sound transmission loss qualities of the construction material and surface area of each element such as walls, windows, and doors. Other factors include the type of construction (brick, stucco, etc.), interior furnishings, orientation of the room relative to the noise source, and the manner in which the residence is ventilated. Assuming a very conservative structural noise insulation of 20 dBA for a typical residence in the Yucaipa area, this corresponds to an outdoor CNEL of 65 dBA to provide for 100 percent speech intelligibility and the minimization of sleep disturbance indoors with the windows closed.

Fundamentals of Environmental Vibration

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Vibration consists of waves transmitted through solid material. There are several types of wave motion in solids, unlike in air, including compressional, shear, torsional, and bending. The solid medium can be excited by forces, moments, or pressure fields. This leads to the terminology of “structure-borne/ground-borne” vibration.

Groundborne vibration propagates from the source through the ground to adjacent buildings by surface waves. Vibration may be comprised of a single pulse, a series of pulses, or a continuous oscillatory motion. The frequency of a vibrating object describes how rapidly it is oscillating, measured in Hertz (Hz). Most environmental vibrations consist of a composite, or “spectrum” of many frequencies, and are generally classified as broadband or random vibrations. The normal frequency range of most groundborne vibration that can be felt generally starts from a low frequency of less than 1 Hz to a high of about 200 Hz.

Vibration energy spreads out as it travels through the ground, causing the vibration amplitude to decrease with distance away from the source. Soil properties also affect the propagation of vibration. When groundborne vibration interacts with a building there is usually a ground-to-foundation coupling loss, but the vibration can also be amplified by the structural resonances of the walls and floors. Vibration in buildings is typically perceived as rattling of windows or items on shelves or the motion of building surfaces. The vibration of building surfaces can also be radiated as sound and heard as a low-frequency rumbling noise, known as groundborne noise.

Ambient and source vibration information for this study are expressed in terms of the peak particle velocity (PPV) in inches per second (in/sec) that correlates best with human perception. The particle velocity is the velocity of the soil particles resulting from a disturbance. Agencies such as California Department of Transportation (Caltrans) use the PPV descriptor because it correlates well with damage or complaints. Caltrans estimates that the threshold of perception is approximately 0.006 in/sec PPV and the level at which continuous vibrations begins to annoy people is approximately 0.010 in/sec PPV.

4.0 Applicable Noise Regulations (Regulatory Framework)

Federal

Federal Aviation Administration (FAA) Standards

Enforced by the Federal Aviation Administration, Title 14, Part 150 prescribes the procedures, standards and methodology governing the development, submission, and review of airport noise exposure maps and airport noise compatibility programs, including the process for evaluating and approving or disapproving those programs. Title 14 also identifies those land uses which are normally compatible with various levels of exposure to noise by individuals. It provides technical assistance to airport operators, in conjunction with other local, state, and federal authorities, to prepare and execute appropriate noise compatibility planning and implementation programs. The FAA establishes a 65 dBA CNEL as the noise standard associated with aircraft noise. This standard is also generally applied to railroad noise [FRA Part 150, Section 150.21].

Federal Highway Administration (FHWA) Standards

Title 23, Part 772 sets procedures for the abatement of highway traffic noise and construction noise. Title 23 is implemented by the Department of Transportation FHWA. The purpose of this regulation is to provide procedures for noise studies and noise abatement measures to help protect the public health and welfare, to supply noise abatement criteria, and to establish requirements for information to be given to local officials for use in the planning and design of highways. All highway projects which are developed in conformance with this regulation shall be deemed to be in conformance with the Department of Transportation (DOT) Federal Highway Administration Noise Standards. Title 23 establishes a 67 dBA standard to federal highway projects [23 CFR Chapter 1, Part 772, Section 772.19].

Federal Transit Administration (FTA) Standards and Federal Railroad Administration (FRA) Standards

Although the FTA standards are intended for federally funded mass transit projects, the impact assessment procedures and criteria included in the FTA Transit Noise and Vibration Impact Assessment Manual (May 2006) are routinely used for projects proposed by local jurisdictions. The FTA and FRA have published guidelines for assessing the impacts of groundborne vibration associated with rail projects, which have been applied by other jurisdictions to other types of projects. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 inches/second PPV.

State

California Noise Control Act of 1973

Sections 46000 – 46080 of the California Health and Safety Code, known as the California Noise Control Act of 1973, finds that excessive noise is a serious hazard to the public health and welfare and that exposure to certain levels of noise can result in physiological, psychological, and economic damage. It also finds that there is a continuous and increasing bombardment of noise in the urban, suburban, and rural areas. The California Noise Control Act declares that the State of California has a responsibility to protect the health and welfare of its citizens by the control, prevention, and abatement of noise. It is the policy of the State to provide an environment for all Californians free from noise that jeopardizes their health or welfare.

California Noise Insulation Standards (CCR Title 24)

In 1974, the California Commission on Housing and Community Development adopted noise insulation standards for multi-family residential buildings (Title 24, Part 2, California Code of Regulations). Title 24 establishes standards for interior room noise (attributable to outside noise sources). The regulations also specify that acoustical studies must be prepared whenever a residential building or structure is proposed to be located near an existing or adopted freeway route, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source, and where such noise source or sources create an exterior CNEL (or Ldn) of 60 dBA or greater. Such acoustical analysis must demonstrate that the residence has been designed to limit intruding noise to an interior CNEL (or Ldn) of at least 45 dBA [California's Title 24 Noise Standards, Chap. 2-35].

Local

City of Yucaipa Development Code

The Yucaipa Development Code stipulates noise level limits for impacts from non-transportation noise sources on adjacent and nearby land uses. Table 1 identifies noise levels for a cumulative period of more than 30 minutes in one hour (L_{50}).

Table 1 City of Yucaipa Non-Transportation Noise Level Limits

Land Use	Noise Level (L_{dn})	Time Period
Residential	55 dBA 55 dBA	7:00 a.m. to 10:00 p.m. 10:00 p.m. to 7:00 a.m.
Professional Services	55 dBA	Anytime
Other Commercial	60 dBA	Anytime
Industrial	70 dBA	Anytime

Exceedence Allowances	L_{dn} +	Cumulative Time Period
Any	5 dBA	5 minutes per hour
Any	10 dBA	5 minutes per hour
Any	15 dBA	1 minute per hour
Any	20 dBA	never

If the ambient noise levels from non-transportation related noise sources exceed any of these noise levels, then the allowable noise exposure limits shall be increased to reflect the ambient noise level. If the offensive noise consists of impact noise or simple tone noise, then the noise levels shall be decreased by 5 dBA.

Emergency equipment, vehicles, and devices, along with temporary construction, repair or demolition taking place between the hours of 7:00 a.m. and 7:00 p.m. (except Sundays and Federal Holidays), are exempt from these noise standards. Motor vehicles not under the control of industrial land uses are also exempt from these noise standards.

The Development Code provides noise standards for land uses that fall within a Noise Hazard Overlay District; however, the Yucaipa Land Use Map does not identify a Noise Hazard Overlay District. The Yucaipa Planning Department stated that there are no Noise Hazard Overlay Districts within the city as defined at this time.

According to the Development Code, within Noise Hazard Overlay Districts, the interior noise level shall not exceed 45 dB L_{dn} for residential. Exterior noise levels for residential land uses should not exceed 65 dB L_{dn} but are prohibited from exceeding 70 dB L_{dn}. Compliance with the 65 dB L_{dn} or 70 dB L_{dn} thresholds is determined by the city based on the reasonable feasibility of available mitigation to reduce noise levels. Interior noise thresholds for non-residential land uses are discussed in Table 2.

Table 2 City of Yucaipa Non-Residential Interior Noise Standards

Land Use	Noise Level (L_{12})
Educational institutions, libraries, churches, etc.	45 dBA
General Office, reception, etc.	50 dBA
Retail stores, restaurants, etc.	55 dBA
Other areas for manufacturing, assembly, test, warehousing, etc.	65 dBA

City of Yucaipa General Plan

Transportation noise levels for the city are provided in the General Plan as noted in Table 3. The General Plan also identifies thresholds for impacts to nearby sensitive receptors by new developments, as shown in Table 4 below.

Table 3 City of Yucaipa Transportation Noise Standards (L_{dn})

Land Uses		Interior[1]	Exterior[2]
Categories	Usage Types		
Residential	Single & Multi-family	45	60[3]
	Mobile home	45	60[3]
Commercial	Hotel, Motel, Transient Lodging	45	60[3]
	Commercial Retail, Bank, Restaurant	50	-
	Office Building, R& D, Offices	45	65
	Amphitheater, Hall, Auditorium	45	-
Institutional/Public	Hospital, School, Church, Library	45[4]	65
Open Space	Park	-	65

(1) Interior living environment excludes bathrooms, kitchens, toilets, closets, and corridors.

(2) Outdoor environments are limited to private yards of single-family dwellings, multi-family private patios or balconies, mobile home parks, hospital/office building patios, park picnic areas, school playgrounds and hotel and motel and recreation areas.

(3) An exterior noise level up to 65 db L_{dn} (or CNEL) is allowed provided exterior noise levels have been substantially mitigated with application of best available noise reduction technology, and interior noise exposure does not exceed 45 dB L_{dn} (or CNEL) with windows or doors closed. Note that keeping windows and doors closed will necessitate the use of air conditioning or mechanical ventilation.

Table 4 City of Yucaipa Hourly Noise Level Performance Standards

Land use Category	7:00 a.m. to 10:00 p.m.		10:00 p.m. to 7:00 a.m.	
	L_{eq}	L_{max}	L_{eq}	L_{max}
Residential or other noise sensitive receptors	55 dBA	75 dBA	45 dBA	65 dBA

5.0 Existing Noise Conditions

Commercial activity and vehicular traffic, including the traffic along the I-10, are the major contributors to the ambient noise environment in the project area. Noise sources, including transportation, operation, and construction that will affect the area of the Robinson Ranch Planned Development are discussed below. The discussion of existing noise conditions is applicable to all three of the planning areas and is therefore discussed jointly herein. Where there are specific sources that relate to one planning area over the others, they are called out specifically in that topic.

Transportation Noise

Aviation

Redlands Municipal Airport is located more than three miles northwest of the project area.

Railroad

The Union Pacific Railroad is located more than a mile and a half southwest of the project area.

Roadway Traffic

Noise sources specific to each of the planning areas are discussed below. The I-10 freeway bisects the project area and is the dominant source of noise for portions of all three planning areas. Other major roadway noise sources include Oak Glen Road, Colorado Street, Calimesa Boulevard, and Wildwood Canyon Road in the Robinson Ranch North Planning Area; and Live Oak Canyon Road, and Outer Highway 10 South in the West Oak Center Planning Area.

Noise Sensitive Land Uses

Noise sensitive land uses are defined as land uses where daily activities can be interrupted by excessive noise. These include residences, schools, hospitals, hotels, and libraries. Industrial and commercial land uses are typically not considered noise sensitive. The project area is bordered by residential communities. Although there are schools in the area, there are none located close enough to be directly impacted by noise sources associated with the Robinson Ranch Planned Development, during either construction or operation. Dunlap Elementary School is located over half a mile northwest of the Robinson Ranch North Planning Area. Mesa View Middle School is located approximately three quarters of a mile east of the Wildwood Ranch Planning Area on the opposite side of the I-10 freeway. Therefore, surrounding residences are the noise sensitive land uses of concern for implementation of the Robinson Ranch Planned Development.

Operational Noise Sources

General operational noise sources within the Robinson Ranch Planned Development area would include commercial and residential land uses. Noise sources from commercial developments include car alarms and other parking related noises, delivery vehicles, and heating, ventilation, and air conditioning units. Residential area noise sources include children playing, dogs barking, landscape maintenance, and amplified music. Sound levels from these noise sources vary depending on the type of noise generated and their locations with respect to adjacent land uses. In addition to office and retail commercial uses in

the vicinity of the Robinson Ranch North Planning Area, there is also a small chicken farm located east of Colorado and a construction/paving company located south of Dunlap which serves as a staging yard for company operations with minor to moderate truck traffic.

Existing Noise Levels

An ambient sound level survey was conducted on May 13th and May 18th 2010 to quantify the noise environment via 16 measurement locations along major roadway corridors in and near the project area (Figure 1). Fourteen of the readings were 15-minutes and two were 24-hours in duration. A Larson Davis Model 814 sound level meter was used for the 15-minute readings, and a Larson Davis Model 720 sound level meter was used for the 24-hour readings to record ambient sound levels. Table 5 summarizes the measured L_{eq} and the calculated L_{dn} for each monitoring location. Noise levels are were taken at ten feet from the curb or between 30 and 56 feet from the roadway centerlines. Based on the results of the ambient noise survey existing noise levels range between 48 and 75 dBA, with 11 locations that exceed the daytime exterior noise limits established by the city.

Table 5 Ambient Sound Level Measurements (dBA)

Location #	Location	Date	Start Time	L_{eq}	L_{dn}
ST 1	Northwest corner of Live Oak Canyon Road and Outer Highway 10 South	5/13/2010	13:05	68.9	68.81
ST 3	Southeast corner of Oak Glen Road and 14th Street	5/13/2010	11:40	72.8	74.64
ST 4	Northeast corner of Dunlap and 14th Street	5/13/2010	12:16	71.8	71.71
ST 5	Southeast corner of Oak Glen Road and 14th Street	5/13/2010	10:24	68.6	68.51
ST 6	Southwest corner of Oak Glen Road and Colorado Street	5/13/2010	15:10	70.3	70.74
ST 7	West of Wildwood Canyon Road between Calimesa and John Wayne	5/18/2010	15:15	48.3	48.21
ST 8	Cul-de-sac of 11th Street south of Colorado Street	5/13/2010	15:26	63	62.91
ST 9	North of Calimesa almost directly south of 11th Street	5/18/2010	13:53	65.5	68.29
ST 10	Northeast corner of Calimesa Boulevard and Wildwood Canyon Road	5/18/2010	11:59	74.4	74.31
ST 11	East of Wildwood Canyon Road between John Wayne and Colorado Street	5/18/2010	11:29	53.1	53.01
ST 12	Southeast corner of Wildwood Canyon Road and John Wayne	5/18/2010	10:40	56.3	56.21
ST 13	South of County Line Road, west of 7th Street	5/18/2010	13:00	68.7	68.61
ST 14	South east of the corner of County Line Road and 7th Street	5/18/2010	13:23	68.4	68.31
LT 5	Southeast corner of Oak Glen Road and 14th Street	5/13/2010	14:00:07	69.65	69.65
LT 12	Northeast of the corner of Wildwood Canyon Road and John Wayne	5/18/2010	14:05:43	57.67	57.67

Note: The reading at location 2 was discounted as an outlier due to comparatively low traffic volumes on the adjacent freeway

The average daily trip (ADT) values from the Robinson Ranch Traffic Study by Urban Crossroads (2010) were used to model the change in nose levels from increased traffic on roadway segments in the traffic study area. Table 6 provides the calculated existing noise levels for these roadway segments. Noise levels are indicated at 50 feet from the roadway centerlines.

Table 6 Existing Traffic Noise Levels (L_{dn})

Segment	Existing (dBA)[1]	Existing Land Use	Future Land Use[2]
Mentone east of Wabash	70.60	R	R
Citrus west of Ford	69.99	R	R
Yucaipa north of I-10 westbound ramp	73.81	C	C
Yucaipa west of 16th Street	72.54	R	R
Colorado east of 8th Street	62.17	R	R
Wildwood Center Drive between Outer Highway 10 South to I-10 eastbound ramp[3]	-	-	R
Wildwood Center Drive Calimesa Boulevard to Wildwood Canyon Road[3]	-	-	R
Wildwood Canyon Road west of Colorado Street	66.34	R	R
Wildwood Canyon Road east of Colorado Street	67.01	R	R
Calimesa Boulevard west of Oak Glen Road	66.42	C	C
Calimesa Boulevard east of Oak Glen Road	68.10	-	R
Outer Highway 10 South east of 16th Street	62.16	C	C
County Line Road west of the I-10 eastbound ramp	60.40	R	R
County Line Road I-10 westbound ramps to Calimesa Boulevard	70.18	C	C
County Line Road Calimesa Boulevard to 5th Street	69.43	R	R
County Line Road east of 5th Street	68.18	R	R
San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	R	R
14th south of Avenue E	65.17	R	R
14th Street /Avenue E to Yucaipa	65.17	R	R
Live Oak Canyon Road south of Outer Highway 10 South	68.58	-	R
Live Oak Canyon Road/Outer Highway 10 South to I-10 eastbound ramps	69.04	-	R
Oak Glen Road I-10 westbound ramp to Calimesa Boulevard	71.08	-	R
Oak Glen Road west of Bryant Street	71.76	R	R
5th Street north of County Line Road	66.93	R	R
Bryant Street north of Wildwood Canyon Road	64.38	R	R

(1) The Existing Scenario represents noise levels at 50 feet from the roadway centerline.
(2) For areas that have no existing land uses, it was assumed that the closest receptors would be residential, which results in the most stringent threshold. R= residential, C = retail and non-sensitive receptor or office use commercial.
(3) Road does not exist at present
Source: PBSJ 2010

Typically, as the distance from the centerline of the road doubles, noise levels decrease by approximately 3 dBA. Actual noise levels at any receptor location are dependent upon a variety of factors including distance from the source and presence of other attenuating features such as structures, barriers, vegetation and natural topography between the source and the receptor location. Therefore, the noise readings in Tables 5 and 6 represent a worst case scenario (i.e., no attenuating features).

6.0 Planned Development Impacts and Mitigation

The Robinson Ranch Planned Development has the potential to result in noise impacts by increasing the levels at existing sensitive receptors or by exposing the potential new development to levels in excess of regional standards. Potential impacts from permanent and temporary increases are discussed below.

Construction and some types of operational activities have the potential to cause impacts through groundborne noise and vibration. A discussion of potential impacts to and from the Planned Development with respect to groundborne vibration and noise is also discussed in this section.

6.1 Permanent Increase in Ambient Noise

Primary impacts from the Robinson Ranch Planned Development on the existing community, and primary impacts from the existing community on the Planned Development are from traffic. Implementation of the Planned Development will result in an increase in traffic and roadway noise within the existing community.

To evaluate potential impacts to and from the Planned Development, acoustical calculations were performed for 2020, 2030 and Yucaipa General Plan buildout traffic volumes along the roadway segments that will be most affected. Twenty-five roadway segments were chosen based on their level of service (LOS) designations, traffic volumes, and adjacent existing or potential future land uses. The acoustical evaluation was conducted using Federal Highway Administration guidelines and was based on the roadway information provided in the Urban Crossroads Traffic Study (Urban Crossroads 2010). The modeling calculations take into account the posted speed limit, roadway width, ADT volumes, and estimated vehicle mix. It is assumed that all roadways are paved or are a hard surface. As a worst-case scenario, all analyses were conducted with existing roadway widths, although under the Planned Development and through the General Plan Policies, several roadway enhancements will be conducted which may lessen traffic impacts.

As described in the Traffic Study, the 2020 analysis assumes a 15 percent growth from existing conditions and the 2030 analysis assumes 40 percent of the total cumulative buildout traffic; therefore, the cumulative analysis was performed using General Plan buildout traffic values.

Thresholds of Significance

The Yucaipa General Plan states that areas within the city shall be designated as noise-impacted if they are exposed to existing or future exterior noise levels from mobile or stationary sources exceeding the thresholds shown above in Table 3. Ambient sound measurements indicate that the majority of the project area has the potential to be noise-impacted. With respect to the Robinson Ranch Planned Development, its implementation will be considered to have a significant noise impact if:

a) Traffic noise levels on existing or new roadways are greater than 60 dBA L_{dn} and implementation of the Planned Development would result in an increase of the noise level by 3 dBA L_{dn} or more; or

b) Impacts from new stationary noise sources will exceed 55 dBA L_{eq} during daytime hours or 45 dBA L_{eq} during nighttime hours at neighboring sensitive receptors; or

c) New noise-sensitive land uses exceed the noise levels established above in Table 3 (60 dBA L_{dn} for residential developments).

Impact Analysis

Discussions on railroad, aviation, and operational noise sources and noise sensitive land uses are similar for all three planning areas; therefore, the analysis presented here is applicable to all three areas. The analyses for the 2020 and 2030 conditions are identical for all three planning areas. A brief introduction and the results of the analysis are presented near the beginning of the analysis. The impacts from this analysis for each of the planning areas will be discussed individually under the associated section.

Transportation Noise Sources

Aviation

Aircraft noise is detected in the project area due to overhead flight patterns; however, because of the distance from the airport to the project area, noise from this source is considered ***less than significant***.

Railroad

Because of the distance from the Union Pacific Railroad to the project area, noise from this source is considered ***less than significant***.

Roadway Noise

Estimated traffic noise levels associated with the 2020 and 2030 conditions for all three planning areas are summarized below in Tables 7 and 8 respectively. The analysis with respect to roadway noise focuses on the Planned Development's impacts on noise sensitive receptors from an increase in traffic on local roadways. Within the Traffic Noise Tables (Tables 7 through 12 located at the end of this section) the roadway segments identified with an "E" represent segments that have existing development abutting the roadway. Those roadway segments identified with a "P" represent segments that, unless also identified with an "E," have no existing development but are adjacent to the planning areas. Only those segments identified with an "E" are considered when determining significant traffic noise impacts from the Planned Development on existing land uses.

In the 2020 analysis, the Planned Development would result in a significant noise impact on existing residential development with respect to the increased traffic along County Line Road west of the I-10 eastbound ramp. The only potential mitigation measure would be to build a noise barrier between the roadway and impacted noise sensitive receptors; however, because the Development Proponent does not own the property or the right of way, and because the residences along this stretch of roadway face the County Line Road, it is infeasible to apply this mitigation. Because there are no feasible mitigation measures that will reduce the impacts from this cumulative scenario, the Robinson Ranch Planned Development is ***significant and unavoidable*** with respect to creating a substantial permanent increase in ambient traffic noise levels at existing residences along County Line Road west of the I-10 eastbound ramp.

In the 2030 analysis, the Robinson Ranch Planned Development will not result in any significant impacts for existing residential developments with respect to increased traffic volumes within the vicinity. The lack of impact along County Line Road, as was indicated for 2020, is due to the increased development within the area that is not associated with the Planned Development. The increased land use densities within this portion of the city will increase overall noise levels to within two decibels of the anticipated noise levels resulting from implementation of the Planned Development.

Robinson Ranch North Roadway Noise. Traffic generated in 2020 by the implementation of the Robinson Ranch North Planning Area would not result in area noise levels above 60 dBA L_{dn}, nor would they increase the noise levels by more than 3 dBA L_{dn} above future baseline conditions (i.e., anticipated noise levels from future traffic volumes without implementation of the Planned Development). The results of the analysis are presented below in Table 9. In isolation from the other two planning areas, the Robinson Ranch North Planning Area is ***less than significant*** with respect to traffic noise impacts on off-site sensitive receptors.

Wildwood Ranch Roadway Noise. The analysis for the cumulative 2020 traffic volumes shows that the segment of County Line Road west of the I-10 eastbound ramp would result in the generation of noise above 60 dBA L_{dn}, and would increase the noise levels by more than 3 dBA L_{dn} above future baseline conditions. As demonstrated below in Table 10, traffic noise impacts along this roadway segment would result from development of the Wildwood Ranch Planning Area. The affected areas have residential housing that face the roadway and have driveway access onto the roadway. Because of these circumstances, sound barriers are not feasible. Therefore, there are no mitigation measures that could be employed to mitigate the traffic noise impacts at residences along this off-site road segment due to development of the Wildwood Ranch Planning Area. For these reasons, this impact is considered ***significant and unavoidable*** with respect to traffic noise impacts on off-site sensitive receptors.

West Oak Center Roadway Noise. As shown below in Table 11, the impacts from traffic noise generated in 2020 by implementation of the West Oak Center Planning Area would not result in noise levels above 60 dBA L_{dn}, nor would they increase the noise levels by more than 3 dBA L_{dn} above future baseline conditions. Development of the West Oak Center Planning Area in isolation from the other two planning areas is considered ***less than significant*** with respect to traffic noise impacts on off-site sensitive receptors.

Noise Sensitive Land Uses

Because the exact site layout for the Planned Development is unknown, a worst case scenario for development was used in the analysis. This analysis assumed that residential land uses would be placed approximately 50 feet from the centerline of any roadway within the project area. The roadway segments identified as "P" on Tables 7 through 12 are segments that would only be developed with implementation of the Planned Development. Based on the 2020 and 2030 traffic volumes for the partial and complete implementation of the Robinson Ranch Planned Development respectively, noise along the roadway segments listed below would result in a potentially significant impact. When developed independent of each other, the three planning areas will result in potential impacts from traffic noise. Roadway segments impacted under each analysis scenario (2020 and 2030) are listed below. Unlike with the impacts to existing off-site residential land uses, the potential noise impacts from traffic generation on the planned residential uses within the three planning areas can be reduced to a ***less than significant*** level with implementation of mitigation measure N-2.

2020 Analysis

Wildwood Center Drive between Calimesa Boulevard and Wildwood Canyon Road;
Calimesa Boulevard east of Oak Glen Road;
County Line Road west of the I-10 eastbound Ramp;
Live Oak Canyon Road south of Outer Highway 10 South; and
Oak Glen Road between the I-10 westbound ramp and Calimesa Boulevard.

2030 Analysis

Wildwood Center Drive between Calimesa Boulevard and Wildwood Canyon Road;
Calimesa Boulevard east of Oak Glen Road;
Live Oak Canyon Road south of Outer Highway 10 South

Operational Noise

Operational noise sources within the Robinson Ranch Planned Development will be similar to existing conditions, as a mix of residential and commercial land uses are proposed. The Planned Development would consist of 4,159 multiple and single-family dwelling units, 1,213,017 square feet of new commercial space, 369,992 square feet of business park uses, and 49 acres of open space divided among three planning areas. This increase in development intensity has the potential to increase ambient noise levels compared to existing conditions.

Implementation of the Planned Development would result in operational noise from parking lots, delivery trucks, heating and air conditioning units, children at play, athletic events, landscaping activities, and barking dogs.

Generation of commercial noise is more consistent than noise levels from residential sources which are temporary and intermittent. An increase in intermittent and temporary residential noise is considered nuisance noise because it is both difficult to control and can be disturbing. Nuisance noise impacts are more likely to occur in densely developed areas where residences are close together and noises such as loud music and barking dogs are easier to hear. The increase in residential development from the Robinson Ranch Planned Development may result in an increase in nuisance noise; however, these noises will be temporary and intermittent. In addition, the Yucaipa General Plan states that when development occurs within areas containing existing noise sensitive land uses, noise levels generated by the new development cannot exceed those described above in Table 3 in the outdoor activity areas. If the activities to be conducted outdoors are unknown, then these thresholds must not be exceeded at the property boundaries. Therefore, the implementation of residential uses within the Planned Development and the potential nuisance noise generated would be less than significant.

Because the configuration of proposed commercial uses within the Robinson Ranch Planned Development is unknown, it must be assumed under a “worst-case” analysis that the operational noise levels associated with the commercial uses on site would result in potentially significant impacts to adjacent on-site or off-site noise-sensitive land uses; however, implementation of mitigation measure N-1 will reduce impacts from operational noise sources from commercial uses to less than significant levels.

Cumulative Impacts

Implementation of the Robinson Ranch Planned development will result in an increase in ambient noise levels from new traffic generation. Table 12 shows anticipated noise levels for the same roadways at buildout of the General Plan. With the continued growth of the city, existing ambient noise levels will increase and the impacts generated from the Planned Development will decrease. Therefore, even though under the 2020 analysis, the off-site traffic noise impacts associated with the Planned Development would be significant and unavoidable, they would not be cumulatively considerable.

Operational activities within the Planned Development will increase directly in relationship to human activity within the project area. However, the impacts anticipated under implementation of the Planned Development are similar to existing levels. Therefore, with implementation of mitigation measure N-1, the Planned Development would not result in cumulatively considerable traffic noise impacts to off-site noise-sensitive receptors.

Potential traffic noise impacts to future noise sensitive receptors within the project area cannot fully be explored as the exact nature or planned locations of residential, business park and commercial development are not known. Although it must be assumed under a "worst-case" analysis that such impacts would be potentially significant, implementation of mitigation measure N-2 will reduce the impacts to a less than significant level. Therefore, the Planned Development would not result in cumulatively considerable traffic noise impacts to on-site noise sensitive land uses.

Mitigation Measures

Implementation of the following mitigation measures will reduce noise impacts to on-site and off-site noise-sensitive receptors from operational and transportation-related noise sources, including those to be developed within the project area, to a less than significant level.

N-1 In accordance with Actions 4 and 6 of Policy B in the Yucaipa General Plan, prior to approval of new residential or other noise-sensitive land uses in a noise-impacted area (i.e., an area of greater than 60 dBA L_{dn}), or prior to approval of a new noise-generating use in an area which could affect existing noise sensitive land uses, an acoustical analysis shall be required such that potential impacts are identified and mitigation is provided for impacts that exceed the existing thresholds.

N-2 Residential and other noise-sensitive land uses within the Robinson Ranch Planned Development shall incorporate one or more of the following design measures to ensure that noise levels generated from traffic along the roadway segments listed below do not exceed 60 dBA L_{dn} at the property boundaries of the sensitive land uses, or that they do not exceed interior noise levels of 45 dBA L_{dn}:

1. Set back noise sensitive land uses from the impacted roadways such that sufficient attenuation is achieved through distance.
2. Develop commercial uses that are not noise sensitive between the impacted roadways and future noise sensitive land uses. In this fashion, noise attenuation may be achieved through both distance and the use of sound barriers (the commercial buildings) to achieve sufficient attenuation.

3. Install sound walls to interrupt the line of sight between the source and the receptor, thus affording sufficient attenuation.

Roadway Segments Impacted by Traffic Noise Levels from the Planned Development (in excess of noise standards)

- Wildwood Center Drive between Calimesa Boulevard and Wildwood Canyon Road
- Calimesa Boulevard east of Oak Glen Road
- County Line Road west of the I-10 eastbound ramp
- Live Oak Canyon Road south of Outer Highway 10 South
- Oak Glen Road between the I-10 westbound ramp and Calimesa Boulevard

Table 7 2020 Cumulative Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	71.21	71.21	0.61	0.00	60	No
E	Citrus west of Ford	69.99	70.60	70.81	0.82	0.21	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.41	74.57	0.61	0.16	-	No
E	Yucaipa west of 16th Street	72.54	73.15	73.34	0.81	0.19	60	No
E	Colorado east of 8th Street	62.17	62.71	63.87	1.70	1.17	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	-	72.76	-	-	60	**Yes**
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	-	70.08	-	-	60	**Yes**
E/P	Wildwood Canyon Road west of Colorado Street	66.34	66.95	69.63	3.29	2.68	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	67.64	69.89	2.88	2.25	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	67.03	69.35	2.93	2.32	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	68.73	74.13	6.03	5.40	60	**Yes**
E/P	Outer Highway 10 South east of 16th Street	62.16	62.83	67.30	5.14	4.47	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	61.01	68.39	7.99	7.39	60	**Yes**
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	70.80	71.80	1.62	1.00	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	70.04	71.83	2.40	1.79	60	No
E	County Line Road east of 5th Street	68.18	68.79	69.67	1.49	0.88	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	73.24	73.73	1.11	0.49	60	No
E	14th Street south of Avenue E	65.17	65.78	68.66	3.49	2.88	60	No
E	14th Street/Avenue E to Yucaipa	65.17	65.78	68.22	3.05	2.44	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	69.16	73.70	5.12	4.54	60	**Yes**
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB ramps	69.04	69.67	74.96	5.93	5.29	60	**Yes**
P	Oak Glen Road/I-10 WB ramp to Calimesa Boulevard	71.08	71.69	75.90	4.82	4.21	60	**Yes**
E	Oak Glen Road west of Bryant Street	71.76	72.37	72.54	0.79	0.17	60	No
E	5th Street north of County Line Road	66.93	67.56	67.84	0.91	0.28	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	65.02	66.14	1.76	1.12	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.

(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.

Source: PBSJ 2010

Table 8 2030 Cumulative Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	70.65	70.65	0.05	0.00	60	No
E	Citrus west of Ford	69.99	70.23	70.26	0.27	0.03	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.05	74.08	0.05	0.04	-	No
E	Yucaipa west of 16th Street	72.54	72.85	73.01	0.48	0.16	60	No
E	Colorado east of 8th Street	62.17	62.17	63.74	1.57	1.57	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	61.98	71.44	-	9.45	60	**Yes**
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	68.77	71.90	-	3.13	60	**Yes**
E/P	Wildwood Canyon Road west of Colorado Street	66.34	67.80	69.63	3.29	1.83	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	68.29	69.63	2.62	1.34	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	66.63	67.80	1.38	1.17	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	67.01	70.23	2.13	3.22	60	**Yes**
E/P	Outer Highway 10 South east of 16th Street	62.16	62.95	68.18	6.02	5.23	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	68.94	70.80	10.39	1.85	60	No
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	70.74	71.56	1.38	0.82	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	69.49	70.31	0.88	0.83	60	No
E	County Line Road east of 5th Street	68.18	69.49	69.87	1.69	0.38	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	72.75	72.94	0.32	0.19	60	No
E	14th Street south of Avenue E	65.17	65.45	66.93	1.76	1.48	60	No
E	14th Street/Avenue E to Yucaipa	65.17	65.31	66.58	1.41	1.27	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	69.22	73.44	4.86	4.22	60	**Yes**
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB ramps	69.04	71.15	74.65	5.61	3.50	60	**Yes**
P	Oak Glen Road/I-10 WB ramp to Calimesa Boulevard	71.08	72.01	74.68	3.61	2.67	60	No
E	Oak Glen Road west of Bryant Street	71.76	71.79	71.79	0.03	0.00	60	No
E	5th Street north of County Line Road	66.93	68.76	68.97	2.04	0.22	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	64.38	64.71	0.33	0.33	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.
(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.
Source: PBSJ 2010

Table 9 2020 Robinson Ranch North Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	71.21	71.21	0.61	0.00	60	No
E	Citrus west of Ford	69.99	70.60	70.65	0.67	0.05	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.41	74.43	0.61	0.02	-	No
E	Yucaipa west of 16th Street	72.54	73.15	73.33	0.79	0.18	60	No
E	Colorado east of 8th Street	62.17	62.71	63.03	0.85	0.32	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	-	-	-	-	60	-
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	-	67.48	-	-	60	**Yes**
E/P	Wildwood Canyon Road west of Colorado Street	66.34	66.95	67.13	0.79	0.18	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	67.64	67.90	0.89	0.26	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	67.03	67.52	1.10	0.49	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	68.73	70.52	2.42	1.79	60	No
E/P	Outer Highway 10 South east of 16th Street	62.16	62.83	62.83	0.67	0.00	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	61.01	61.01	0.61	0.00	60	No
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	70.80	71.06	0.89	0.27	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	70.04	70.11	0.68	0.07	60	No
E	County Line Road east of 5th Street	68.18	68.79	68.85	0.67	0.06	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	73.24	73.36	0.74	0.11	60	No
E	14th Street south of Avenue E	65.17	65.78	66.42	1.25	0.64	60	No
E	14th Street/Avenue E to Yucaipa	65.17	65.78	66.37	1.19	0.59	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	69.16	69.67	1.09	0.51	60	No
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB ramps	69.04	69.67	70.13	1.09	0.46	60	No
P	Oak Glen Road/I-10 WB ramp to Calimesa Boulevard	71.08	71.69	72.57	1.49	0.88	60	No
E	Oak Glen Road west of Bryant Street	71.76	72.37	72.40	0.65	0.03	60	No
E	5th Street north of County Line Road	66.93	67.56	67.60	0.67	0.04	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	65.02	65.17	0.79	0.15	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.
(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.
Source: PBSJ 2010

Table 10 2020 Wildwood Ranch Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	71.21	71.21	0.61	0.00	60	No
E	Citrus west of Ford	69.99	70.60	70.60	0.61	0.00	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.41	74.41	0.61	0.00	-	No
E	Yucaipa west of 16th Street	72.54	73.15	73.24	0.70	0.09	60	No
E	Colorado east of 8th Street	62.17	62.71	63.61	1.43	0.90	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	-	-	-	-	60	-
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	-	68.89	-	-	60	**Yes**
E/P	Wildwood Canyon Road west of Colorado Street	66.34	66.95	68.89	2.55	1.95	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	67.64	68.89	1.88	1.25	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	67.03	68.66	2.24	1.63	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	68.73	72.69	4.59	3.96	60	**Yes**
E/P	Outer Highway 10 South east of 16th Street	62.16	62.83	62.83	0.67	0.00	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	61.01	68.39	7.99	7.39	60	**Yes**
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	70.80	71.56	1.38	0.76	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	70.04	70.69	1.26	0.66	60	No
E	County Line Road east of 5th Street	68.18	68.79	69.32	1.14	0.53	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	73.24	73.24	0.62	0.00	60	No
E	14th Street south of Avenue E	65.17	65.78	67.84	2.67	2.06	60	No
E	14th Street/Avenue E to Yucaipa	65.17	65.78	67.84	2.67	2.06	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	69.16	69.16	0.58	0.00	60	No
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB ramps	69.04	69.67	69.67	0.63	0.00	60	No
P	Oak Glen Road/I-10 WB ramp to Calimesa Boulevard	71.08	71.69	71.69	0.61	0.00	60	No
E	Oak Glen Road west of Bryant Street	71.76	72.37	72.37	0.62	0.00	60	No
E	5th Street north of County Line Road	66.93	67.56	67.80	0.87	0.24	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	65.02	65.65	1.27	0.63	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.
(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.
Source: PBSJ 2010

Table 11 2020 West Oak Center Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	71.21	71.21	0.61	0.00	60	No
E	Citrus west of Ford	69.99	70.60	70.76	0.77	0.16	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.41	74.48	0.61	0.07	-	No
E	Yucaipa west of 16th Street	72.54	73.15	73.24	0.70	0.09	60	No
E	Colorado east of 8th Street	62.17	62.71	62.71	0.53	0.00	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	-	-	-	-	60	-
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	-	-	-	-	60	-
E/P	Wildwood Canyon Road west of Colorado Street	66.34	66.95	68.15	1.81	1.20	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	67.64	68.69	1.68	1.04	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	67.03	67.52	1.10	0.49	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	68.73	70.43	2.33	1.70	60	No
E/P	Outer Highway 10 South east of 16th Street	62.16	62.83	67.30	5.14	4.47	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	61.01	61.01	0.61	0.00	60	No
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	70.80	70.91	0.73	0.12	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	70.04	70.29	0.86	0.25	60	No
E	County Line Road east of 5th Street	68.18	68.79	69.12	0.94	0.33	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	73.24	73.63	1.01	0.39	60	No
E	14th Street south of Avenue E	65.17	65.78	66.42	1.25	0.64	60	No
E	14th Street/Avenue E to Yucaipa	65.17	65.78	66.14	0.97	0.36	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	69.16	73.51	4.93	4.35	60	**Yes**
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB Ramps	69.04	69.67	74.82	5.78	5.15	60	**Yes**
P	Oak Glen Road/I-10 WB Ramp to Calimesa Boulevard	71.08	71.69	74.82	3.74	3.13	60	**Yes**
E	Oak Glen Road west of Bryant Street	71.76	72.37	72.54	0.79	0.17	60	No
E	5th Street north of County Line Road	66.93	67.56	67.80	0.87	0.24	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	65.02	65.45	1.07	0.43	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.
(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.
Source: PBSJ 2010

Table 12 2040 General Plan Buildout Traffic Noise Levels (L_{dn})

Segment[1]		Existing[2] (2008)	Future Without Project[2]	Future With Project[2]	Change from Existing	Change from Future With no Project	City Standard (dBA)	Significant
E	Mentone east of Wabash	70.60	70.65	70.65	0.05	0.00	60	No
E	Citrus west of Ford	69.99	70.26	70.26	0.27	0.00	60	No
E	Yucaipa north of I-10 WB ramp	73.81	74.08	74.08	0.05	0.00	-	No
E	Yucaipa west of 16th Street	72.54	73.01	73.01	0.48	0.00	60	No
E	Colorado east of 8th Street	62.17	63.74	63.74	1.57	0.00	60	No
P	Wildwood Center Drive between Outer Highway 10 South to I-10 EB ramp	-	71.43	71.44	-	0.00	60	No
P	Wildwood Center Drive/Calimesa Blvd to Wildwood Canyon Road	-	71.90	71.90	-	0.00	60	No
E/P	Wildwood Canyon Road west of Colorado Street	66.34	69.63	69.63	3.29	0.00	60	No
E	Wildwood Canyon Road east of Colorado Street	67.01	69.63	69.63	2.62	0.00	60	No
E	Calimesa Boulevard west of Oak Glen Road	66.42	67.80	67.80	1.38	0.00	60	No
P	Calimesa Boulevard east of Oak Glen Road	68.10	70.23	70.23	2.13	0.00	60	No
E/P	Outer Highway 10 South east of 16th Street	62.16	68.18	68.18	6.02	0.00	-	No
E/P	County Line Road west of the I-10 EB ramp	60.40	70.79	70.80	10.39	0.00	60	No
E	County Line Road/I-10 WB ramps to Calimesa Boulevard	70.18	71.56	71.56	1.38	0.00	-	No
E	County Line Road/Calimesa Boulevard to 5th Street	69.43	70.31	70.31	0.88	0.00	60	No
E	County Line Road east of 5th Street	68.18	69.87	69.87	1.69	0.00	60	No
E	San Timoteo Canyon Road south of Live Oak Canyon Road	72.62	72.94	72.94	0.32	0.00	60	No
E	14th Street south of Avenue E	65.17	66.93	66.93	1.76	0.00	60	No
E	14th Street/Avenue E to Yucaipa	65.17	66.58	66.58	1.41	0.00	60	No
P	Live Oak Canyon Road south of Outer Highway 10 South	68.58	73.44	73.44	4.86	0.00	60	No
P	Live Oak Canyon Road/Outer Highway 10 South to I-10 EB ramps	69.04	74.65	74.65	5.61	0.00	60	No
P	Oak Glen Road/I-10 WB ramp to Calimesa Boulevard	71.08	74.68	74.68	3.61	0.00	60	No
E	Oak Glen Road west of Bryant Street	71.76	71.79	71.79	0.03	0.00	60	No
E	5th Street north of County Line Road	66.93	68.97	68.97	2.04	0.00	60	No
E	Bryant Street north of Wildwood Canyon Road	64.38	64.71	64.71	0.33	0.00	60	No

(1) E designates existing land uses, P designates future land uses developed in conjunction with the Planned Development.

(2) All noise levels are presented at 50 feet from the centerline of the roadway as a worst case scenario.

Source: PBSJ 2010

6.2 Temporary Increase in Ambient Noise

Temporary increases in ambient noise levels would result from construction activities during the implementation of the Robinson Ranch Planned Development. Construction activities typically involve the use of heavy equipment such as graders, backhoes, and cranes. Trucks would be used to deliver equipment and building materials to and from the construction site. Smaller equipment, such as air compressors, pneumatic tools, plate compactors, and concrete vibrators may also be used on site during development. Construction equipment is a temporary source of noise that is typically heard both on site and within the nearby vicinity of the construction activities. Table 13 provides a list of typical construction equipment and accompanying noise levels. Typically construction activities are broken down into individual phases with each phase having its own mix of equipment, and therefore noise characteristics. The sequential phasing of the construction results in the change in the character of the noise levels surrounding the construction site as the work progresses.

Table 13 Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 50 feet from source
Air Compressor	81
Backhoe	80
Compactor	82
Concrete Mixer	85
Crane, Derrick	88
Dozer	85
Grader	85
Jack Hammer	88
Loader	85
Paver	89
Pile-driver (Impact)	101
Pump	76
Roller	74
Scraper	89
Truck	88

Source: FTA 2006

Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction noise ranges to be categorized by phase. The highest noise levels are generated during the grading and site preparation phase because the noisiest construction equipment is found in the earthmoving equipment category. This category includes excavating machinery (backhoes) and earthmoving and compacting equipment (graders, compactors etc.). Typical operating cycles may involve one to two minutes of full power operation producing noise levels reflecting those indicated in Table 13. This is followed by three or four minutes of operations at a lower power setting, consequently resulting in less noise generation. Combined instantaneous noise levels at 50 feet from earthmoving equipment ranges from 73 to 96 dBA with a combined L_{eq} that ranges up to about 89 dBA.

Thresholds of Significance

Appendix G of the CEQA Guidelines states that a project would have a significant impact if it would result in a substantial temporary increase in ambient noise levels in the project vicinity above levels existing without the project. Based on the Yucaipa Municipal Code, construction projects would be considered to have a substantial temporary increase in ambient noise levels if demolition, repair or construction activities occur between the hours of 7:00 p.m. and 7:00 a.m., or are conducted on Sundays or federal holidays.

Impact Analysis

Robinson Ranch Planned Development

The Robinson Ranch Planned Development is divided into three planning areas which each have independent development phases. Each phase is anticipated to vary and some phases may overlap with the development of other phases depending on infrastructure, grading, engineering, design and market demand. Impacts from construction are anticipated to be similar for all three planning areas and therefore the analysis for all three is combined here. Due to phased development, there is the potential for construction activities to be conducted adjacent to occupied residences or businesses. Therefore, temporary noise impacts will result from construction activities associated with the Robinson Ranch Planned Development, and implementation of mitigation measures N-3 through N-6 will reduce these impacts to a less than significant level.

Cumulative Impacts

Construction of the Robinson Ranch Planned Development is not anticipated to result in a cumulatively considerable impact in terms of temporary or periodic construction-related increases in ambient noise levels. Construction noise impacts are localized in nature and decrease substantially with distance from the source. Because construction of the Planned Development would be phased, it is unlikely that noise levels from phased construction activities would coincide such that a cumulative impact would result.

Mitigation Measures

The following mitigation measures will be implemented to reduce noise levels during construction activities:

N-3 Construction activities shall be conducted only during the hours of 7:00 a.m. to 7:00 p.m., Monday through Saturday. No construction activities will take place on Sundays or federal holidays.

N-4 All construction vehicles and equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers.

N-5 During construction, best efforts shall be made to locate stockpiling and/or vehicle staging areas as far from existing residential dwellings as practicable.

N-6 Entrance to the construction site shall be located such that the construction-related traffic to and from the I-10 is routed away from residential neighborhoods wherever feasible.

6.3 Groundborne Vibration

Groundborne vibration is the oscillatory motion that can be described in terms of the displacement, velocity, or acceleration of the motion. Typically, the human response to vibration is very complex; however, it is generally accepted that the human response is best approximated by the vibration velocity level. Groundborne noise is the rumble that results from the rattle of vibrating building surfaces.

Existing vibration sources in the vicinity of the Planned Development primarily consist of vehicular traffic and intermittent construction activities. Vehicular traffic was the only permanent vibration source observed in the vicinity of the project area. When vehicular traffic does cause perceptible vibration, the source can usually be traced to potholes, wide expansion joints, or other "bumps" in the roadway surface. Localized geologic conditions such as soil stiffness, soil layering, and depth to bedrock, have a strong impact on groundborne vibration. Unfortunately, it is difficult to obtain information on subsurface conditions in sufficient detail that computer models can be used to accurately predict groundborne vibration. As a result, most detailed predictions of groundborne vibration are largely based on empirical methods that involve measuring vibration propagation in the soil. The Planned Development includes commercial and residential land uses that are anticipated to result in vibration sources similar to the existing sources of vehicular traffic and construction.

Thresholds of Significance

Appendix G of the CEQA Guidelines states that a project would have a significant impact if it would expose persons to, or cause the generation of, excessive groundborne vibration levels. Table 14 discusses the Caltrans Vibration Criteria used to evaluate the severity of vibration associated with continuous construction and traffic impacts. For the purposes of this analysis, vibration that reaches a level of 2.5 millimeters per second (mm/s) or 0.10 inches per second (in/s) is considered to result in a significant impact.

Impact Analysis

Construction Related Impacts

Vibration is anticipated to result from construction activities that occur during implementation of the Robinson Ranch Planned Development. Because these impacts are anticipated to be similar for all three planning areas the following analysis is applicable to all three areas.

According to Caltrans, construction activities and equipment, such as earthmovers and haul trucks, have never exceeded the 2.5 mm/s vibration threshold and the risk from continuous vibrations resulting from construction activities is very low. Caltrans has indicated that the use of pavement breaking and extensive pile driving activities has resulted in structural damage to buildings when conducted within 25 feet of an existing normal structure (Caltrans 2002). Caltrans further indicates that there is the potential for structural damage to historical buildings, buildings in poor condition, or previously damaged buildings when these types of activities occur within 50 to 100 feet of these structures.

Table 14 Reaction of People and Damage to Buildings at Various Continuous Vibration Levels

Human Reaction	Effect on Buildings	Vibration Level (Peak Particle Velocity)	
		mm/s	in/sec
Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type	0.15 - 0.30	0.006 - 0.019
Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected	2	0.08
Level at which continuous vibrations begin to annoy people	Virtually no risk of "architectural" damage to normal buildings. "Safe blasting limit" established by the Bureau of Mines	2.5	0.10
Vibrations annoying to people in buildings.	Threshold at which there is a risk of "architectural" damage to normal dwelling houses with plastered walls and ceilings.	5	0.20
Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possible minor structural damage.	10 - 15	0.4 - 0.6

Source: Caltrans 2002

Although the Planned Development will contain commercial uses, it is unknown at this time what the disposition of these commercial operations will entail. There is the possibility of vibration-sensitive land uses on and off site to be impacted by construction-related vibrational levels; however, with the incorporation of mitigation measures N-7 through N-8, these potential impacts would be reduced to less than significant levels.

Operational Related Impacts

Operational-related vibrational impacts would be predominantly from vehicular traffic to and from the project area. Because these impacts would be similar for all phases of the Planned Development, they are discussed together in this section.

Vibration from vehicular traffic drops off rapidly with distance from the roadway, such that trucks traveling close together typically will not substantially increase peak vibration levels. According to Caltrans, the highest traffic-generated vibration levels measured on freeway shoulders have never exceeded 2.0 mm/s even with the heaviest combination of heavy duty truck traffic. With the rapid attenuation of vibration levels with distance, the vibration from truck traffic generally is below the threshold of perception for most people at approximately 150 feet.

The Planned Development is anticipated to have residential and commercial land uses which would incur a minimal amount of heavy duty truck traffic, and not the intensive truck traffic that would be expected from an industrial development; therefore, the majority of traffic in the Planned Development area would be from automobiles which typically generates one fifth to one tenth of the vibration levels of trucks. Given that the anticipated vibration levels for vehicular traffic would not exceed the 2.5 mm/s

(0.1 in/s) threshold, overall vibration levels associated with the Planned Development would be less than significant for typical operational activities.

If vibration-sensitive operational activities are anticipated to be incorporated into the Planned Development, a project-specific vibration analysis will need to be performed to determine the potential impacts based on the type of operation and the project location with respect to adjacent roadways.

Cumulative Impacts

Because the Robinson Ranch Planned Development will typically result in traffic-level operational vibrations, its implementation is not anticipated to result in the exposure of people to, or the generation of, excessive groundborne vibration. Vibration impacts are localized in nature and phased construction would not occur at the same time or location. Therefore, the impacts from operational and construction-related vibration levels are not anticipated to be cumulatively considerable.

Mitigation Measures

N-7 When construction is to take place within 25 feet of a non-historic structure, or within 100 feet of a historical or otherwise noise-sensitive structure, then the construction contractor shall notify (in writing) the adjacent property owners two weeks prior to use of heavy earthmoving equipment, blasting and pile-driving so that any vibration-sensitive equipment may be secured or other structural precautions may be taken prior to the actual vibration-related construction activities. The extent and duration of the construction activities shall be included in the notification.

N-8 In the event that vibration-sensitive operations occupy portions of the Planned Development, then construction activities (especially pile-driving) within 100 feet of these structures shall be conducted at a time when they do not interfere with such operations, when feasible.

7.0 References

City of Yucaipa. 1997. *City of Yucaipa Municipal Code,* Section 87.0905, Noise.

City of Yucaipa. *City of Yucaipa Development Code,* Article 4 Noise Hazard Overlay District, Section 85.0205.

City of Yucaipa. 2004. *City of Yucaipa General Plan.* Noise Element. July.

Federal Transit Administration. 2006. *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, May.

California Department of Transportation. 2002. *Transportation Related Earthborne Vibrations,* TAV-02-01-R9601. February

Urban Crosroads. 2010. *Traffic Impact Analysis Robinson Ranch Specific Plan.*

U.S. Environmental Protection Agency. 1971. *Noise from Construction Equipment and Operations, Building Equipment and Home Appliances*. (Prepared under contract by Bolt, et al., Bolt, Beranek & Newman, Boston, Massachusetts.)

Appendix A
Ambient Noise Data

Robinson Ranch Planned Development **15-minute Reading Data**

Location #	Location	Date	Time start	Duration	From Traffic Study			From Readings		Peak Hour	% ADT	Leq	Adj Leq	Ldn	> GP Threshold
					N/S	E/W	ADT	Traffic	Adj Traffic						60 Ldn
1	Live Oak @ Outer Highway 10s.	5/13/2010	11:40	15 min	7,000	3,000	10,000	88	352	No	10.00	53.9	68.9	68.81	Yes
2	Live Oak Canyon S. of I-10	5/13/2010	13:43	15 min	7,000		7,000	94	376	No	10.00	39.0	54	53.91	No
3	Oak Glen @ 14th	5/13/2010	15:15	15 min	18,000	6,000	24,000	385	1540	Yes	6.42	72.8	72.8	74.64	Yes
4	Dunlap @ 14th	5/13/2010	12:16	15 min		5,000	5,000	29	116	No	10.00	56.8	71.8	71.71	Yes
5	Oak Glen @ 13th	5/13/2010	10:24	15 min	16,300		16,300	274	1096	No	10.00	53.6	68.6	68.51	Yes
6	Oak Glen @ Colorado	5/13/2010	15:10	15 min	16,300		16,300	361	1444	Yes	8.86	70.3	70.3	70.74	Yes
7	Wildwood Canyon Road	5/18/2010	13:05	15 min		6,000	6,000	102	408	No	10.00	33.3	48.3	48.21	No
8	11th @ end of Culdesec	5/13/2010	13:53	15 min		0	0	0	0		10.00	63.0	63	62.91	Yes
9	Calimesa between Oak Glen & Wildwood Canyon	5/18/2010	15:26	15 min		10,000	10,000	129	516	Yes	5.16	65.5	65.5	68.29	Yes
10	Calimesa & Wildwood Canyon Road	5/18/2010	11:59	15 min		5,000	5,000	124	496	No	10.00	59.4	74.4	74.31	Yes
11	Wildwood north of Calimesa	5/18/2010	11:29	15 min	6,000		6,000	87	348	No	10.00	38.1	53.1	53.01	No
12	Wildwood Canyon @ John Wayne	5/18/2010	10:40	15 min	6,000		6,000	93	372	No	10.00	41.3	56.3	56.21	No
13	County Line Road w/o I-10	5/18/2010	13:00	15 min		2,000	2,000	3	12	No	10.00	53.7	68.7	68.61	Yes
14	County Line Road @ 7th	5/18/2010	13:23	15 min		2,000	2,000	135	540	No	10.00	53.4	68.4	68.31	Yes

* time on sheets was taken from meter. Noise meter time was slow by 1 hour (never readjusted after time change) Therefore, time in this spreadsheet is 1 hour later than on the accompaning worksheets

Assumptions include:

1. If not take during peak hour, peak traffic was estimated at 10% of ADT as provided in the Urban Crossroads Traffic Study.
2. If not taken during peak hours, a 15 dBA penalty is added to the Leq to estimate Peak hour noise.
3. To determine hourly traffic, traffic during the 15 minute reading was multiplied by 4.

Robinson Ranch Planned Development

*Note, the date was not set on the meter, therefore although the data log shows May 10th as the date of the reading, the reading was acutally conducted on May 13th.

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							Average									
							69.65	94.15	81.09	51.35	98.16					
												24 hour reading at Location 5				
Site Locatic	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0	0		10-May	10	14:00:07	0.5	60.3	57.3	62.2	53.5	84.8	0	62.2	62	1	0
0	0		10-May	10	14:00:09	99	65.4	85.4	81.7	49	105.6	117.8	71	63.6	1	0
0	0		10-May	10	14:01:48	1	63.5	63.5	65.6	59.1	95.9	0	65.6	65	1	0
0	0		10-May	10	14:04:45	300	71.2	96	91.1	43	120.9	126.4	76.6	72.7	1	0
0	0		10-May	10	14:09:45	300	49.8	74.6	61.1	44.5	92.9	0	52.5	51.7	0	0
0	0		10-May	10	14:14:45	300	52.4	77.1	71.2	43.8	102.3	107.5	56.7	53.6	0	0
0	0		10-May	10	14:19:45	300	50.3	75.1	63.6	44.6	93.7	0	53.2	52	0	0
0	0		10-May	10	14:24:45	295	53.9	78.6	74.1	42.5	105.5	107.5	52.6	51.4	0	0
0	0		10-May	10	14:29:41	1	64.3	64.3	66.3	63.3	86.3	0	66	65.3	1	0
0	0		11-May	10	14:49:24	300	76.7	101.5	93.1	54.6	129.3	130.6	82.8	79.4	1	0
0	0		11-May	10	14:54:24	300	73.1	97.9	85	54.6	98.6	105.1	78.6	76.4	0	0
0	0		11-May	10	14:59:24	300	70.8	95.6	78.2	56.4	99.6	0	75.9	74.9	0	0
0	0		11-May	10	15:04:24	300	72	96.8	80	55.8	95.5	105.1	76.7	75.7	0	0
0	0		11-May	10	15:09:24	300	71.1	95.9	78.7	54.6	95.1	0	76	74.9	0	0
0	0		11-May	10	15:14:24	300	72.2	97	81.1	53.5	97.8	0	77.2	76	0	0
0	0		11-May	10	15:19:24	300	73.4	98.2	87.1	50.9	105.7	111.1	78.7	76.6	0	0
0	0		11-May	10	15:24:24	300	73.5	98.3	87.7	52.1	106.6	108.6	78.5	76.5	0	0
0	0		11-May	10	15:29:24	300	72.3	97.1	81.5	51.1	97.3	107.5	77.5	76.4	0	0
0	0		11-May	10	15:34:24	300	71.7	96.5	81	52.5	96.5	105.1	77.7	76.4	0	0
0	0		11-May	10	15:39:24	300	72	96.8	81.9	51.4	97.9	105.1	77.4	75.9	0	0
0	0		11-May	10	15:44:24	300	71	95.8	80.5	51.1	97.5	0	77	75.6	0	0
0	0		11-May	10	15:49:24	300	72.7	97.5	85.6	48.3	98.9	107.5	78.1	76.5	0	0
0	0		11-May	10	15:54:24	300	71.9	96.7	81.5	47.6	98.6	0	77.6	76.5	0	0
0	0		11-May	10	15:59:24	300	70.3	95.1	79.5	49.6	96.3	0	76.2	74.8	0	0
0	0		11-May	10	16:04:24	300	70.9	95.7	79.7	52.1	95	0	76.4	74.9	0	0
0	0		11-May	10	16:09:24	300	72.2	97	80.2	52.3	98.5	105.1	77.2	75.9	0	0
0	0		11-May	10	16:14:24	300	72.1	96.9	82.1	48.9	100.2	0	77.8	76.5	0	0
0	0		11-May	10	16:19:24	300	71.3	96.1	83.7	51.2	98.1	111.1	76.6	75.1	0	0
0	0		11-May	10	16:24:24	300	73	97.8	85.5	53.4	105.1	113.6	77.5	76.3	0	0
0	0		11-May	10	16:29:24	300	72.6	97.4	82.9	50.6	100.4	109.5	78	76.3	0	0
0	0		11-May	10	16:34:24	300	72.4	97.2	82.3	48.4	97.5	105.1	78.1	76.8	0	0
0	0		11-May	10	16:39:24	300	74	98.8	87.5	46.6	100.8	107.5	78.9	77.4	0	0
0	0		11-May	10	16:44:24	300	72.5	97.3	80.8	50.3	101.7	105.1	78.6	77.1	0	0
0	0		11-May	10	16:49:24	300	72.2	97	81	48.4	95.7	105.1	77.1	76.2	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0		11-May	10	16:54:24	300	72.7	97.5	86.8	47.6	99.2	107.5	78.5	76.5	0	0
0		0		11-May	10	16:59:24	300	72	96.8	84.7	49.7	98.7	107.5	77.5	75.9	0	0
0		0		11-May	10	17:04:24	300	72.3	97.1	80.2	51.9	97.4	0	77.3	76.3	0	0
0		0		11-May	10	17:09:24	300	72.7	97.4	80.2	52.1	99.6	0	77.9	76.8	0	0
0		0		11-May	10	17:14:24	300	72.4	97.2	83	52.7	103.6	113.6	77.8	76.8	0	0
0		0		11-May	10	17:19:24	300	74.1	98.9	88.2	53.1	103.6	109.5	78.9	77.4	0	0
0		0		11-May	10	17:24:24	300	73	97.7	81.7	51.7	99.1	105.1	77.6	76.6	0	0
0		0		11-May	10	17:29:24	300	73.5	98.3	82.1	54.6	101	105.1	78	77	0	0
0		0		11-May	10	17:34:24	300	72.6	97.4	82.2	54.2	98.3	105.1	78.1	76.6	0	0
0		0		11-May	10	17:39:24	300	72.2	97	82	52.6	96.4	103.5	77.2	76.2	0	0
0		0		11-May	10	17:44:24	300	73.1	97.9	84	53	99.1	107.5	78.8	77.2	0	0
0		0		11-May	10	17:49:24	300	72	96.8	81.9	50.5	99.1	107.5	77.6	76.3	0	0
0		0		11-May	10	17:54:24	300	73	97.8	87	52.6	103.6	109.5	77.9	76.3	0	0
0		0		11-May	10	17:59:24	300	71.9	96.7	81	55.2	98	0	77.5	76.4	0	0
0		0		11-May	10	18:04:24	300	72.4	97.2	81.6	55.2	99	109.5	78	76.6	0	0
0		0		11-May	10	18:09:24	300	73	97.7	83.6	54.1	98.6	105.1	77.9	77	0	0
0		0		11-May	10	18:14:24	300	72.2	97	84.4	52.6	99.9	105.1	77.2	76.1	0	0
0		0		11-May	10	18:19:24	300	71.1	95.9	80.5	53.8	99.8	0	76.7	75.4	0	0
0		0		11-May	10	18:24:24	300	73.8	98.6	83.1	54.5	100.1	109.5	78.7	77.6	0	0
0		0		11-May	10	18:29:24	300	71.5	96.3	81.4	52	97	0	77.4	75.6	0	0
0		0		11-May	10	18:34:24	300	72.6	97.4	81.1	56.6	96.6	0	77.5	76.4	0	0
0		0		11-May	10	18:39:24	300	71.5	96.3	79.4	50.9	96.6	0	76.9	75.9	0	0
0		0		11-May	10	18:44:24	300	72.9	97.6	84.9	52.6	100	105.1	78.1	76.9	0	0
0		0		11-May	10	18:49:24	300	73	97.8	80.7	55.4	98.1	0	78.6	77.5	0	0
0		0		11-May	10	18:54:24	300	72.3	97.1	83.4	53.2	99.2	105.1	77.8	76.3	0	0
0		0		11-May	10	18:59:24	300	72.9	97.7	83.9	52.2	99	103.5	78.5	77.1	0	0
0		0		11-May	10	19:04:24	300	72.9	97.7	81.9	51.4	101	105.1	78.7	77.2	0	0
0		0		11-May	10	19:09:24	300	74.4	99.2	84.6	51.8	100.5	107.5	79.9	78.6	0	0
0		0		11-May	10	19:14:24	300	73.8	98.6	84.1	52	100.8	105.1	79	77.8	0	0
0		0		11-May	10	19:19:24	300	73.4	98.1	83.9	51.6	98.5	107.5	78.3	76.9	0	0
0		0		11-May	10	19:24:24	300	73.5	98.3	83.3	53.5	98.3	105.1	78.4	77.1	0	0
0		0		11-May	10	19:29:24	300	73.2	98	82.2	53.6	101.6	105.1	78.4	77	0	0
0		0		11-May	10	19:34:24	300	73.5	98.2	85.9	52.9	100.2	109.5	77.7	76.7	0	0
0		0		11-May	10	19:39:24	300	74.1	98.8	82.6	56.9	97.3	105.1	78.7	77.5	0	0
0		0		11-May	10	19:44:24	300	72.7	97.5	80.7	52.8	96.9	0	77.6	76.8	0	0
0		0		11-May	10	19:49:24	300	73.5	98.3	79.9	56.5	96.3	105.1	78	77.2	0	0
0		0		11-May	10	19:54:24	300	73.8	98.6	83.5	54.8	98.8	109.5	78.7	77.6	0	0
0		0		11-May	10	19:59:24	300	73.8	98.6	82.2	58.8	97.7	105.1	78.7	77.5	0	0
0		0		11-May	10	20:04:24	300	72.8	97.6	80.8	54.8	96.5	107.5	78	76.6	0	0
0		0		11-May	10	20:09:24	300	72.9	97.7	81.9	54.8	99	105.1	77.8	76.8	0	0
0		0		11-May	10	20:14:24	300	74.6	99.4	83.8	54.3	99.4	107.5	80.2	78.8	0	0
0		0		11-May	10	20:19:24	300	75.7	100.5	89.5	57.6	101.9	111.1	80.5	78.9	0	0
0		0		11-May	10	20:24:24	300	74	98.8	83.9	55.4	98.7	107.5	78.8	77.6	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0		11-May	10	20:29:24	300	74	98.8	82.2	54.4	97.4	107.5	78.9	77.4	0	0
0		0		11-May	10	20:34:24	300	74	98.8	85.2	55.7	98.5	105.1	78.9	77.6	0	0
0		0		11-May	10	20:39:24	300	73.3	98.1	81.4	54.8	98.4	105.1	77.9	76.9	0	0
0		0		11-May	10	20:44:24	300	74	98.7	81.4	56.1	99.7	106.4	78.5	77.5	0	0
0		0		11-May	10	20:49:24	300	74	98.8	84	55.9	99.5	105.1	78.8	77.3	0	0
0		0		11-May	10	20:54:24	300	73.4	98.2	82.6	52.6	98.5	105.1	78	76.9	0	0
0		0		11-May	10	20:59:24	300	73.7	98.5	79.8	59.8	97.3	0	77.8	76.9	0	0
0		0		11-May	10	21:04:24	300	72.9	97.7	81.4	56	96.3	107.5	78.1	76.9	0	0
0		0		11-May	10	21:09:24	300	73.6	98.4	84.7	55.8	98.4	106.4	78	76.8	0	0
0		0		11-May	10	21:14:24	300	73.6	98.4	80.6	53.9	96.6	107.5	78	76.9	0	0
0		0		11-May	10	21:19:24	300	73.1	97.9	81.4	54.9	97.6	105.1	78.3	77.2	0	0
0		0		11-May	10	21:24:24	300	73.7	98.5	82.9	53.4	99.6	105.1	78.8	77.6	0	0
0		0		11-May	10	21:29:24	300	73	97.8	81.9	54.4	98.3	0	78.1	76.7	0	0
0		0		11-May	10	21:34:24	300	73.2	98	83.9	57.8	99.8	107.5	77.8	76.8	0	0
0		0		11-May	10	21:39:24	300	72.9	97.7	83.2	52.2	99.3	0	78.1	76.9	0	0
0		0		11-May	10	21:44:24	300	72.8	97.6	81.9	52.8	101.1	105.1	78.1	76.9	0	0
0		0		11-May	10	21:49:24	300	72.6	97.4	80	55.1	97.3	0	77.5	76.4	0	0
0		0		11-May	10	21:54:24	300	73.9	98.6	82.3	54.8	97.5	105.1	79.1	77.7	0	0
0		0		11-May	10	21:59:24	300	73.7	98.5	82.4	57	97.1	107.5	79	77.5	0	0
0		0		11-May	10	22:04:24	300	73.6	98.4	82.5	52.8	99.3	0	77.8	76.9	0	0
0		0		11-May	10	22:09:24	300	74	98.8	82	58.7	97.7	0	78	77.2	0	0
0		0		11-May	10	22:14:24	300	74.5	99.3	81.7	54.7	99.9	0	78.9	78.1	0	0
0		0		11-May	10	22:19:24	300	73.4	98.2	83.5	54	98.2	105.1	78.5	77.3	0	0
0		0		11-May	10	22:24:24	300	74.8	99.6	86.4	52.3	102.3	107.5	79.5	78.3	0	0
0		0		11-May	10	22:29:24	300	73.6	98.4	83.4	54.5	99.8	105.1	78.4	77.1	0	0
0		0		11-May	10	22:34:24	300	73.8	98.6	86.7	56.6	108.4	105.1	78.6	77.4	0	0
0		0		11-May	10	22:39:24	300	74.6	99.4	83.1	56	97.8	107.5	79.5	78.1	0	0
0		0		11-May	10	22:44:24	300	73.3	98	80.7	52.5	98	107.5	78.4	77.1	0	0
0		0		11-May	10	22:49:24	300	72.5	97.3	80.9	55	97.5	0	77.4	76.1	0	0
0		0		11-May	10	22:54:24	300	72.9	97.7	81.1	56	99.6	0	78	76.9	0	0
0		0		11-May	10	22:59:24	300	74.5	99.2	83.2	53.4	100.1	107.5	79.1	78	0	0
0		0		11-May	10	23:04:24	300	73.5	98.3	81.3	55.1	100.2	105.1	77.8	76.7	0	0
0		0		11-May	10	23:09:24	300	74.1	98.9	83.2	54.4	98.2	105.1	78.8	77.7	0	0
0		0		11-May	10	23:14:24	300	72.8	97.5	81.5	55	101.2	103.5	77.6	76.5	0	0
0		0		11-May	10	23:19:24	300	74.1	98.9	85.6	55.9	100.8	109.5	79	77.2	0	0
0		0		11-May	10	23:24:24	300	72.3	97.1	82.4	53.7	97.3	105.1	78	76.5	0	0
0		0		11-May	10	23:29:24	300	73	97.7	84.2	53.9	100.1	105.1	77.8	76.4	0	0
0		0		11-May	10	23:34:24	300	72.6	97.4	80.1	53	95.1	0	77.2	76.1	0	0
0		0		11-May	10	23:39:24	300	72.7	97.4	85.3	53.8	100.3	111.1	77.8	76.4	0	0
0		0		11-May	10	23:44:24	300	72.7	97.5	80.8	54.2	96.3	0	77.6	76.3	0	0
0		0		11-May	10	23:49:24	300	72.4	97.2	80.2	58.1	98.5	0	77.4	76.3	0	0
0		0		11-May	10	23:54:24	300	71.7	96.5	80.8	51.3	97.4	105.1	76.8	75.4	0	0
0		0		11-May	10	23:59:24	300	71.4	96.2	80	52.9	95.1	0	76.6	75.5	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0		12-May	10	0:04:24	300	71.9	96.7	80.9	53.3	100.7	105.1	77.6	76.2	0	0
0		0		12-May	10	0:09:24	300	71.9	96.7	80.8	53.1	98.1	105.1	76.6	75.5	0	0
0		0		12-May	10	0:14:24	300	72.2	97	84	52.5	97.6	105.1	77.4	76	0	0
0		0		12-May	10	0:19:24	300	72.9	97.6	86.9	52.9	105.3	107.5	77.5	76.3	0	0
0		0		12-May	10	0:24:24	300	72.6	97.3	84.1	54.1	101	107.5	78.2	76.7	0	0
0		0		12-May	10	0:29:24	300	71.5	96.2	81	52.1	97.9	0	76.7	75.4	0	0
0		0		12-May	10	0:34:24	300	73	97.8	88.8	53.1	103	107.5	78.6	76.1	0	0
0		0		12-May	10	0:39:24	300	72.7	97.5	80.8	53.1	96	105.1	78.3	77.1	0	0
0		0		12-May	10	0:44:24	300	72	96.8	81.6	52.4	95.6	105.1	77.5	76.4	0	0
0		0		12-May	10	0:49:24	300	71	95.8	83.7	55.5	98.4	105.1	76.4	75.1	0	0
0		0		12-May	10	0:54:24	300	71.1	95.9	85.5	53.9	99.6	105.1	76.6	74.6	0	0
0		0		12-May	10	0:59:24	300	71.5	96.2	85.8	52.5	106.5	116.3	77.2	75.8	0	0
0		0		12-May	10	1:04:24	300	70.9	95.7	81.1	53.3	99.1	105.1	76.8	75.4	0	0
0		0		12-May	10	1:09:24	300	70.6	95.3	79.6	52	99	0	76.3	75	0	0
0		0		12-May	10	1:14:24	300	70.4	95.2	81.1	53.4	99	103.5	75	74.1	0	0
0		0		12-May	10	1:19:24	300	70.5	95.3	80	50.7	95.6	0	75.4	74.5	0	0
0		0		12-May	10	1:24:24	300	70.9	95.7	78.2	51.2	96.3	113.6	75.6	74.8	0	0
0		0		12-May	10	1:29:24	300	72.5	97.3	83.3	54.7	110.5	111.1	78.1	76.4	0	0
0		0		12-May	10	1:34:24	300	71.8	96.6	83.6	53.3	98.5	0	77.2	75.6	0	0
0		0		12-May	10	1:39:24	300	71.5	96.3	82.5	51.7	96.2	105.1	76.4	74.9	0	0
0		0		12-May	10	1:44:24	300	70.5	95.3	80.7	50.8	99.1	109.5	76.2	74.5	0	0
0		0		12-May	10	1:49:24	300	69.6	94.4	79.5	53.5	95.2	0	75	73.5	0	0
0		0		12-May	10	1:54:24	300	69	93.8	78.5	49.2	96.2	0	75.4	74.1	0	0
0		0		12-May	10	1:59:24	300	69.5	94.3	77.1	51.1	94.4	0	74.7	73.6	0	0
0		0		12-May	10	2:04:24	300	70.6	95.4	79.3	53.1	99.1	0	75.8	74.7	0	0
0		0		12-May	10	2:09:24	300	71.5	96.3	82.4	52.7	97.7	105.1	76.7	75.7	0	0
0		0		12-May	10	2:14:24	300	69	93.8	82.9	51.9	99.7	105.1	75.1	73.4	0	0
0		0		12-May	10	2:19:24	300	71.4	96.2	80.4	52.7	96.6	103.5	77.2	76	0	0
0		0		12-May	10	2:24:24	300	69	93.8	78.6	53.8	92.6	0	73.9	72.8	0	0
0		0		12-May	10	2:29:24	300	69.3	94.1	78.7	53.3	97.3	105.1	75.3	73.9	0	0
0		0		12-May	10	2:34:24	300	69.4	94.2	80	50.7	96.7	105.1	75.1	73.8	0	0
0		0		12-May	10	2:39:24	300	68.7	93.5	78.7	51.2	94.4	0	74.3	73.1	0	0
0		0		12-May	10	2:44:24	300	68.7	93.4	79.9	48.7	99.9	105.1	74.9	72.9	0	0
0		0		12-May	10	2:49:24	300	68.2	93	78.9	52.7	96.3	0	74.3	72.6	0	0
0		0		12-May	10	2:54:24	300	71	95.8	87.9	50.7	102	107.5	76.3	74	0	0
0		0		12-May	10	2:59:24	300	67.4	92.2	79.3	54.4	96.9	105.1	72.8	71.1	0	0
0		0		12-May	10	3:04:24	300	66	90.8	74.8	50	92	0	73	71.1	0	0
0		0		12-May	10	3:09:24	300	68.4	93.1	80	52.3	97.5	105.1	74.8	73.3	0	0
0		0		12-May	10	3:14:24	300	69.3	94.1	80.8	50.5	100.8	105.1	75.9	74.2	0	0
0		0		12-May	10	3:19:24	300	68	92.8	80.8	50.5	95.5	0	74.3	72.2	0	0
0		0		12-May	10	3:24:24	300	66.7	91.5	76.6	50.9	94.8	105.1	73.3	71.7	0	0
0		0		12-May	10	3:29:24	300	67	91.8	79.2	52.1	93.9	105.1	73.2	71.6	0	0
0		0		12-May	10	3:34:24	300	67.2	92	79.9	49.6	96.9	0	73.9	71.8	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0		12-May	10	3:39:24	300	66.3	91.1	80.5	49.4	95.5	0	72.5	70.5	0	0
0		0		12-May	10	3:44:24	300	67.8	92.6	79	50.6	98.4	0	73.6	72	0	0
0		0		12-May	10	3:49:24	300	69	93.8	80.2	51.2	97	105.1	74.8	73.5	0	0
0		0		12-May	10	3:54:24	300	66.5	91.3	77.6	50.1	93.4	0	73	71.5	0	0
0		0		12-May	10	3:59:24	300	68.8	93.6	81.3	49.8	99	107.5	75	73.3	0	0
0		0		12-May	10	4:04:24	300	65.4	90.2	78.8	47.8	95	105.1	73.1	69.6	0	0
0		0		12-May	10	4:09:24	300	66.6	91.4	78.7	48.9	93	105.1	73.5	71.3	0	0
0		0		12-May	10	4:14:24	300	66.3	91.1	77.7	47.4	93.8	0	72.7	70.6	0	0
0		0		12-May	10	4:19:24	300	66.4	91.1	78.9	48.4	98	0	73.4	70.7	0	0
0		0		12-May	10	4:24:24	300	66.9	91.6	80.2	49.7	96.1	0	72.6	70.1	0	0
0		0		12-May	10	4:29:24	300	62.8	87.6	75.2	44.5	90.4	0	69.6	68	0	0
0		0		12-May	10	4:34:24	300	65.1	89.9	79	45.2	97.4	0	71.5	69.5	0	0
0		0		12-May	10	4:39:24	300	64.7	89.5	78.1	44.5	96.6	0	71.4	68.6	0	0
0		0		12-May	10	4:44:24	300	66.9	91.7	83	44.1	97.5	0	73.3	70.6	0	0
0		0		12-May	10	4:49:24	300	64.8	89.6	77.6	44.8	97.7	0	71.6	69.7	0	0
0		0		12-May	10	4:54:24	300	62.7	87.5	77.4	43.8	98.8	0	69.4	67.5	0	0
0		0		12-May	10	4:59:24	300	63.3	88.1	79.5	43.6	97.4	0	69.8	67.7	0	0
0		0		12-May	10	5:04:24	300	63.9	88.7	79.1	43.4	97.4	105.1	69.6	67.5	0	0
0		0		12-May	10	5:09:24	300	64.7	89.5	79.6	44.7	96	105.1	71.6	67.9	0	0
0		0		12-May	10	5:14:24	300	66.4	91.1	81.4	45.4	95.8	0	73	70.1	0	0
0		0		12-May	10	5:19:24	300	63.5	88.3	77.7	47	94.9	0	70.3	67.6	0	0
0		0		12-May	10	5:24:24	300	59.1	83.9	73.1	45.9	86.5	0	67.1	63.1	0	0
0		0		12-May	10	5:29:24	300	66.5	91.3	84.4	46.7	101.5	109.5	70.6	68.2	0	0
0		0		12-May	10	5:34:24	300	63.1	87.8	75.3	48.1	90.9	0	69.5	67.7	0	0
0		0		12-May	10	5:39:24	300	59.1	83.9	72.8	44.1	89.9	0	66.6	62.1	0	0
0		0		12-May	10	5:44:24	300	63.8	88.6	77.1	45.1	94.1	0	69.8	68.1	0	0
0		0		12-May	10	5:49:24	300	62.8	87.6	83	42.5	100.5	109.5	67.8	62.1	0	0
0		0		12-May	10	5:54:24	300	61.3	86	73	43.6	90.3	0	68.9	67.1	0	0
0		0		12-May	10	5:59:24	300	59.2	84	73.1	42.8	90.6	0	67.4	64.4	0	0
0		0		12-May	10	6:04:24	300	62.3	87.1	79.3	42.9	100.3	105.1	69	66.3	0	0
0		0		12-May	10	6:09:24	300	62	86.8	76.4	42.4	94	0	69.4	65.3	0	0
0		0		12-May	10	6:14:24	300	60.6	85.4	74.7	43.4	88.1	0	68.7	64.5	0	0
0		0		12-May	10	6:19:24	300	64.7	89.5	79.2	44.6	96.4	0	71	68.5	0	0
0		0		12-May	10	6:24:24	300	62.6	87.4	76.9	43.3	94.7	0	69.8	66.7	0	0
0		0		12-May	10	6:29:24	300	59.4	84.1	76.6	43.7	93	0	65.7	62.1	0	0
0		0		12-May	10	6:34:24	300	59.1	83.9	71.8	42.8	87	0	67.7	63.5	0	0
0		0		12-May	10	6:39:24	300	60.8	85.6	73.8	45.4	88	0	68.3	65.8	0	0
0		0		12-May	10	6:44:24	300	59.9	84.7	75.4	47	92.2	0	66.5	60.3	0	0
0		0		12-May	10	6:49:24	300	62.1	86.9	73.7	46.2	90.9	0	68.6	66.7	0	0
0		0		12-May	10	6:54:24	300	59.2	84	76.5	44	95.4	0	63.4	58.3	0	0
0		0		12-May	10	6:59:24	300	60.6	85.4	77.8	43.7	95.6	0	65.8	59.6	0	0
0		0		12-May	10	7:04:24	300	63.4	88.2	77.5	44.4	92.5	0	71.4	67.4	0	0
0		0		12-May	10	7:09:24	300	59.2	84	77.6	43.8	93.5	0	64.3	56.7	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0		12-May	10	7:14:24	300	61.8	86.6	78.5	44.9	93.6	0	69	65.1	0	0
0		0		12-May	10	7:19:24	300	61.2	86	76.2	43.6	91.8	0	67.7	65.6	0	0
0		0		12-May	10	7:24:24	300	62.9	87.7	82.1	43.4	95.6	0	68.6	65.1	0	0
0		0		12-May	10	7:29:24	300	60	84.8	76.6	45.1	91.3	0	66.7	59.7	0	0
0		0		12-May	10	7:34:24	300	58.7	83.4	77.9	42.8	96.1	0	63.8	59.4	0	0
0		0		12-May	10	7:39:24	300	61.8	86.6	79.5	43	101.5	105.1	68.6	65.7	0	0
0		0		12-May	10	7:44:24	300	60.5	85.3	74.4	43	89.7	0	68.6	65.2	0	0
0		0		12-May	10	7:49:24	300	62.4	87.2	76.5	43.4	93.3	0	70.6	67.4	0	0
0		0		12-May	10	7:54:24	300	62.3	87.1	76.3	42.6	94.6	0	70.2	66.9	0	0
0		0		12-May	10	7:59:24	300	60	84.8	75.6	43.4	89.7	0	67.8	64.3	0	0
0		0		12-May	10	8:04:24	300	63.3	88.1	78.9	44.4	92.2	0	70.7	64.2	0	0
0		0		12-May	10	8:09:24	300	62	86.8	77.6	45.7	95.8	0	69.2	65.7	0	0
0		0		12-May	10	8:14:24	300	62.7	87.5	80.7	46.1	95.8	105.1	68.8	66.1	0	0
0		0		12-May	10	8:19:24	300	59	83.8	75.9	45.1	93.9	0	65.7	59.7	0	0
0		0		12-May	10	8:24:24	300	60.3	85	76.2	43.9	93.7	0	66.4	61.8	0	0
0		0		12-May	10	8:29:24	300	61.3	86	74.5	45.9	89.9	0	66.5	64.5	0	0
0		0		12-May	10	8:34:24	300	62.7	87.5	77	45	91.2	0	69.9	66	0	0
0		0		12-May	10	8:39:24	300	65.4	90.2	84.3	44.1	100.7	107.5	70.7	66.3	0	0
0		0		12-May	10	8:44:24	300	62.4	87.2	79	44.8	100.8	103.5	68.3	62.8	0	0
0		0		12-May	10	8:49:24	300	62.4	87.1	79	44.5	95	0	69	64.9	0	0
0		0		12-May	10	8:54:24	300	64.6	89.4	78	44.8	96	0	72	68.9	0	0
0		0		12-May	10	8:59:24	300	63.6	88.3	77.6	46	97.9	0	71.5	67.4	0	0
0		0		12-May	10	9:04:24	300	63.5	88.3	82.3	44.7	96.5	105.1	68.4	65.4	0	0
0		0		12-May	10	9:09:24	300	63.8	88.6	78.8	44.1	94.8	0	71.6	67.5	0	0
0		0		12-May	10	9:14:24	300	66.9	91.7	80.7	45.1	96.5	103.5	74.3	71.2	0	0
0		0		12-May	10	9:19:24	300	66.4	91.2	80	47.1	98.4	0	74.1	70.5	0	0
0		0		12-May	10	9:24:24	300	70.7	95.5	89.3	47.5	110.4	115.5	76.5	72.9	0	0
0		0		12-May	10	9:29:24	300	69.3	94.1	83.6	46.7	99	105.1	76	73.9	0	0
0		0		12-May	10	9:34:24	300	68.3	93.1	82.6	48.3	98.7	0	75.6	72.8	0	0
0		0		12-May	10	9:39:24	300	67.6	92.4	79.6	49.7	97.8	0	74.8	72.3	0	0
0		0		12-May	10	9:44:24	300	68.3	93.1	81.6	50.1	96.8	0	75.8	73.7	0	0
0		0		12-May	10	9:49:24	300	68.4	93.2	83.8	50.3	98.5	105.1	74.8	72.7	0	0
0		0		12-May	10	9:54:24	300	66.8	91.6	81.3	50.7	98.4	0	72.9	70.5	0	0
0		0		12-May	10	9:59:24	300	75.8	100.6	96.1	52.7	116.6	120.1	76.9	74.4	0	0
0		0		12-May	10	10:04:24	300	65.5	90.3	78.2	50.1	96.9	0	73.5	70.1	0	0
0		0		12-May	10	10:09:24	300	69.8	94.6	81.9	52.7	100.3	105.1	76.3	74.3	0	0
0		0		12-May	10	10:14:24	300	70.8	95.5	83.1	50.8	97.1	107.5	77.5	75.6	0	0
0		0		12-May	10	10:19:24	300	68.5	93.2	78.9	52.9	98.3	0	75.6	73	0	0
0		0		12-May	10	10:24:24	300	69.2	94	81.2	53.1	99	103.5	76.4	74	0	0
0		0		12-May	10	10:29:24	300	68.7	93.5	80	54.4	97	105.1	75.9	73.4	0	0
0		0		12-May	10	10:34:24	300	70.9	95.7	85.3	54.7	101.4	105.1	77.4	75.9	0	0
0		0		12-May	10	10:39:24	300	69.4	94.1	79.3	54.7	93.5	0	75	73.5	0	0
0		0		12-May	10	10:44:24	300	69.9	94.6	80.7	56.4	97.3	0	75.2	74.1	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-		--------	---	---------	---------	------	------	------	------	------	------	------	---		
0		0		12-May	10	10:49:24	300	69.5	94.3	76.9	54.5	92.8	0	75.4	74.2	0	0
0		0		12-May	10	10:54:24	300	71	95.8	80.5	56.7	96.1	105.1	76.5	75.3	0	0
0		0		12-May	10	10:59:24	300	68.8	93.6	81.4	54.8	98.9	0	75.7	73.4	0	0
0		0		12-May	10	11:04:24	300	73	97.8	83.8	58.3	97.5	105.1	78.7	77.3	0	0
0		0		12-May	10	11:09:24	300	72.6	97.4	84	55.4	98.5	0	77.8	76.8	0	0
0		0		12-May	10	11:14:24	300	71.8	96.6	80.3	54.7	98.4	105.1	77.8	76.4	0	0
0		0		12-May	10	11:19:24	300	73.8	98.6	85.4	56.5	100.3	107.5	78.8	77.5	0	0
0		0		12-May	10	11:24:24	300	72	96.8	82.9	55.5	99.8	105.1	77.9	76.7	0	0
0		0		12-May	10	11:29:24	300	73.9	98.7	88.2	57.8	106.3	112.4	79.5	77.9	0	0
0		0		12-May	10	11:34:24	300	73.9	98.7	88.7	56.3	109.1	115.5	78.8	77.3	0	0
0		0		12-May	10	11:39:24	300	72.8	97.6	81.5	58.8	97.8	105.1	78	76.7	0	0
0		0		12-May	10	11:44:24	300	73.4	98.2	81.6	55.2	97.4	105.1	78.8	77.9	0	0
0		0		12-May	10	11:49:24	300	74.5	99.3	86.6	57.2	106.9	111.1	79.6	78.2	0	0
0		0		12-May	10	11:54:24	300	75	99.8	89	53.6	105.8	113.6	78.9	78	0	0
0		0		12-May	10	11:59:24	300	74.3	99.1	87	52.7	105.3	108.6	79.6	77.9	0	0
0		0		12-May	10	12:04:24	300	73.2	98	80.5	50.5	96.4	105.1	77.5	76.7	0	0
0		0		12-May	10	12:09:24	300	74.3	99.1	83.5	54	102.1	109.5	79.1	77.7	0	0
0		0		12-May	10	12:14:24	300	74.6	99.4	82	56.6	99.2	109.5	78.9	78	0	0
0		0		12-May	10	12:19:24	300	74.4	99.1	82.8	59.7	99.5	105.1	78.4	77.4	0	0
0		0		12-May	10	12:24:24	300	75.5	100.2	90.4	58.3	102.8	105.1	79.5	78.2	0	0
0		0		12-May	10	12:29:24	300	74.1	98.9	83.9	57.2	96.3	109.5	78.6	77.5	0	0
0		0		12-May	10	12:34:24	300	75.2	100	84	59.9	98.3	107.5	79.3	78.1	0	0
0		0		12-May	10	12:39:24	300	75.6	100.4	83.9	63	99.8	108.6	79.8	78.7	0	0
0		0		12-May	10	12:44:24	300	74.7	99.5	83.3	58.2	100.5	107.5	79	78	0	0
0		0		12-May	10	12:49:24	300	74.4	99.2	81.3	57.8	97.8	105.1	78.3	77.6	0	0
0		0		12-May	10	12:54:24	300	74.6	99.4	84.6	55.9	101.9	107.5	78.6	77.7	0	0
0		0		12-May	10	12:59:24	300	75.5	100.3	83.9	60.4	101.4	109.5	79.8	78.4	0	0
0		0		12-May	10	13:04:24	300	73.8	98.6	81.6	54.1	98.3	105.1	79.1	77.8	0	0
0		0		12-May	10	13:09:24	300	75.1	99.9	87.8	57.1	113.8	116.3	79.3	78.1	0	0
0		0		12-May	10	13:14:24	300	74	98.8	84	52.8	100.9	105.1	79.3	77.9	0	0
0		0		12-May	10	13:19:24	300	72.9	97.7	80.7	51.2	102.1	105.1	77.8	76.7	0	0
0		0		12-May	10	13:24:24	300	73.3	98.1	82.3	53.6	97.9	105.1	78.4	77.3	0	0
0		0		12-May	10	13:29:24	300	73	97.8	81.1	50.2	98.6	105.1	78	77	0	0
0		0		12-May	10	13:34:24	300	73.5	98.3	82.7	53.9	99.1	105.1	78.9	77.8	0	0
0		0		12-May	10	13:39:24	300	73	97.8	81.7	50.6	99.7	0	78.7	77.3	0	0
0		0		12-May	10	13:44:24	300	74.6	99.4	89.8	54.5	104.4	112.4	79	77.6	0	0
0		0		12-May	10	13:49:24	300	73.5	98.3	83.6	51.8	98.1	107.5	78.3	77.3	0	0
0		0		12-May	10	13:54:24	300	73.8	98.6	84.1	52.5	98.9	109.5	78.9	77.4	0	0
0		0		12-May	10	13:59:24	300	73	97.8	80.8	50.3	97.6	105.1	78.2	77.3	0	0
0		0		12-May	10	14:04:24	300	73.3	98.1	82.8	50.3	98.9	105.1	78.6	77.2	0	0
0		0		12-May	10	14:09:24	300	74.9	99.7	85.9	58	99.4	107.5	80.2	78.3	0	0
0		0		12-May	10	14:14:24	300	72.6	97.4	81.6	51.9	99.9	105.1	78.2	77.1	0	0
0		0		12-May	10	14:19:24	300	72.2	97	85.3	48.7	103.4	109.5	77.8	76.5	0	0

24 hour reading at Location 5

Site	Location	Meas Number		Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0	0	12-May	10	14:24:24	300	72.7	97.5	83	51.8	98.9	105.1	77.5	76.1	0	0
0		0	0	12-May	10	14:29:24	300	72.6	97.4	82.5	55.1	98	107.5	77.8	76.8	0	0
0		0	0	12-May	10	14:34:24	300	72.4	97.2	82.4	51.9	99.9	0	78.3	76.8	0	0
0		0	0	12-May	10	14:39:24	300	72.6	97.4	82.7	49.7	97.4	105.1	78	77	0	0
0		0	0	12-May	10	14:44:24	300	72.7	97.5	80.4	55.4	96	105.1	77.7	76.7	0	0
0		0	0	12-May	10	14:49:24	300	72.2	97	80.4	50.3	99.3	107.5	77.7	76.4	0	0
0		0	0	12-May	10	14:54:24	300	73.1	97.9	82.8	50.2	102.8	105.1	77.9	76.9	0	0
0		0	0	12-May	10	14:59:24	300	72.4	97.1	80.9	51.4	99.7	0	77.2	76.2	0	0
0		0	0	12-May	10	15:04:24	300	73.7	98.5	84.6	57.2	100	105.1	78.5	77.3	0	0
0		0	0	12-May	10	15:09:24	300	71.8	96.6	82.8	47.9	97.5	105.1	77.5	76.1	0	0
0		0	0	12-May	10	15:14:24	300	74.2	99	89	51.7	111.6	115.5	78.7	76.7	0	0
0		0	0	12-May	10	15:19:24	300	72.2	97	80.6	53.6	98.7	107.5	77.4	76.3	0	0
0		0	0	12-May	10	15:24:24	300	76	100.8	93.4	50.5	109.7	116.3	80	78	0	0
0		0	0	12-May	10	15:29:24	300	78.1	102.9	95.7	52.8	113.6	120.1	79.8	77.8	0	0
0		0	0	12-May	10	15:34:24	300	73.3	98.1	84.5	50.8	99.7	107.5	78.2	76.8	0	0
0		0	0	12-May	10	15:39:24	300	74.1	98.9	83.6	56.8	97.2	107.5	78.5	77.5	0	0
0		0	0	12-May	10	15:44:24	300	72	96.7	82.2	50.7	98.2	105.1	77.5	76.2	0	0
0		0	0	12-May	10	15:49:24	300	74.7	99.5	89	51.6	108.4	113.6	79.7	77.9	0	0
0		0	0	12-May	10	15:54:24	300	72.9	97.7	82.8	50.5	98.2	107.5	77.8	76.7	0	0
0		0	0	12-May	10	15:59:24	300	72.6	97.4	83.5	49.9	98.4	105.1	77.6	76.5	0	0
0		0	0	12-May	10	16:04:24	300	73.7	98.5	86.5	55.1	100.9	105.1	78.4	77.3	0	0
0		0	0	12-May	10	16:09:24	300	72.8	97.6	80.5	50.3	97.9	0	77.9	76.9	0	0
0		0	0	12-May	10	16:14:24	300	74.3	99	84.8	55.3	101.5	107.5	79.5	77.9	0	0
0		0	0	12-May	10	16:19:24	300	72.4	97.2	82.5	52.6	97.8	107.5	77.8	76.4	0	0
0		0	0	12-May	10	16:24:24	300	73.4	98.2	80.6	50.4	100	0	78.6	77.7	0	0
0		0	0	12-May	10	16:29:24	300	72.4	97.2	84	51	105.1	109.5	77.8	76.8	0	0
0		0	0	12-May	10	16:34:24	300	72.7	97.5	82.8	52.6	96	105.1	77.8	76.6	0	0
0		0	0	12-May	10	16:39:24	300	73.7	98.5	83.9	52.9	101.5	106.4	78.9	77.8	0	0
0		0	0	12-May	10	16:44:24	299.2	88.9	113.6	108.3	59.6	145.2	145.8	95.2	88.4	0	0

Robinson Ranch Planned Development

*Note, the date was not set on the meter, therefore although the data log shows May 10th as the date of the reading, the reading was acutally conducted on May 18th.

C:\LARDAV\SLMUTIL\ 19MAYRR.bin Interva l D ata

Average

57.67 82.76 72.37 42.83 92.34

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
0		0	16-May	10	14:05:43	300	95.2	120	115.1	45.8	155.3	155	101	97.9	1	1
0		0	16-May	10	14:10:43	300	68.8	93.6	90.3	41.1	123.4	124.7	70.8	60.4	0	0
0		0	16-May	10	14:15:43	300	54.9	79.6	72.4	41.1	92	105.1	60	55	0	0
0		0	16-May	10	14:20:43	300	53.4	78.1	71.9	40.6	88.4	0	57.9	53.9	0	0
0		0	16-May	10	14:25:43	300	51.5	76.3	69.9	40.7	85.1	0	54	51.6	0	0
0		0	16-May	10	14:30:43	300	51.3	76.1	65.3	40.8	78.3	0	58.3	54.4	0	0
0		0	16-May	10	14:35:43	300	50	74.8	65.8	41.1	80.2	0	55.6	47	0	0
0		0	16-May	10	14:40:43	300	51.2	76	69.3	41.3	84.2	0	54	49.2	0	0
0		0	16-May	10	14:45:43	300	58.2	83	73.6	41.1	86.7	0	64.9	59.9	0	0
0		0	16-May	10	14:50:43	300	52.7	77.5	65.9	41.9	88.2	0	59.7	57	0	0
0		0	16-May	10	14:55:43	300	51.7	76.5	67.8	42.7	82.3	0	55.9	48.5	0	0
0		0	16-May	10	15:00:43	300	52.4	77.1	71	41.5	84.3	0	48.6	46	0	0
0		0	16-May	10	15:05:43	300	51.7	76.4	67.9	43.2	83.4	0	55.9	52.8	0	0
0		0	16-May	10	15:10:43	300	53.5	78.3	70.5	44	83.9	0	56.9	51.7	0	0
0		0	16-May	10	15:15:43	300	48.6	73.4	58.3	44	74.1	0	53.1	51.2	0	0
0		0	16-May	10	15:20:43	300	56.2	81	73.1	44.5	86.6	0	62.9	59.2	0	0
0		0	16-May	10	15:25:43	300	57.3	82	74.5	42.4	88.9	105.1	63	59.4	0	0
0		0	16-May	10	15:30:43	300	54.9	79.7	73.1	43	88.3	0	58.3	53.7	0	0
0		0	16-May	10	15:35:43	300	50.5	75.2	68.9	42.4	83	0	49.6	46.8	0	0
0		0	16-May	10	15:40:43	300	49.5	74.3	68	41.6	82.9	0	50.5	46.5	0	0
0		0	16-May	10	15:45:43	300	50.4	75.2	67.8	42.6	82.4	0	54.3	51	0	0
0		0	16-May	10	15:50:43	300	50.7	75.5	66.8	42.7	95.2	0	54.8	50.7	0	0
0		0	16-May	10	15:55:43	300	49.1	73.9	67.2	42.3	85	0	49	46.9	0	0
0		0	16-May	10	16:00:43	300	45.4	70.2	49.3	42.6	66.8	0	47.6	47	0	0
0		0	16-May	10	16:05:43	300	46.9	71.6	59.2	43.7	76.7	0	48.5	47.5	0	0
0		0	16-May	10	16:10:43	300	54.5	79.3	69.7	43.6	83.6	0	61.3	57.3	0	0
0		0	16-May	10	16:15:43	300	50.7	75.5	68	44.3	82.5	0	52.2	50	0	0
0		0	16-May	10	16:20:43	300	51	75.7	66.5	42.9	81.5	0	53.9	49.9	0	0
0		0	16-May	10	16:25:43	300	56.6	81.4	75.4	42.7	88.7	0	59.4	51.4	0	0
0		0	16-May	10	16:30:43	300	57.9	82.7	71.1	44.1	86.6	0	62.9	59.5	0	0
0		0	16-May	10	16:35:43	300	55.3	80	68.2	43.5	82.5	0	58.9	57.2	0	0
0		0	16-May	10	16:40:43	300	56	80.8	65.4	44.7	79.6	0	61.8	61	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	16-May	10	16:45:43	300	57	81.8	75.8	44.3	91	0	61.6	54.2	0	0
	0	0	16-May	10	16:50:43	300	53.1	77.8	68.8	45.2	85.3	0	56.4	51.6	0	0
	0	0	16-May	10	16:55:43	300	53	77.8	68.5	45.1	84.4	0	57.2	54.2	0	0
	0	0	16-May	10	17:00:43	300	54.1	78.9	67.5	46.4	85.8	0	60.9	56.2	0	0
	0	0	16-May	10	17:05:43	300	53.3	78	69.7	45.7	84.7	0	58.6	54.8	0	0
	0	0	16-May	10	17:10:43	300	55.5	80.3	70.1	45.2	83.7	0	63	58.7	0	0
	0	0	16-May	10	17:15:43	300	51.5	76.3	67	45.1	82.1	0	55	51.2	0	0
	0	0	16-May	10	17:20:43	300	56	80.8	71	44.4	85.6	0	63.4	58.6	0	0
	0	0	16-May	10	17:25:43	300	52.8	77.5	68.5	44.4	83.2	0	58.6	53.9	0	0
	0	0	16-May	10	17:30:43	300	52.7	77.5	70.2	42.7	86.3	0	56.8	52.7	0	0
	0	0	16-May	10	17:35:43	300	54.1	78.9	70.2	42.7	83.7	0	59.1	54.1	0	0
	0	0	16-May	10	17:40:43	300	56.7	81.5	75.6	42.9	90.1	0	59.4	51.5	0	0
	0	0	16-May	10	17:45:43	300	45.8	70.6	55.8	43.3	84.1	105.1	49.4	47.9	0	0
	0	0	16-May	10	17:50:43	300	52.4	77.1	68.6	42.7	82	0	58.7	51.5	0	0
	0	0	16-May	10	17:55:43	300	47.8	72.6	60.3	43.9	85.9	105.1	51.7	47.9	0	0
	0	0	16-May	10	18:00:43	300	53	77.8	68.9	43.4	88	109.5	59.2	54.6	0	0
	0	0	16-May	10	18:05:43	300	54.6	79.4	70.3	43.4	84.9	0	62.4	55.6	0	0
	0	0	16-May	10	18:10:43	300	58.2	83	77.1	43.2	91.5	0	61.9	57.8	0	0
	0	0	16-May	10	18:15:43	300	54.4	79.1	73.1	42.7	88.3	0	58.3	54.3	0	0
	0	0	16-May	10	18:20:43	300	52.2	77	67.8	44.2	88	0	59	55	0	0
	0	0	16-May	10	18:25:43	300	54.9	79.7	73	42.7	90.5	107.5	60.4	56.6	0	0
	0	0	16-May	10	18:30:43	300	55.2	80	71.9	43.3	86.6	105.1	62	56	0	0
	0	0	16-May	10	18:35:43	300	73.4	98.1	87.9	44.2	109	120.6	80.4	76.8	0	0
	0	0	16-May	10	18:40:43	300	76.2	101	91.6	44.6	115.7	124.1	82.8	79.2	0	0
	0	0	16-May	10	18:45:43	300	68.2	93	84.9	44.3	109.9	119	74.5	72.1	0	0
	0	0	16-May	10	18:50:43	300	78.4	103.2	93	44.2	114.4	124.1	86.5	83.7	0	0
	0	0	16-May	10	18:55:43	300	77.6	102.4	92.9	45.8	114	127.1	84.7	81	0	0
	0	0	16-May	10	19:00:43	300	79	103.8	93.3	47.2	112.5	123.4	85.3	82.8	0	0
	0	0	16-May	10	19:05:43	300	78.7	103.5	90.8	44.8	115.2	126.4	86.1	84.2	0	0
	0	0	16-May	10	19:10:43	300	71.6	96.4	87.8	44.7	109.9	121.1	78.2	74.4	0	0
	0	0	16-May	10	19:15:43	300	71.1	95.9	83.9	46.4	106.5	120.1	78.1	75.7	0	0
	0	0	16-May	10	19:20:43	300	69.5	94.3	81.9	48	106.1	116.3	76.4	74.2	0	0
	0	0	16-May	10	19:25:43	300	73.4	98.2	86.8	45.5	109.9	119.6	81.2	78.2	0	0
	0	0	16-May	10	19:30:43	300	66	90.8	84	43.5	108.7	117.8	72	67.9	0	0
	0	0	16-May	10	19:35:43	300	71.1	95.9	87.3	45.7	110.6	122	77.1	74.8	0	0
	0	0	16-May	10	19:40:43	300	73.3	98.1	85.4	55.8	108.1	120.6	79.4	77.1	0	0
	0	0	16-May	10	19:45:43	300	69.3	94.1	81.4	58	105.2	115.5	75.8	74.3	0	0
	0	0	16-May	10	19:50:43	300	68.6	93.4	79.6	45.3	101.8	114.6	74.8	73.1	0	0
	0	0	16-May	10	19:55:43	300	72.2	97	84.5	44.4	107.7	119.6	79.9	77.2	0	0
	0	0	16-May	10	20:00:43	300	68	92.8	80.5	44.8	106	116.3	75.7	72.2	0	0
	0	0	16-May	10	20:05:43	300	70.3	95.1	85.1	50.6	109.1	119.6	76.4	73.8	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	16-May	10	20:10:43	300	81.1	105.9	94.5	48.9	116.8	125.3	87.1	85.1	0	0
	0	0	16-May	10	20:15:43	300	68	92.8	79.7	47	104.2	119	76.2	73.3	0	0
	0	0	16-May	10	20:20:43	300	76.9	101.7	89.4	47.1	111.3	120.6	83.5	81.3	0	0
	0	0	16-May	10	20:25:43	300	73.4	98.2	89.3	46.5	110.9	120.6	80.4	76.8	0	0
	0	0	16-May	10	20:30:43	300	71.8	96.6	86.9	44.6	113.6	120.6	79.4	76.6	0	0
	0	0	16-May	10	20:35:43	300	76	100.8	88.4	46.9	112.6	121.1	82.5	80.2	0	0
	0	0	16-May	10	20:40:43	300	72.7	97.4	90.1	44	113.2	123.8	78.9	75.9	0	0
	0	0	16-May	10	20:45:43	300	72	96.8	86.3	46	110.5	121.1	78.6	76.4	0	0
	0	0	16-May	10	20:50:43	300	75.3	100.1	89.9	47.4	112.3	122	83	79.5	0	0
	0	0	16-May	10	20:55:43	300	73.2	98	87.5	47.6	113.1	120.6	79.4	77.5	0	0
	0	0	16-May	10	21:00:43	300	70.9	95.7	84.6	46.3	109.1	118.4	77.2	75.8	0	0
	0	0	16-May	10	21:05:43	300	67.1	91.9	80.1	45	99.8	112.4	75.1	71.6	0	0
	0	0	16-May	10	21:10:43	300	72.2	97	82.4	47.2	108.8	120.1	78.1	76.8	0	0
	0	0	16-May	10	21:15:43	300	78.2	103	96.4	46.1	118.4	132	83	80.5	0	0
	0	0	16-May	10	21:20:43	300	61	85.8	74.1	44.2	101.4	113.6	67.9	64.8	0	0
	0	0	16-May	10	21:25:43	300	72.2	97	84.5	44.5	108.4	121.1	79.1	77	0	0
	0	0	16-May	10	21:30:43	300	74	98.8	85.6	49.7	112.2	119.6	80.7	79.2	0	0
	0	0	16-May	10	21:35:43	300	73.7	98.5	84.5	47.8	107.5	119.6	80.2	78.4	0	0
	0	0	16-May	10	21:40:43	300	68.6	93.4	80.7	45.7	102.3	115.5	75.8	72.4	0	0
	0	0	16-May	10	21:45:43	300	67.8	92.6	82.1	45.6	101.8	117.8	73.6	71.5	0	0
	0	0	16-May	10	21:50:43	300	57.9	82.7	71.7	43.7	94.7	109.5	64.9	62.4	0	0
	0	0	16-May	10	21:55:43	300	73.8	98.6	86.9	47.2	111.8	121.5	81.5	78.5	0	0
	0	0	16-May	10	22:00:43	300	69.4	94.2	83.8	45.8	112.8	120.1	76.6	74.1	0	0
	0	0	16-May	10	22:05:43	300	76.4	101.2	89.3	45.1	110.2	123.8	82.5	80.1	0	0
	0	0	16-May	10	22:10:43	300	68.8	93.6	82.4	44.7	105.4	117.8	76.2	73.5	0	0
	0	0	16-May	10	22:15:43	300	69.8	94.6	81.4	45.7	103.4	117.8	76.4	74.5	0	0
	0	0	16-May	10	22:20:43	300	62.5	87.3	76.4	44.7	100.8	114.6	69.5	66.4	0	0
	0	0	16-May	10	22:25:43	300	63.5	88.3	76.7	44.4	100.5	113.6	70.7	68.1	0	0
	0	0	16-May	10	22:30:43	300	68.2	93	80.3	45.8	102.6	116.3	75.3	73.3	0	0
	0	0	16-May	10	22:35:43	300	58.7	83.5	72.9	45	93.5	109.5	65.9	61.8	0	0
	0	0	16-May	10	22:40:43	300	63.3	88.1	78.9	47.4	101.1	114.6	70.9	66.3	0	0
	0	0	16-May	10	22:45:43	300	75.9	100.7	90.4	50.3	113.8	121.5	82.8	80.2	0	0
	0	0	16-May	10	22:50:43	300	70.8	95.6	83.2	45.8	104.9	116.3	77.4	75.6	0	0
	0	0	16-May	10	22:55:43	300	72.6	97.4	86.2	46	105.8	117.8	79.5	77.3	0	0
	0	0	16-May	10	23:00:43	300	61.2	86	76.7	43.3	101.5	115.5	67.6	65	0	0
	0	0	16-May	10	23:05:43	300	66.8	91.5	81.9	45.7	104.8	117.8	74.1	70	0	0
	0	0	16-May	10	23:10:43	300	70	94.8	83.3	48.4	104.5	119	76.8	74.8	0	0
	0	0	16-May	10	23:15:43	300	69.4	94.2	81.8	48	106.9	117.1	75.9	74.2	0	0
	0	0	16-May	10	23:20:43	300	70.7	95.5	84.4	47.7	109.6	121.1	77.4	74.6	0	0
	0	0	16-May	10	23:25:43	300	70.7	95.5	81.7	46.9	104.6	115.5	76.9	75.2	0	0
	0	0	16-May	10	23:30:43	300	65	89.8	80.6	44.3	102.6	116.3	71.7	68.7	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	16-May	10	23:35:43	300	66.4	91.2	78.8	46.4	100.5	115.5	72.9	70.7	0	0
	0	0	16-May	10	23:40:43	300	64.8	89.6	78	46.1	103.9	112.4	71.4	68.8	0	0
	0	0	16-May	10	23:45:43	300	67.5	92.3	83	45.6	105.1	117.1	74.1	68.8	0	0
	0	0	16-May	10	23:50:43	300	76.8	101.6	94.9	47.7	119.7	125.2	82.9	79.2	0	0
	0	0	16-May	10	23:55:43	300	63.9	88.7	76.8	44.1	99.3	114.6	70.9	68.5	0	0
	0	0	17-May	10	0:00:43	300	67.4	92.2	83.1	46.1	105.5	117.1	72.1	69.4	0	0
	0	0	17-May	10	0:05:43	300	64.3	89.1	76.6	45.7	99.8	114.6	71.2	68.7	0	0
	0	0	17-May	10	0:10:43	300	65.6	90.4	78.5	45.2	99.8	114.6	72.8	69.9	0	0
	0	0	17-May	10	0:15:43	300	65.4	90.2	79.3	45.6	107.4	115.5	72.2	69.6	0	0
	0	0	17-May	10	0:20:43	300	68.1	92.9	82.8	45.1	107.2	118.4	74.8	72.6	0	0
	0	0	17-May	10	0:25:43	300	65.5	90.3	77.3	43.6	101.4	113.6	72.7	70.2	0	0
	0	0	17-May	10	0:30:43	300	67.3	92.1	85.6	43.6	111	123.1	72.4	68.3	0	0
	0	0	17-May	10	0:35:43	300	63.6	88.4	77.2	44.7	99	115.5	70.7	68.4	0	0
	0	0	17-May	10	0:40:43	300	59.5	84.3	71.7	43.3	94.5	111.1	66.4	64.3	0	0
	0	0	17-May	10	0:45:43	300	68.7	93.4	83.8	44.7	105.4	117.1	76	71.3	0	0
	0	0	17-May	10	0:50:43	300	64.7	89.5	80.7	45.4	106.1	116.3	71.9	68.3	0	0
	0	0	17-May	10	0:55:43	300	66.7	91.5	77.3	43.4	98.7	115.1	73.7	72.3	0	0
	0	0	17-May	10	1:00:43	300	63	87.8	77.9	45.5	100.6	113.6	70.4	67	0	0
	0	0	17-May	10	1:05:43	300	62.2	87	77	43.6	100.5	113	68.6	65.8	0	0
	0	0	17-May	10	1:10:43	300	60.6	85.4	73	44.3	94.6	111.1	67.8	65.3	0	0
	0	0	17-May	10	1:15:43	300	65.9	90.7	80.9	44.1	103.8	117.1	73.5	69.9	0	0
	0	0	17-May	10	1:20:43	300	61.2	86	75.8	42.1	98.3	114.6	68.4	64.2	0	0
	0	0	17-May	10	1:25:43	300	66.4	91.2	85.7	43.3	106.4	112.4	66	62.4	0	0
	0	0	17-May	10	1:30:43	300	61.3	86.1	76.4	43.1	99.8	114.6	68.9	65.2	0	0
	0	0	17-May	10	1:35:43	300	52.3	77.1	66.5	42.5	83.9	105.1	58.4	55.6	0	0
	0	0	17-May	10	1:40:43	300	50.7	75.5	64.9	42.7	85.1	107.5	56.8	54.1	0	0
	0	0	17-May	10	1:45:43	300	56.1	80.9	71	43.4	93.9	108.6	63	60.8	0	0
	0	0	17-May	10	1:50:43	300	54.9	79.7	68.2	42.1	96.3	109.5	62.4	59.1	0	0
	0	0	17-May	10	1:55:43	300	68.3	93.1	83.6	43.7	106.6	119.3	75.7	71.9	0	0
	0	0	17-May	10	2:00:43	300	65	89.8	78.3	44	103.2	113.6	71	69.1	0	0
	0	0	17-May	10	2:05:43	300	62.5	87.3	78.5	43.5	108	112.4	69.7	66.7	0	0
	0	0	17-May	10	2:10:43	300	51.5	76.3	69.1	42.8	91.1	109.5	56.6	53.3	0	0
	0	0	17-May	10	2:15:43	300	68.2	93	84	43.2	109	120.6	75.2	70.7	0	0
	0	0	17-May	10	2:20:43	300	69.6	94.4	87.2	43.8	109	119	74.9	71.4	0	0
	0	0	17-May	10	2:25:43	300	63.5	88.3	83.6	43.6	111	120.1	67.8	63.7	0	0
	0	0	17-May	10	2:30:43	300	64.8	89.6	78.7	44	101.3	115.5	72.2	69.1	0	0
	0	0	17-May	10	2:35:43	300	61.4	86.2	73.6	42.7	97.6	113.6	68.5	66.4	0	0
	0	0	17-May	10	2:40:43	300	51.7	76.5	66.8	42.4	84	105.1	57.5	55.5	0	0
	0	0	17-May	10	2:45:43	300	60.5	85.3	73.7	42.3	97	112.4	68.8	65.2	0	0
	0	0	17-May	10	2:50:43	300	54.4	79.2	69.4	41.7	94.1	107.5	62.9	56.3	0	0
	0	0	17-May	10	2:55:43	300	62.2	87	78.2	43.3	99.1	113.6	69.5	66.4	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	17-May	10	3:00:43	300	61.9	86.7	74.7	42.4	97.3	112.4	68.3	66.2	0	0
	0	0	17-May	10	3:05:43	300	57.7	82.5	69.3	43.2	90.1	111.1	64.7	62.5	0	0
	0	0	17-May	10	3:10:43	300	57.5	82.3	72.4	43.7	95.9	109.5	63.9	62.4	0	0
	0	0	17-May	10	3:15:43	300	58.4	83.1	71.3	42.8	97.7	111.1	66	63.5	0	0
	0	0	17-May	10	3:20:43	300	54.2	79	69.4	42.9	95.6	107.5	60.2	57.9	0	0
	0	0	17-May	10	3:25:43	300	56.7	81.5	73.9	41	95.8	111.1	62.2	56.8	0	0
	0	0	17-May	10	3:30:43	300	58.4	83.2	75.4	41.6	98.4	112.4	64.7	61.9	0	0
	0	0	17-May	10	3:35:43	300	56.6	81.4	72.9	42.4	96.7	109.5	61.9	59.2	0	0
	0	0	17-May	10	3:40:43	300	55.7	80.5	70.8	42.4	93.8	109.5	61.8	59.7	0	0
	0	0	17-May	10	3:45:43	300	56.1	80.9	76.3	41.9	101.8	111.1	60.9	55.3	0	0
	0	0	17-May	10	3:50:43	300	58.1	82.9	76	41	90.8	105.1	63.9	58.7	0	0
	0	0	17-May	10	3:55:43	300	53.4	78.2	66.6	40.3	89.9	109.5	61.2	57.5	0	0
	0	0	17-May	10	4:00:43	300	47.4	72.2	60.1	40.3	81.9	105.1	53	51.4	0	0
	0	0	17-May	10	4:05:43	300	55.8	80.6	72.8	40.5	96.8	111.1	63.1	58.5	0	0
	0	0	17-May	10	4:10:43	300	52.1	76.8	68.9	39.3	93.8	109.5	58.5	54.4	0	0
	0	0	17-May	10	4:15:43	300	47.3	72	60.1	39.3	82.5	105.1	54.4	51	0	0
	0	0	17-May	10	4:20:43	300	51.1	75.9	67.1	39.5	81.3	105.1	56.6	54.2	0	0
	0	0	17-May	10	4:25:43	300	47.9	72.7	61.6	39.8	85.4	105.1	55	50.9	0	0
	0	0	17-May	10	4:30:43	300	49.1	73.9	63.3	38.8	85.8	105.1	55.9	53.1	0	0
	0	0	17-May	10	4:35:43	300	56.9	81.6	74.4	39	98	112.4	63.8	58.3	0	0
	0	0	17-May	10	4:40:43	300	57.2	82	71.1	39	94.2	111.1	65	61.9	0	0
	0	0	17-May	10	4:45:43	300	55.5	80.3	68.6	39.5	91.8	107.5	63.1	60	0	0
	0	0	17-May	10	4:50:43	300	55.6	80.4	67	39.6	89.2	105.1	62.8	59.8	0	0
	0	0	17-May	10	4:55:43	300	59.3	84.1	73.5	40.3	91.3	109.5	65.6	63.5	0	0
	0	0	17-May	10	5:00:43	300	54.8	79.6	69.8	39.1	91	107.5	62	59.2	0	0
	0	0	17-May	10	5:05:43	300	46.6	71.4	60.9	38.4	82	0	53.8	48.9	0	0
	0	0	17-May	10	5:10:43	300	50.7	75.5	62.6	38.1	85.4	105.1	57.6	55.9	0	0
	0	0	17-May	10	5:15:43	300	56.1	80.9	71.5	40.5	84.8	105.1	62.5	58.4	0	0
	0	0	17-May	10	5:20:43	300	51.1	75.9	63.1	38	83.8	105.1	57.6	56	0	0
	0	0	17-May	10	5:25:43	300	41.5	66.3	48.8	38	66.7	0	45	44	0	0
	0	0	17-May	10	5:30:43	300	48.8	73.6	60.6	38.9	81.7	0	55.4	51.7	0	0
	0	0	17-May	10	5:35:43	300	47.1	71.9	57.4	38.7	79.7	0	53.9	51.4	0	0
	0	0	17-May	10	5:40:43	300	47.8	72.6	64.6	38.2	79.8	0	51.3	48.7	0	0
	0	0	17-May	10	5:45:43	300	51.3	76	62.9	39.2	81.2	0	58.6	56	0	0
	0	0	17-May	10	5:50:43	300	51.3	76.1	65.1	39.2	85	105.1	58	54.4	0	0
	0	0	17-May	10	5:55:43	300	48	72.8	64.9	39	80.3	0	52.2	48.5	0	0
	0	0	17-May	10	6:00:43	300	40.1	64.9	45	38.2	61.4	0	42.6	41.5	0	0
	0	0	17-May	10	6:05:43	300	46.9	71.7	61.7	38.7	82.4	0	52.3	50	0	0
	0	0	17-May	10	6:10:43	300	42.9	67.7	53.7	38	75.2	0	46.8	45.4	0	0
	0	0	17-May	10	6:15:43	300	57.4	82.1	72.5	39.4	92.2	107.5	63.6	60.9	0	0
	0	0	17-May	10	6:20:43	300	50.3	75.1	64.4	38.6	86.8	105.1	57.1	54.9	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	17-May	10	6:25:43	300	50.7	75.5	61.7	38.9	80.9	105.1	56.3	54.2	0	0
	0	0	17-May	10	6:30:43	300	53	77.8	69.7	39	92.4	107.5	59.5	54.9	0	0
	0	0	17-May	10	6:35:43	300	56.2	81	66.6	41.7	84.8	105.1	61.8	59.8	0	0
	0	0	17-May	10	6:40:43	300	50.6	75.4	63.1	38.9	86.4	105.1	57.1	55	0	0
	0	0	17-May	10	6:45:43	300	46.1	70.9	60.4	38.6	84.2	103.5	52.8	49.1	0	0
	0	0	17-May	10	6:50:43	300	50.1	74.8	63.6	39.1	85.5	105.1	55.3	53.6	0	0
	0	0	17-May	10	6:55:43	300	54.3	79	69.9	38.9	89.2	109.5	61.3	57.4	0	0
	0	0	17-May	10	7:00:43	300	50.5	75.3	61.5	39.5	81.5	105.1	56.3	54.2	0	0
	0	0	17-May	10	7:05:43	300	48.6	73.4	65.6	38.9	91	105.1	53.6	52.1	0	0
	0	0	17-May	10	7:10:43	300	41	65.8	46.9	38.4	68.3	0	43.6	42.9	0	0
	0	0	17-May	10	7:15:43	300	51.1	75.8	67	39.2	80.5	105.1	57.3	54.5	0	0
	0	0	17-May	10	7:20:43	300	49.1	73.9	62.1	38.9	82	103.5	55.2	52.7	0	0
	0	0	17-May	10	7:25:43	300	49.8	74.6	62.4	38.7	83	105.1	57.4	55.2	0	0
	0	0	17-May	10	7:30:43	300	46.4	71.2	60.1	38.6	73.5	0	51.1	49.2	0	0
	0	0	17-May	10	7:35:43	300	54.8	79.6	72.9	38.5	86.3	0	57.8	53.2	0	0
	0	0	17-May	10	7:40:43	300	49.4	74.2	61.2	39	78.8	0	56.2	53.2	0	0
	0	0	17-May	10	7:45:43	300	52.2	77	64.7	39.4	84.9	0	58.5	56.3	0	0
	0	0	17-May	10	7:50:43	300	52.1	76.9	65.1	39.6	82.8	105.1	58.5	56.1	0	0
	0	0	17-May	10	7:55:43	300	52	76.8	64.7	38.2	86.6	107.5	59.2	56	0	0
	0	0	17-May	10	8:00:43	300	48.3	73	61	38.1	78.7	0	54.3	52.4	0	0
	0	0	17-May	10	8:05:43	300	49.8	74.6	64.6	38.7	79.6	0	55.3	51.8	0	0
	0	0	17-May	10	8:10:43	300	46.2	71	56.2	37.7	73.5	0	52.5	49.9	0	0
	0	0	17-May	10	8:15:43	300	50.9	75.7	64.9	38.6	79.9	0	57.7	54.8	0	0
	0	0	17-May	10	8:20:43	300	42.7	67.5	53.2	38	71.4	0	47.7	46	0	0
	0	0	17-May	10	8:25:43	300	41.9	66.7	52.6	38	71.1	0	45.9	44	0	0
	0	0	17-May	10	8:30:43	300	47.6	72.3	58.5	38.6	78.3	105.1	53.4	51.9	0	0
	0	0	17-May	10	8:35:43	300	51.2	76	69.7	40.1	83.9	105.1	54	51.5	0	0
	0	0	17-May	10	8:40:43	300	44.2	69	53.9	39.1	71.1	0	49.2	47.2	0	0
	0	0	17-May	10	8:45:43	300	43.4	68.2	49.2	40.2	69.6	0	45.9	44.9	0	0
	0	0	17-May	10	8:50:43	300	46.6	71.4	56.5	40.1	73.6	0	51.6	48.9	0	0
	0	0	17-May	10	8:55:43	300	48.8	73.6	58.6	41.1	78.6	0	54.9	53	0	0
	0	0	17-May	10	9:00:43	300	53.1	77.9	67.2	42.4	83.3	105.1	58.9	56.9	0	0
	0	0	17-May	10	9:05:43	300	50.9	75.7	62.1	41	79.6	0	57.4	55	0	0
	0	0	17-May	10	9:10:43	300	47.6	72.3	57	40.6	77.1	0	53	51.3	0	0
	0	0	17-May	10	9:15:43	300	54.9	79.7	73.6	39.7	91.2	105.1	59.7	55	0	0
	0	0	17-May	10	9:20:43	300	50.4	75.2	62.8	40.5	79.9	105.1	57.8	52.5	0	0
	0	0	17-May	10	9:25:43	300	46	70.8	59.6	40.5	78.3	0	51.2	48.9	0	0
	0	0	17-May	10	9:30:43	300	42.3	67.1	51.8	38.8	70.8	0	44.8	44	0	0
	0	0	17-May	10	9:35:43	300	44	68.7	54.2	39.7	69.6	0	48.5	46.9	0	0
	0	0	17-May	10	9:40:43	300	50.1	74.9	62.8	40.2	81.9	0	56.6	53.9	0	0
	0	0	17-May	10	9:45:43	300	51.7	76.5	63.9	40.6	86.4	105.1	58.9	56.7	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	17-May	10	9:50:43	300	49.3	74.1	62.7	40.7	81.9	105.1	55.2	52.4	0	0
	0	0	17-May	10	9:55:43	300	48.8	73.5	66.3	40.4	80.9	0	50.1	47	0	0
	0	0	17-May	10	10:00:43	300	49.4	74.2	68.5	40.7	85.5	0	48.9	47.1	0	0
	0	0	17-May	10	10:05:43	300	44.6	69.3	55.3	41	77.5	0	48.4	47	0	0
	0	0	17-May	10	10:10:43	300	56	80.7	72.1	41.6	86.3	0	62	53.2	0	0
	0	0	17-May	10	10:15:43	300	51.3	76.1	63.7	42.2	79.3	0	56.5	55.2	0	0
	0	0	17-May	10	10:20:43	300	50.2	75	65.3	44	75.8	0	54.3	52.2	0	0
	0	0	17-May	10	10:25:43	300	46.8	71.6	51.7	43.5	68.3	0	48.8	48.3	0	0
	0	0	17-May	10	10:30:43	300	50.7	75.5	68.5	42.8	82.1	0	53.6	49.9	0	0
	0	0	17-May	10	10:35:43	300	48.4	73.2	57.8	43.1	74.8	0	52.3	51.3	0	0
	0	0	17-May	10	10:40:43	300	45.9	70.7	54.5	41.7	77.4	0	50.1	48.2	0	0
	0	0	17-May	10	10:45:43	300	50.3	75	68.3	41.7	81.8	0	53.3	49.6	0	0
	0	0	17-May	10	10:50:43	300	48.8	73.6	67.5	42	81.6	0	49.3	47.2	0	0
	0	0	17-May	10	10:55:43	300	56.9	81.7	74.8	41.7	89	0	63.1	52.2	0	0
	0	0	17-May	10	11:00:43	300	55.1	79.9	72.3	41.7	86.6	0	59.3	54.2	0	0
	0	0	17-May	10	11:05:43	300	54.9	79.7	70.5	41.8	85	0	62.1	56	0	0
	0	0	17-May	10	11:10:43	300	45.7	70.5	55.6	40.8	73.8	0	50.7	48.8	0	0
	0	0	17-May	10	11:15:43	300	42.6	67.4	48.6	39.7	67.1	0	44.7	43.9	0	0
	0	0	17-May	10	11:20:43	300	46.3	71.1	63.5	40.3	77.5	0	48.3	44.7	0	0
	0	0	17-May	10	11:25:43	300	56.1	80.9	72.1	41.6	89.3	0	64	57	0	0
	0	0	17-May	10	11:30:43	300	53.4	78.2	67.1	40.9	94.5	0	62.4	55	0	0
	0	0	17-May	10	11:35:43	300	53.5	78.3	69	40.4	86.5	0	60.6	56	0	0
	0	0	17-May	10	11:40:43	300	55.1	79.9	74.2	39.4	88.8	0	60.9	53.7	0	0
	0	0	17-May	10	11:45:43	300	52.4	77.2	69.9	40.5	83.1	0	57	51.8	0	0
	0	0	17-May	10	11:50:43	300	55	79.8	69.2	40.2	83.3	0	63.3	58.7	0	0
	0	0	17-May	10	11:55:43	300	53.8	78.6	68.5	41.2	82.2	0	60.4	53.6	0	0
	0	0	17-May	10	12:00:43	300	52.3	77	69.4	43.9	85.4	0	56.5	51.4	0	0
	0	0	17-May	10	12:05:43	300	50.3	75	64	43	82.5	0	54.7	50	0	0
	0	0	17-May	10	12:10:43	300	58.5	83.3	77.5	41.6	93.4	0	62.3	57.3	0	0
	0	0	17-May	10	12:15:43	300	59.3	84.1	71.4	42.7	86	105.1	67	64.6	0	0
	0	0	17-May	10	12:20:43	300	59.2	84	77.4	42.1	93.2	0	65.8	60.8	0	0
	0	0	17-May	10	12:25:43	300	59.3	84.1	71.1	41.9	92.4	109.5	66.7	63	0	0
	0	0	17-May	10	12:30:43	300	59.6	84.3	72.8	42.9	98.1	107.5	66.7	63.7	0	0
	0	0	17-May	10	12:35:43	300	59.5	84.3	72.9	42.2	90.4	105.1	66.9	63.1	0	0
	0	0	17-May	10	12:40:43	300	62.2	87	81.9	42.2	96.2	111.1	64.8	62.3	0	0
	0	0	17-May	10	12:45:43	300	57.2	82	69.7	43.1	94.7	107.5	64.1	61.1	0	0
	0	0	17-May	10	12:50:43	300	58.2	83	69.5	42.5	87.5	107.5	66.4	63.3	0	0
	0	0	17-May	10	12:55:43	300	61.1	85.9	73.4	44.7	89.9	109.5	66.8	64.8	0	0
	0	0	17-May	10	13:00:43	300	58.9	83.7	75.4	43.8	89.3	107.5	64.2	61.5	0	0
	0	0	17-May	10	13:05:43	300	53	77.8	67.5	43	84.5	105.1	58.9	56.1	0	0
	0	0	17-May	10	13:10:43	300	54.5	79.3	71.4	43.6	86.8	0	60.7	56.2	0	0

24 hour reading at Location 12

Site Location	Meas Numbe	r	Date		Time	Duration	Leq	SEL	Lmax	Lmin	Peak	Uwpk	Uwpk Excd L(5)	Over L(10)	Count	loads
---	---	-	---	---	---	---	---	---	---	---	---	---	---	---		
	0	0	17-May	10	13:15:43	300	50.4	75.2	69	43.1	83.7	0	51.5	49.2	0	0
	0	0	17-May	10	13:20:43	300	46.4	71.2	55.9	42.8	74.7	0	51.3	48.6	0	0
	0	0	17-May	10	13:25:43	300	55.4	80.2	69.8	43.1	83.2	0	63.1	56.8	0	0
	0	0	17-May	10	13:30:43	300	60.1	84.9	79.1	43.2	92	105.1	64.9	50.7	0	0
	0	0	17-May	10	13:35:43	300	51.1	75.9	69.5	43.1	82.9	0	48.8	46.9	0	0
	0	0	17-May	10	13:40:43	300	52.3	77.1	69.5	44	89.8	0	55.4	52	0	0
	0	0	17-May	10	13:45:43	300	51.1	75.9	65.9	44.2	80.1	0	55.4	52.1	0	0
	0	0	17-May	10	13:50:43	300	48.5	73.3	64.2	41.8	77.8	0	52.6	50.8	0	0
	0	0	17-May	10	13:55:43	300	52.5	77.3	68.8	42.8	83.4	0	56.7	52.7	0	0
	0	0	17-May	10	14:00:43	300	50.4	75.2	68.1	42.9	82.2	0	54.9	50.9	0	0
	0	0	17-May	10	14:05:43	300	53.4	78.2	72.5	42.7	84.3	0	53.9	50.4	0	0
	0	0	17-May	10	14:10:43	300	58.1	82.9	72.6	43.3	86.8	105.1	65.3	61.8	0	0
	0	0	17-May	10	14:15:43	300	62.5	87.3	78.1	43.4	96.8	111.1	69.5	66.4	0	0
	0	0	17-May	10	14:20:43	300	56	80.8	66.4	42.6	88.5	105.1	62.6	61	0	0
	0	0	17-May	10	14:25:43	300	51.9	76.7	69.1	43.1	86.1	107.5	55.4	51.7	0	0
	0	0	17-May	10	14:30:43	300	52.7	77.5	66.6	43	81.8	0	59.6	55.3	0	0
	0	0	17-May	10	14:35:43	300	54.7	79.4	70.7	43.1	85.7	0	62	57	0	0
	0	0	17-May	10	14:40:43	300	62	86.8	77.1	43.7	95.9	112.4	69.1	66	0	0
	0	0	17-May	10	14:45:43	300	59.1	83.9	71.3	43.6	94.6	111.1	66.1	63.9	0	0
	0	0	17-May	10	14:50:43	300	59.7	84.5	72.1	43.2	94.6	111.1	66.7	64	0	0
	0	0	17-May	10	14:55:43	300	58.1	82.9	76.1	43.7	96.4	105.1	63.8	61.1	0	0
	0	0	17-May	10	15:00:43	300	72.6	97.4	83.8	43.2	105.8	122.4	80.1	78.1	0	0
	0	0	17-May	10	15:05:43	300	57.5	82.3	73.7	44.6	93.7	112.4	64	62.3	0	0
	0	0	17-May	10	15:10:43	300	57.2	82	68.4	45.2	88.7	107.5	63.9	61.6	0	0
	0	0	17-May	10	15:15:43	300	63.1	87.9	74.4	44.6	94.6	111.1	69.4	67.8	0	0
	0	0	17-May	10	15:20:43	300	55.9	80.7	68.8	42.4	97.4	107.5	63.6	61	0	0
	0	0	17-May	10	15:25:43	300	54.7	79.5	69.4	43.6	88.6	105.1	61	58	0	0
	0	0	17-May	10	15:30:43	300	61	85.7	74.7	43.4	95.2	107.5	68.3	64.6	0	0
	0	0	17-May	10	15:35:43	300	58	82.8	75	44	90.2	105.1	64.4	60.2	0	0
	0	0	17-May	10	15:40:43	300	63.6	88.4	77.2	44.3	96.3	111.1	72.7	68.6	0	0
	0	0	17-May	10	15:45:43	300	65	89.8	78.1	44.1	97.1	112.4	71	68.9	0	0
	0	0	17-May	10	15:50:43	300	55.4	80.2	69.4	42.5	92.5	105.1	62.9	60.2	0	0
	0	0	17-May	10	15:55:43	300	61.8	86.6	74.4	43.1	93.6	111.1	69.4	67.1	0	0
	0	0	17-May	10	16:00:43	300	53.9	78.7	68.7	42.2	83.1	0	60.9	56.2	0	0
	0	0	17-May	10	16:05:43	300	54.9	79.7	69.9	42.5	95.7	107.5	61.4	59.3	0	0
	0	0	17-May	10	16:10:43	300	97.9	122.7	118.7	42.9	154.7	155.1	101.1	88.5	0	4
	0	0	17-May	10	16:15:43	124.5	91.9	112.8	110.4	41.9	152.6	153.4	98.7	91.2	0	1

Appendix B
Traffic Noise Data

2020 Robinson Ranch North

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
FUTURE WITH PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
CHANGE FROM EXISTING										
Autos	2328	228	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	70	7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2400	235	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	32 (10 meters)	64 (20 meters)	128 (39 meters)	256 (78 meters)	512 (156 meters)	1024 (312 meters)
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	15520	1520	67.0	66.9	69.81	65.3	60.8	56.3	51.7	47.2
Med Trucks	16	2	48.3	48.2	51.14	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	464	45	68.2	68.1	71.05	66.5	62.0	57.5	53.0	48.5
TOTAL	16000	1567	70.7	70.6	**73.51**	69.0	64.5	60.0	55.4	50.9
FUTURE WITH PROJECT										
Autos	15714	1539	67.1	67.0	69.86	65.3	60.8	56.3	51.8	47.3
Med Trucks	16	2	48.4	48.3	51.20	46.7	42.2	37.7	33.1	28.6
Hvy Trucks	470	46	68.3	68.2	71.10	66.6	62.1	57.6	53.0	48.5
TOTAL	16200	1586	70.8	70.7	**73.56**	69.0	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	2231	218	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	2	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	67	7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	2300	225	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	194	19	0.1	0.1	0.05	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.05	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	6	1	0.1	0.1	0.05	0.1	0.1	0.1	0.1	0.1
TOTAL	200	20	0.1	0.1	0.05	0.1	0.1	0.1	0.1	0.1

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	46 (14 meters)	92 (28 meters)	184 (56 meters)	368 (112 meters)	736 (224 meters)	1472 (449 meters)
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	37345	3657	70.8	70.7	71.26	66.7	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.0	52.59	48.1	43.6	39.0	34.5	30.0
Hvy Trucks	1117	109	72.1	72.0	72.49	68.0	63.5	58.9	54.4	49.9
TOTAL	38500	3770	74.5	74.4	**74.96**	70.4	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	37539	3676	70.8	70.7	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.1	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	1122	110	72.1	72.0	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	38700	3789	74.5	74.4	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	5044	494	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	5	1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	151	15	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	5200	509	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	194	19	0.0	0.0	0.02	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.02	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	6	1	0.0	0.0	0.02	0.0	0.0	0.0	0.0	0.0
TOTAL	200	20	0.0	0.0	0.02	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaip west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	27936	2735	69.6	69.5	70.00	65.5	61.0	56.4	51.9	47.4
Med Trucks	29	3	50.9	50.8	51.33	46.8	42.3	37.8	33.3	28.8
Hvy Trucks	835	82	70.8	70.7	71.23	66.7	62.2	57.7	53.2	48.7
TOTAL	28800	2820	73.3	73.2	**73.69**	69.2	64.7	60.1	55.6	51.1
FUTURE WITH PROJECT										
Autos	29100	2849	69.7	69.6	70.17	65.7	61.1	56.6	52.1	47.6
Med Trucks	30	3	51.1	51.0	51.51	47.0	42.5	38.0	33.4	28.9
Hvy Trucks	870	85	71.0	70.9	71.41	66.9	62.4	57.9	53.3	48.8
TOTAL	30000	2938	73.4	73.3	**73.87**	69.4	64.8	60.3	55.8	51.3
CHANGE FROM EXISTING										
Autos	4850	475	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	5	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	145	14	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	5000	490	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	1164	114	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	35	3	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
TOTAL	1200	118	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	2522	247	59.1	59.0	64.36	59.8	55.3	50.8	46.3	41.8
Med Trucks	3	0	40.4	40.3	45.69	41.2	36.7	32.1	27.6	23.1
Hvy Trucks	75	7	60.4	60.2	65.60	61.1	56.6	52.0	47.5	43.0
TOTAL	2600	255	62.8	62.7	**68.06**	63.5	59.0	54.5	50.0	45.5
FUTURE WITH PROJECT										
Autos	2716	266	59.4	59.3	64.68	60.2	55.6	51.1	46.6	42.1
Med Trucks	3	0	40.8	40.7	46.01	41.5	37.0	32.5	28.0	23.4
Hvy Trucks	81	8	60.7	60.6	65.92	61.4	56.9	52.4	47.9	43.3
TOTAL	2800	274	63.1	63.0	**68.38**	63.9	59.3	54.8	50.3	45.8
CHANGE FROM EXISTING										
Autos	485	47	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	1	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	15	1	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	500	49	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	194	19	0.3	0.3	0.32	0.3	0.3	0.3	0.3	0.3
Med Trucks	0	0	0.3	0.3	0.32	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	6	1	0.3	0.3	0.32	0.3	0.3	0.3	0.3	0.3
TOTAL	200	20	0.3	0.3	0.32	0.3	0.3	0.3	0.3	0.3

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr. Dr. Calimesa Blvd to Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE WITH PROJECT										
Autos	7566	741	63.9	63.8	69.13	64.6	60.1	55.6	51.1	46.6
Med Trucks	8	1	45.2	45.1	50.46	45.9	41.4	36.9	32.4	27.9
Hvy Trucks	226	22	65.1	65.0	70.37	65.9	61.3	56.8	52.3	47.8
TOTAL	7800	764	67.6	67.5	**72.83**	68.3	63.8	59.3	54.8	50.2
CHANGE FROM EXISTING										
Autos	7566	741	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	8	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	226	22	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	7800	764	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	7566	741	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	8	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	226	22	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	7800	764	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	6693	655	63.4	63.2	68.60	64.1	59.6	55.0	50.5	46.0
Med Trucks	7	1	44.7	44.6	49.93	45.4	40.9	36.4	31.9	27.4
Hvy Trucks	200	20	64.6	64.5	69.83	65.3	60.8	56.3	51.8	47.3
TOTAL	6900	676	67.0	66.9	**72.29**	67.8	63.3	58.7	54.2	49.7
FUTURE WITH PROJECT										
Autos	6984	684	63.5	63.4	68.78	64.3	59.7	55.2	50.7	46.2
Med Trucks	7	1	44.9	44.8	50.12	45.6	41.1	36.6	32.1	27.5
Hvy Trucks	209	20	64.8	64.7	70.02	65.5	61.0	56.5	52.0	47.4
TOTAL	7200	705	67.2	67.1	**72.48**	68.0	63.4	58.9	54.4	49.9
CHANGE FROM EXISTING										
Autos	1164	114	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	1	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	35	3	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	1200	118	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	291	28	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
Med Trucks	0	0	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	9	1	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2
TOTAL	300	29	0.2	0.2	0.18	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	7857	769	64.0	63.9	69.29	64.8	60.3	55.7	51.2	46.7
Med Trucks	8	1	45.4	45.3	50.63	46.1	41.6	37.1	32.6	28.1
Hvy Trucks	235	23	65.3	65.2	70.53	66.0	61.5	57.0	52.5	48.0
TOTAL	8100	793	67.7	67.6	**72.99**	68.5	64.0	59.4	54.9	50.4
FUTURE WITH PROJECT										
Autos	8342	817	64.3	64.2	69.55	65.0	60.5	56.0	51.5	47.0
Med Trucks	9	1	45.6	45.5	50.89	46.4	41.9	37.3	32.8	28.3
Hvy Trucks	249	24	65.5	65.4	70.79	66.3	61.8	57.2	52.7	48.2
TOTAL	8600	842	68.0	67.9	**73.25**	68.7	64.2	59.7	55.2	50.7
CHANGE FROM EXISTING										
Autos	1552	152	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	2	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	46	5	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	1600	157	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	485	47	0.3	0.3	0.26	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.26	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	15	1	0.3	0.3	0.26	0.3	0.3	0.3	0.3	0.3
TOTAL	500	49	0.3	0.3	0.26	0.3	0.3	0.3	0.3	0.3

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	8924	874	63.0	62.9	68.22	63.7	59.2	54.7	50.2	45.6
Med Trucks	9	1	44.5	44.4	49.79	45.3	40.8	36.2	31.7	27.2
Hvy Trucks	267	26	65.0	64.9	70.24	65.7	61.2	56.7	52.2	47.7
TOTAL	9200	901	67.1	67.0	**72.38**	67.9	63.3	58.8	54.3	49.8
FUTURE WITH PROJECT										
Autos	9991	978	63.5	63.4	68.71	64.2	59.7	55.2	50.6	46.1
Med Trucks	10	1	45.0	44.9	50.28	45.8	41.3	36.7	32.2	27.7
Hvy Trucks	299	29	65.5	65.4	70.73	66.2	61.7	57.2	52.7	48.1
TOTAL	10300	1009	67.6	67.5	**72.87**	68.4	63.8	59.3	54.8	50.3
CHANGE FROM EXISTING										
Autos	2231	218	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	2	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	67	7	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	2300	225	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Med Trucks	1	0	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	32	3	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
TOTAL	1100	108	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	10088	988	65.1	65.0	70.4	65.9	61.3	56.8	52.3	47.8
Med Trucks	10	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.1
Hvy Trucks	302	30	66.4	66.3	71.6	67.1	62.6	58.1	53.6	49.0
TOTAL	10400	1018	68.8	68.7	**74.1**	69.6	65.0	60.5	56.0	51.5
FUTURE WITH PROJECT										
Autos	15229	1491	66.9	66.8	72.2	67.7	63.1	58.6	54.1	49.6
Med Trucks	16	2	48.3	48.2	53.5	49.0	44.5	40.0	35.4	30.9
Hvy Trucks	455	45	68.2	68.1	73.4	68.9	64.4	59.9	55.3	50.8
TOTAL	15700	1537	70.6	70.5	**75.9**	71.3	66.8	62.3	57.8	53.3
CHANGE FROM EXISTING										
Autos	6499	636	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Med Trucks	7	1	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Hvy Trucks	194	19	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
TOTAL	6700	656	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
CHANGE FROM FUTURE NO PROJECT										
Autos	5141	503	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
Med Trucks	5	1	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	154	15	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
TOTAL	5300	519	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
FUTURE WITH PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
CHANGE FROM EXISTING										
Autos	485	47	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	1	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	15	1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	500	49	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
FUTURE WITH PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
CHANGE FROM EXISTING										
Autos	291	28	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	0	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	9	1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	300	29	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
FUTURE WITH PROJECT										
Autos	22601	2213	67.0	66.9	72.3	67.7	63.2	58.7	54.2	49.7
Med Trucks	23	2	48.6	48.5	53.8	49.3	44.8	40.3	35.8	31.3
Hvy Trucks	676	66	69.0	68.9	74.3	69.8	65.2	60.7	56.2	51.7
TOTAL	23300	2281	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
CHANGE FROM EXISTING										
Autos	4171	408	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	4	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	125	12	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	4300	421	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1358	133	0.3	0.3	0.27	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.27	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	41	4	0.3	0.3	0.27	0.3	0.3	0.3	0.3	0.3
TOTAL	1400	137	0.3	0.3	0.27	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	17848	1748	66.0	65.9	71.2	66.7	62.2	57.7	53.2	48.6
Med Trucks	18	2	47.6	47.5	52.8	48.3	43.8	39.3	34.7	30.2
Hvy Trucks	534	52	68.0	67.9	73.2	68.7	64.2	59.7	55.2	50.7
TOTAL	18400	1802	70.1	70.0	**75.4**	70.9	66.4	61.8	57.3	52.8
FUTURE WITH PROJECT										
Autos	18139	1776	66.1	65.9	71.3	66.8	62.3	57.7	53.2	48.7
Med Trucks	19	2	47.6	47.5	52.9	48.4	43.8	39.3	34.8	30.3
Hvy Trucks	542	53	68.1	68.0	73.3	68.8	64.3	59.8	55.3	50.7
TOTAL	18700	1831	70.2	70.1	**75.5**	70.9	66.4	61.9	57.4	52.9
CHANGE FROM EXISTING										
Autos	2619	256	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	3	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	78	8	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	2700	264	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	291	28	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	9	1	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
TOTAL	300	29	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	13386	1311	64.7	64.6	70.0	65.5	60.9	56.4	51.9	47.4
Med Trucks	14	1	46.3	46.2	51.6	47.0	42.5	38.0	33.5	29.0
Hvy Trucks	400	39	66.8	66.6	72.0	67.5	63.0	58.5	53.9	49.4
TOTAL	13800	1351	68.9	68.8	**74.1**	69.6	65.1	60.6	56.1	51.6
FUTURE WITH PROJECT										
Autos	13580	1330	64.8	64.7	70.0	65.5	61.0	56.5	52.0	47.5
Med Trucks	14	1	46.4	46.3	51.6	47.1	42.6	38.1	33.6	29.0
Hvy Trucks	406	40	66.8	66.7	72.1	67.5	63.0	58.5	54.0	49.5
TOTAL	14000	1371	69.0	68.9	**74.2**	69.7	65.2	60.7	56.1	51.6
CHANGE FROM EXISTING										
Autos	1940	190	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	2	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	58	6	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	2000	196	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	194	19	0.1	0.1	0.06	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.06	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	6	1	0.1	0.1	0.06	0.1	0.1	0.1	0.1	0.1
TOTAL	200	20	0.1	0.1	0.06	0.1	0.1	0.1	0.1	0.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	14550	1425	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	15	1	51.4	51.3	56.6	52.1	47.6	43.1	38.5	34.0
Hvy Trucks	435	43	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.6
TOTAL	15000	1469	73.3	73.2	**78.6**	74.1	69.6	65.0	60.5	56.0
FUTURE WITH PROJECT										
Autos	14938	1463	70.7	70.6	76.0	71.5	66.9	62.4	57.9	53.4
Med Trucks	15	2	51.5	51.4	56.7	52.2	47.7	43.2	38.7	34.1
Hvy Trucks	447	44	70.1	70.0	75.3	70.8	66.3	61.8	57.3	52.8
TOTAL	15400	1508	73.5	73.4	**78.7**	74.2	69.7	65.2	60.6	56.1
CHANGE FROM EXISTING										
Autos	2328	228	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	2	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	70	7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	2400	235	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	388	38	0.1	0.1	0.11	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.11	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	12	1	0.1	0.1	0.11	0.1	0.1	0.1	0.1	0.1
TOTAL	400	39	0.1	0.1	0.11	0.1	0.1	0.1	0.1	0.1

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	7760	760	62.4	62.3	67.6	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.2	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.6	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.8**	67.3	62.7	58.2	53.7	49.2
CHANGE FROM EXISTING										
Autos	1940	190	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Med Trucks	2	0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	58	6	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
TOTAL	2000	196	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	32	3	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
TOTAL	1100	108	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	7663	750	62.3	62.2	67.6	63.0	58.5	54.0	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.1	44.6	40.1	35.6	31.1	26.6
Hvy Trucks	229	22	64.3	64.2	69.6	65.1	60.5	56.0	51.5	47.0
TOTAL	7900	774	66.5	66.4	**71.7**	67.2	62.7	58.2	53.7	49.1
CHANGE FROM EXISTING										
Autos	1843	180	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Med Trucks	2	0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	55	5	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
TOTAL	1900	186	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
CHANGE FROM FUTURE NO PROJECT										
Autos	970	95	0.6	0.6	0.59	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.59	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	29	3	0.6	0.6	0.59	0.6	0.6	0.6	0.6	0.6
TOTAL	1000	98	0.6	0.6	0.59	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	6984	684	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	7	1	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	209	20	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.9
TOTAL	7200	705	69.3	69.2	**74.5**	70.0	65.5	61.0	56.4	51.9
FUTURE WITH PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
CHANGE FROM EXISTING										
Autos	1746	171	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	2	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	52	5	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	1800	176	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	873	85	0.5	0.5	0.51	0.5	0.5	0.5	0.5	0.5
Med Trucks	1	0	0.5	0.5	0.51	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	26	3	0.5	0.5	0.51	0.5	0.5	0.5	0.5	0.5
TOTAL	900	88	0.5	0.5	0.51	0.5	0.5	0.5	0.5	0.5

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
FUTURE WITH PROJECT										
Autos	8730	855	67.2	67.1	72.5	68.0	63.4	58.9	54.4	49.9
Med Trucks	9	1	48.2	48.1	53.4	48.9	44.4	39.9	35.3	30.8
Hvy Trucks	261	26	67.2	67.1	72.4	67.9	63.4	58.9	54.3	49.8
TOTAL	9000	881	70.2	70.1	**75.5**	71.0	66.4	61.9	57.4	52.9
CHANGE FROM EXISTING										
Autos	1940	190	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	2	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	58	6	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	2000	196	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	873	85	0.5	0.5	0.46	0.5	0.5	0.5	0.5	0.5
Med Trucks	1	0	0.5	0.5	0.46	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	26	3	0.5	0.5	0.46	0.5	0.5	0.5	0.5	0.5
TOTAL	900	88	0.5	0.5	0.46	0.5	0.5	0.5	0.5	0.5

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	12513	1225	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
Med Trucks	13	1	49.7	49.6	55.0	50.4	45.9	41.4	36.9	32.4
Hvy Trucks	374	37	68.7	68.6	74.0	69.5	64.9	60.4	55.9	51.4
TOTAL	12900	1263	71.8	71.7	**77.0**	72.5	68.0	63.5	59.0	54.5
FUTURE WITH PROJECT										
Autos	15326	1501	69.7	69.6	74.9	70.4	65.9	61.4	56.9	52.3
Med Trucks	16	2	50.6	50.5	55.8	51.3	46.8	42.3	37.8	33.3
Hvy Trucks	458	45	69.6	69.5	74.8	70.3	65.8	61.3	56.8	52.3
TOTAL	15800	1547	72.7	72.6	**77.9**	73.4	68.9	64.4	59.9	55.3
CHANGE FROM EXISTING										
Autos	4462	437	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Med Trucks	5	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Hvy Trucks	133	13	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
TOTAL	4600	450	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
CHANGE FROM FUTURE NO PROJECT										
Autos	2813	275	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
Med Trucks	3	0	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	84	8	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
TOTAL	2900	284	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	14647	1434	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.1
Med Trucks	15	1	50.4	50.3	55.6	51.1	46.6	42.1	37.6	33.1
Hvy Trucks	438	43	69.4	69.3	74.7	70.1	65.6	61.1	56.6	52.1
TOTAL	15100	1479	72.5	72.4	**77.7**	73.2	68.7	64.2	59.7	55.1
FUTURE WITH PROJECT										
Autos	14744	1444	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.2
Med Trucks	15	1	50.4	50.3	55.7	51.2	46.6	42.1	37.6	33.1
Hvy Trucks	441	43	69.4	69.3	74.7	70.2	65.6	61.1	56.6	52.1
TOTAL	15200	1488	72.5	72.4	**77.8**	73.2	68.7	64.2	59.7	55.2
CHANGE FROM EXISTING										
Autos	2037	199	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	61	6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2100	206	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	97	9	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	3	0	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
TOTAL	100	10	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St nort of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	10088	988	63.5	63.4	68.7	64.2	59.7	55.2	50.7	46.2
Med Trucks	10	1	45.1	45.0	50.3	45.8	41.3	36.8	32.3	27.7
Hvy Trucks	302	30	65.5	65.4	70.8	66.3	61.7	57.2	52.7	48.2
TOTAL	10400	1018	67.7	67.6	**72.9**	68.4	63.9	59.4	54.8	50.3
FUTURE WITH PROJECT										
Autos	10185	997	63.5	63.4	68.8	64.3	59.8	55.2	50.7	46.2
Med Trucks	11	1	45.1	45.0	50.4	45.9	41.3	36.8	32.3	27.8
Hvy Trucks	305	30	65.6	65.5	70.8	66.3	61.8	57.3	52.7	48.2
TOTAL	10500	1028	67.7	67.6	**73.0**	68.4	63.9	59.4	54.9	50.4
CHANGE FROM EXISTING										
Autos	1455	142	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	2	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	44	4	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	1500	147	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	97	9	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	3	0	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
TOTAL	100	10	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Robinson Ranch North

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	5626	551	61.0	60.9	66.2	61.7	57.2	52.7	48.1	43.6
Med Trucks	6	1	42.5	42.4	47.8	43.3	38.8	34.2	29.7	25.2
Hvy Trucks	168	16	63.0	62.9	68.2	63.7	59.2	54.7	50.2	45.7
TOTAL	5800	568	65.1	65.0	**70.4**	65.9	61.3	56.8	52.3	47.8
FUTURE WITH PROJECT										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
CHANGE FROM EXISTING										
Autos	970	95	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	1	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	29	3	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	1000	98	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	194	19	0.1	0.1	0.15	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.15	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	6	1	0.1	0.1	0.15	0.1	0.1	0.1	0.1	0.1
TOTAL	200	20	0.1	0.1	0.15	0.1	0.1	0.1	0.1	0.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

2020 West Oak Center

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
FUTURE WITH PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
CHANGE FROM EXISTING										
Autos	2328	228	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	70	7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2400	235	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	32 / 10	64 / 20	128 / 39	256 / 78	512 / 156	1024 / 312
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	15520	1520	67.0	66.9	69.81	65.3	60.8	56.3	51.7	47.2
Med Trucks	16	2	48.3	48.2	51.14	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	464	45	68.2	68.1	71.05	66.5	62.0	57.5	53.0	48.5
TOTAL	16000	1567	70.7	70.6	**73.51**	69.0	64.5	60.0	55.4	50.9
FUTURE WITH PROJECT										
Autos	16102	1577	67.2	67.1	69.97	65.5	60.9	56.4	51.9	47.4
Med Trucks	17	2	48.5	48.4	51.30	46.8	42.3	37.8	33.2	28.7
Hvy Trucks	481	47	68.4	68.3	71.21	66.7	62.2	57.7	53.1	48.6
TOTAL	16600	1625	70.9	70.8	**73.67**	69.2	64.6	60.1	55.6	51.1
CHANGE FROM EXISTING										
Autos	2619	256	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	3	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	78	8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	2700	264	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	46 (14 meters)	92 (28 meters)	184 (56 meters)	368 (112 meters)	736 (224 meters)	1472 (449 meters)
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	37345	3657	70.8	70.7	71.26	66.7	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.0	52.59	48.1	43.6	39.0	34.5	30.0
Hvy Trucks	1117	109	72.1	72.0	72.49	68.0	63.5	58.9	54.4	49.9
TOTAL	38500	3770	74.5	74.4	**74.96**	70.4	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	37927	3714	70.9	70.8	71.32	66.8	62.3	57.8	53.3	48.7
Med Trucks	39	4	52.2	52.1	52.66	48.1	43.6	39.1	34.6	30.1
Hvy Trucks	1134	111	72.1	72.0	72.56	68.0	63.5	59.0	54.5	50.0
TOTAL	39100	3829	74.6	74.5	**75.02**	70.5	66.0	61.5	57.0	52.4
CHANGE FROM EXISTING										
Autos	5432	532	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	6	1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	162	16	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	5600	548	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
Med Trucks	1	0	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	17	2	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1
TOTAL	600	59	0.1	0.1	0.07	0.1	0.1	0.1	0.1	0.1

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaip west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	27936	2735	69.6	69.5	70.00	65.5	61.0	56.4	51.9	47.4
Med Trucks	29	3	50.9	50.8	51.33	46.8	42.3	37.8	33.3	28.8
Hvy Trucks	835	82	70.8	70.7	71.23	66.7	62.2	57.7	53.2	48.7
TOTAL	28800	2820	73.3	73.2	**73.69**	69.2	64.7	60.1	55.6	51.1
FUTURE WITH PROJECT										
Autos	28518	2792	69.6	69.5	70.09	65.6	61.1	56.5	52.0	47.5
Med Trucks	29	3	51.0	50.9	51.42	46.9	42.4	37.9	33.4	28.8
Hvy Trucks	853	83	70.9	70.8	71.32	66.8	62.3	57.8	53.3	48.7
TOTAL	29400	2879	73.3	73.2	**73.78**	69.3	64.8	60.2	55.7	51.2
CHANGE FROM EXISTING										
Autos	4268	418	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	4	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	128	12	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	4400	431	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
Med Trucks	1	0	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	17	2	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
TOTAL	600	59	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	2522	247	59.1	59.0	64.36	59.8	55.3	50.8	46.3	41.8
Med Trucks	3	0	40.4	40.3	45.69	41.2	36.7	32.1	27.6	23.1
Hvy Trucks	75	7	60.4	60.2	65.60	61.1	56.6	52.0	47.5	43.0
TOTAL	2600	255	62.8	62.7	**68.06**	63.5	59.0	54.5	50.0	45.5
FUTURE WITH PROJECT										
Autos	2522	247	59.1	59.0	64.36	59.8	55.3	50.8	46.3	41.8
Med Trucks	3	0	40.4	40.3	45.69	41.2	36.7	32.1	27.6	23.1
Hvy Trucks	75	7	60.4	60.2	65.60	61.1	56.6	52.0	47.5	43.0
TOTAL	2600	255	62.8	62.7	**68.06**	63.5	59.0	54.5	50.0	45.5
CHANGE FROM EXISTING										
Autos	291	28	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Med Trucks	0	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	9	1	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
TOTAL	300	29	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	6693	655	63.4	63.2	68.60	64.1	59.6	55.0	50.5	46.0
Med Trucks	7	1	44.7	44.6	49.93	45.4	40.9	36.4	31.9	27.4
Hvy Trucks	200	20	64.6	64.5	69.83	65.3	60.8	56.3	51.8	47.3
TOTAL	6900	676	67.0	66.9	**72.29**	67.8	63.3	58.7	54.2	49.7
FUTURE WITH PROJECT										
Autos	8827	864	64.6	64.4	69.80	65.3	60.8	56.3	51.7	47.2
Med Trucks	9	1	45.9	45.8	51.13	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	264	26	65.8	65.7	71.04	66.5	62.0	57.5	53.0	48.5
TOTAL	9100	891	68.3	68.1	**73.50**	69.0	64.5	59.9	55.4	50.9
CHANGE FROM EXISTING										
Autos	3007	294	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Med Trucks	3	0	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	90	9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
TOTAL	3100	304	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
CHANGE FROM FUTURE NO PROJECT										
Autos	2134	209	1.2	1.2	1.20	1.2	1.2	1.2	1.2	1.2
Med Trucks	2	0	1.2	1.2	1.20	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	64	6	1.2	1.2	1.20	1.2	1.2	1.2	1.2	1.2
TOTAL	2200	215	1.2	1.2	1.20	1.2	1.2	1.2	1.2	1.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	7857	769	64.0	63.9	69.29	64.8	60.3	55.7	51.2	46.7
Med Trucks	8	1	45.4	45.3	50.63	46.1	41.6	37.1	32.6	28.1
Hvy Trucks	235	23	65.3	65.2	70.53	66.0	61.5	57.0	52.5	48.0
TOTAL	8100	793	67.7	67.6	**72.99**	68.5	64.0	59.4	54.9	50.4
FUTURE WITH PROJECT										
Autos	9991	978	65.1	65.0	70.34	65.8	61.3	56.8	52.3	47.8
Med Trucks	10	1	46.4	46.3	51.67	47.2	42.6	38.1	33.6	29.1
Hvy Trucks	299	29	66.3	66.2	71.57	67.1	62.5	58.0	53.5	49.0
TOTAL	10300	1009	68.8	68.7	**74.03**	69.5	65.0	60.5	56.0	51.5
CHANGE FROM EXISTING										
Autos	3201	313	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Med Trucks	3	0	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Hvy Trucks	96	9	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
TOTAL	3300	323	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
CHANGE FROM FUTURE NO PROJECT										
Autos	2134	209	1.0	1.0	1.04	1.0	1.0	1.0	1.0	1.0
Med Trucks	2	0	1.0	1.0	1.04	1.0	1.0	1.0	1.0	1.0
Hvy Trucks	64	6	1.0	1.0	1.04	1.0	1.0	1.0	1.0	1.0
TOTAL	2200	215	1.0	1.0	1.04	1.0	1.0	1.0	1.0	1.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	8924	874	63.0	62.9	68.22	63.7	59.2	54.7	50.2	45.6
Med Trucks	9	1	44.5	44.4	49.79	45.3	40.8	36.2	31.7	27.2
Hvy Trucks	267	26	65.0	64.9	70.24	65.7	61.2	56.7	52.2	47.7
TOTAL	9200	901	67.1	67.0	**72.38**	67.9	63.3	58.8	54.3	49.8
FUTURE WITH PROJECT										
Autos	9991	978	63.5	63.4	68.71	64.2	59.7	55.2	50.6	46.1
Med Trucks	10	1	45.0	44.9	50.28	45.8	41.3	36.7	32.2	27.7
Hvy Trucks	299	29	65.5	65.4	70.73	66.2	61.7	57.2	52.7	48.1
TOTAL	10300	1009	67.6	67.5	**72.87**	68.4	63.8	59.3	54.8	50.3
CHANGE FROM EXISTING										
Autos	2231	218	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	2	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	67	7	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	2300	225	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Med Trucks	1	0	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	32	3	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
TOTAL	1100	108	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	10088	988	65.1	65.0	70.4	65.9	61.3	56.8	52.3	47.8
Med Trucks	10	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.1
Hvy Trucks	302	30	66.4	66.3	71.6	67.1	62.6	58.1	53.6	49.0
TOTAL	10400	1018	68.8	68.7	**74.1**	69.6	65.0	60.5	56.0	51.5
FUTURE WITH PROJECT										
Autos	14938	1463	66.8	66.7	72.1	67.6	63.1	58.5	54.0	49.5
Med Trucks	15	2	48.2	48.1	53.4	48.9	44.4	39.9	35.4	30.8
Hvy Trucks	447	44	68.1	68.0	73.3	68.8	64.3	59.8	55.3	50.7
TOTAL	15400	1508	70.5	70.4	**75.8**	71.3	66.7	62.2	57.7	53.2
CHANGE FROM EXISTING										
Autos	6208	608	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Med Trucks	6	1	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Hvy Trucks	186	18	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
TOTAL	6400	627	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
CHANGE FROM FUTURE NO PROJECT										
Autos	4850	475	1.7	1.7	1.70	1.7	1.7	1.7	1.7	1.7
Med Trucks	5	0	1.7	1.7	1.70	1.7	1.7	1.7	1.7	1.7
Hvy Trucks	145	14	1.7	1.7	1.70	1.7	1.7	1.7	1.7	1.7
TOTAL	5000	490	1.7	1.7	1.70	1.7	1.7	1.7	1.7	1.7

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
FUTURE WITH PROJECT										
Autos	9506	931	63.2	63.1	68.5	64.0	59.5	54.9	50.4	45.9
Med Trucks	10	1	44.8	44.7	50.1	45.6	41.0	36.5	32.0	27.5
Hvy Trucks	284	28	65.3	65.2	70.5	66.0	61.5	57.0	52.4	47.9
TOTAL	9800	960	67.4	67.3	**72.7**	68.1	63.6	59.1	54.6	50.1
CHANGE FROM EXISTING										
Autos	6596	646	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Med Trucks	7	1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Hvy Trucks	197	19	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
TOTAL	6800	666	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
CHANGE FROM FUTURE NO PROJECT										
Autos	6111	598	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
Med Trucks	6	1	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
Hvy Trucks	183	18	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
TOTAL	6300	617	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
FUTURE WITH PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
CHANGE FROM EXISTING										
Autos	291	28	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	0	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	9	1	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	300	29	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
FUTURE WITH PROJECT										
Autos	21825	2137	66.9	66.8	72.1	67.6	63.1	58.6	54.0	49.5
Med Trucks	23	2	48.4	48.3	53.7	49.2	44.6	40.1	35.6	31.1
Hvy Trucks	653	64	68.9	68.8	74.1	69.6	65.1	60.6	56.1	51.5
TOTAL	22500	2203	71.0	70.9	**76.3**	71.7	67.2	62.7	58.2	53.7
CHANGE FROM EXISTING										
Autos	3395	332	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	4	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	102	10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	3500	343	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.1	0.1	0.12	0.1	0.1	0.1	0.1	0.1
Med Trucks	1	0	0.1	0.1	0.12	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	17	2	0.1	0.1	0.12	0.1	0.1	0.1	0.1	0.1
TOTAL	600	59	0.1	0.1	0.12	0.1	0.1	0.1	0.1	0.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	17848	1748	66.0	65.9	71.2	66.7	62.2	57.7	53.2	48.6
Med Trucks	18	2	47.6	47.5	52.8	48.3	43.8	39.3	34.7	30.2
Hvy Trucks	534	52	68.0	67.9	73.2	68.7	64.2	59.7	55.2	50.7
TOTAL	18400	1802	70.1	70.0	**75.4**	70.9	66.4	61.8	57.3	52.8
FUTURE WITH PROJECT										
Autos	18915	1852	66.2	66.1	71.5	67.0	62.4	57.9	53.4	48.9
Med Trucks	20	2	47.8	47.7	53.1	48.5	44.0	39.5	35.0	30.5
Hvy Trucks	566	55	68.3	68.2	73.5	69.0	64.5	60.0	55.4	50.9
TOTAL	19500	1909	70.4	70.3	**75.6**	71.1	66.6	62.1	57.6	53.1
CHANGE FROM EXISTING										
Autos	3395	332	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	4	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	102	10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	3500	343	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.3	0.3	0.25	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.25	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	32	3	0.3	0.3	0.25	0.3	0.3	0.3	0.3	0.3
TOTAL	1100	108	0.3	0.3	0.25	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	13386	1311	64.7	64.6	70.0	65.5	60.9	56.4	51.9	47.4
Med Trucks	14	1	46.3	46.2	51.6	47.0	42.5	38.0	33.5	29.0
Hvy Trucks	400	39	66.8	66.6	72.0	67.5	63.0	58.5	53.9	49.4
TOTAL	13800	1351	68.9	68.8	**74.1**	69.6	65.1	60.6	56.1	51.6
FUTURE WITH PROJECT										
Autos	14453	1415	65.1	65.0	70.3	65.8	61.3	56.8	52.2	47.7
Med Trucks	15	1	46.6	46.5	51.9	47.4	42.9	38.3	33.8	29.3
Hvy Trucks	432	42	67.1	67.0	72.3	67.8	63.3	58.8	54.3	49.8
TOTAL	14900	1459	69.2	69.1	**74.5**	70.0	65.4	60.9	56.4	51.9
CHANGE FROM EXISTING										
Autos	2813	275	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	3	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	84	8	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	2900	284	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	32	3	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
TOTAL	1100	108	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	14550	1425	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	15	1	51.4	51.3	56.6	52.1	47.6	43.1	38.5	34.0
Hvy Trucks	435	43	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.6
TOTAL	15000	1469	73.3	73.2	**78.6**	74.1	69.6	65.0	60.5	56.0
FUTURE WITH PROJECT										
Autos	15908	1558	71.0	70.9	76.2	71.7	67.2	62.7	58.2	53.7
Med Trucks	16	2	51.8	51.6	57.0	52.5	48.0	43.4	38.9	34.4
Hvy Trucks	476	47	70.4	70.3	75.6	71.1	66.6	62.1	57.6	53.0
TOTAL	16400	1606	73.7	73.6	**79.0**	74.5	69.9	65.4	60.9	56.4
CHANGE FROM EXISTING										
Autos	3298	323	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Med Trucks	3	0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Hvy Trucks	99	10	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
TOTAL	3400	333	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
CHANGE FROM FUTURE NO PROJECT										
Autos	1358	133	0.4	0.4	0.39	0.4	0.4	0.4	0.4	0.4
Med Trucks	1	0	0.4	0.4	0.39	0.4	0.4	0.4	0.4	0.4
Hvy Trucks	41	4	0.4	0.4	0.39	0.4	0.4	0.4	0.4	0.4
TOTAL	1400	137	0.4	0.4	0.39	0.4	0.4	0.4	0.4	0.4

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	7760	760	62.4	62.3	67.6	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.2	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.6	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.8**	67.3	62.7	58.2	53.7	49.2
CHANGE FROM EXISTING										
Autos	1940	190	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Med Trucks	2	0	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	58	6	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
TOTAL	2000	196	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
CHANGE FROM FUTURE NO PROJECT										
Autos	1067	104	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	32	3	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6
TOTAL	1100	108	0.6	0.6	0.64	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	7275	712	62.1	62.0	67.3	62.8	58.3	53.8	49.3	44.8
Med Trucks	8	1	43.7	43.6	48.9	44.4	39.9	35.4	30.8	26.3
Hvy Trucks	218	21	64.1	64.0	69.3	64.8	60.3	55.8	51.3	46.8
TOTAL	7500	734	66.2	66.1	**71.5**	67.0	62.5	57.9	53.4	48.9
CHANGE FROM EXISTING										
Autos	1455	142	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Med Trucks	2	0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Hvy Trucks	44	4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
TOTAL	1500	147	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.4	0.4	0.36	0.4	0.4	0.4	0.4	0.4
Med Trucks	1	0	0.4	0.4	0.36	0.4	0.4	0.4	0.4	0.4
Hvy Trucks	17	2	0.4	0.4	0.36	0.4	0.4	0.4	0.4	0.4
TOTAL	600	59	0.4	0.4	0.36	0.4	0.4	0.4	0.4	0.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	6984	684	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	7	1	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	209	20	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.9
TOTAL	7200	705	69.3	69.2	**74.5**	70.0	65.5	61.0	56.4	51.9
FUTURE WITH PROJECT										
Autos	19012	1862	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	20	2	51.5	51.4	56.8	52.3	47.8	43.2	38.7	34.2
Hvy Trucks	568	56	70.5	70.4	75.8	71.3	66.8	62.2	57.7	53.2
TOTAL	19600	1919	73.6	73.5	**78.9**	74.3	69.8	65.3	60.8	56.3
CHANGE FROM EXISTING										
Autos	12901	1263	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Med Trucks	13	1	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Hvy Trucks	386	38	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
TOTAL	13300	1302	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
CHANGE FROM FUTURE NO PROJECT										
Autos	12028	1178	4.3	4.3	4.35	4.3	4.3	4.3	4.3	4.3
Med Trucks	12	1	4.3	4.3	4.35	4.3	4.3	4.3	4.3	4.3
Hvy Trucks	360	35	4.3	4.3	4.35	4.3	4.3	4.3	4.3	4.3
TOTAL	12400	1214	4.3	4.3	4.35	4.3	4.3	4.3	4.3	4.3

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
FUTURE WITH PROJECT										
Autos	25705	2517	71.9	71.8	77.2	72.6	68.1	63.6	59.1	54.6
Med Trucks	27	3	52.8	52.7	58.1	53.6	49.1	44.5	40.0	35.5
Hvy Trucks	769	75	71.8	71.7	77.1	72.6	68.1	63.5	59.0	54.5
TOTAL	26500	2595	74.9	74.8	**80.2**	75.6	71.1	66.6	62.1	57.6
CHANGE FROM EXISTING										
Autos	18915	1852	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
Med Trucks	20	2	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
Hvy Trucks	566	55	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
TOTAL	19500	1909	5.8	5.8	5.8	5.8	5.8	5.8	5.8	5.8
CHANGE FROM FUTURE NO PROJECT										
Autos	17848	1748	5.1	5.1	5.15	5.1	5.1	5.1	5.1	5.1
Med Trucks	18	2	5.1	5.1	5.15	5.1	5.1	5.1	5.1	5.1
Hvy Trucks	534	52	5.1	5.1	5.15	5.1	5.1	5.1	5.1	5.1
TOTAL	18400	1802	5.1	5.1	5.15	5.1	5.1	5.1	5.1	5.1

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	12513	1225	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
Med Trucks	13	1	49.7	49.6	55.0	50.4	45.9	41.4	36.9	32.4
Hvy Trucks	374	37	68.7	68.6	74.0	69.5	64.9	60.4	55.9	51.4
TOTAL	12900	1263	71.8	71.7	**77.0**	72.5	68.0	63.5	59.0	54.5
FUTURE WITH PROJECT										
Autos	25705	2517	71.9	71.8	77.2	72.6	68.1	63.6	59.1	54.6
Med Trucks	27	3	52.8	52.7	58.1	53.6	49.1	44.5	40.0	35.5
Hvy Trucks	769	75	71.8	71.7	77.1	72.6	68.1	63.5	59.0	54.5
TOTAL	26500	2595	74.9	74.8	**80.2**	75.6	71.1	66.6	62.1	57.6
CHANGE FROM EXISTING										
Autos	14841	1453	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Med Trucks	15	1	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Hvy Trucks	444	43	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
TOTAL	15300	1498	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
CHANGE FROM FUTURE NO PROJECT										
Autos	13192	1292	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
Med Trucks	14	1	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
Hvy Trucks	394	39	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
TOTAL	13600	1332	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	14647	1434	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.1
Med Trucks	15	1	50.4	50.3	55.6	51.1	46.6	42.1	37.6	33.1
Hvy Trucks	438	43	69.4	69.3	74.7	70.1	65.6	61.1	56.6	52.1
TOTAL	15100	1479	72.5	72.4	**77.7**	73.2	68.7	64.2	59.7	55.1
FUTURE WITH PROJECT										
Autos	15229	1491	69.6	69.5	74.9	70.4	65.9	61.3	56.8	52.3
Med Trucks	16	2	50.6	50.5	55.8	51.3	46.8	42.3	37.8	33.2
Hvy Trucks	455	45	69.6	69.5	74.8	70.3	65.8	61.3	56.8	52.2
TOTAL	15700	1537	72.6	72.5	**77.9**	73.4	68.9	64.3	59.8	55.3
CHANGE FROM EXISTING										
Autos	2522	247	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	3	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	75	7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	2600	255	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St nort of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	10088	988	63.5	63.4	68.7	64.2	59.7	55.2	50.7	46.2
Med Trucks	10	1	45.1	45.0	50.3	45.8	41.3	36.8	32.3	27.7
Hvy Trucks	302	30	65.5	65.4	70.8	66.3	61.7	57.2	52.7	48.2
TOTAL	10400	1018	67.7	67.6	**72.9**	68.4	63.9	59.4	54.8	50.3
FUTURE WITH PROJECT										
Autos	10670	1045	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
Med Trucks	11	1	45.3	45.2	50.6	46.1	41.5	37.0	32.5	28.0
Hvy Trucks	319	31	65.8	65.7	71.0	66.5	62.0	57.5	53.0	48.4
TOTAL	11000	1077	67.9	67.8	**73.2**	68.6	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	1940	190	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	2	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	58	6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	2000	196	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 West Oak Center

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	5626	551	61.0	60.9	66.2	61.7	57.2	52.7	48.1	43.6
Med Trucks	6	1	42.5	42.4	47.8	43.3	38.8	34.2	29.7	25.2
Hvy Trucks	168	16	63.0	62.9	68.2	63.7	59.2	54.7	50.2	45.7
TOTAL	5800	568	65.1	65.0	**70.4**	65.9	61.3	56.8	52.3	47.8
FUTURE WITH PROJECT										
Autos	6208	608	61.4	61.3	66.6	62.1	57.6	53.1	48.6	44.1
Med Trucks	6	1	43.0	42.9	48.2	43.7	39.2	34.7	30.2	25.6
Hvy Trucks	186	18	63.4	63.3	68.7	64.1	59.6	55.1	50.6	46.1
TOTAL	6400	627	65.6	65.5	**70.8**	66.3	61.8	57.3	52.7	48.2
CHANGE FROM EXISTING										
Autos	1358	133	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	1	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	41	4	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	1400	137	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.4	0.4	0.43	0.4	0.4	0.4	0.4	0.4
Med Trucks	1	0	0.4	0.4	0.43	0.4	0.4	0.4	0.4	0.4
Hvy Trucks	17	2	0.4	0.4	0.43	0.4	0.4	0.4	0.4	0.4
TOTAL	600	59	0.4	0.4	0.43	0.4	0.4	0.4	0.4	0.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

2020 Wildwood Ranch

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
FUTURE WITH PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
CHANGE FROM EXISTING										
Autos	2328	228	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	70	7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2400	235	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	32 / 10	64 / 20	128 / 39	256 / 78	512 / 156	1024 / 312
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	15520	1520	67.0	66.9	69.81	65.3	60.8	56.3	51.7	47.2
Med Trucks	16	2	48.3	48.2	51.14	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	464	45	68.2	68.1	71.05	66.5	62.0	57.5	53.0	48.5
TOTAL	16000	1567	70.7	70.6	**73.51**	69.0	64.5	60.0	55.4	50.9
FUTURE WITH PROJECT										
Autos	15520	1520	67.0	66.9	69.81	65.3	60.8	56.3	51.7	47.2
Med Trucks	16	2	48.3	48.2	51.14	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	464	45	68.2	68.1	71.05	66.5	62.0	57.5	53.0	48.5
TOTAL	16000	1567	70.7	70.6	**73.51**	69.0	64.5	60.0	55.4	50.9
CHANGE FROM EXISTING										
Autos	2037	199	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	61	6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2100	206	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	37345	3657	70.8	70.7	71.26	66.7	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.0	52.59	48.1	43.6	39.0	34.5	30.0
Hvy Trucks	1117	109	72.1	72.0	72.49	68.0	63.5	58.9	54.4	49.9
TOTAL	38500	3770	74.5	74.4	**74.96**	70.4	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	37345	3657	70.8	70.7	71.26	66.7	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.0	52.59	48.1	43.6	39.0	34.5	30.0
Hvy Trucks	1117	109	72.1	72.0	72.49	68.0	63.5	58.9	54.4	49.9
TOTAL	38500	3770	74.5	74.4	**74.96**	70.4	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	4850	475	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	5	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	145	14	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	5000	490	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaip west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	27936	2735	69.6	69.5	70.00	65.5	61.0	56.4	51.9	47.4
Med Trucks	29	3	50.9	50.8	51.33	46.8	42.3	37.8	33.3	28.8
Hvy Trucks	835	82	70.8	70.7	71.23	66.7	62.2	57.7	53.2	48.7
TOTAL	28800	2820	73.3	73.2	**73.69**	69.2	64.7	60.1	55.6	51.1
FUTURE WITH PROJECT										
Autos	28518	2792	69.6	69.5	70.09	65.6	61.1	56.5	52.0	47.5
Med Trucks	29	3	51.0	50.9	51.42	46.9	42.4	37.9	33.4	28.8
Hvy Trucks	853	83	70.9	70.8	71.32	66.8	62.3	57.8	53.3	48.7
TOTAL	29400	2879	73.3	73.2	**73.78**	69.3	64.8	60.2	55.7	51.2
CHANGE FROM EXISTING										
Autos	4268	418	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	4	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	128	12	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	4400	431	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
Med Trucks	1	0	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	17	2	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1
TOTAL	600	59	0.1	0.1	0.09	0.1	0.1	0.1	0.1	0.1

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	2522	247	59.1	59.0	64.36	59.8	55.3	50.8	46.3	41.8
Med Trucks	3	0	40.4	40.3	45.69	41.2	36.7	32.1	27.6	23.1
Hvy Trucks	75	7	60.4	60.2	65.60	61.1	56.6	52.0	47.5	43.0
TOTAL	2600	255	62.8	62.7	**68.06**	63.5	59.0	54.5	50.0	45.5
FUTURE WITH PROJECT										
Autos	3104	304	60.0	59.9	65.26	60.7	56.2	51.7	47.2	42.7
Med Trucks	3	0	41.3	41.2	46.59	42.1	37.6	33.0	28.5	24.0
Hvy Trucks	93	9	61.3	61.1	66.50	62.0	57.5	53.0	48.4	43.9
TOTAL	3200	313	63.7	63.6	**68.96**	64.4	59.9	55.4	50.9	46.4
CHANGE FROM EXISTING										
Autos	873	85	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	1	0	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	26	3	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	900	88	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.9	0.9	0.90	0.9	0.9	0.9	0.9	0.9
Med Trucks	1	0	0.9	0.9	0.90	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	17	2	0.9	0.9	0.90	0.9	0.9	0.9	0.9	0.9
TOTAL	600	59	0.9	0.9	0.90	0.9	0.9	0.9	0.9	0.9

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr. Dr. Calimesa Blvd to Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE WITH PROJECT										
Autos	10476	1026	65.3	65.2	70.54	66.0	61.5	57.0	52.5	48.0
Med Trucks	11	1	46.6	46.5	51.88	47.4	42.8	38.3	33.8	29.3
Hvy Trucks	313	31	66.5	66.4	71.78	67.3	62.7	58.2	53.7	49.2
TOTAL	10800	1058	69.0	68.9	**74.24**	69.7	65.2	60.7	56.2	51.7
CHANGE FROM EXISTING										
Autos	10476	1026	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	11	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	313	31	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	10800	1058	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	10476	1026	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	11	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	313	31	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	10800	1058	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	6693	655	63.4	63.2	68.60	64.1	59.6	55.0	50.5	46.0
Med Trucks	7	1	44.7	44.6	49.93	45.4	40.9	36.4	31.9	27.4
Hvy Trucks	200	20	64.6	64.5	69.83	65.3	60.8	56.3	51.8	47.3
TOTAL	6900	676	67.0	66.9	**72.29**	67.8	63.3	58.7	54.2	49.7
FUTURE WITH PROJECT										
Autos	10476	1026	65.3	65.2	70.54	66.0	61.5	57.0	52.5	48.0
Med Trucks	11	1	46.6	46.5	51.88	47.4	42.8	38.3	33.8	29.3
Hvy Trucks	313	31	66.5	66.4	71.78	67.3	62.7	58.2	53.7	49.2
TOTAL	10800	1058	69.0	68.9	**74.24**	69.7	65.2	60.7	56.2	51.7
CHANGE FROM EXISTING										
Autos	4656	456	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Med Trucks	5	0	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Hvy Trucks	139	14	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
TOTAL	4800	470	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
CHANGE FROM FUTURE NO PROJECT										
Autos	3783	370	1.9	1.9	1.95	1.9	1.9	1.9	1.9	1.9
Med Trucks	4	0	1.9	1.9	1.95	1.9	1.9	1.9	1.9	1.9
Hvy Trucks	113	11	1.9	1.9	1.95	1.9	1.9	1.9	1.9	1.9
TOTAL	3900	382	1.9	1.9	1.95	1.9	1.9	1.9	1.9	1.9

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	7857	769	64.0	63.9	69.29	64.8	60.3	55.7	51.2	46.7
Med Trucks	8	1	45.4	45.3	50.63	46.1	41.6	37.1	32.6	28.1
Hvy Trucks	235	23	65.3	65.2	70.53	66.0	61.5	57.0	52.5	48.0
TOTAL	8100	793	67.7	67.6	**72.99**	68.5	64.0	59.4	54.9	50.4
FUTURE WITH PROJECT										
Autos	10476	1026	65.3	65.2	70.54	66.0	61.5	57.0	52.5	48.0
Med Trucks	11	1	46.6	46.5	51.88	47.4	42.8	38.3	33.8	29.3
Hvy Trucks	313	31	66.5	66.4	71.78	67.3	62.7	58.2	53.7	49.2
TOTAL	10800	1058	69.0	68.9	**74.24**	69.7	65.2	60.7	56.2	51.7
CHANGE FROM EXISTING										
Autos	3686	361	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Med Trucks	4	0	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Hvy Trucks	110	11	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
TOTAL	3800	372	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
CHANGE FROM FUTURE NO PROJECT										
Autos	2619	256	1.2	1.2	1.25	1.2	1.2	1.2	1.2	1.2
Med Trucks	3	0	1.2	1.2	1.25	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	78	8	1.2	1.2	1.25	1.2	1.2	1.2	1.2	1.2
TOTAL	2700	264	1.2	1.2	1.25	1.2	1.2	1.2	1.2	1.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	8924	874	63.0	62.9	68.22	63.7	59.2	54.7	50.2	45.6
Med Trucks	9	1	44.5	44.4	49.79	45.3	40.8	36.2	31.7	27.2
Hvy Trucks	267	26	65.0	64.9	70.24	65.7	61.2	56.7	52.2	47.7
TOTAL	9200	901	67.1	67.0	**72.38**	67.9	63.3	58.8	54.3	49.8
FUTURE WITH PROJECT										
Autos	12998	1273	64.6	64.5	69.85	65.3	60.8	56.3	51.8	47.3
Med Trucks	13	1	46.2	46.1	51.43	46.9	42.4	37.9	33.4	28.9
Hvy Trucks	389	38	66.6	66.5	71.87	67.4	62.8	58.3	53.8	49.3
TOTAL	13400	1312	68.8	68.7	**74.01**	69.5	65.0	60.5	55.9	51.4
CHANGE FROM EXISTING										
Autos	5238	513	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Med Trucks	5	1	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
Hvy Trucks	157	15	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
TOTAL	5400	529	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
CHANGE FROM FUTURE NO PROJECT										
Autos	4074	399	1.6	1.6	1.63	1.6	1.6	1.6	1.6	1.6
Med Trucks	4	0	1.6	1.6	1.63	1.6	1.6	1.6	1.6	1.6
Hvy Trucks	122	12	1.6	1.6	1.63	1.6	1.6	1.6	1.6	1.6
TOTAL	4200	411	1.6	1.6	1.63	1.6	1.6	1.6	1.6	1.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	10088	988	65.1	65.0	70.4	65.9	61.3	56.8	52.3	47.8
Med Trucks	10	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.1
Hvy Trucks	302	30	66.4	66.3	71.6	67.1	62.6	58.1	53.6	49.0
TOTAL	10400	1018	68.8	68.7	**74.1**	69.6	65.0	60.5	56.0	51.5
FUTURE WITH PROJECT										
Autos	25123	2460	69.1	69.0	74.3	69.8	65.3	60.8	56.3	51.8
Med Trucks	26	3	50.4	50.3	55.7	51.2	46.6	42.1	37.6	33.1
Hvy Trucks	751	74	70.3	70.2	75.6	71.1	66.5	62.0	57.5	53.0
TOTAL	25900	2536	72.8	72.7	**78.0**	73.5	69.0	64.5	60.0	55.5
CHANGE FROM EXISTING										
Autos	16393	1605	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Med Trucks	17	2	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
Hvy Trucks	490	48	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
TOTAL	16900	1655	4.6	4.6	4.6	4.6	4.6	4.6	4.6	4.6
CHANGE FROM FUTURE NO PROJECT										
Autos	15035	1472	4.0	4.0	3.96	4.0	4.0	4.0	4.0	4.0
Med Trucks	16	2	4.0	4.0	3.96	4.0	4.0	4.0	4.0	4.0
Hvy Trucks	450	44	4.0	4.0	3.96	4.0	4.0	4.0	4.0	4.0
TOTAL	15500	1518	4.0	4.0	3.96	4.0	4.0	4.0	4.0	4.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
FUTURE WITH PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
CHANGE FROM EXISTING										
Autos	485	47	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Med Trucks	1	0	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	15	1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
TOTAL	500	49	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
FUTURE WITH PROJECT										
Autos	12222	1197	64.3	64.2	69.6	65.1	60.5	56.0	51.5	47.0
Med Trucks	13	1	45.9	45.8	51.2	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	365	36	66.4	66.3	71.6	67.1	62.6	58.1	53.5	49.0
TOTAL	12600	1234	68.5	68.4	**73.7**	69.2	64.7	60.2	55.7	51.2
CHANGE FROM EXISTING										
Autos	10282	1007	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Med Trucks	11	1	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Hvy Trucks	307	30	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
TOTAL	10600	1038	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
CHANGE FROM FUTURE NO PROJECT										
Autos	9991	978	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
Med Trucks	10	1	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
Hvy Trucks	299	29	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
TOTAL	10300	1009	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
FUTURE WITH PROJECT										
Autos	25317	2479	67.5	67.4	72.7	68.2	63.7	59.2	54.7	50.2
Med Trucks	26	3	49.1	49.0	54.3	49.8	45.3	40.8	36.3	31.7
Hvy Trucks	757	74	69.5	69.4	74.8	70.2	65.7	61.2	56.7	52.2
TOTAL	26100	2556	71.7	71.6	**76.9**	72.4	67.9	63.4	58.8	54.3
CHANGE FROM EXISTING										
Autos	6887	674	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	7	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	206	20	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	7100	695	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	4074	399	0.8	0.8	0.76	0.8	0.8	0.8	0.8	0.8
Med Trucks	4	0	0.8	0.8	0.76	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	122	12	0.8	0.8	0.76	0.8	0.8	0.8	0.8	0.8
TOTAL	4200	411	0.8	0.8	0.76	0.8	0.8	0.8	0.8	0.8

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	17848	1748	66.0	65.9	71.2	66.7	62.2	57.7	53.2	48.6
Med Trucks	18	2	47.6	47.5	52.8	48.3	43.8	39.3	34.7	30.2
Hvy Trucks	534	52	68.0	67.9	73.2	68.7	64.2	59.7	55.2	50.7
TOTAL	18400	1802	70.1	70.0	**75.4**	70.9	66.4	61.8	57.3	52.8
FUTURE WITH PROJECT										
Autos	20758	2033	66.6	66.5	71.9	67.4	62.9	58.3	53.8	49.3
Med Trucks	21	2	48.2	48.1	53.5	48.9	44.4	39.9	35.4	30.9
Hvy Trucks	621	61	68.7	68.6	73.9	69.4	64.9	60.4	55.8	51.3
TOTAL	21400	2095	70.8	70.7	**76.0**	71.5	67.0	62.5	58.0	53.5
CHANGE FROM EXISTING										
Autos	5238	513	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Med Trucks	5	1	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Hvy Trucks	157	15	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
TOTAL	5400	529	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
CHANGE FROM FUTURE NO PROJECT										
Autos	2910	285	0.7	0.7	0.66	0.7	0.7	0.7	0.7	0.7
Med Trucks	3	0	0.7	0.7	0.66	0.7	0.7	0.7	0.7	0.7
Hvy Trucks	87	9	0.7	0.7	0.66	0.7	0.7	0.7	0.7	0.7
TOTAL	3000	294	0.7	0.7	0.66	0.7	0.7	0.7	0.7	0.7

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	13386	1311	64.7	64.6	70.0	65.5	60.9	56.4	51.9	47.4
Med Trucks	14	1	46.3	46.2	51.6	47.0	42.5	38.0	33.5	29.0
Hvy Trucks	400	39	66.8	66.6	72.0	67.5	63.0	58.5	53.9	49.4
TOTAL	13800	1351	68.9	68.8	**74.1**	69.6	65.1	60.6	56.1	51.6
FUTURE WITH PROJECT										
Autos	15132	1482	65.3	65.2	70.5	66.0	61.5	57.0	52.4	47.9
Med Trucks	16	2	46.8	46.7	52.1	47.6	43.1	38.5	34.0	29.5
Hvy Trucks	452	44	67.3	67.2	72.5	68.0	63.5	59.0	54.5	50.0
TOTAL	15600	1528	69.4	69.3	**74.7**	70.2	65.6	61.1	56.6	52.1
CHANGE FROM EXISTING										
Autos	3492	342	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	4	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	104	10	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	3600	353	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	1746	171	0.5	0.5	0.53	0.5	0.5	0.5	0.5	0.5
Med Trucks	2	0	0.5	0.5	0.53	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	52	5	0.5	0.5	0.53	0.5	0.5	0.5	0.5	0.5
TOTAL	1800	176	0.5	0.5	0.53	0.5	0.5	0.5	0.5	0.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	14550	1425	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	15	1	51.4	51.3	56.6	52.1	47.6	43.1	38.5	34.0
Hvy Trucks	435	43	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.6
TOTAL	15000	1469	73.3	73.2	**78.6**	74.1	69.6	65.0	60.5	56.0
FUTURE WITH PROJECT										
Autos	14550	1425	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	15	1	51.4	51.3	56.6	52.1	47.6	43.1	38.5	34.0
Hvy Trucks	435	43	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.6
TOTAL	15000	1469	73.3	73.2	**78.6**	74.1	69.6	65.0	60.5	56.0
CHANGE FROM EXISTING										
Autos	1940	190	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	58	6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2000	196	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	10767	1054	63.8	63.7	69.0	64.5	60.0	55.5	51.0	46.5
Med Trucks	11	1	45.4	45.3	50.6	46.1	41.6	37.1	32.5	28.0
Hvy Trucks	322	32	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
TOTAL	11100	1087	67.9	67.8	**73.2**	68.7	64.2	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	4947	484	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Med Trucks	5	0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Hvy Trucks	148	14	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
TOTAL	5100	499	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
CHANGE FROM FUTURE NO PROJECT										
Autos	4074	399	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
Med Trucks	4	0	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
Hvy Trucks	122	12	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
TOTAL	4200	411	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	10767	1054	63.8	63.7	69.0	64.5	60.0	55.5	51.0	46.5
Med Trucks	11	1	45.4	45.3	50.6	46.1	41.6	37.1	32.5	28.0
Hvy Trucks	322	32	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
TOTAL	11100	1087	67.9	67.8	**73.2**	68.7	64.2	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	4947	484	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Med Trucks	5	0	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
Hvy Trucks	148	14	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
TOTAL	5100	499	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
CHANGE FROM FUTURE NO PROJECT										
Autos	4074	399	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
Med Trucks	4	0	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
Hvy Trucks	122	12	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1
TOTAL	4200	411	2.1	2.1	2.06	2.1	2.1	2.1	2.1	2.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	6984	684	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	7	1	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	209	20	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.9
TOTAL	7200	705	69.3	69.2	**74.5**	70.0	65.5	61.0	56.4	51.9
FUTURE WITH PROJECT										
Autos	6984	684	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	7	1	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	209	20	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.9
TOTAL	7200	705	69.3	69.2	**74.5**	70.0	65.5	61.0	56.4	51.9
CHANGE FROM EXISTING										
Autos	873	85	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	26	3	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	900	88	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
FUTURE WITH PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
CHANGE FROM EXISTING										
Autos	1067	104	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	32	3	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	1100	108	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:			Fleet Mix		
	70.0%	Day		97.0%	Autos
	15.0%	Evening		0.1%	Medium Trucks
	15.0%	Night		2.9%	Heavy Trucks
	100.0%			100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	12513	1225	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
Med Trucks	13	1	49.7	49.6	55.0	50.4	45.9	41.4	36.9	32.4
Hvy Trucks	374	37	68.7	68.6	74.0	69.5	64.9	60.4	55.9	51.4
TOTAL	12900	1263	71.8	71.7	**77.0**	72.5	68.0	63.5	59.0	54.5
FUTURE WITH PROJECT										
Autos	12513	1225	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
Med Trucks	13	1	49.7	49.6	55.0	50.4	45.9	41.4	36.9	32.4
Hvy Trucks	374	37	68.7	68.6	74.0	69.5	64.9	60.4	55.9	51.4
TOTAL	12900	1263	71.8	71.7	**77.0**	72.5	68.0	63.5	59.0	54.5
CHANGE FROM EXISTING										
Autos	1649	161	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	49	5	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	1700	166	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	14647	1434	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.1
Med Trucks	15	1	50.4	50.3	55.6	51.1	46.6	42.1	37.6	33.1
Hvy Trucks	438	43	69.4	69.3	74.7	70.1	65.6	61.1	56.6	52.1
TOTAL	15100	1479	72.5	72.4	**77.7**	73.2	68.7	64.2	59.7	55.1
FUTURE WITH PROJECT										
Autos	14647	1434	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.1
Med Trucks	15	1	50.4	50.3	55.6	51.1	46.6	42.1	37.6	33.1
Hvy Trucks	438	43	69.4	69.3	74.7	70.1	65.6	61.1	56.6	52.1
TOTAL	15100	1479	72.5	72.4	**77.7**	73.2	68.7	64.2	59.7	55.1
CHANGE FROM EXISTING										
Autos	1940	190	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	58	6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2000	196	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St nort of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	10088	988	63.5	63.4	68.7	64.2	59.7	55.2	50.7	46.2
Med Trucks	10	1	45.1	45.0	50.3	45.8	41.3	36.8	32.3	27.7
Hvy Trucks	302	30	65.5	65.4	70.8	66.3	61.7	57.2	52.7	48.2
TOTAL	10400	1018	67.7	67.6	**72.9**	68.4	63.9	59.4	54.8	50.3
FUTURE WITH PROJECT										
Autos	10670	1045	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
Med Trucks	11	1	45.3	45.2	50.6	46.1	41.5	37.0	32.5	28.0
Hvy Trucks	319	31	65.8	65.7	71.0	66.5	62.0	57.5	53.0	48.4
TOTAL	11000	1077	67.9	67.8	**73.2**	68.6	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	1940	190	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	2	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	58	6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	2000	196	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.24	0.2	0.2	0.2	0.2	0.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 Wildwood Ranch

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	5626	551	61.0	60.9	66.2	61.7	57.2	52.7	48.1	43.6
Med Trucks	6	1	42.5	42.4	47.8	43.3	38.8	34.2	29.7	25.2
Hvy Trucks	168	16	63.0	62.9	68.2	63.7	59.2	54.7	50.2	45.7
TOTAL	5800	568	65.1	65.0	**70.4**	65.9	61.3	56.8	52.3	47.8
FUTURE WITH PROJECT										
Autos	6499	636	61.6	61.5	66.8	62.3	57.8	53.3	48.8	44.3
Med Trucks	7	1	43.2	43.1	48.4	43.9	39.4	34.9	30.4	25.8
Hvy Trucks	194	19	63.6	63.5	68.9	64.3	59.8	55.3	50.8	46.3
TOTAL	6700	656	65.8	65.7	**71.0**	66.5	62.0	57.5	52.9	48.4
CHANGE FROM EXISTING										
Autos	1649	161	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Med Trucks	2	0	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
Hvy Trucks	49	5	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
TOTAL	1700	166	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
CHANGE FROM FUTURE NO PROJECT										
Autos	873	85	0.6	0.6	0.63	0.6	0.6	0.6	0.6	0.6
Med Trucks	1	0	0.6	0.6	0.63	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	26	3	0.6	0.6	0.63	0.6	0.6	0.6	0.6	0.6
TOTAL	900	88	0.6	0.6	0.63	0.6	0.6	0.6	0.6	0.6

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

2020 Robinson Ranch Planned Development

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
FUTURE WITH PROJECT										
Autos	17848	1748	67.6	67.5	72.85	68.3	63.8	59.3	54.8	50.3
Med Trucks	18	2	48.9	48.8	54.19	49.7	45.2	40.6	36.1	31.6
Hvy Trucks	534	52	68.8	68.7	74.09	69.6	65.1	60.5	56.0	51.5
TOTAL	18400	1802	71.3	71.2	**76.55**	72.0	67.5	63.0	58.5	54.0
CHANGE FROM EXISTING										
Autos	2328	228	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Med Trucks	2	0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
Hvy Trucks	70	7	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
TOTAL	2400	235	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	32 (10 meters)	64 (20 meters)	128 (39 meters)	256 (78 meters)	512 (156 meters)	1024 (312 meters)
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	15520	1520	67.0	66.9	69.81	65.3	60.8	56.3	51.7	47.2
Med Trucks	16	2	48.3	48.2	51.14	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	464	45	68.2	68.1	71.05	66.5	62.0	57.5	53.0	48.5
TOTAL	16000	1567	70.7	70.6	**73.51**	69.0	64.5	60.0	55.4	50.9
FUTURE WITH PROJECT										
Autos	16296	1596	67.2	67.1	70.02	65.5	61.0	56.5	52.0	47.4
Med Trucks	17	2	48.6	48.4	51.35	46.8	42.3	37.8	33.3	28.8
Hvy Trucks	487	48	68.5	68.4	71.26	66.7	62.2	57.7	53.2	48.7
TOTAL	16800	1645	70.9	70.8	**73.72**	69.2	64.7	60.2	55.7	51.1
CHANGE FROM EXISTING										
Autos	2813	275	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	3	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	84	8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	2900	284	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	776	76	0.2	0.2	0.21	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.21	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	23	2	0.2	0.2	0.21	0.2	0.2	0.2	0.2	0.2
TOTAL	800	78	0.2	0.2	0.21	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	37345	3657	70.8	70.7	71.26	66.7	62.2	57.7	53.2	48.7
Med Trucks	39	4	52.2	52.0	52.59	48.1	43.6	39.0	34.5	30.0
Hvy Trucks	1117	109	72.1	72.0	72.49	68.0	63.5	58.9	54.4	49.9
TOTAL	38500	3770	74.5	74.4	**74.96**	70.4	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	38703	3790	71.0	70.9	71.41	66.9	62.4	57.9	53.3	48.8
Med Trucks	40	4	52.3	52.2	52.75	48.2	43.7	39.2	34.7	30.2
Hvy Trucks	1157	113	72.2	72.1	72.65	68.1	63.6	59.1	54.6	50.1
TOTAL	39900	3907	74.7	74.6	**75.11**	70.6	66.1	61.6	57.0	52.5
CHANGE FROM EXISTING										
Autos	6208	608	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	6	1	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	186	18	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	6400	627	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	1358	133	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	41	4	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
TOTAL	1400	137	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaip west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	27936	2735	69.6	69.5	70.00	65.5	61.0	56.4	51.9	47.4
Med Trucks	29	3	50.9	50.8	51.33	46.8	42.3	37.8	33.3	28.8
Hvy Trucks	835	82	70.8	70.7	71.23	66.7	62.2	57.7	53.2	48.7
TOTAL	28800	2820	73.3	73.2	**73.69**	69.2	64.7	60.1	55.6	51.1
FUTURE WITH PROJECT										
Autos	29197	2859	69.7	69.6	70.19	65.7	61.2	56.6	52.1	47.6
Med Trucks	30	3	51.1	51.0	51.52	47.0	42.5	38.0	33.5	28.9
Hvy Trucks	873	85	71.0	70.9	71.43	66.9	62.4	57.9	53.4	48.8
TOTAL	30100	2947	73.4	73.3	**73.89**	69.4	64.9	60.3	55.8	51.3
CHANGE FROM EXISTING										
Autos	4947	484	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	5	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	148	14	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	5100	499	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	1261	123	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	38	4	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
TOTAL	1300	127	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	2522	247	59.1	59.0	64.36	59.8	55.3	50.8	46.3	41.8
Med Trucks	3	0	40.4	40.3	45.69	41.2	36.7	32.1	27.6	23.1
Hvy Trucks	75	7	60.4	60.2	65.60	61.1	56.6	52.0	47.5	43.0
TOTAL	2600	255	62.8	62.7	**68.06**	63.5	59.0	54.5	50.0	45.5
FUTURE WITH PROJECT										
Autos	3298	323	60.3	60.2	65.52	61.0	56.5	52.0	47.5	42.9
Med Trucks	3	0	41.6	41.5	46.86	42.3	37.8	33.3	28.8	24.3
Hvy Trucks	99	10	61.5	61.4	66.76	62.2	57.7	53.2	48.7	44.2
TOTAL	3400	333	64.0	63.9	**69.22**	64.7	60.2	55.7	51.2	46.6
CHANGE FROM EXISTING										
Autos	1067	104	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Med Trucks	1	0	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Hvy Trucks	32	3	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
TOTAL	1100	108	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
CHANGE FROM FUTURE NO PROJECT										
Autos	776	76	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
Med Trucks	1	0	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	23	2	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
TOTAL	800	78	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr Dr between Outter Hwy 10S to I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE WITH PROJECT										
Autos	25511	2498	69.2	69.1	74.41	69.9	65.4	60.9	56.3	51.8
Med Trucks	26	3	50.5	50.4	55.74	51.2	46.7	42.2	37.7	33.2
Hvy Trucks	763	75	70.4	70.3	75.64	71.1	66.6	62.1	57.6	53.1
TOTAL	26300	2575	72.9	72.8	**78.11**	73.6	69.1	64.6	60.0	55.5
CHANGE FROM EXISTING										
Autos	25511	2498	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	26	3	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	763	75	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	26300	2575	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	25511	2498	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	26	3	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	763	75	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	26300	2575	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr. Dr. Calimesa Blvd to Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE WITH PROJECT										
Autos	13774	1349	66.5	66.4	71.73	67.2	62.7	58.2	53.7	49.2
Med Trucks	14	1	47.8	47.7	53.07	48.5	44.0	39.5	35.0	30.5
Hvy Trucks	412	40	67.7	67.6	72.97	68.5	63.9	59.4	54.9	50.4
TOTAL	14200	1390	70.2	70.1	**75.43**	70.9	66.4	61.9	57.4	52.9
CHANGE FROM EXISTING										
Autos	13774	1349	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	14	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	412	40	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	14200	1390	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	13774	1349	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	14	1	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	412	40	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	14200	1390	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	6693	655	63.4	63.2	68.60	64.1	59.6	55.0	50.5	46.0
Med Trucks	7	1	44.7	44.6	49.93	45.4	40.9	36.4	31.9	27.4
Hvy Trucks	200	20	64.6	64.5	69.83	65.3	60.8	56.3	51.8	47.3
TOTAL	6900	676	67.0	66.9	**72.29**	67.8	63.3	58.7	54.2	49.7
FUTURE WITH PROJECT										
Autos	12416	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12800	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	6596	646	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Med Trucks	7	1	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Hvy Trucks	197	19	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
TOTAL	6800	666	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
CHANGE FROM FUTURE NO PROJECT										
Autos	5723	560	2.7	2.7	2.68	2.7	2.7	2.7	2.7	2.7
Med Trucks	6	1	2.7	2.7	2.68	2.7	2.7	2.7	2.7	2.7
Hvy Trucks	171	17	2.7	2.7	2.68	2.7	2.7	2.7	2.7	2.7
TOTAL	5900	578	2.7	2.7	2.68	2.7	2.7	2.7	2.7	2.7

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	7857	769	64.0	63.9	69.29	64.8	60.3	55.7	51.2	46.7
Med Trucks	8	1	45.4	45.3	50.63	46.1	41.6	37.1	32.6	28.1
Hvy Trucks	235	23	65.3	65.2	70.53	66.0	61.5	57.0	52.5	48.0
TOTAL	8100	793	67.7	67.6	**72.99**	68.5	64.0	59.4	54.9	50.4
FUTURE WITH PROJECT										
Autos	13192	1292	66.3	66.2	71.54	67.0	62.5	58.0	53.5	49.0
Med Trucks	14	1	47.6	47.5	52.88	48.4	43.8	39.3	34.8	30.3
Hvy Trucks	394	39	67.5	67.4	72.78	68.3	63.7	59.2	54.7	50.2
TOTAL	13600	1332	70.0	69.9	**75.24**	70.7	66.2	61.7	57.2	52.7
CHANGE FROM EXISTING										
Autos	6402	627	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
Med Trucks	7	1	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
Hvy Trucks	191	19	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
TOTAL	6600	646	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
CHANGE FROM FUTURE NO PROJECT										
Autos	5335	522	2.3	2.3	2.25	2.3	2.3	2.3	2.3	2.3
Med Trucks	6	1	2.3	2.3	2.25	2.3	2.3	2.3	2.3	2.3
Hvy Trucks	160	16	2.3	2.3	2.25	2.3	2.3	2.3	2.3	2.3
TOTAL	5500	539	2.3	2.3	2.25	2.3	2.3	2.3	2.3	2.3

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	8924	874	63.0	62.9	68.22	63.7	59.2	54.7	50.2	45.6
Med Trucks	9	1	44.5	44.4	49.79	45.3	40.8	36.2	31.7	27.2
Hvy Trucks	267	26	65.0	64.9	70.24	65.7	61.2	56.7	52.2	47.7
TOTAL	9200	901	67.1	67.0	**72.38**	67.9	63.3	58.8	54.3	49.8
FUTURE WITH PROJECT										
Autos	15229	1491	65.3	65.2	70.54	66.0	61.5	57.0	52.5	48.0
Med Trucks	16	2	46.9	46.8	52.12	47.6	43.1	38.6	34.1	29.5
Hvy Trucks	455	45	67.3	67.2	72.56	68.0	63.5	59.0	54.5	50.0
TOTAL	15700	1537	69.5	69.3	**74.70**	70.2	65.7	61.2	56.6	52.1
CHANGE FROM EXISTING										
Autos	7469	731	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
Med Trucks	8	1	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
Hvy Trucks	223	22	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
TOTAL	7700	754	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
CHANGE FROM FUTURE NO PROJECT										
Autos	6305	617	2.3	2.3	2.32	2.3	2.3	2.3	2.3	2.3
Med Trucks	7	1	2.3	2.3	2.32	2.3	2.3	2.3	2.3	2.3
Hvy Trucks	189	18	2.3	2.3	2.32	2.3	2.3	2.3	2.3	2.3
TOTAL	6500	636	2.3	2.3	2.32	2.3	2.3	2.3	2.3	2.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	10088	988	65.1	65.0	70.4	65.9	61.3	56.8	52.3	47.8
Med Trucks	10	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.1
Hvy Trucks	302	30	66.4	66.3	71.6	67.1	62.6	58.1	53.6	49.0
TOTAL	10400	1018	68.8	68.7	**74.1**	69.6	65.0	60.5	56.0	51.5
FUTURE WITH PROJECT										
Autos	35017	3429	70.5	70.4	75.8	71.3	66.8	62.2	57.7	53.2
Med Trucks	36	4	51.9	51.8	57.1	52.6	48.1	43.6	39.1	34.5
Hvy Trucks	1047	103	71.8	71.7	77.0	72.5	68.0	63.5	59.0	54.4
TOTAL	36100	3535	74.2	74.1	**79.5**	75.0	70.4	65.9	61.4	56.9
CHANGE FROM EXISTING										
Autos	26287	2574	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Med Trucks	27	3	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Hvy Trucks	786	77	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
TOTAL	27100	2654	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
CHANGE FROM FUTURE NO PROJECT										
Autos	24929	2441	5.4	5.4	5.40	5.4	5.4	5.4	5.4	5.4
Med Trucks	26	3	5.4	5.4	5.40	5.4	5.4	5.4	5.4	5.4
Hvy Trucks	745	73	5.4	5.4	5.40	5.4	5.4	5.4	5.4	5.4
TOTAL	25700	2516	5.4	5.4	5.40	5.4	5.4	5.4	5.4	5.4

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	3395	332	58.8	58.7	64.0	59.5	55.0	50.5	46.0	41.4
Med Trucks	4	0	40.4	40.2	45.6	41.1	36.6	32.1	27.5	23.0
Hvy Trucks	102	10	60.8	60.7	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	3500	343	62.9	62.8	**68.2**	63.7	59.1	54.6	50.1	45.6
FUTURE WITH PROJECT										
Autos	9506	931	63.2	63.1	68.5	64.0	59.5	54.9	50.4	45.9
Med Trucks	10	1	44.8	44.7	50.1	45.6	41.0	36.5	32.0	27.5
Hvy Trucks	284	28	65.3	65.2	70.5	66.0	61.5	57.0	52.4	47.9
TOTAL	9800	960	67.4	67.3	**72.7**	68.1	63.6	59.1	54.6	50.1
CHANGE FROM EXISTING										
Autos	6596	646	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Med Trucks	7	1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Hvy Trucks	197	19	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
TOTAL	6800	666	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
CHANGE FROM FUTURE NO PROJECT										
Autos	6111	598	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
Med Trucks	6	1	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
Hvy Trucks	183	18	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5
TOTAL	6300	617	4.5	4.5	4.47	4.5	4.5	4.5	4.5	4.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	2231	218	56.9	56.8	62.2	57.7	53.2	48.6	44.1	39.6
Med Trucks	2	0	38.5	38.4	43.8	39.3	34.7	30.2	25.7	21.2
Hvy Trucks	67	7	59.0	58.9	64.2	59.7	55.2	50.7	46.2	41.6
TOTAL	2300	225	61.1	61.0	**66.4**	61.8	57.3	52.8	48.3	43.8
FUTURE WITH PROJECT										
Autos	12222	1197	64.3	64.2	69.6	65.1	60.5	56.0	51.5	47.0
Med Trucks	13	1	45.9	45.8	51.2	46.6	42.1	37.6	33.1	28.6
Hvy Trucks	365	36	66.4	66.3	71.6	67.1	62.6	58.1	53.5	49.0
TOTAL	12600	1234	68.5	68.4	**73.7**	69.2	64.7	60.2	55.7	51.2
CHANGE FROM EXISTING										
Autos	10282	1007	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Med Trucks	11	1	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Hvy Trucks	307	30	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
TOTAL	10600	1038	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
CHANGE FROM FUTURE NO PROJECT										
Autos	9991	978	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
Med Trucks	10	1	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
Hvy Trucks	299	29	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4
TOTAL	10300	1009	7.4	7.4	7.39	7.4	7.4	7.4	7.4	7.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
FUTURE WITH PROJECT										
Autos	26772	2621	67.7	67.6	73.0	68.5	64.0	59.4	54.9	50.4
Med Trucks	28	3	49.3	49.2	54.6	50.1	45.5	41.0	36.5	32.0
Hvy Trucks	800	78	69.8	69.7	75.0	70.5	66.0	61.5	56.9	52.4
TOTAL	27600	2703	71.9	71.8	**77.1**	72.6	68.1	63.6	59.1	54.6
CHANGE FROM EXISTING										
Autos	8342	817	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Med Trucks	9	1	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Hvy Trucks	249	24	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
TOTAL	8600	842	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
CHANGE FROM FUTURE NO PROJECT										
Autos	5529	541	1.0	1.0	1.00	1.0	1.0	1.0	1.0	1.0
Med Trucks	6	1	1.0	1.0	1.00	1.0	1.0	1.0	1.0	1.0
Hvy Trucks	165	16	1.0	1.0	1.00	1.0	1.0	1.0	1.0	1.0
TOTAL	5700	558	1.0	1.0	1.00	1.0	1.0	1.0	1.0	1.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	17848	1748	66.0	65.9	71.2	66.7	62.2	57.7	53.2	48.6
Med Trucks	18	2	47.6	47.5	52.8	48.3	43.8	39.3	34.7	30.2
Hvy Trucks	534	52	68.0	67.9	73.2	68.7	64.2	59.7	55.2	50.7
TOTAL	18400	1802	70.1	70.0	**75.4**	70.9	66.4	61.8	57.3	52.8
FUTURE WITH PROJECT										
Autos	26966	2640	67.8	67.7	73.0	68.5	64.0	59.5	55.0	50.4
Med Trucks	28	3	49.4	49.2	54.6	50.1	45.6	41.1	36.5	32.0
Hvy Trucks	806	79	69.8	69.7	75.0	70.5	66.0	61.5	57.0	52.5
TOTAL	27800	2722	71.9	71.8	**77.2**	72.7	68.1	63.6	59.1	54.6
CHANGE FROM EXISTING										
Autos	11446	1121	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Med Trucks	12	1	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
Hvy Trucks	342	34	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
TOTAL	11800	1155	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
CHANGE FROM FUTURE NO PROJECT										
Autos	9118	893	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
Med Trucks	9	1	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	273	27	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8
TOTAL	9400	920	1.8	1.8	1.79	1.8	1.8	1.8	1.8	1.8

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:			Fleet Mix		
	70.0%	Day		97.0%	Autos
	15.0%	Evening		0.1%	Medium Trucks
	15.0%	Night		2.9%	Heavy Trucks
	100.0%			100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	13386	1311	64.7	64.6	70.0	65.5	60.9	56.4	51.9	47.4
Med Trucks	14	1	46.3	46.2	51.6	47.0	42.5	38.0	33.5	29.0
Hvy Trucks	400	39	66.8	66.6	72.0	67.5	63.0	58.5	53.9	49.4
TOTAL	13800	1351	68.9	68.8	**74.1**	69.6	65.1	60.6	56.1	51.6
FUTURE WITH PROJECT										
Autos	16393	1605	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
Med Trucks	17	2	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	490	48	67.6	67.5	72.9	68.4	63.8	59.3	54.8	50.3
TOTAL	16900	1655	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
CHANGE FROM EXISTING										
Autos	4753	465	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Med Trucks	5	0	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Hvy Trucks	142	14	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
TOTAL	4900	480	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
CHANGE FROM FUTURE NO PROJECT										
Autos	3007	294	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
Med Trucks	3	0	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	90	9	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9
TOTAL	3100	304	0.9	0.9	0.88	0.9	0.9	0.9	0.9	0.9

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	14550	1425	70.6	70.5	75.9	71.3	66.8	62.3	57.8	53.3
Med Trucks	15	1	51.4	51.3	56.6	52.1	47.6	43.1	38.5	34.0
Hvy Trucks	435	43	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.6
TOTAL	15000	1469	73.3	73.2	**78.6**	74.1	69.6	65.0	60.5	56.0
FUTURE WITH PROJECT										
Autos	16296	1596	71.1	71.0	76.3	71.8	67.3	62.8	58.3	53.8
Med Trucks	17	2	51.9	51.8	57.1	52.6	48.1	43.6	39.0	34.5
Hvy Trucks	487	48	70.5	70.4	75.7	71.2	66.7	62.2	57.7	53.1
TOTAL	16800	1645	73.8	73.7	**79.1**	74.6	70.1	65.5	61.0	56.5
CHANGE FROM EXISTING										
Autos	3686	361	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Med Trucks	4	0	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	110	11	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
TOTAL	3800	372	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
CHANGE FROM FUTURE NO PROJECT										
Autos	1746	171	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Med Trucks	2	0	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	52	5	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5
TOTAL	1800	176	0.5	0.5	0.49	0.5	0.5	0.5	0.5	0.5

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	12998	1273	64.6	64.5	69.8	65.3	60.8	56.3	51.8	47.3
Med Trucks	13	1	46.2	46.1	51.4	46.9	42.4	37.9	33.4	28.9
Hvy Trucks	389	38	66.6	66.5	71.9	67.4	62.8	58.3	53.8	49.3
TOTAL	13400	1312	68.8	68.7	**74.0**	69.5	65.0	60.5	55.9	51.4
CHANGE FROM EXISTING										
Autos	7178	703	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Med Trucks	7	1	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Hvy Trucks	215	21	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
TOTAL	7400	725	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
CHANGE FROM FUTURE NO PROJECT										
Autos	6305	617	2.9	2.9	2.88	2.9	2.9	2.9	2.9	2.9
Med Trucks	7	1	2.9	2.9	2.88	2.9	2.9	2.9	2.9	2.9
Hvy Trucks	189	18	2.9	2.9	2.88	2.9	2.9	2.9	2.9	2.9
TOTAL	6500	636	2.9	2.9	2.88	2.9	2.9	2.9	2.9	2.9

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6693	655	61.7	61.6	67.0	62.5	57.9	53.4	48.9	44.4
Med Trucks	7	1	43.3	43.2	48.5	44.0	39.5	35.0	30.5	26.0
Hvy Trucks	200	20	63.7	63.6	69.0	64.5	60.0	55.4	50.9	46.4
TOTAL	6900	676	65.9	65.8	**71.1**	66.6	62.1	57.6	53.1	48.6
FUTURE WITH PROJECT										
Autos	11737	1149	64.2	64.1	69.4	64.9	60.4	55.9	51.3	46.8
Med Trucks	12	1	45.7	45.6	51.0	46.5	42.0	37.4	32.9	28.4
Hvy Trucks	351	34	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.8
TOTAL	12100	1185	68.3	68.2	**73.6**	69.1	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	5917	579	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Med Trucks	6	1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Hvy Trucks	177	17	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
TOTAL	6100	597	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
CHANGE FROM FUTURE NO PROJECT										
Autos	5044	494	2.4	2.4	2.44	2.4	2.4	2.4	2.4	2.4
Med Trucks	5	1	2.4	2.4	2.44	2.4	2.4	2.4	2.4	2.4
Hvy Trucks	151	15	2.4	2.4	2.44	2.4	2.4	2.4	2.4	2.4
TOTAL	5200	509	2.4	2.4	2.44	2.4	2.4	2.4	2.4	2.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	6984	684	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	7	1	47.2	47.1	52.4	47.9	43.4	38.9	34.4	29.9
Hvy Trucks	209	20	66.2	66.1	71.4	66.9	62.4	57.9	53.4	48.9
TOTAL	7200	705	69.3	69.2	**74.5**	70.0	65.5	61.0	56.4	51.9
FUTURE WITH PROJECT										
Autos	19885	1947	70.8	70.7	76.0	71.5	67.0	62.5	58.0	53.5
Med Trucks	21	2	51.7	51.6	57.0	52.5	47.9	43.4	38.9	34.4
Hvy Trucks	595	58	70.7	70.6	76.0	71.5	66.9	62.4	57.9	53.4
TOTAL	20500	2007	73.8	73.7	**79.1**	74.5	70.0	65.5	61.0	56.5
CHANGE FROM EXISTING										
Autos	13774	1349	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Med Trucks	14	1	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
Hvy Trucks	412	40	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
TOTAL	14200	1390	5.1	5.1	5.1	5.1	5.1	5.1	5.1	5.1
CHANGE FROM FUTURE NO PROJECT										
Autos	12901	1263	4.5	4.5	4.54	4.5	4.5	4.5	4.5	4.5
Med Trucks	13	1	4.5	4.5	4.54	4.5	4.5	4.5	4.5	4.5
Hvy Trucks	386	38	4.5	4.5	4.54	4.5	4.5	4.5	4.5	4.5
TOTAL	13300	1302	4.5	4.5	4.54	4.5	4.5	4.5	4.5	4.5

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	7857	769	66.8	66.7	72.0	67.5	63.0	58.5	54.0	49.4
Med Trucks	8	1	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	235	23	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.4
TOTAL	8100	793	69.8	69.7	**75.0**	70.5	66.0	61.5	57.0	52.4
FUTURE WITH PROJECT										
Autos	26578	2602	72.1	72.0	77.3	72.8	68.3	63.8	59.2	54.7
Med Trucks	27	3	53.0	52.9	58.2	53.7	49.2	44.7	40.2	35.7
Hvy Trucks	795	78	72.0	71.9	77.2	72.7	68.2	63.7	59.2	54.7
TOTAL	27400	2683	75.1	75.0	**80.3**	75.8	71.3	66.8	62.2	57.7
CHANGE FROM EXISTING										
Autos	19788	1938	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Med Trucks	20	2	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
Hvy Trucks	592	58	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
TOTAL	20400	1998	5.9	5.9	5.9	5.9	5.9	5.9	5.9	5.9
CHANGE FROM FUTURE NO PROJECT										
Autos	18721	1833	5.3	5.3	5.29	5.3	5.3	5.3	5.3	5.3
Med Trucks	19	2	5.3	5.3	5.29	5.3	5.3	5.3	5.3	5.3
Hvy Trucks	560	55	5.3	5.3	5.29	5.3	5.3	5.3	5.3	5.3
TOTAL	19300	1890	5.3	5.3	5.29	5.3	5.3	5.3	5.3	5.3

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	12513	1225	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
Med Trucks	13	1	49.7	49.6	55.0	50.4	45.9	41.4	36.9	32.4
Hvy Trucks	374	37	68.7	68.6	74.0	69.5	64.9	60.4	55.9	51.4
TOTAL	12900	1263	71.8	71.7	**77.0**	72.5	68.0	63.5	59.0	54.5
FUTURE WITH PROJECT										
Autos	32980	3229	73.0	72.9	78.2	73.7	69.2	64.7	60.2	55.7
Med Trucks	34	3	53.9	53.8	59.2	54.7	50.1	45.6	41.1	36.6
Hvy Trucks	986	97	72.9	72.8	78.2	73.7	69.1	64.6	60.1	55.6
TOTAL	34000	3329	76.0	75.9	**81.2**	76.7	72.2	67.7	63.2	58.7
CHANGE FROM EXISTING										
Autos	22116	2166	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Med Trucks	23	2	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Hvy Trucks	661	65	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
TOTAL	22800	2233	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
CHANGE FROM FUTURE NO PROJECT										
Autos	20467	2004	4.2	4.2	4.21	4.2	4.2	4.2	4.2	4.2
Med Trucks	21	2	4.2	4.2	4.21	4.2	4.2	4.2	4.2	4.2
Hvy Trucks	612	60	4.2	4.2	4.21	4.2	4.2	4.2	4.2	4.2
TOTAL	21100	2066	4.2	4.2	4.21	4.2	4.2	4.2	4.2	4.2

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	14647	1434	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.1
Med Trucks	15	1	50.4	50.3	55.6	51.1	46.6	42.1	37.6	33.1
Hvy Trucks	438	43	69.4	69.3	74.7	70.1	65.6	61.1	56.6	52.1
TOTAL	15100	1479	72.5	72.4	**77.7**	73.2	68.7	64.2	59.7	55.1
FUTURE WITH PROJECT										
Autos	15229	1491	69.6	69.5	74.9	70.4	65.9	61.3	56.8	52.3
Med Trucks	16	2	50.6	50.5	55.8	51.3	46.8	42.3	37.8	33.2
Hvy Trucks	455	45	69.6	69.5	74.8	70.3	65.8	61.3	56.8	52.2
TOTAL	15700	1537	72.6	72.5	**77.9**	73.4	68.9	64.3	59.8	55.3
CHANGE FROM EXISTING										
Autos	2522	247	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Med Trucks	3	0	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	75	7	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
TOTAL	2600	255	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.17	0.2	0.2	0.2	0.2	0.2

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St nort of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	10088	988	63.5	63.4	68.7	64.2	59.7	55.2	50.7	46.2
Med Trucks	10	1	45.1	45.0	50.3	45.8	41.3	36.8	32.3	27.7
Hvy Trucks	302	30	65.5	65.4	70.8	66.3	61.7	57.2	52.7	48.2
TOTAL	10400	1018	67.7	67.6	**72.9**	68.4	63.9	59.4	54.8	50.3
FUTURE WITH PROJECT										
Autos	10767	1054	63.8	63.7	69.0	64.5	60.0	55.5	51.0	46.5
Med Trucks	11	1	45.4	45.3	50.6	46.1	41.6	37.1	32.5	28.0
Hvy Trucks	322	32	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
TOTAL	11100	1087	67.9	67.8	**73.2**	68.7	64.2	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	2037	199	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	2	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	61	6	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	2100	206	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	679	66	0.3	0.3	0.28	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.28	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	20	2	0.3	0.3	0.28	0.3	0.3	0.3	0.3	0.3
TOTAL	700	69	0.3	0.3	0.28	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2020 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	5626	551	61.0	60.9	66.2	61.7	57.2	52.7	48.1	43.6
Med Trucks	6	1	42.5	42.4	47.8	43.3	38.8	34.2	29.7	25.2
Hvy Trucks	168	16	63.0	62.9	68.2	63.7	59.2	54.7	50.2	45.7
TOTAL	5800	568	65.1	65.0	**70.4**	65.9	61.3	56.8	52.3	47.8
FUTURE WITH PROJECT										
Autos	7275	712	62.1	62.0	67.3	62.8	58.3	53.8	49.3	44.8
Med Trucks	8	1	43.7	43.6	48.9	44.4	39.9	35.4	30.8	26.3
Hvy Trucks	218	21	64.1	64.0	69.3	64.8	60.3	55.8	51.3	46.8
TOTAL	7500	734	66.2	66.1	**71.5**	67.0	62.5	57.9	53.4	48.9
CHANGE FROM EXISTING										
Autos	2425	237	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Med Trucks	3	0	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	73	7	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
TOTAL	2500	245	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
CHANGE FROM FUTURE NO PROJECT										
Autos	1649	161	1.1	1.1	1.12	1.1	1.1	1.1	1.1	1.1
Med Trucks	2	0	1.1	1.1	1.12	1.1	1.1	1.1	1.1	1.1
Hvy Trucks	49	5	1.1	1.1	1.12	1.1	1.1	1.1	1.1	1.1
TOTAL	1700	166	1.1	1.1	1.12	1.1	1.1	1.1	1.1	1.1

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

2030 Robinson Ranch Planned Development

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	15714	1539	67.1	67.0	72.30	67.8	63.3	58.8	54.2	49.7
Med Trucks	16	2	48.4	48.3	53.64	49.1	44.6	40.1	35.6	31.1
Hvy Trucks	470	46	68.3	68.2	73.54	69.0	64.5	60.0	55.5	51.0
TOTAL	16200	1586	70.8	70.7	**76.00**	71.5	67.0	62.5	57.9	53.4
FUTURE WITH PROJECT										
Autos	15714	1539	67.1	67.0	72.30	67.8	63.3	58.8	54.2	49.7
Med Trucks	16	2	48.4	48.3	53.64	49.1	44.6	40.1	35.6	31.1
Hvy Trucks	470	46	68.3	68.2	73.54	69.0	64.5	60.0	55.5	51.0
TOTAL	16200	1586	70.8	70.7	**76.00**	71.5	67.0	62.5	57.9	53.4
CHANGE FROM EXISTING										
Autos	194	19	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	6	1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
TOTAL	200	20	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of Ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	32 (10 meters)	64 (20 meters)	128 (39 meters)	256 (78 meters)	512 (156 meters)	1024 (312 meters)
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	14259	1396	66.6	66.5	69.44	64.9	60.4	55.9	51.4	46.9
Med Trucks	15	1	48.0	47.9	50.77	46.3	41.7	37.2	32.7	28.2
Hvy Trucks	426	42	67.9	67.8	70.68	66.2	61.6	57.1	52.6	48.1
TOTAL	14700	1439	70.3	70.2	**73.14**	68.6	64.1	59.6	55.1	50.6
FUTURE WITH PROJECT										
Autos	14356	1406	66.7	66.6	69.47	65.0	60.4	55.9	51.4	46.9
Med Trucks	15	1	48.0	47.9	50.80	46.3	41.8	37.3	32.7	28.2
Hvy Trucks	429	42	67.9	67.8	70.71	66.2	61.7	57.2	52.6	48.1
TOTAL	14800	1449	70.4	70.3	**73.17**	68.7	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	873	85	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	26	3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	900	88	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	97	9	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	3	0	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0
TOTAL	100	10	0.0	0.0	0.03	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	34338	3362	70.5	70.3	70.89	66.4	61.9	57.3	52.8	48.3
Med Trucks	35	3	51.8	51.7	52.23	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	1027	101	71.7	71.6	72.13	67.6	63.1	58.6	54.1	49.6
TOTAL	35400	3466	74.2	74.0	**74.59**	70.1	65.6	61.0	56.5	52.0
FUTURE WITH PROJECT										
Autos	34629	3391	70.5	70.4	70.93	66.4	61.9	57.4	52.9	48.4
Med Trucks	36	3	51.8	51.7	52.26	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	1035	101	71.7	71.6	72.17	67.7	63.1	58.6	54.1	49.6
TOTAL	35700	3496	74.2	74.1	**74.63**	70.1	65.6	61.1	56.6	52.1
CHANGE FROM EXISTING										
Autos	2134	209	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	2	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	64	6	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	2200	215	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	291	28	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	9	1	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0
TOTAL	300	29	0.0	0.0	0.04	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	26093	2555	69.3	69.2	69.70	65.2	60.7	56.2	51.6	47.1
Med Trucks	27	3	50.6	50.5	51.03	46.5	42.0	37.5	33.0	28.5
Hvy Trucks	780	76	70.5	70.4	70.94	66.4	61.9	57.4	52.9	48.4
TOTAL	26900	2634	73.0	72.9	**73.40**	68.9	64.4	59.9	55.3	50.8
FUTURE WITH PROJECT										
Autos	27063	2650	69.4	69.3	69.86	65.3	60.8	56.3	51.8	47.3
Med Trucks	28	3	50.8	50.7	51.19	46.7	42.2	37.6	33.1	28.6
Hvy Trucks	809	79	70.7	70.6	71.10	66.6	62.1	57.6	53.0	48.5
TOTAL	27900	2732	73.1	73.0	**73.56**	69.0	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	2813	275	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Med Trucks	3	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	84	8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
TOTAL	2900	284	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
CHANGE FROM FUTURE NO PROJECT										
Autos	970	95	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	29	3	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2
TOTAL	1000	98	0.2	0.2	0.16	0.2	0.2	0.2	0.2	0.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE WITH PROJECT										
Autos	3201	313	60.1	60.0	65.39	60.9	56.4	51.8	47.3	42.8
Med Trucks	3	0	41.5	41.4	46.73	42.2	37.7	33.2	28.7	24.2
Hvy Trucks	96	9	61.4	61.3	66.63	62.1	57.6	53.1	48.6	44.1
TOTAL	3300	323	63.8	63.7	**69.09**	64.6	60.1	55.5	51.0	46.5
CHANGE FROM EXISTING										
Autos	970	95	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Med Trucks	1	0	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Hvy Trucks	29	3	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
TOTAL	1000	98	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
CHANGE FROM FUTURE NO PROJECT										
Autos	970	95	1.6	1.6	1.57	1.6	1.6	1.6	1.6	1.6
Med Trucks	1	0	1.6	1.6	1.57	1.6	1.6	1.6	1.6	1.6
Hvy Trucks	29	3	1.6	1.6	1.57	1.6	1.6	1.6	1.6	1.6
TOTAL	1000	98	1.6	1.6	1.57	1.6	1.6	1.6	1.6	1.6

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr Dr between Outer Hwy 10S to I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	2134	209	58.4	58.3	63.63	59.1	54.6	50.1	45.6	41.1
Med Trucks	2	0	39.7	39.6	44.97	40.5	35.9	31.4	26.9	22.4
Hvy Trucks	64	6	59.6	59.5	64.87	60.4	55.8	51.3	46.8	42.3
TOTAL	2200	215	62.1	62.0	**67.33**	62.8	58.3	53.8	49.3	44.8
FUTURE WITH PROJECT										
Autos	18818	1843	67.8	67.7	73.08	68.6	64.1	59.5	55.0	50.5
Med Trucks	19	2	49.2	49.1	54.42	49.9	45.4	40.9	36.4	31.8
Hvy Trucks	563	55	69.1	69.0	74.32	69.8	65.3	60.8	56.3	51.7
TOTAL	19400	1900	71.5	71.4	**76.78**	72.3	67.8	63.2	58.7	54.2
CHANGE FROM EXISTING										
Autos	18818	1843	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	19	2	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	563	55	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	19400	1900	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	16684	1634	9.5	9.5	9.45	9.5	9.5	9.5	9.5	9.5
Med Trucks	17	2	9.5	9.5	9.45	9.5	9.5	9.5	9.5	9.5
Hvy Trucks	499	49	9.5	9.5	9.45	9.5	9.5	9.5	9.5	9.5
TOTAL	17200	1684	9.5	9.5	9.45	9.5	9.5	9.5	9.5	9.5

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr. Dr. Calimesa Blvd to Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	10185	997	65.2	65.1	70.42	65.9	61.4	56.9	52.4	47.8
Med Trucks	11	1	46.5	46.4	51.75	47.2	42.7	38.2	33.7	29.2
Hvy Trucks	305	30	66.4	66.3	71.66	67.1	62.6	58.1	53.6	49.1
TOTAL	10500	1028	68.9	68.8	**74.12**	69.6	65.1	60.6	56.1	51.5
FUTURE WITH PROJECT										
Autos	20952	2052	68.3	68.2	73.55	69.0	64.5	60.0	55.5	51.0
Med Trucks	22	2	49.6	49.5	54.89	50.4	45.9	41.3	36.8	32.3
Hvy Trucks	626	61	69.5	69.4	74.79	70.3	65.8	61.2	56.7	52.2
TOTAL	21600	2115	72.0	71.9	**77.25**	72.7	68.2	63.7	59.2	54.7
CHANGE FROM EXISTING										
Autos	20952	2052	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	22	2	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	626	61	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	21600	2115	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	10767	1054	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
Med Trucks	11	1	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
Hvy Trucks	322	32	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1
TOTAL	11100	1087	3.1	3.1	3.13	3.1	3.1	3.1	3.1	3.1

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	8148	798	64.2	64.1	69.45	64.9	60.4	55.9	51.4	46.9
Med Trucks	8	1	45.5	45.4	50.79	46.3	41.8	37.2	32.7	28.2
Hvy Trucks	244	24	65.4	65.3	70.69	66.2	61.7	57.1	52.6	48.1
TOTAL	8400	823	67.9	67.8	**73.15**	68.6	64.1	59.6	55.1	50.6
FUTURE WITH PROJECT										
Autos	12416	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12800	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	6596	646	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Med Trucks	7	1	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Hvy Trucks	197	19	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
TOTAL	6800	666	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
CHANGE FROM FUTURE NO PROJECT										
Autos	4268	418	1.8	1.8	1.83	1.8	1.8	1.8	1.8	1.8
Med Trucks	4	0	1.8	1.8	1.83	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	128	12	1.8	1.8	1.83	1.8	1.8	1.8	1.8	1.8
TOTAL	4400	431	1.8	1.8	1.83	1.8	1.8	1.8	1.8	1.8

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	9118	893	64.7	64.6	69.94	65.4	60.9	56.4	51.9	47.4
Med Trucks	9	1	46.0	45.9	51.27	46.8	42.2	37.7	33.2	28.7
Hvy Trucks	273	27	65.9	65.8	71.18	66.7	62.1	57.6	53.1	48.6
TOTAL	9400	920	68.4	68.3	**73.64**	69.1	64.6	60.1	55.6	51.1
FUTURE WITH PROJECT										
Autos	12416	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12800	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	5626	551	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Med Trucks	6	1	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Hvy Trucks	168	16	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
TOTAL	5800	568	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
CHANGE FROM FUTURE NO PROJECT										
Autos	3298	323	1.3	1.3	1.34	1.3	1.3	1.3	1.3	1.3
Med Trucks	3	0	1.3	1.3	1.34	1.3	1.3	1.3	1.3	1.3
Hvy Trucks	99	10	1.3	1.3	1.34	1.3	1.3	1.3	1.3	1.3
TOTAL	3400	333	1.3	1.3	1.34	1.3	1.3	1.3	1.3	1.3

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	8148	798	62.6	62.5	67.82	63.3	58.8	54.3	49.8	45.2
Med Trucks	8	1	44.2	44.1	49.40	44.9	40.4	35.9	31.3	26.8
Hvy Trucks	244	24	64.6	64.5	69.84	65.3	60.8	56.3	51.8	47.3
TOTAL	8400	823	66.7	66.6	**71.98**	67.5	63.0	58.4	53.9	49.4
FUTURE WITH PROJECT										
Autos	10670	1045	63.7	63.6	68.99	64.5	60.0	55.4	50.9	46.4
Med Trucks	11	1	45.3	45.2	50.57	46.1	41.5	37.0	32.5	28.0
Hvy Trucks	319	31	65.8	65.7	71.01	66.5	62.0	57.5	53.0	48.4
TOTAL	11000	1077	67.9	67.8	**73.15**	68.6	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	2910	285	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	3	0	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	87	9	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	3000	294	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	2522	247	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
Med Trucks	3	0	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
Hvy Trucks	75	7	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2
TOTAL	2600	255	1.2	1.2	1.17	1.2	1.2	1.2	1.2	1.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	6790	665	63.4	63.3	68.7	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	50.0	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.9	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.4**	67.8	63.3	58.8	54.3	49.8
FUTURE WITH PROJECT										
Autos	14259	1396	66.6	66.5	71.9	67.4	62.8	58.3	53.8	49.3
Med Trucks	15	1	48.0	47.9	53.2	48.7	44.2	39.7	35.2	30.6
Hvy Trucks	426	42	67.9	67.8	73.1	68.6	64.1	59.6	55.1	50.5
TOTAL	14700	1439	70.3	70.2	**75.6**	71.1	66.5	62.0	57.5	53.0
CHANGE FROM EXISTING										
Autos	5529	541	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Med Trucks	6	1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Hvy Trucks	165	16	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
TOTAL	5700	558	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
CHANGE FROM FUTURE NO PROJECT										
Autos	7469	731	3.2	3.2	3.22	3.2	3.2	3.2	3.2	3.2
Med Trucks	8	1	3.2	3.2	3.22	3.2	3.2	3.2	3.2	3.2
Hvy Trucks	223	22	3.2	3.2	3.22	3.2	3.2	3.2	3.2	3.2
TOTAL	7700	754	3.2	3.2	3.22	3.2	3.2	3.2	3.2	3.2

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	3492	342	58.9	58.8	64.1	59.6	55.1	50.6	46.1	41.6
Med Trucks	4	0	40.5	40.4	45.7	41.2	36.7	32.2	27.7	23.1
Hvy Trucks	104	10	60.9	60.8	66.2	61.6	57.1	52.6	48.1	43.6
TOTAL	3600	353	63.1	63.0	**68.3**	63.8	59.3	54.8	50.2	45.7
FUTURE WITH PROJECT										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	8730	855	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Med Trucks	9	1	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Hvy Trucks	261	26	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
TOTAL	9000	881	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
CHANGE FROM FUTURE NO PROJECT										
Autos	8148	798	5.2	5.2	5.23	5.2	5.2	5.2	5.2	5.2
Med Trucks	8	1	5.2	5.2	5.23	5.2	5.2	5.2	5.2	5.2
Hvy Trucks	244	24	5.2	5.2	5.23	5.2	5.2	5.2	5.2	5.2
TOTAL	8400	823	5.2	5.2	5.23	5.2	5.2	5.2	5.2	5.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	13871	1358	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
Med Trucks	14	1	46.5	46.4	51.7	47.2	42.7	38.2	33.6	29.1
Hvy Trucks	415	41	66.9	66.8	72.2	67.6	63.1	58.6	54.1	49.6
TOTAL	14300	1400	69.0	68.9	**74.3**	69.8	65.3	60.7	56.2	51.7
FUTURE WITH PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
CHANGE FROM EXISTING										
Autos	19303	1890	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Med Trucks	20	2	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Hvy Trucks	577	57	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
TOTAL	19900	1949	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
CHANGE FROM FUTURE NO PROJECT										
Autos	7372	722	1.9	1.9	1.85	1.9	1.9	1.9	1.9	1.9
Med Trucks	8	1	1.9	1.9	1.85	1.9	1.9	1.9	1.9	1.9
Hvy Trucks	220	22	1.9	1.9	1.85	1.9	1.9	1.9	1.9	1.9
TOTAL	7600	744	1.9	1.9	1.85	1.9	1.9	1.9	1.9	1.9

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	20952	2052	66.7	66.6	71.9	67.4	62.9	58.4	53.9	49.3
Med Trucks	22	2	48.3	48.2	53.5	49.0	44.5	40.0	35.4	30.9
Hvy Trucks	626	61	68.7	68.6	73.9	69.4	64.9	60.4	55.9	51.4
TOTAL	21600	2115	70.8	70.7	**76.1**	71.6	67.1	62.5	58.0	53.5
FUTURE WITH PROJECT										
Autos	25317	2479	67.5	67.4	72.7	68.2	63.7	59.2	54.7	50.2
Med Trucks	26	3	49.1	49.0	54.3	49.8	45.3	40.8	36.3	31.7
Hvy Trucks	757	74	69.5	69.4	74.8	70.2	65.7	61.2	56.7	52.2
TOTAL	26100	2556	71.7	71.6	**76.9**	72.4	67.9	63.4	58.8	54.3
CHANGE FROM EXISTING										
Autos	6887	674	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	7	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	206	20	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	7100	695	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	4365	427	0.8	0.8	0.82	0.8	0.8	0.8	0.8	0.8
Med Trucks	5	0	0.8	0.8	0.82	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	131	13	0.8	0.8	0.82	0.8	0.8	0.8	0.8	0.8
TOTAL	4500	441	0.8	0.8	0.82	0.8	0.8	0.8	0.8	0.8

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	15714	1539	65.4	65.3	70.7	66.2	61.6	57.1	52.6	48.1
Med Trucks	16	2	47.0	46.9	52.3	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	470	46	67.4	67.3	72.7	68.2	63.7	59.1	54.6	50.1
TOTAL	16200	1586	69.6	69.5	**74.8**	70.3	65.8	61.3	56.8	52.3
FUTURE WITH PROJECT										
Autos	19012	1862	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	20	2	47.8	47.7	53.1	48.6	44.0	39.5	35.0	30.5
Hvy Trucks	568	56	68.3	68.2	73.5	69.0	64.5	60.0	55.5	50.9
TOTAL	19600	1919	70.4	70.3	**75.7**	71.1	66.6	62.1	57.6	53.1
CHANGE FROM EXISTING										
Autos	3492	342	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	4	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	104	10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	3600	353	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	3298	323	0.8	0.8	0.83	0.8	0.8	0.8	0.8	0.8
Med Trucks	3	0	0.8	0.8	0.83	0.8	0.8	0.8	0.8	0.8
Hvy Trucks	99	10	0.8	0.8	0.83	0.8	0.8	0.8	0.8	0.8
TOTAL	3400	333	0.8	0.8	0.83	0.8	0.8	0.8	0.8	0.8

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	15714	1539	65.4	65.3	70.7	66.2	61.6	57.1	52.6	48.1
Med Trucks	16	2	47.0	46.9	52.3	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	470	46	67.4	67.3	72.7	68.2	63.7	59.1	54.6	50.1
TOTAL	16200	1586	69.6	69.5	**74.8**	70.3	65.8	61.3	56.8	52.3
FUTURE WITH PROJECT										
Autos	17169	1681	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
Med Trucks	18	2	47.4	47.3	52.6	48.1	43.6	39.1	34.6	30.1
Hvy Trucks	513	50	67.8	67.7	73.1	68.6	64.0	59.5	55.0	50.5
TOTAL	17700	1733	70.0	69.9	**75.2**	70.7	66.2	61.7	57.2	52.6
CHANGE FROM EXISTING										
Autos	5529	541	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Med Trucks	6	1	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Hvy Trucks	165	16	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
TOTAL	5700	558	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
CHANGE FROM FUTURE NO PROJECT										
Autos	1455	142	0.4	0.4	0.38	0.4	0.4	0.4	0.4	0.4
Med Trucks	2	0	0.4	0.4	0.38	0.4	0.4	0.4	0.4	0.4
Hvy Trucks	44	4	0.4	0.4	0.38	0.4	0.4	0.4	0.4	0.4
TOTAL	1500	147	0.4	0.4	0.38	0.4	0.4	0.4	0.4	0.4

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	12998	1273	70.1	70.0	75.4	70.8	66.3	61.8	57.3	52.8
Med Trucks	13	1	50.9	50.8	56.1	51.6	47.1	42.6	38.1	33.5
Hvy Trucks	389	38	69.5	69.4	74.7	70.2	65.7	61.2	56.7	52.2
TOTAL	13400	1312	72.9	72.8	**78.1**	73.6	69.1	64.6	60.0	55.5
FUTURE WITH PROJECT										
Autos	13580	1330	70.3	70.2	75.6	71.0	66.5	62.0	57.5	53.0
Med Trucks	14	1	51.1	51.0	56.3	51.8	47.3	42.8	38.2	33.7
Hvy Trucks	406	40	69.7	69.6	74.9	70.4	65.9	61.4	56.9	52.3
TOTAL	14000	1371	73.0	72.9	**78.3**	73.8	69.3	64.7	60.2	55.7
CHANGE FROM EXISTING										
Autos	970	95	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	29	3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	1000	98	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	582	57	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	17	2	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2
TOTAL	600	59	0.2	0.2	0.19	0.2	0.2	0.2	0.2	0.2

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6208	608	61.4	61.3	66.6	62.1	57.6	53.1	48.6	44.1
Med Trucks	6	1	43.0	42.9	48.2	43.7	39.2	34.7	30.2	25.6
Hvy Trucks	186	18	63.4	63.3	68.7	64.1	59.6	55.1	50.6	46.1
TOTAL	6400	627	65.6	65.5	**70.8**	66.3	61.8	57.3	52.7	48.2
FUTURE WITH PROJECT										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
CHANGE FROM EXISTING										
Autos	2910	285	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Med Trucks	3	0	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	87	9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
TOTAL	3000	294	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
CHANGE FROM FUTURE NO PROJECT										
Autos	2522	247	1.5	1.5	1.48	1.5	1.5	1.5	1.5	1.5
Med Trucks	3	0	1.5	1.5	1.48	1.5	1.5	1.5	1.5	1.5
Hvy Trucks	75	7	1.5	1.5	1.48	1.5	1.5	1.5	1.5	1.5
TOTAL	2600	255	1.5	1.5	1.48	1.5	1.5	1.5	1.5	1.5

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	6014	589	61.3	61.2	66.5	62.0	57.5	53.0	48.4	43.9
Med Trucks	6	1	42.8	42.7	48.1	43.6	39.0	34.5	30.0	25.5
Hvy Trucks	180	18	63.3	63.2	68.5	64.0	59.5	55.0	50.5	45.9
TOTAL	6200	607	65.4	65.3	**70.7**	66.1	61.6	57.1	52.6	48.1
FUTURE WITH PROJECT										
Autos	8051	788	62.5	62.4	67.8	63.3	58.7	54.2	49.7	45.2
Med Trucks	8	1	44.1	44.0	49.3	44.8	40.3	35.8	31.3	26.8
Hvy Trucks	241	24	64.5	64.4	69.8	65.3	60.8	56.2	51.7	47.2
TOTAL	8300	813	66.7	66.6	**71.9**	67.4	62.9	58.4	53.9	49.4
CHANGE FROM EXISTING										
Autos	2231	218	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	2	0	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	67	7	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	2300	225	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	2037	199	1.3	1.3	1.27	1.3	1.3	1.3	1.3	1.3
Med Trucks	2	0	1.3	1.3	1.27	1.3	1.3	1.3	1.3	1.3
Hvy Trucks	61	6	1.3	1.3	1.27	1.3	1.3	1.3	1.3	1.3
TOTAL	2100	206	1.3	1.3	1.27	1.3	1.3	1.3	1.3	1.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	7081	693	66.3	66.2	71.6	67.0	62.5	58.0	53.5	49.0
Med Trucks	7	1	47.2	47.1	52.5	48.0	43.5	38.9	34.4	29.9
Hvy Trucks	212	21	66.2	66.1	71.5	67.0	62.5	57.9	53.4	48.9
TOTAL	7300	715	69.3	69.2	**74.6**	70.1	65.5	61.0	56.5	52.0
FUTURE WITH PROJECT										
Autos	18721	1833	70.5	70.4	75.8	71.3	66.8	62.2	57.7	53.2
Med Trucks	19	2	51.5	51.4	56.7	52.2	47.7	43.2	38.7	34.1
Hvy Trucks	560	55	70.5	70.4	75.7	71.2	66.7	62.2	57.7	53.1
TOTAL	19300	1890	73.5	73.4	**78.8**	74.3	69.8	65.2	60.7	56.2
CHANGE FROM EXISTING										
Autos	12610	1235	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Med Trucks	13	1	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Hvy Trucks	377	37	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
TOTAL	13000	1273	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
CHANGE FROM FUTURE NO PROJECT										
Autos	11640	1140	4.2	4.2	4.22	4.2	4.2	4.2	4.2	4.2
Med Trucks	12	1	4.2	4.2	4.22	4.2	4.2	4.2	4.2	4.2
Hvy Trucks	348	34	4.2	4.2	4.22	4.2	4.2	4.2	4.2	4.2
TOTAL	12000	1175	4.2	4.2	4.22	4.2	4.2	4.2	4.2	4.2

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	11058	1083	68.3	68.2	73.5	69.0	64.5	60.0	55.4	50.9
Med Trucks	11	1	49.2	49.1	54.4	49.9	45.4	40.9	36.4	31.9
Hvy Trucks	331	32	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.9
TOTAL	11400	1116	71.3	71.2	**76.5**	72.0	67.5	63.0	58.4	53.9
FUTURE WITH PROJECT										
Autos	24735	2422	71.8	71.6	77.0	72.5	68.0	63.4	58.9	54.4
Med Trucks	26	2	52.7	52.6	57.9	53.4	48.9	44.4	39.9	35.3
Hvy Trucks	740	72	71.7	71.6	76.9	72.4	67.9	63.4	58.9	54.3
TOTAL	25500	2497	74.8	74.6	**80.0**	75.5	71.0	66.5	61.9	57.4
CHANGE FROM EXISTING										
Autos	17945	1757	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Med Trucks	19	2	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Hvy Trucks	537	53	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
TOTAL	18500	1811	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
CHANGE FROM FUTURE NO PROJECT										
Autos	13677	1339	3.5	3.5	3.50	3.5	3.5	3.5	3.5	3.5
Med Trucks	14	1	3.5	3.5	3.50	3.5	3.5	3.5	3.5	3.5
Hvy Trucks	409	40	3.5	3.5	3.50	3.5	3.5	3.5	3.5	3.5
TOTAL	14100	1381	3.5	3.5	3.50	3.5	3.5	3.5	3.5	3.5

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	13483	1320	69.1	69.0	74.4	69.8	65.3	60.8	56.3	51.8
Med Trucks	14	1	50.0	49.9	55.3	50.8	46.3	41.7	37.2	32.7
Hvy Trucks	403	39	69.0	68.9	74.3	69.8	65.3	60.7	56.2	51.7
TOTAL	13900	1361	72.1	72.0	**77.4**	72.8	68.3	63.8	59.3	54.8
FUTURE WITH PROJECT										
Autos	24929	2441	71.8	71.7	77.0	72.5	68.0	63.5	59.0	54.5
Med Trucks	26	3	52.7	52.6	58.0	53.4	48.9	44.4	39.9	35.4
Hvy Trucks	745	73	71.7	71.6	77.0	72.4	67.9	63.4	58.9	54.4
TOTAL	25700	2516	74.8	74.7	**80.0**	75.5	71.0	66.5	62.0	57.5
CHANGE FROM EXISTING										
Autos	14065	1377	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Med Trucks	15	1	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Hvy Trucks	421	41	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
TOTAL	14500	1420	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
CHANGE FROM FUTURE NO PROJECT										
Autos	11446	1121	2.7	2.7	2.67	2.7	2.7	2.7	2.7	2.7
Med Trucks	12	1	2.7	2.7	2.67	2.7	2.7	2.7	2.7	2.7
Hvy Trucks	342	34	2.7	2.7	2.67	2.7	2.7	2.7	2.7	2.7
TOTAL	11800	1155	2.7	2.7	2.67	2.7	2.7	2.7	2.7	2.7

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	12804	1254	68.9	68.8	74.1	69.6	65.1	60.6	56.1	51.6
Med Trucks	13	1	49.8	49.7	55.1	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	383	37	68.8	68.7	74.1	69.6	65.0	60.5	56.0	51.5
TOTAL	13200	1293	71.9	71.8	**77.1**	72.6	68.1	63.6	59.1	54.6
FUTURE WITH PROJECT										
Autos	12804	1254	68.9	68.8	74.1	69.6	65.1	60.6	56.1	51.6
Med Trucks	13	1	49.8	49.7	55.1	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	383	37	68.8	68.7	74.1	69.6	65.0	60.5	56.0	51.5
TOTAL	13200	1293	71.9	71.8	**77.1**	72.6	68.1	63.6	59.1	54.6
CHANGE FROM EXISTING										
Autos	97	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	100	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St north of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	13289	1301	64.7	64.6	69.9	65.4	60.9	56.4	51.9	47.4
Med Trucks	14	1	46.3	46.2	51.5	47.0	42.5	38.0	33.5	28.9
Hvy Trucks	397	39	66.7	66.6	72.0	67.5	62.9	58.4	53.9	49.4
TOTAL	13700	1341	68.9	68.8	**74.1**	69.6	65.1	60.6	56.0	51.5
FUTURE WITH PROJECT										
Autos	13968	1368	64.9	64.8	70.2	65.6	61.1	56.6	52.1	47.6
Med Trucks	14	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.2
Hvy Trucks	418	41	66.9	66.8	72.2	67.7	63.2	58.6	54.1	49.6
TOTAL	14400	1410	69.1	69.0	**74.3**	69.8	65.3	60.8	56.3	51.7
CHANGE FROM EXISTING										
Autos	5238	513	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Med Trucks	5	1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Hvy Trucks	157	15	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TOTAL	5400	529	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
CHANGE FROM FUTURE NO PROJECT										
Autos	679	66	0.2	0.2	0.22	0.2	0.2	0.2	0.2	0.2
Med Trucks	1	0	0.2	0.2	0.22	0.2	0.2	0.2	0.2	0.2
Hvy Trucks	20	2	0.2	0.2	0.22	0.2	0.2	0.2	0.2	0.2
TOTAL	700	69	0.2	0.2	0.22	0.2	0.2	0.2	0.2	0.2

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development 2030 All

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE WITH PROJECT										
Autos	5238	513	60.7	60.6	65.9	61.4	56.9	52.4	47.8	43.3
Med Trucks	5	1	42.2	42.1	47.5	43.0	38.4	33.9	29.4	24.9
Hvy Trucks	157	15	62.7	62.6	67.9	63.4	58.9	54.4	49.9	45.3
TOTAL	5400	529	64.8	64.7	**70.1**	65.5	61.0	56.5	52.0	47.5
CHANGE FROM EXISTING										
Autos	388	38	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	0	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	12	1	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	400	39	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	388	38	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
Med Trucks	0	0	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	12	1	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3
TOTAL	400	39	0.3	0.3	0.33	0.3	0.3	0.3	0.3	0.3

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

General Plan Buildout

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Mentone east of Wabash

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	67.0	66.9	72.25	67.7	63.2	58.7	54.2	49.7
Med Trucks	16	2	48.3	48.2	53.58	49.1	44.6	40.0	35.5	31.0
Hvy Trucks	464	45	68.2	68.1	73.49	69.0	64.5	59.9	55.4	50.9
TOTAL	16000	1567	70.7	70.6	**75.95**	71.4	66.9	62.4	57.9	53.4
FUTURE NO PROJECT										
Autos	15714	1539	67.1	67.0	72.30	67.8	63.3	58.8	54.2	49.7
Med Trucks	16	2	48.4	48.3	53.64	49.1	44.6	40.1	35.6	31.1
Hvy Trucks	470	46	68.3	68.2	73.54	69.0	64.5	60.0	55.5	51.0
TOTAL	16200	1586	70.8	70.7	**76.00**	71.5	67.0	62.5	57.9	53.4
FUTURE WITH PROJECT										
Autos	15714	1539	67.1	67.0	72.30	67.8	63.3	58.8	54.2	49.7
Med Trucks	16	2	48.4	48.3	53.64	49.1	44.6	40.1	35.6	31.1
Hvy Trucks	470	46	68.3	68.2	73.54	69.0	64.5	60.0	55.5	51.0
TOTAL	16200	1586	70.8	70.7	**76.00**	71.5	67.0	62.5	57.9	53.4
CHANGE FROM EXISTING										
Autos	194	19	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Med Trucks	0	0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Hvy Trucks	6	1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
TOTAL	200	20	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Citrus west of Ford

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	32 (10 meters)	64 (20 meters)	128 (39 meters)	256 (78 meters)	512 (156 meters)	1024 (312 meters)
EXISTING										
Autos	13483	1320	66.4	66.3	69.20	64.7	60.2	55.6	51.1	46.6
Med Trucks	14	1	47.7	47.6	50.53	46.0	41.5	37.0	32.5	28.0
Hvy Trucks	403	39	67.6	67.5	70.43	65.9	61.4	56.9	52.4	47.9
TOTAL	13900	1361	70.1	70.0	**72.89**	68.4	63.9	59.3	54.8	50.3
FUTURE NO PROJECT										
Autos	14356	1406	66.7	66.6	69.47	65.0	60.4	55.9	51.4	46.9
Med Trucks	15	1	48.0	47.9	50.80	46.3	41.8	37.3	32.7	28.2
Hvy Trucks	429	42	67.9	67.8	70.71	66.2	61.7	57.2	52.6	48.1
TOTAL	14800	1449	70.4	70.3	**73.17**	68.7	64.1	59.6	55.1	50.6
FUTURE WITH PROJECT										
Autos	14356	1406	66.7	66.6	69.47	65.0	60.4	55.9	51.4	46.9
Med Trucks	15	1	48.0	47.9	50.80	46.3	41.8	37.3	32.7	28.2
Hvy Trucks	429	42	67.9	67.8	70.71	66.2	61.7	57.2	52.6	48.1
TOTAL	14800	1449	70.4	70.3	**73.17**	68.7	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	873	85	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	26	3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	900	88	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa north of I-10 WB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	32495	3182	70.2	70.1	70.65	66.1	61.6	57.1	52.6	48.1
Med Trucks	34	3	51.5	51.4	51.99	47.5	43.0	38.4	33.9	29.4
Hvy Trucks	972	95	71.5	71.3	71.89	67.4	62.9	58.3	53.8	49.3
TOTAL	33500	3280	73.9	73.8	**74.35**	69.8	65.3	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	34629	3391	70.5	70.4	70.93	66.4	61.9	57.4	52.9	48.4
Med Trucks	36	3	51.8	51.7	52.26	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	1035	101	71.7	71.6	72.17	67.7	63.1	58.6	54.1	49.6
TOTAL	35700	3496	74.2	74.1	**74.63**	70.1	65.6	61.1	56.6	52.1
FUTURE WITH PROJECT										
Autos	34629	3391	70.5	70.4	70.93	66.4	61.9	57.4	52.9	48.4
Med Trucks	36	3	51.8	51.7	52.26	47.7	43.2	38.7	34.2	29.7
Hvy Trucks	1035	101	71.7	71.6	72.17	67.7	63.1	58.6	54.1	49.6
TOTAL	35700	3496	74.2	74.1	**74.63**	70.1	65.6	61.1	56.6	52.1
CHANGE FROM EXISTING										
Autos	2134	209	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	2	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	64	6	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	2200	215	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Yucaipa west of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	46 / 14	92 / 28	184 / 56	368 / 112	736 / 224	1472 / 449
EXISTING										
Autos	24250	2374	68.9	68.8	69.38	64.9	60.4	55.8	51.3	46.8
Med Trucks	25	2	50.3	50.2	50.72	46.2	41.7	37.2	32.7	28.1
Hvy Trucks	725	71	70.2	70.1	70.62	66.1	61.6	57.1	52.6	48.0
TOTAL	25000	2448	72.6	72.5	**73.08**	68.6	64.0	59.5	55.0	50.5
FUTURE NO PROJECT										
Autos	27063	2650	69.4	69.3	69.86	65.3	60.8	56.3	51.8	47.3
Med Trucks	28	3	50.8	50.7	51.19	46.7	42.2	37.6	33.1	28.6
Hvy Trucks	809	79	70.7	70.6	71.10	66.6	62.1	57.6	53.0	48.5
TOTAL	27900	2732	73.1	73.0	**73.56**	69.0	64.5	60.0	55.5	51.0
FUTURE WITH PROJECT										
Autos	27063	2650	69.4	69.3	69.86	65.3	60.8	56.3	51.8	47.3
Med Trucks	28	3	50.8	50.7	51.19	46.7	42.2	37.6	33.1	28.6
Hvy Trucks	809	79	70.7	70.6	71.10	66.6	62.1	57.6	53.0	48.5
TOTAL	27900	2732	73.1	73.0	**73.56**	69.0	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	2813	275	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Med Trucks	3	0	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
Hvy Trucks	84	8	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
TOTAL	2900	284	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Colorado east of 8th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	2231	218	58.6	58.5	63.82	59.3	54.8	50.3	45.8	41.2
Med Trucks	2	0	39.9	39.8	45.16	40.6	36.1	31.6	27.1	22.6
Hvy Trucks	67	7	59.8	59.7	65.06	60.5	56.0	51.5	47.0	42.5
TOTAL	2300	225	62.3	62.2	**67.52**	63.0	58.5	54.0	49.5	44.9
FUTURE NO PROJECT										
Autos	3199	313	60.1	60.0	65.39	60.9	56.4	51.8	47.3	42.8
Med Trucks	3	0	41.5	41.4	46.73	42.2	37.7	33.2	28.7	24.1
Hvy Trucks	96	9	61.4	61.3	66.63	62.1	57.6	53.1	48.6	44.1
TOTAL	3298	323	63.8	63.7	**69.09**	64.6	60.1	55.5	51.0	46.5
FUTURE WITH PROJECT										
Autos	3201	313	60.1	60.0	65.39	60.9	56.4	51.8	47.3	42.8
Med Trucks	3	0	41.5	41.4	46.73	42.2	37.7	33.2	28.7	24.2
Hvy Trucks	96	9	61.4	61.3	66.63	62.1	57.6	53.1	48.6	44.1
TOTAL	3300	323	63.8	63.7	**69.09**	64.6	60.1	55.5	51.0	46.5
CHANGE FROM EXISTING										
Autos	970	95	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Med Trucks	1	0	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
Hvy Trucks	29	3	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
TOTAL	1000	98	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
CHANGE FROM FUTURE NO PROJECT										
Autos	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr Dr between Outer Hwy 10S to I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	18809	1842	67.8	67.7	73.08	68.6	64.1	59.5	55.0	50.5
Med Trucks	19	2	49.2	49.1	54.42	49.9	45.4	40.9	36.4	31.8
Hvy Trucks	562	55	69.1	69.0	74.32	69.8	65.3	60.8	56.3	51.7
TOTAL	19391	1899	71.5	71.4	**76.78**	72.3	67.8	63.2	58.7	54.2
FUTURE WITH PROJECT										
Autos	18818	1843	67.8	67.7	73.08	68.6	64.1	59.5	55.0	50.5
Med Trucks	19	2	49.2	49.1	54.42	49.9	45.4	40.9	36.4	31.8
Hvy Trucks	563	55	69.1	69.0	74.32	69.8	65.3	60.8	56.3	51.7
TOTAL	19400	1900	71.5	71.4	**76.78**	72.3	67.8	63.2	58.7	54.2
CHANGE FROM EXISTING										
Autos	18818	1843	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	19	2	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	563	55	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	19400	1900	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	9	1	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	9	1	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Ctr. Dr. Calimesa Blvd to Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	0	0	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	0	0	#NUM!	#NUM!	**#NUM!**	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
FUTURE NO PROJECT										
Autos	20949	2051	68.3	68.2	73.55	69.0	64.5	60.0	55.5	51.0
Med Trucks	22	2	49.6	49.5	54.89	50.4	45.9	41.3	36.8	32.3
Hvy Trucks	626	61	69.5	69.4	74.79	70.3	65.8	61.2	56.7	52.2
TOTAL	21597	2115	72.0	71.9	**77.25**	72.7	68.2	63.7	59.2	54.7
FUTURE WITH PROJECT										
Autos	20952	2052	68.3	68.2	73.55	69.0	64.5	60.0	55.5	51.0
Med Trucks	22	2	49.6	49.5	54.89	50.4	45.9	41.3	36.8	32.3
Hvy Trucks	626	61	69.5	69.4	74.79	70.3	65.8	61.2	56.7	52.2
TOTAL	21600	2115	72.0	71.9	**77.25**	72.7	68.2	63.7	59.2	54.7
CHANGE FROM EXISTING										
Autos	20952	2052	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Med Trucks	22	2	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
Hvy Trucks	626	61	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
TOTAL	21600	2115	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!	#NUM!
CHANGE FROM FUTURE NO PROJECT										
Autos	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd west of Colorado St

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	62.7	62.6	67.99	63.5	59.0	54.4	49.9	45.4
Med Trucks	6	1	44.1	44.0	49.32	44.8	40.3	35.8	31.3	26.7
Hvy Trucks	174	17	64.0	63.9	69.23	64.7	60.2	55.7	51.2	46.6
TOTAL	6000	588	66.4	66.3	**71.69**	67.2	62.7	58.1	53.6	49.1
FUTURE NO PROJECT										
Autos	12414	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12798	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	12416	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12800	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	6596	646	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Med Trucks	7	1	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
Hvy Trucks	197	19	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
TOTAL	6800	666	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
CHANGE FROM FUTURE NO PROJECT										
Autos	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Wildwood Cyn Rd east of Colorado St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6790	665	63.4	63.3	68.66	64.1	59.6	55.1	50.6	46.1
Med Trucks	7	1	44.7	44.6	49.99	45.5	41.0	36.4	31.9	27.4
Hvy Trucks	203	20	64.7	64.5	69.90	65.4	60.9	56.4	51.8	47.3
TOTAL	7000	685	67.1	67.0	**72.36**	67.8	63.3	58.8	54.3	49.8
FUTURE NO PROJECT										
Autos	12415	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12799	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
FUTURE WITH PROJECT										
Autos	12416	1216	66.0	65.9	71.28	66.8	62.2	57.7	53.2	48.7
Med Trucks	13	1	47.4	47.3	52.61	48.1	43.6	39.1	34.6	30.0
Hvy Trucks	371	36	67.3	67.2	72.52	68.0	63.5	59.0	54.5	49.9
TOTAL	12800	1253	69.7	69.6	**74.98**	70.5	65.9	61.4	56.9	52.4
CHANGE FROM EXISTING										
Autos	5626	551	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Med Trucks	6	1	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
Hvy Trucks	168	16	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
TOTAL	5800	568	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix:	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. West of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	7760	760	62.4	62.3	67.61	63.1	58.6	54.1	49.5	45.0
Med Trucks	8	1	43.9	43.8	49.19	44.7	40.2	35.6	31.1	26.6
Hvy Trucks	232	23	64.4	64.3	69.63	65.1	60.6	56.1	51.6	47.1
TOTAL	8000	783	66.5	66.4	**71.77**	67.3	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	10669	1045	63.7	63.6	68.99	64.5	60.0	55.4	50.9	46.4
Med Trucks	11	1	45.3	45.2	50.57	46.1	41.5	37.0	32.5	28.0
Hvy Trucks	319	31	65.8	65.7	71.01	66.5	62.0	57.5	53.0	48.4
TOTAL	10999	1077	67.9	67.8	**73.15**	68.6	64.1	59.6	55.1	50.6
FUTURE WITH PROJECT										
Autos	10670	1045	63.7	63.6	68.99	64.5	60.0	55.4	50.9	46.4
Med Trucks	11	1	45.3	45.2	50.57	46.1	41.5	37.0	32.5	28.0
Hvy Trucks	319	31	65.8	65.7	71.01	66.5	62.0	57.5	53.0	48.4
TOTAL	11000	1077	67.9	67.8	**73.15**	68.6	64.1	59.6	55.1	50.6
CHANGE FROM EXISTING										
Autos	2910	285	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	3	0	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	87	9	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	3000	294	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Calimesa Blvd. East of Oak Glen Road

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	8730	855	64.5	64.4	69.7	65.2	60.7	56.2	51.7	47.2
Med Trucks	9	1	45.8	45.7	51.1	46.6	42.1	37.5	33.0	28.5
Hvy Trucks	261	26	65.7	65.6	71.0	66.5	62.0	57.4	52.9	48.4
TOTAL	9000	881	68.2	68.1	**73.4**	68.9	64.4	59.9	55.4	50.9
FUTURE NO PROJECT										
Autos	14256	1396	66.6	66.5	71.9	67.4	62.8	58.3	53.8	49.3
Med Trucks	15	1	48.0	47.9	53.2	48.7	44.2	39.7	35.2	30.6
Hvy Trucks	426	42	67.9	67.8	73.1	68.6	64.1	59.6	55.1	50.5
TOTAL	14697	1439	70.3	70.2	**75.6**	71.1	66.5	62.0	57.5	53.0
FUTURE WITH PROJECT										
Autos	14259	1396	66.6	66.5	71.9	67.4	62.8	58.3	53.8	49.3
Med Trucks	15	1	48.0	47.9	53.2	48.7	44.2	39.7	35.2	30.6
Hvy Trucks	426	42	67.9	67.8	73.1	68.6	64.1	59.6	55.1	50.5
TOTAL	14700	1439	70.3	70.2	**75.6**	71.1	66.5	62.0	57.5	53.0
CHANGE FROM EXISTING										
Autos	5529	541	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Med Trucks	6	1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Hvy Trucks	165	16	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
TOTAL	5700	558	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
CHANGE FROM FUTURE NO PROJECT										
Autos	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 64.4 km/hr= 40.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Outer Hwy 10 S east of 16th

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	2910	285	58.1	58.0	63.3	58.8	54.3	49.8	45.3	40.8
Med Trucks	3	0	39.7	39.6	44.9	40.4	35.9	31.4	26.9	22.4
Hvy Trucks	87	9	60.1	60.0	65.4	60.9	56.3	51.8	47.3	42.8
TOTAL	3000	294	62.3	62.2	**67.5**	63.0	58.5	54.0	49.4	44.9
FUTURE NO PROJECT										
Autos	11635	1139	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	11995	1174	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE WITH PROJECT										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
CHANGE FROM EXISTING										
Autos	8730	855	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Med Trucks	9	1	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Hvy Trucks	261	26	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
TOTAL	9000	881	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
CHANGE FROM FUTURE NO PROJECT										
Autos	5	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	5	1	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd west of the I-10 EB Ramp

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	1940	190	56.3	56.2	61.6	57.1	52.6	48.0	43.5	39.0
Med Trucks	2	0	37.9	37.8	43.2	38.7	34.1	29.6	25.1	20.6
Hvy Trucks	58	6	58.4	58.3	63.6	59.1	54.6	50.1	45.5	41.0
TOTAL	2000	196	60.5	60.4	**65.7**	61.2	56.7	52.2	47.7	43.2
FUTURE NO PROJECT										
Autos	21241	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21898	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
FUTURE WITH PROJECT										
Autos	21243	2080	66.7	66.6	72.0	67.5	63.0	58.4	53.9	49.4
Med Trucks	22	2	48.3	48.2	53.6	49.0	44.5	40.0	35.5	31.0
Hvy Trucks	635	62	68.8	68.7	74.0	69.5	65.0	60.5	55.9	51.4
TOTAL	21900	2144	70.9	70.8	**76.1**	71.6	67.1	62.6	58.1	53.6
CHANGE FROM EXISTING										
Autos	19303	1890	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Med Trucks	20	2	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
Hvy Trucks	577	57	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
TOTAL	19900	1949	10.4	10.4	10.4	10.4	10.4	10.4	10.4	10.4
CHANGE FROM FUTURE NO PROJECT										
Autos	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	2	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Road I-10 WB ramps to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	18430	1805	66.1	66.0	71.4	66.8	62.3	57.8	53.3	48.8
Med Trucks	19	2	47.7	47.6	52.9	48.4	43.9	39.4	34.9	30.4
Hvy Trucks	551	54	68.1	68.0	73.4	68.9	64.4	59.8	55.3	50.8
TOTAL	19000	1860	70.3	70.2	**75.5**	71.0	66.5	62.0	57.5	52.9
FUTURE NO PROJECT										
Autos	25316	2479	67.5	67.4	72.7	68.2	63.7	59.2	54.7	50.2
Med Trucks	26	3	49.1	49.0	54.3	49.8	45.3	40.8	36.3	31.7
Hvy Trucks	757	74	69.5	69.4	74.8	70.2	65.7	61.2	56.7	52.2
TOTAL	26099	2556	71.7	71.6	**76.9**	72.4	67.9	63.4	58.8	54.3
FUTURE WITH PROJECT										
Autos	25317	2479	67.5	67.4	72.7	68.2	63.7	59.2	54.7	50.2
Med Trucks	26	3	49.1	49.0	54.3	49.8	45.3	40.8	36.3	31.7
Hvy Trucks	757	74	69.5	69.4	74.8	70.2	65.7	61.2	56.7	52.2
TOTAL	26100	2556	71.7	71.6	**76.9**	72.4	67.9	63.4	58.8	54.3
CHANGE FROM EXISTING										
Autos	6887	674	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	7	1	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	206	20	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	7100	695	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd Calimesa Blvd to 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	15520	1520	65.4	65.3	70.6	66.1	61.6	57.1	52.6	48.0
Med Trucks	16	2	47.0	46.8	52.2	47.7	43.2	38.7	34.1	29.6
Hvy Trucks	464	45	67.4	67.3	72.6	68.1	63.6	59.1	54.6	50.1
TOTAL	16000	1567	69.5	69.4	**74.8**	70.3	65.7	61.2	56.7	52.2
FUTURE NO PROJECT										
Autos	19011	1862	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	20	2	47.8	47.7	53.1	48.6	44.0	39.5	35.0	30.5
Hvy Trucks	568	56	68.3	68.2	73.5	69.0	64.5	60.0	55.5	50.9
TOTAL	19599	1919	70.4	70.3	**75.7**	71.1	66.6	62.1	57.6	53.1
FUTURE WITH PROJECT										
Autos	19012	1862	66.3	66.2	71.5	67.0	62.5	58.0	53.4	48.9
Med Trucks	20	2	47.8	47.7	53.1	48.6	44.0	39.5	35.0	30.5
Hvy Trucks	568	56	68.3	68.2	73.5	69.0	64.5	60.0	55.5	50.9
TOTAL	19600	1919	70.4	70.3	**75.7**	71.1	66.6	62.1	57.6	53.1
CHANGE FROM EXISTING										
Autos	3492	342	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Med Trucks	4	0	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Hvy Trucks	104	10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	3600	353	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: County Line Rd east of 5th Street

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	11640	1140	64.1	64.0	69.4	64.9	60.3	55.8	51.3	46.8
Med Trucks	12	1	45.7	45.6	50.9	46.4	41.9	37.4	32.9	28.4
Hvy Trucks	348	34	66.1	66.0	71.4	66.9	62.4	57.8	53.3	48.8
TOTAL	12000	1175	68.3	68.2	**73.5**	69.0	64.5	60.0	55.5	51.0
FUTURE NO PROJECT										
Autos	17169	1681	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
Med Trucks	18	2	47.4	47.3	52.6	48.1	43.6	39.1	34.6	30.1
Hvy Trucks	513	50	67.8	67.7	73.1	68.6	64.0	59.5	55.0	50.5
TOTAL	17700	1733	70.0	69.9	**75.2**	70.7	66.2	61.7	57.2	52.6
FUTURE WITH PROJECT										
Autos	17169	1681	65.8	65.7	71.1	66.5	62.0	57.5	53.0	48.5
Med Trucks	18	2	47.4	47.3	52.6	48.1	43.6	39.1	34.6	30.1
Hvy Trucks	513	50	67.8	67.7	73.1	68.6	64.0	59.5	55.0	50.5
TOTAL	17700	1733	70.0	69.9	**75.2**	70.7	66.2	61.7	57.2	52.6
CHANGE FROM EXISTING										
Autos	5529	541	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Med Trucks	6	1	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
Hvy Trucks	165	16	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
TOTAL	5700	558	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: San Timoteo Cyn Rd South of Live Oak Cyn Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	12610	1235	70.0	69.9	75.2	70.7	66.2	61.7	57.2	52.7
Med Trucks	13	1	50.7	50.6	56.0	51.5	47.0	42.4	37.9	33.4
Hvy Trucks	377	37	69.4	69.3	74.6	70.1	65.6	61.1	56.5	52.0
TOTAL	13000	1273	72.7	72.6	**78.0**	73.5	68.9	64.4	59.9	55.4
FUTURE NO PROJECT										
Autos	13580	1330	70.3	70.2	75.6	71.0	66.5	62.0	57.5	53.0
Med Trucks	14	1	51.1	51.0	56.3	51.8	47.3	42.8	38.2	33.7
Hvy Trucks	406	40	69.7	69.6	74.9	70.4	65.9	61.4	56.9	52.3
TOTAL	14000	1371	73.0	72.9	**78.3**	73.8	69.3	64.7	60.2	55.7
FUTURE WITH PROJECT										
Autos	13580	1330	70.3	70.2	75.6	71.0	66.5	62.0	57.5	53.0
Med Trucks	14	1	51.1	51.0	56.3	51.8	47.3	42.8	38.2	33.7
Hvy Trucks	406	40	69.7	69.6	74.9	70.4	65.9	61.4	56.9	52.3
TOTAL	14000	1371	73.0	72.9	**78.3**	73.8	69.3	64.7	60.2	55.7
CHANGE FROM EXISTING										
Autos	970	95	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	1	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	29	3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	1000	98	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 88.5 km/hr= 55.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th South of Ave. E.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	8729	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.3	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	8999	881	67.0	66.9	**72.3**	67.8	63.2	58.7	54.2	49.7
FUTURE WITH PROJECT										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
CHANGE FROM EXISTING										
Autos	2910	285	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Med Trucks	3	0	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
Hvy Trucks	87	9	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
TOTAL	3000	294	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: 14th Street Ave E. to Yucaipa

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	5820	570	61.1	61.0	66.4	61.8	57.3	52.8	48.3	43.8
Med Trucks	6	1	42.7	42.6	47.9	43.4	38.9	34.4	29.9	25.4
Hvy Trucks	174	17	63.1	63.0	68.4	63.9	59.3	54.8	50.3	45.8
TOTAL	6000	588	65.3	65.2	**70.5**	66.0	61.5	57.0	52.5	47.9
FUTURE NO PROJECT										
Autos	8050	788	62.5	62.4	67.8	63.3	58.7	54.2	49.7	45.2
Med Trucks	8	1	44.1	44.0	49.3	44.8	40.3	35.8	31.3	26.8
Hvy Trucks	241	24	64.5	64.4	69.8	65.3	60.8	56.2	51.7	47.2
TOTAL	8299	813	66.7	66.6	**71.9**	67.4	62.9	58.4	53.9	49.4
FUTURE WITH PROJECT										
Autos	8051	788	62.5	62.4	67.8	63.3	58.7	54.2	49.7	45.2
Med Trucks	8	1	44.1	44.0	49.3	44.8	40.3	35.8	31.3	26.8
Hvy Trucks	241	24	64.5	64.4	69.8	65.3	60.8	56.2	51.7	47.2
TOTAL	8300	813	66.7	66.6	**71.9**	67.4	62.9	58.4	53.9	49.4
CHANGE FROM EXISTING										
Autos	2231	218	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Med Trucks	2	0	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
Hvy Trucks	67	7	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
TOTAL	2300	225	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
CHANGE FROM FUTURE NO PROJECT										
Autos	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	1	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn Rd South of Outer Hw. 10 S.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	6111	598	65.7	65.6	70.9	66.4	61.9	57.4	52.9	48.3
Med Trucks	6	1	46.6	46.5	51.9	47.3	42.8	38.3	33.8	29.3
Hvy Trucks	183	18	65.6	65.5	70.9	66.3	61.8	57.3	52.8	48.3
TOTAL	6300	617	68.7	68.6	**73.9**	69.4	64.9	60.4	55.9	51.3
FUTURE NO PROJECT										
Autos	18717	1833	70.5	70.4	75.8	71.3	66.8	62.2	57.7	53.2
Med Trucks	19	2	51.5	51.4	56.7	52.2	47.7	43.2	38.7	34.1
Hvy Trucks	560	55	70.5	70.4	75.7	71.2	66.7	62.2	57.7	53.1
TOTAL	19296	1889	73.5	73.4	**78.8**	74.3	69.8	65.2	60.7	56.2
FUTURE WITH PROJECT										
Autos	18721	1833	70.5	70.4	75.8	71.3	66.8	62.2	57.7	53.2
Med Trucks	19	2	51.5	51.4	56.7	52.2	47.7	43.2	38.7	34.1
Hvy Trucks	560	55	70.5	70.4	75.7	71.2	66.7	62.2	57.7	53.1
TOTAL	19300	1890	73.5	73.4	**78.8**	74.3	69.8	65.2	60.7	56.2
CHANGE FROM EXISTING										
Autos	12610	1235	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Med Trucks	13	1	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Hvy Trucks	377	37	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
TOTAL	13000	1273	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
CHANGE FROM FUTURE NO PROJECT										
Autos	4	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	4	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Live Oak Cyn. Rd Outer Hwy 10 S to I-10 EB Ramps

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	6790	665	66.1	66.0	71.4	66.9	62.3	57.8	53.3	48.8
Med Trucks	7	1	47.1	47.0	52.3	47.8	43.3	38.8	34.2	29.7
Hvy Trucks	203	20	66.1	66.0	71.3	66.8	62.3	57.8	53.2	48.7
TOTAL	7000	685	69.1	69.0	**74.4**	69.9	65.4	60.8	56.3	51.8
FUTURE NO PROJECT										
Autos	24732	2422	71.7	71.6	77.0	72.5	68.0	63.4	58.9	54.4
Med Trucks	25	2	52.7	52.6	57.9	53.4	48.9	44.4	39.9	35.3
Hvy Trucks	739	72	71.7	71.6	76.9	72.4	67.9	63.4	58.9	54.3
TOTAL	25497	2497	74.8	74.6	**80.0**	75.5	71.0	66.5	61.9	57.4
FUTURE WITH PROJECT										
Autos	24735	2422	71.8	71.6	77.0	72.5	68.0	63.4	58.9	54.4
Med Trucks	26	2	52.7	52.6	57.9	53.4	48.9	44.4	39.9	35.3
Hvy Trucks	740	72	71.7	71.6	76.9	72.4	67.9	63.4	58.9	54.3
TOTAL	25500	2497	74.8	74.6	**80.0**	75.5	71.0	66.5	61.9	57.4
CHANGE FROM EXISTING										
Autos	17945	1757	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Med Trucks	19	2	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
Hvy Trucks	537	53	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
TOTAL	18500	1811	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.6
CHANGE FROM FUTURE NO PROJECT										
Autos	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd I-10 WB Ramp to Calimesa Blvd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	10864	1064	68.2	68.1	73.4	68.9	64.4	59.9	55.4	50.8
Med Trucks	11	1	49.1	49.0	54.4	49.8	45.3	40.8	36.3	31.8
Hvy Trucks	325	32	68.1	68.0	73.4	68.8	64.3	59.8	55.3	50.8
TOTAL	11200	1097	71.2	71.1	**76.4**	71.9	67.4	62.9	58.4	53.8
FUTURE NO PROJECT										
Autos	24926	2441	71.8	71.7	77.0	72.5	68.0	63.5	59.0	54.5
Med Trucks	26	3	52.7	52.6	58.0	53.4	48.9	44.4	39.9	35.4
Hvy Trucks	745	73	71.7	71.6	77.0	72.4	67.9	63.4	58.9	54.4
TOTAL	25697	2516	74.8	74.7	**80.0**	75.5	71.0	66.5	62.0	57.5
FUTURE WITH PROJECT										
Autos	24929	2441	71.8	71.7	77.0	72.5	68.0	63.5	59.0	54.5
Med Trucks	26	3	52.7	52.6	58.0	53.4	48.9	44.4	39.9	35.4
Hvy Trucks	745	73	71.7	71.6	77.0	72.4	67.9	63.4	58.9	54.4
TOTAL	25700	2516	74.8	74.7	**80.0**	75.5	71.0	66.5	62.0	57.5
CHANGE FROM EXISTING										
Autos	14065	1377	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Med Trucks	15	1	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
Hvy Trucks	421	41	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
TOTAL	14500	1420	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
CHANGE FROM FUTURE NO PROJECT										
Autos	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	3	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Oak Glen Rd west of Bryant St.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	12707	1244	68.9	68.8	74.1	69.6	65.1	60.6	56.0	51.5
Med Trucks	13	1	49.8	49.7	55.0	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	380	37	68.8	68.7	74.0	69.5	65.0	60.5	56.0	51.5
TOTAL	13100	1283	71.9	71.8	**77.1**	72.6	68.1	63.6	59.0	54.5
FUTURE NO PROJECT										
Autos	12804	1254	68.9	68.8	74.1	69.6	65.1	60.6	56.1	51.6
Med Trucks	13	1	49.8	49.7	55.1	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	383	37	68.8	68.7	74.1	69.6	65.0	60.5	56.0	51.5
TOTAL	13200	1293	71.9	71.8	**77.1**	72.6	68.1	63.6	59.1	54.6
FUTURE WITH PROJECT										
Autos	12804	1254	68.9	68.8	74.1	69.6	65.1	60.6	56.1	51.6
Med Trucks	13	1	49.8	49.7	55.1	50.5	46.0	41.5	37.0	32.5
Hvy Trucks	383	37	68.8	68.7	74.1	69.6	65.0	60.5	56.0	51.5
TOTAL	13200	1293	71.9	71.8	**77.1**	72.6	68.1	63.6	59.1	54.6
CHANGE FROM EXISTING										
Autos	97	9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	3	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	100	10	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 80.5 km/hr= 50.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: 5th St north of County Line Rd

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) 50 (15 meters)	22 (7 meters)	44 (13 meters)	88 (27 meters)	176 (54 meters)	352 (107 meters)	704 (215 meters)
EXISTING										
Autos	8730	855	62.9	62.8	68.1	63.6	59.1	54.6	50.1	45.5
Med Trucks	9	1	44.5	44.4	49.7	45.2	40.7	36.2	31.6	27.1
Hvy Trucks	261	26	64.9	64.8	70.1	65.6	61.1	56.6	52.1	47.6
TOTAL	9000	881	67.0	66.9	**72.3**	67.8	63.3	58.7	54.2	49.7
FUTURE NO PROJECT										
Autos	13968	1368	64.9	64.8	70.2	65.6	61.1	56.6	52.1	47.6
Med Trucks	14	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.2
Hvy Trucks	418	41	66.9	66.8	72.2	67.7	63.2	58.6	54.1	49.6
TOTAL	14400	1410	69.1	69.0	**74.3**	69.8	65.3	60.8	56.3	51.7
FUTURE WITH PROJECT										
Autos	13968	1368	64.9	64.8	70.2	65.6	61.1	56.6	52.1	47.6
Med Trucks	14	1	46.5	46.4	51.7	47.2	42.7	38.2	33.7	29.2
Hvy Trucks	418	41	66.9	66.8	72.2	67.7	63.2	58.6	54.1	49.6
TOTAL	14400	1410	69.1	69.0	**74.3**	69.8	65.3	60.8	56.3	51.7
CHANGE FROM EXISTING										
Autos	5238	513	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Med Trucks	5	1	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Hvy Trucks	157	15	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TOTAL	5400	529	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
70.0%	Day	97.0%	Autos
15.0%	Evening	0.1%	Medium Trucks
15.0%	Night	2.9%	Heavy Trucks
100.0%		100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Robinson Ranch Planned Development GP Buildout

Table 1

TRAFFIC NOISE IMPACT

0

Location: Bryant St. north of Wildwood Cyn. Rd.

Vehicle Type	Traffic Volume 24-hr volume	Traffic Volume Equiv 1-hr	Noise Reference Level (15 meters	Noise Level (dB Ldn) Centerline Distance (feet) (meters) 50 / 15	22 / 7	44 / 13	88 / 27	176 / 54	352 / 107	704 / 215
EXISTING										
Autos	4850	475	60.3	60.2	65.6	61.1	56.5	52.0	47.5	43.0
Med Trucks	5	0	41.9	41.8	47.1	42.6	38.1	33.6	29.1	24.6
Hvy Trucks	145	14	62.3	62.2	67.6	63.1	58.6	54.0	49.5	45.0
TOTAL	5000	490	64.5	64.4	**69.7**	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	5238	513	60.7	60.6	65.9	61.4	56.9	52.4	47.8	43.3
Med Trucks	5	1	42.2	42.1	47.5	43.0	38.4	33.9	29.4	24.9
Hvy Trucks	157	15	62.7	62.6	67.9	63.4	58.9	54.4	49.9	45.3
TOTAL	5400	529	64.8	64.7	**70.1**	65.5	61.0	56.5	52.0	47.5
FUTURE WITH PROJECT										
Autos	5238	513	60.7	60.6	65.9	61.4	56.9	52.4	47.8	43.3
Med Trucks	5	1	42.2	42.1	47.5	43.0	38.4	33.9	29.4	24.9
Hvy Trucks	157	15	62.7	62.6	67.9	63.4	58.9	54.4	49.9	45.3
TOTAL	5400	529	64.8	64.7	**70.1**	65.5	61.0	56.5	52.0	47.5
CHANGE FROM EXISTING										
Autos	388	38	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Med Trucks	0	0	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Hvy Trucks	12	1	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
TOTAL	400	39	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
CHANGE FROM FUTURE NO PROJECT										
Autos	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Med Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
Hvy Trucks	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.00	0.0	0.0	0.0	0.0	0.0

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:		Fleet Mix	
	70.0% Day	97.0%	Autos
	15.0% Evening	0.1%	Medium Trucks
	15.0% Night	2.9%	Heavy Trucks
	100.0%	100.0%	

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Traffic Study by: Urban Crossroads 2010

Appendix C
Field Sheets

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 1

Project:	**Date:** 13, MAY 2010	**Eqpt:**	**Photos:**
Temp: (Hot) Warm Mild Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: LIVE OAK CYN + 10 SO	**Noise Source(s):** Cars		
Rcp. Info:	**Ground Effects:** None		
Barrier Effects:			

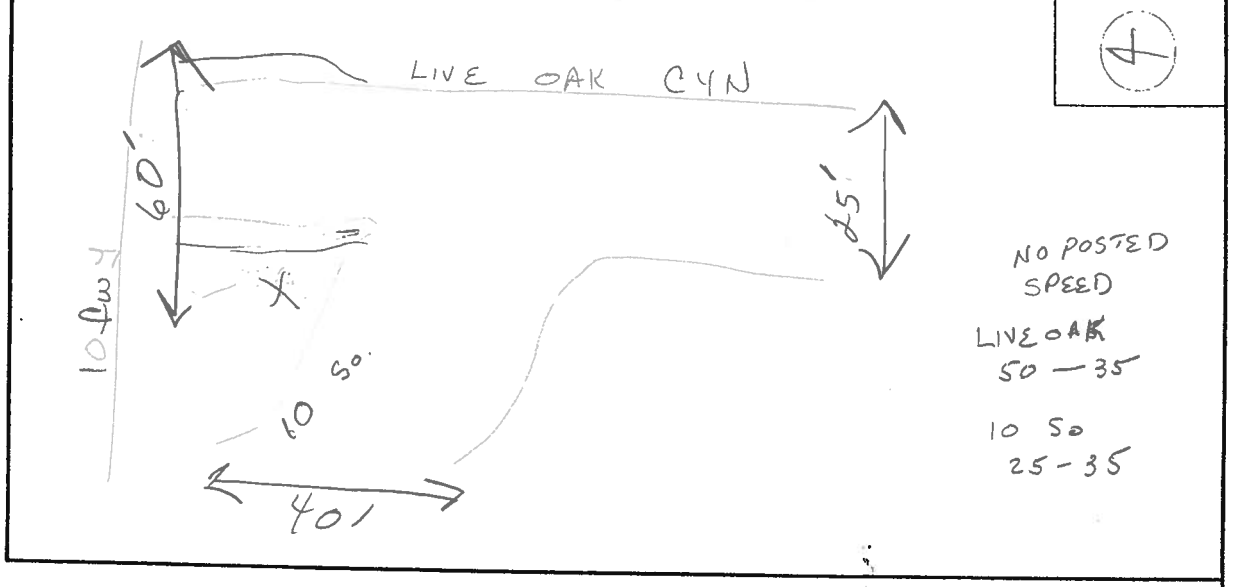
Meas. Int.:

Roadway: LIVE OAK			
Segment:			
Spd: *Post:*	***Trav.:***		
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Meas. Int.:

Roadway: 10 SO			
Segment:			
Spd: *Post:*	***Trav.:***		
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

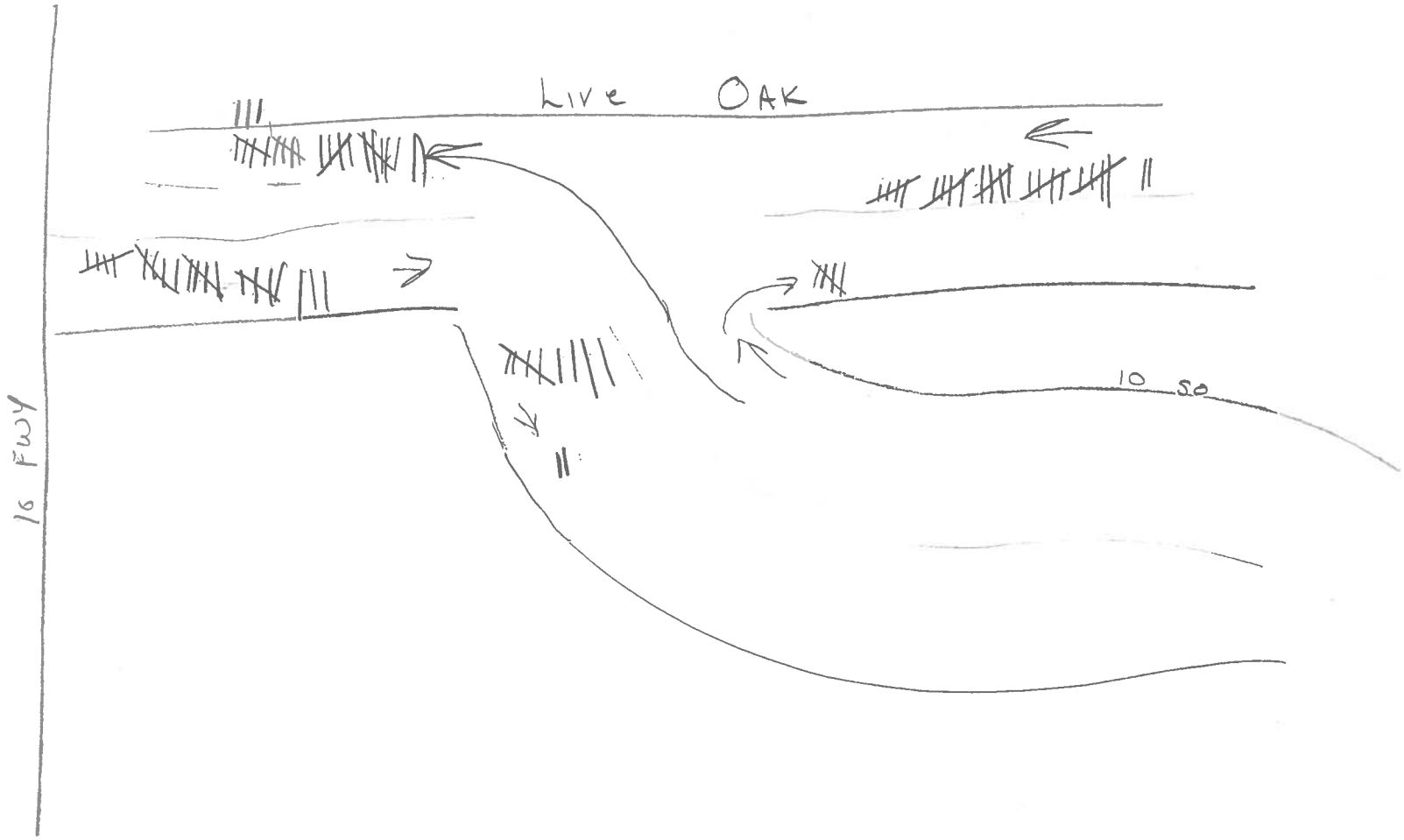
Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		12:05:01	15min	86.5	53.9	43.2	52.9	59.4	52.7	51.0	43.3	43.2	43.0				
	*	Hour off by 1															
		Should be one hour later															

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

75
+13/8
4



SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 2

Project: Robinson Ranch	**Date:** 13 May 2018	**Eqpt:**	**Photos:** SEE 1
Temp: Hot Warm Mild Cool Cold	**Wind (mph):** ≤2.5 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear Pt. Cld. Clouds Fog
Location Desc.: Live OAK CYN S/O 10 fwy	**Noise Source(s):**		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: Live OAK CYN
Segment:
Spd: *Post:* *Trav.:*

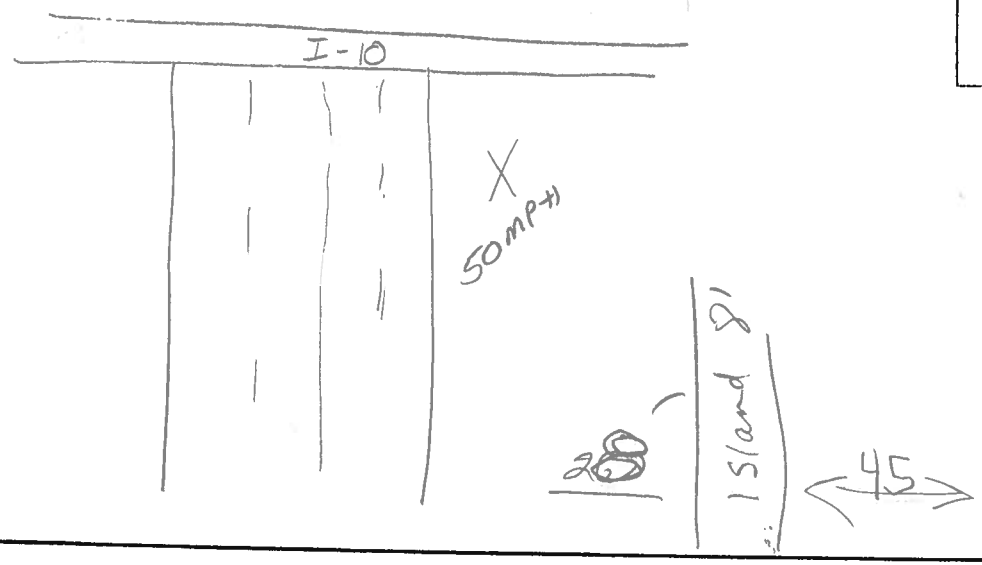
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

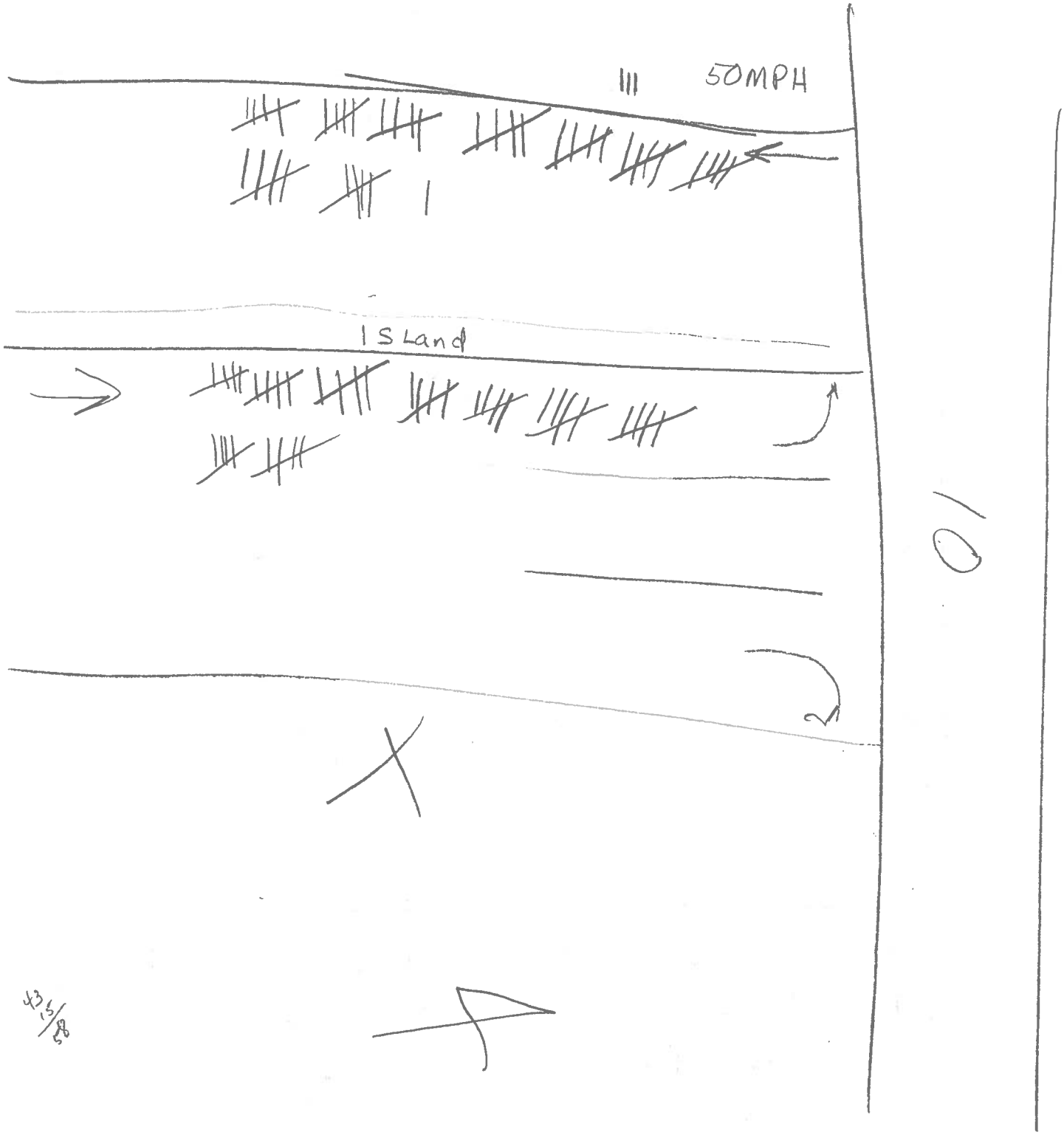
General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		12:43:43	12:52:07	68.5	39.0	31.0	61.7	54.6	52.6	43.4	31.9	31.6	31.4				
		* should be one hour later															

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____



43 15/58

2

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 13

Project: Robinson Ranch	**Date:** 13 MAY 2010	**Eqpt:** LARSON 814	**Photos:**
Temp: Hot (Warm) Mild Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog
Location Desc.: OAK Glen + 14th	**Noise Source(s):** CAR		
Rcp. Info:	**Ground Effects:** N/A		
Barrier Effects:			

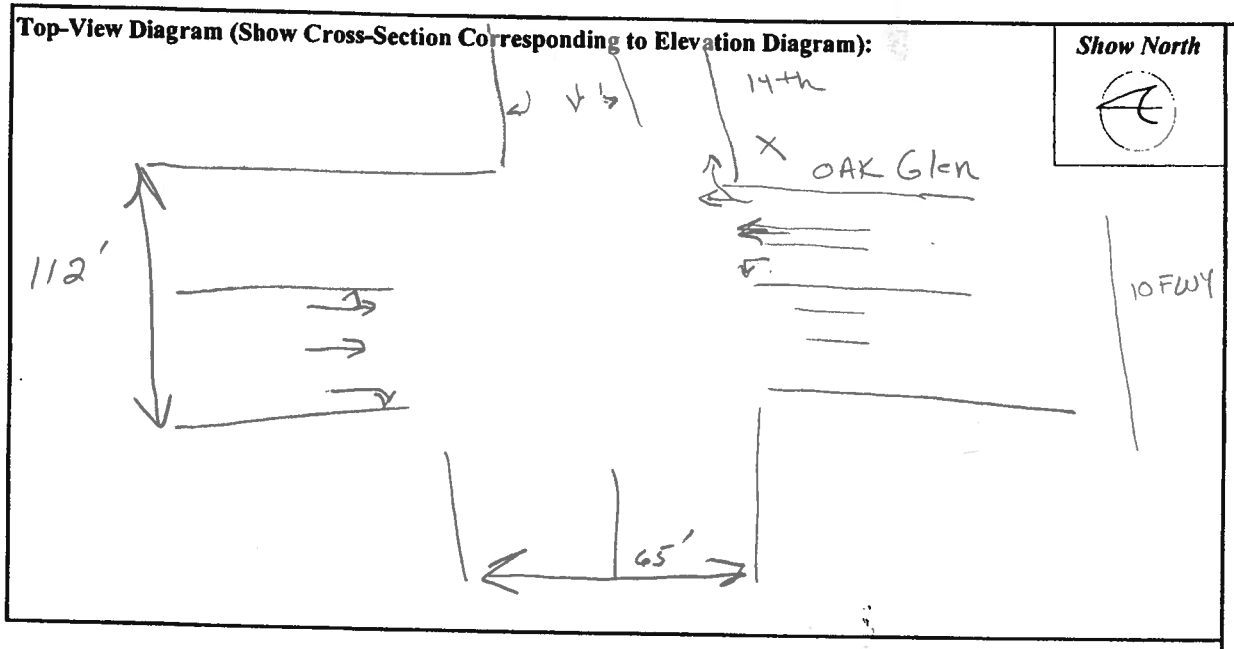
Meas. Int.:

Roadway: OAK Glen			
Segment:			
Spd: *Post:* 50 ***Trav.:*** 50			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Meas. Int.:

Roadway: 14th			
Segment:			
Spd: *Post:* 35 ***Trav.:*** 35			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		**Cal. √**	**Offset**
Yes	**No**	**Int #:**	

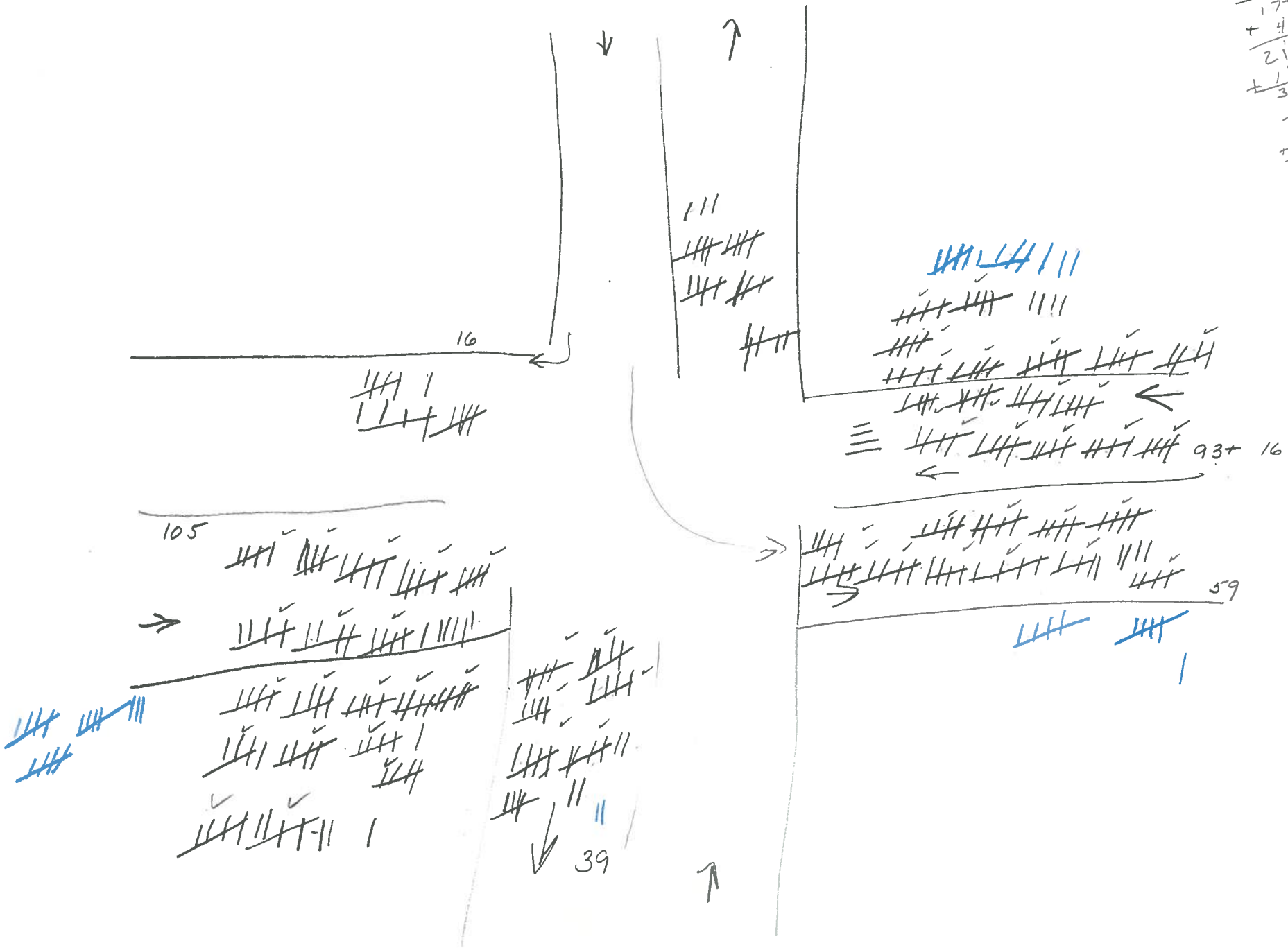
Description	**Int. #**	**Start (h:m(:s))**	**Duration ((h:)m:s)**	**SEL**	**Leq**	**Lmin**	**Lmax**	**L1**	**L10**	**L50**	**L90**	**L95**	**L99**	**Event/Anomaly Info**			
														Description	**Lmax**	**Begin**	**End**
		10:40:06	10:55:06	102.4	72.8	34.1	97.7	83.4	53.1	47.1	43.1	43.0	39.6				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

③ OAK Glen & 14th

93
+ 13
106
+ 71
179
+ 41
218
+ 123
341
357
+ 28
385



SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 4

Project: Robinson Ranch	**Date:** 13 May 2010	**Eqpt:**	**Photos:**
Temp: (Hot) Warm Mild Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** (Clear) Pt. Cld. Clouds Fog
Location Desc.: Dunlap + 14th	**Noise Source(s):** Cars		
Rcp. Info:	**Ground Effects:** None		
Barrier Effects:			

Meas. Int.:

Roadway: Dunlap

Segment:

Spd: *Post:* 40 ***Trav.:***

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

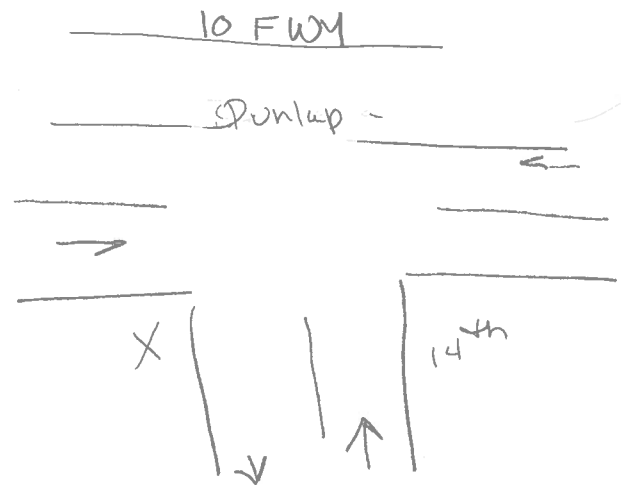
Roadway: 14th

Segment:

Spd: *Post:* 25 ***Trav.:***

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

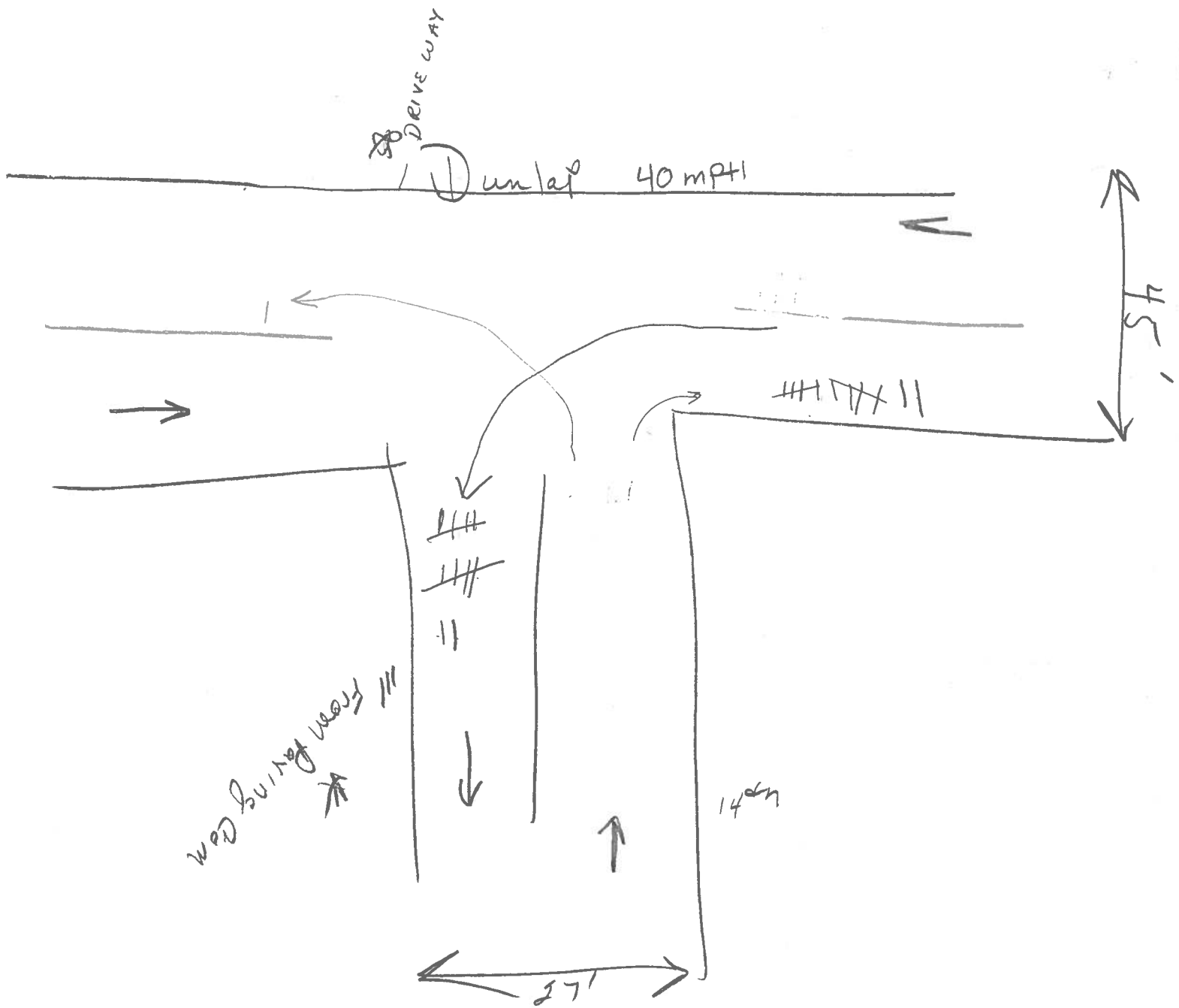
General Comments:

Cal. Δ @Int1		Cal. √		Offset
Yes	No	Int #:		

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		11:16:25	11:31:25	86.3	56.8	51.0	75.6	70.0	52.7	52.6	52.3	51.1	51.0				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____


DRIVE WAY
Dunlap
40 mph
45'
14th
37'
111 from parking lot

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 5

Project:	**Date:** 5/13/2010	**Eqpt:**	**Photos:**
Temp: Hot (Warm) Mild Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 **(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog	
Location Desc.: OAK Glen + 13th	**Noise Source(s):** CARS		
Rcp. Info:	**Ground Effects:** some dogs		
Barrier Effects: NONE			

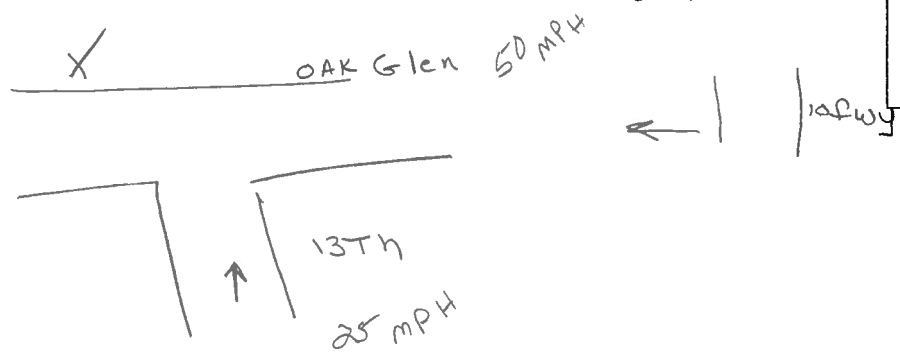
Meas. Int.:

Roadway: OAK Glen			
Segment: 13th			
Spd: *Post:* 50 ***Trav.:*** 50+			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Meas. Int.:

Roadway:			
Segment:			
Spd: *Post:* ***Trav.:***			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
(Yes)	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		9:24:29	9:36:11	89.2	53.6	52.1	58.1	61.5	56.2	51.9	40.2	39.8	38.5				

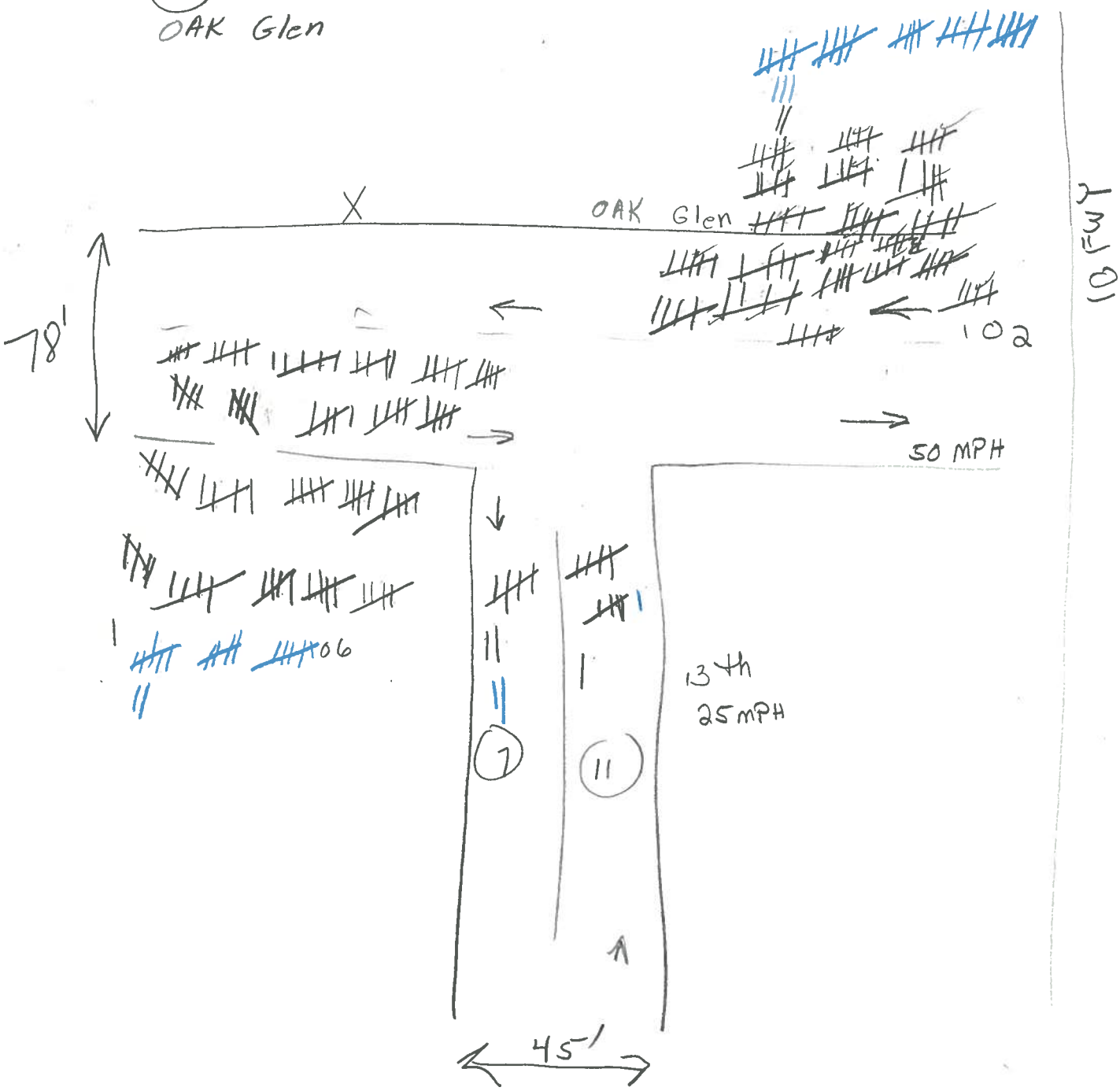
11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____

Recorded By: Ann Lopez

130
+123
253
21
274

(5) 24 hour + 15
OAK Glen



SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 6

Project: Robinson Ranch	**Date:** 13, MAY 2010	**Eqpt:**	**Photos:**
Temp: Hot Warm Mild Cool Cold	**Wind (mph):** ≤2.5 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear Pt. Cld. Clouds Fog
Location Desc.: OAK Glen & Colorado	**Noise Source(s):** Cars		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: OAK Glen
Segment:
Spd: *Post:* 50 ***Trav.:***

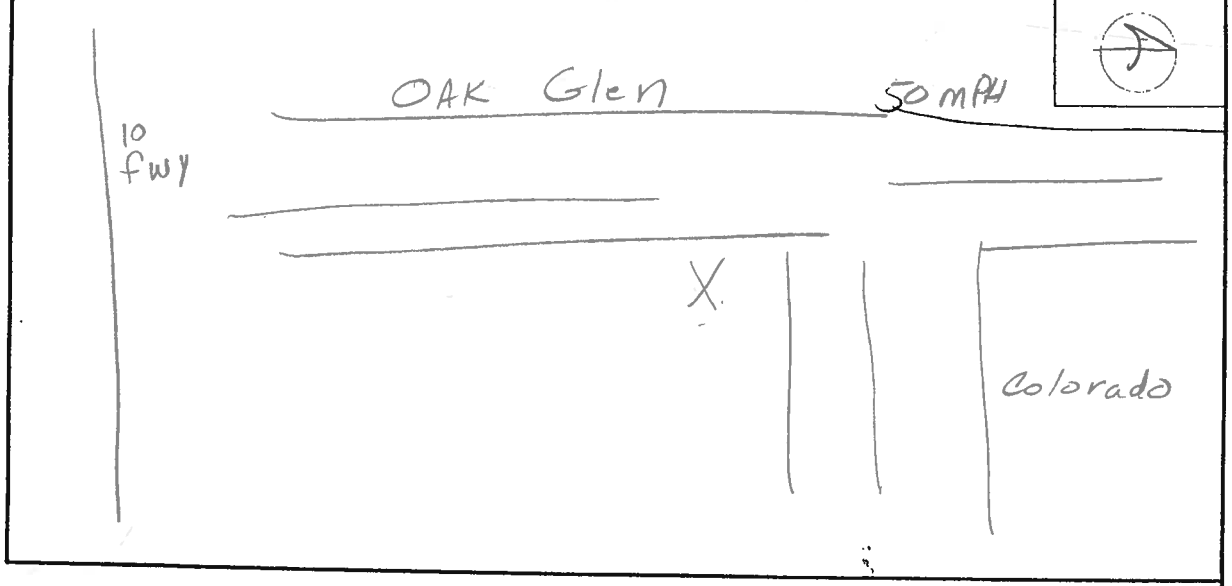
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

Roadway: Colorado
Segment:
Spd: *Post:* ***Trav.:***

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

one small car w/Boom Box

Cal. Δ @Int1		Cal. √		Offset
Yes	No	Int #:		

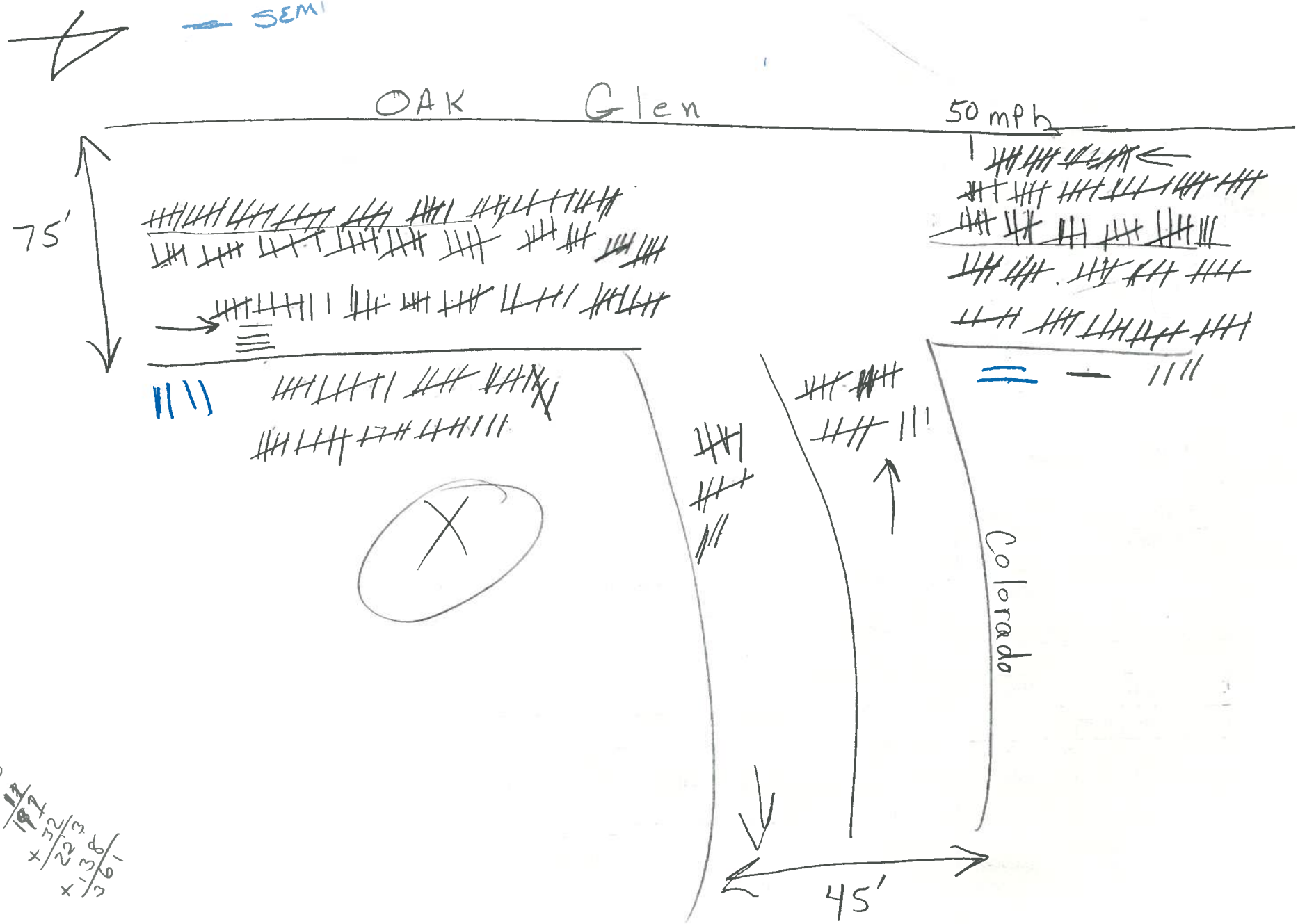
Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		14:10:31	14:16:2	99.9	70.3	31.0	94.3	64.9	60.0	52.5	32.2	31.8	31.4				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____

Recorded By: Amy Lopez

— motorc
|— LDT
— SEMI



180
× 17
197
× 32
223
× 38
761

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 7

Project:	**Date:** 18, MAY 20	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog
Location Desc.: Wildwood Canyon Rd	**Noise Source(s):**		
Rcp. Info:	**Ground Effects:** Cars		
Barrier Effects:			

Meas. Int.:

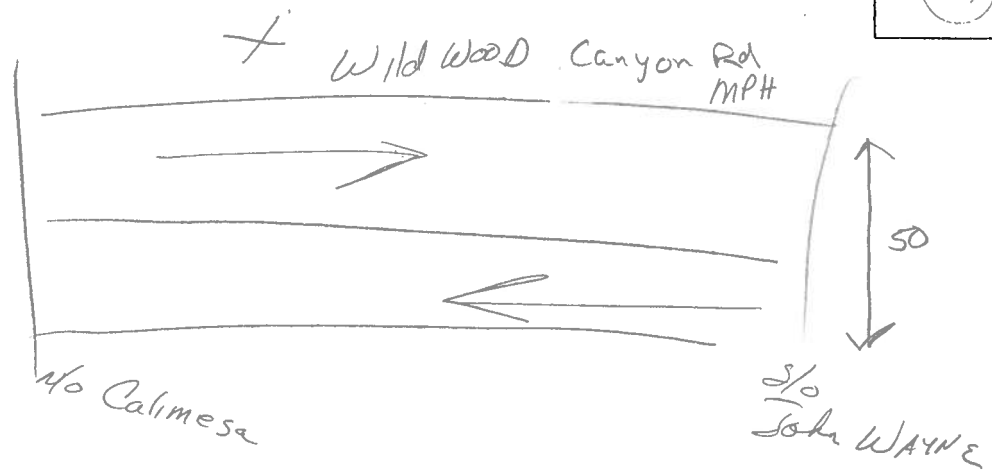
Roadway: Wildwood			
Segment:			
Spd: *Post:*	***Trav.:***		
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Meas. Int.:

Roadway:			
Segment:			
Spd: *Post:*	***Trav.:***		
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

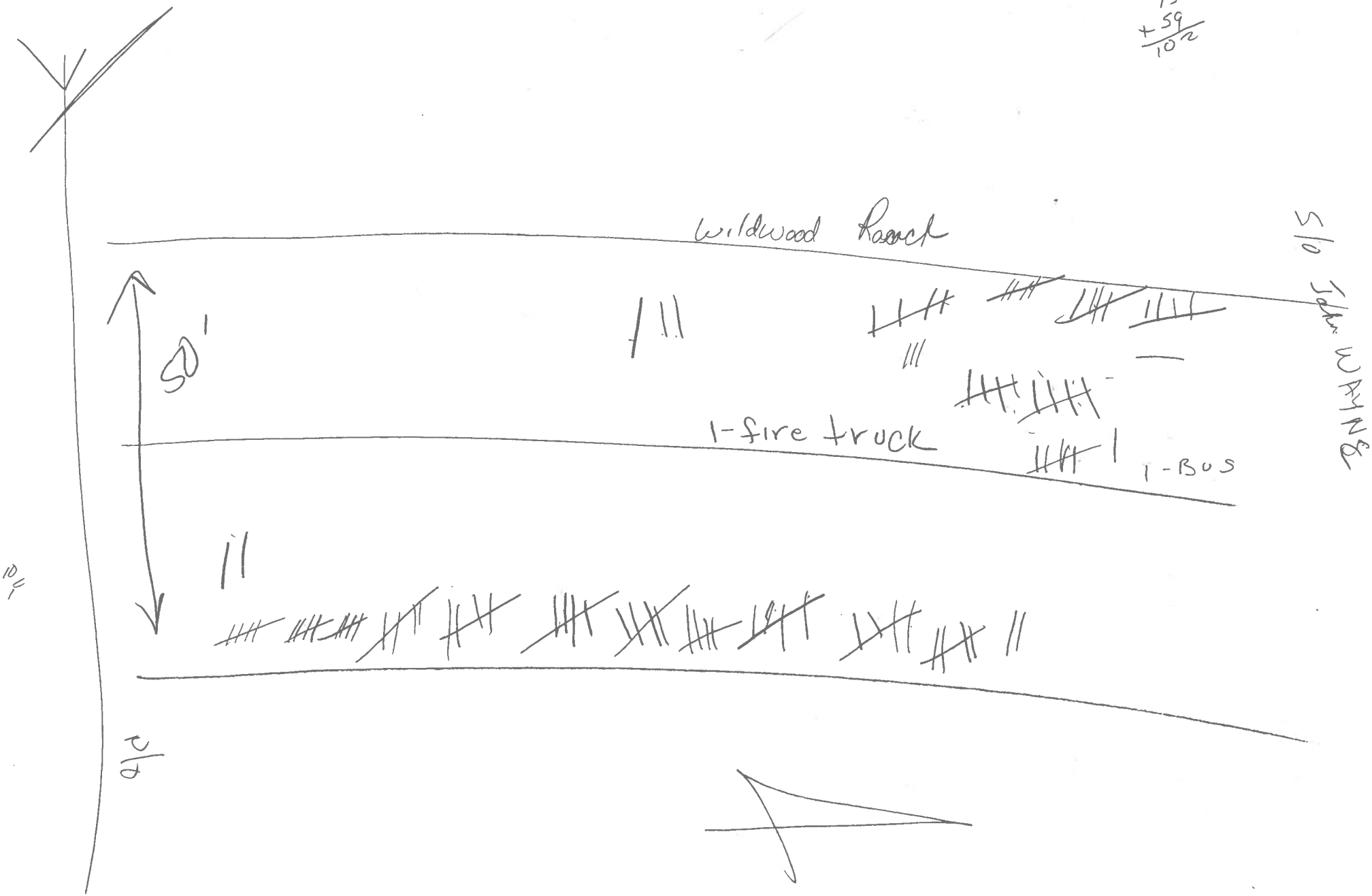
Cal. Δ @Int1		**Cal. √**		**Offset**
Yes	**No**	**Int #:**		

Description	**Int. #**	**Start (h:m(:s))**	**Duration ((h:)m:s)**	**SEL**	**Leq**	**Lmin**	**Lmax**	**L1**	**L10**	**L50**	**L90**	**L95**	**L99**	**Event/Anomaly Info**			
														Description	**Lmax**	**Begin**	**End**
		14:15:58	14:30:58	62.9	33.3	29.0	59.2	40.7	29.6	29.2	29.1	29.1	29.1				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

43
+ 59
102



104

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 8

Project: Robinson Ranch	Date: 13, May 2010	Eqpt:	Photos:
Temp: Hot Warm Mild Cool Cold	Wind (mph): ≤2.5 2.5-5 5-10 ≥10 (dir): N E S W Δ	Cloud Cover: Clear Pt. Cld. Clouds Fog	
Location Desc.: 11th at end of Caldesec.	Noise Source(s): CARS FROM FREEWAY		
Rcp. Info:	Ground Effects:		
Barrier Effects:			

Meas. Int.:

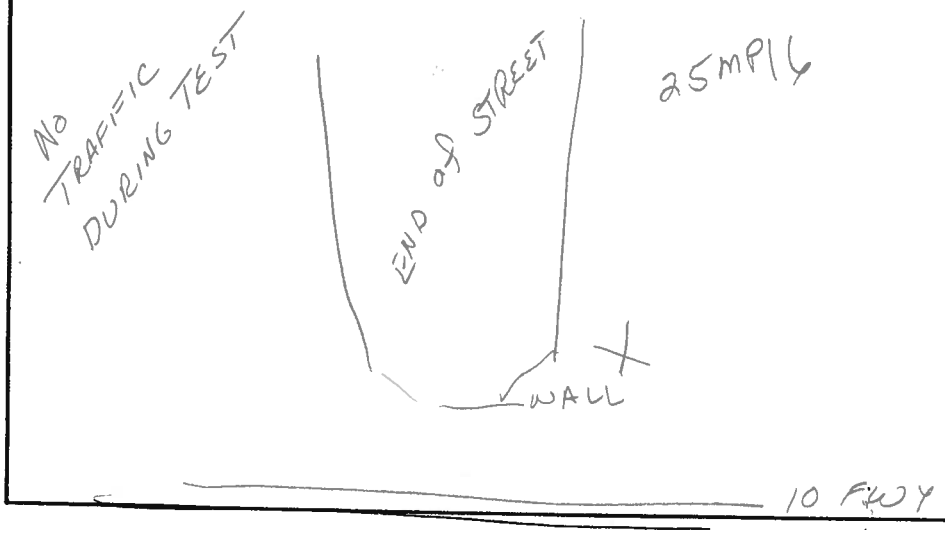
Roadway: 11th			
Segment:			
Spd: *Post:* 25 *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

Roadway:			
Segment:			
Spd: *Post:* *Trav.:*			
Volumes			
Auto	MT	HT	Dir.
✓			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North ↑



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √		Offset
Yes	No	Int #:		

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		14:26:13	14:36:25	100.4	63.0	31.5	54.3	63.4	59.9	43.7	31.7	31.6	31.4				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ Recorded By: _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 9

Project:	**Date:**	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N (E) S (W) Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog
Location Desc.: Calimesa	**Noise Source(s):**		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: Calimesa
Segment:
Spd: *Post:* 45 *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

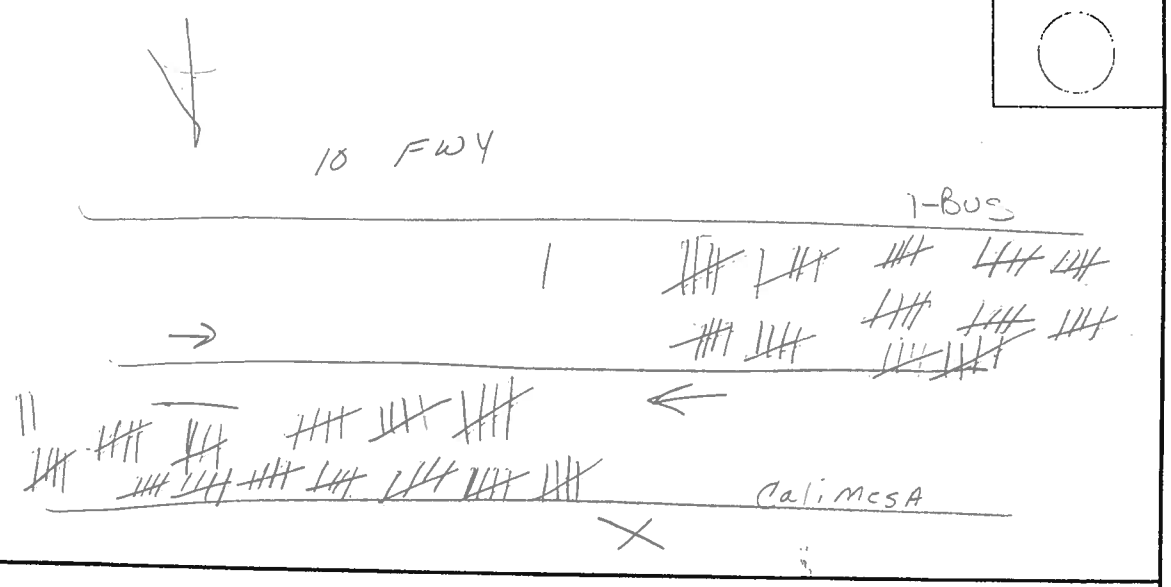
Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

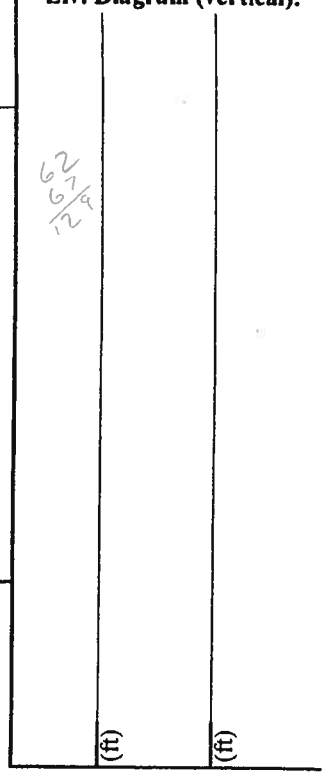
Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):



General Comments: FWY ADJACENT to road

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		12:53:37	13:08:37	95.1	65.5	53.5	75.1	69.7	65.6	65.4	65.3	64.2	54.8				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 10

Project:	Date:	Eqpt:	Photos:
Temp: Hot Warm Mild (Cool) Cold	Wind (mph): (≤2.5) 2.5-5 5-10 ≥10	(dir): N E S W Δ	Cloud Cover: Clear Pt. Cld. (Clouds) Fog
Location Desc.: CALAMESA + Wild Wood CAN	Noise Source(s):		
Rcp. Info:	Ground Effects:		
Barrier Effects:			

Meas. Int.:

Roadway: CALAMESA

Segment:

Spd: *Post:* 50 *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

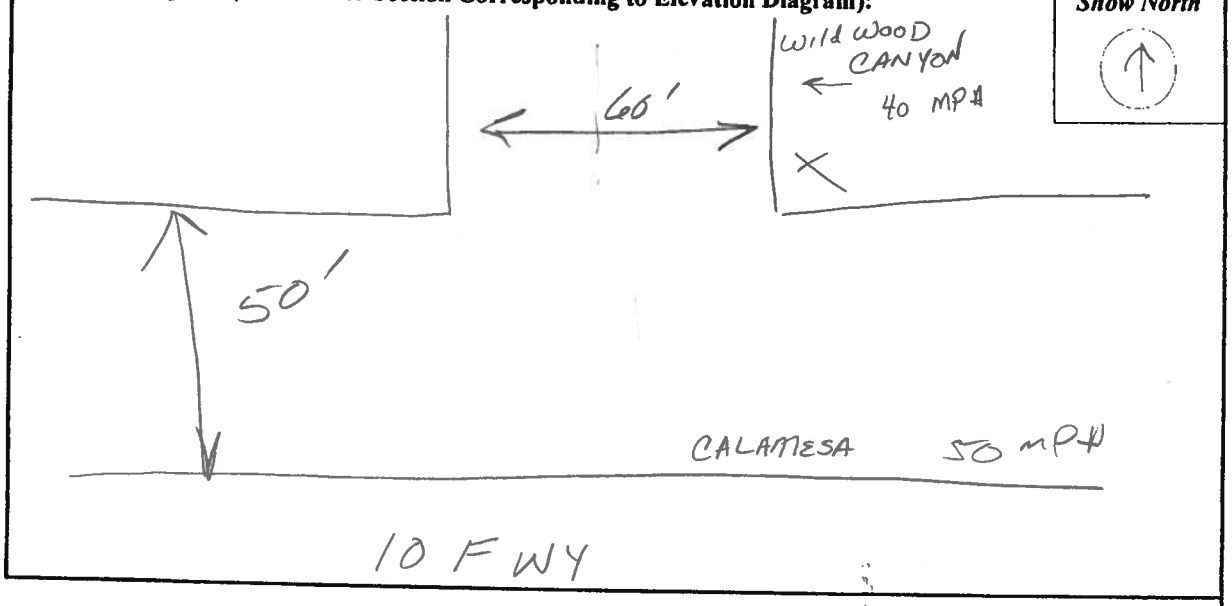
Roadway: Wild Wood

Segment:

Spd: *Post:* 40 *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Directly adjacent to 10 fwy No Barriers

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		10:59:20	11:14:20	89.0	59.4	58.4	67.7	59.8	59.8	59.3	59.0	58.9	58.5				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____

Recorded By: _____

10:59:20

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 11

Project: Robinson Ranch	**Date:** 18 MAY 2010	**Eqpt:**	**Photos:**
Temp: Hot Warm Mild (Cool) Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear Pt. Cld. (Clouds) Fog
Location Desc.: Wildwood N/o Calmesset 10 fwy	**Noise Source(s):** CARS		
Rcp. Info:	**Ground Effects:** Birds		
Barrier Effects: None			

Meas. Int.:

Roadway: Wildwood
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

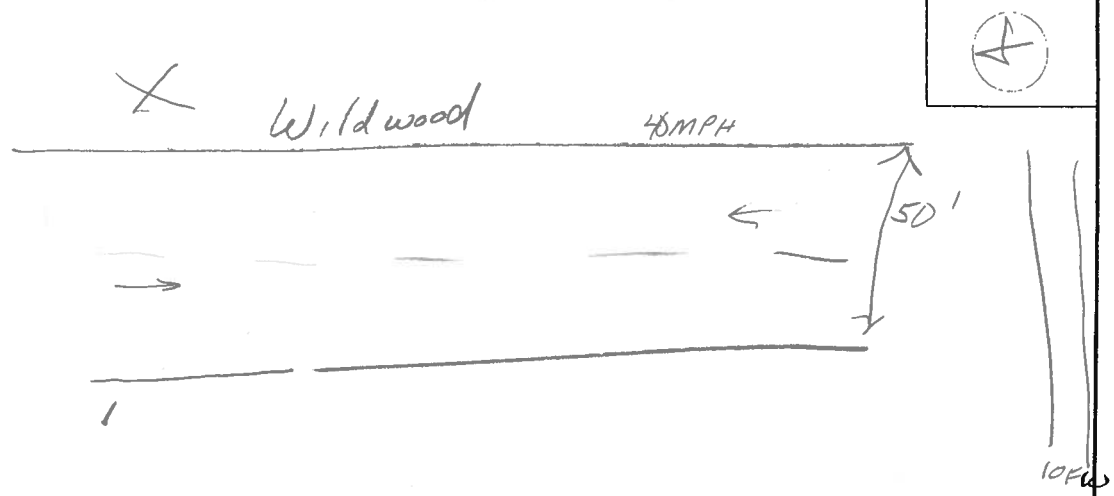
Meas. Int.:

Roadway:
Segment:
Spd: *Post:* *Trav.:*

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):

Show North



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

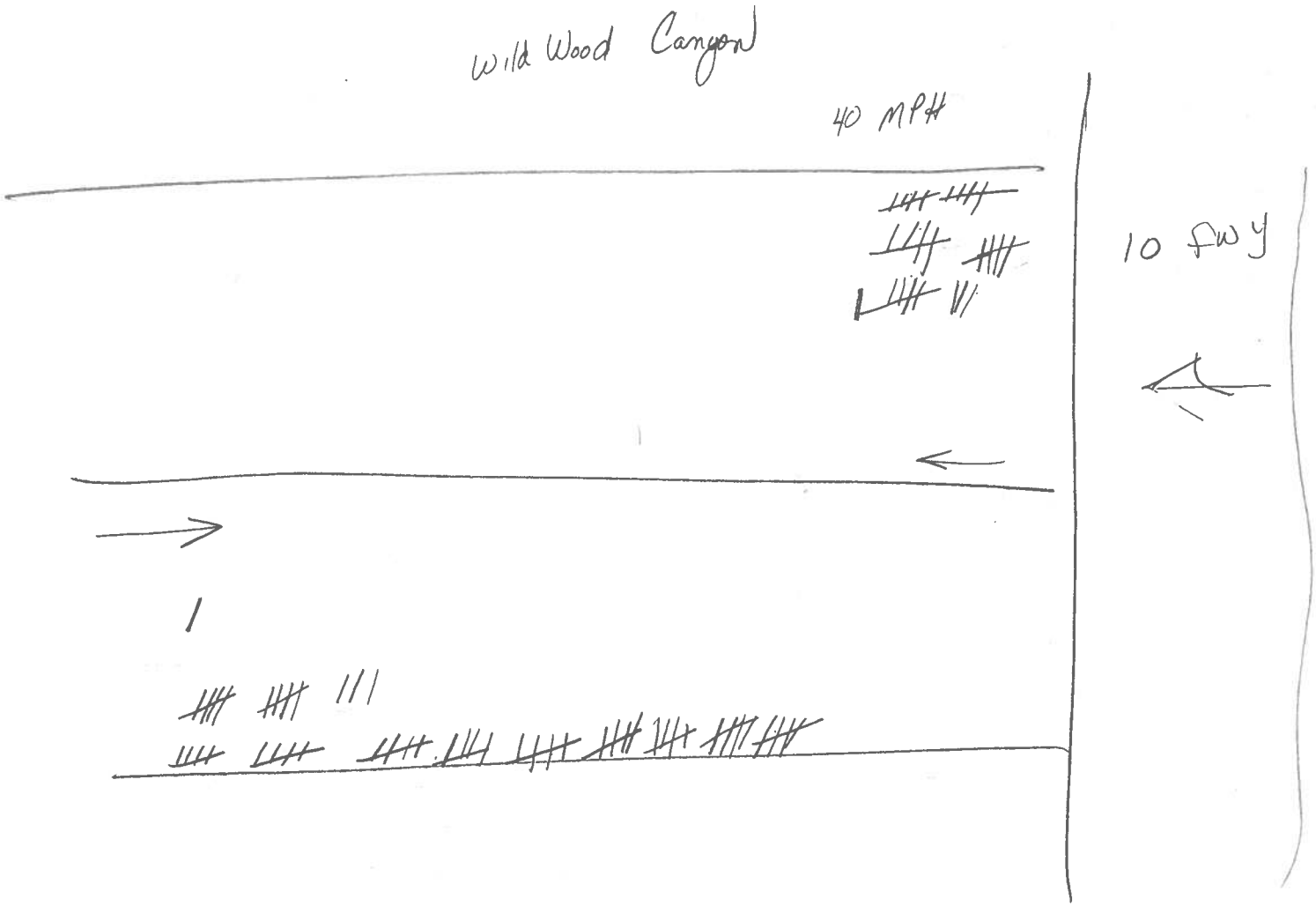
Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		10:29:40	10:46:35	67.7	38.1	31.9	54.6	44.0	43.9	32.1	32.0	32.0	31.9				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

40
23
10

29
+ 58
87



SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 12

Project:	**Date:** 18 MAY 2010	**Eqpt:** LARSON 814	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10	**(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog
Location Desc.: Wildwood Canyon & John Wayne	**Noise Source(s):**		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: Wildwood

Segment:

Spd: *Post:* 40 ***Trav.:*** N/S

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

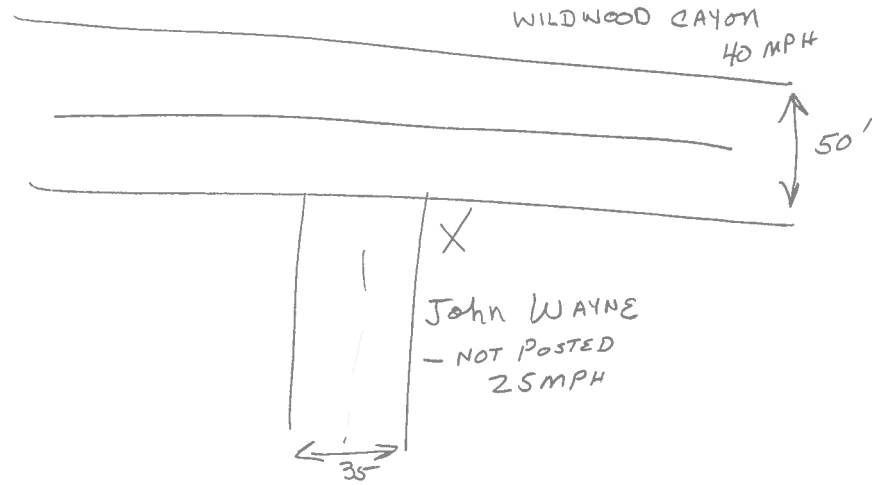
Roadway: John Wayne

Segment:

Spd: *Post:* N/A ***Trav.:*** 25

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Show North

Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √		Offset
Yes	No	Int #:		

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info Description	Lmax	Begin	End
		9:40:40	9:55:40	70.9	41.3	35.2	64.5	51.3	38.4	37.4	36.3	36.2	35.3				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____

Recorded By: _____

Wildwood Canyon
John Wayne
40 MPH
50'
35'
LD1
SEMI

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 13

Project: Robinson Ranch	**Date:** 18, MAY 2010	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 **(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog	
Location Desc.: County Line Rd W/o fwy & S/o fw	**Noise Source(s):** Bird		
Rcp. Info:	**Ground Effects:**		
Barrier Effects: None			

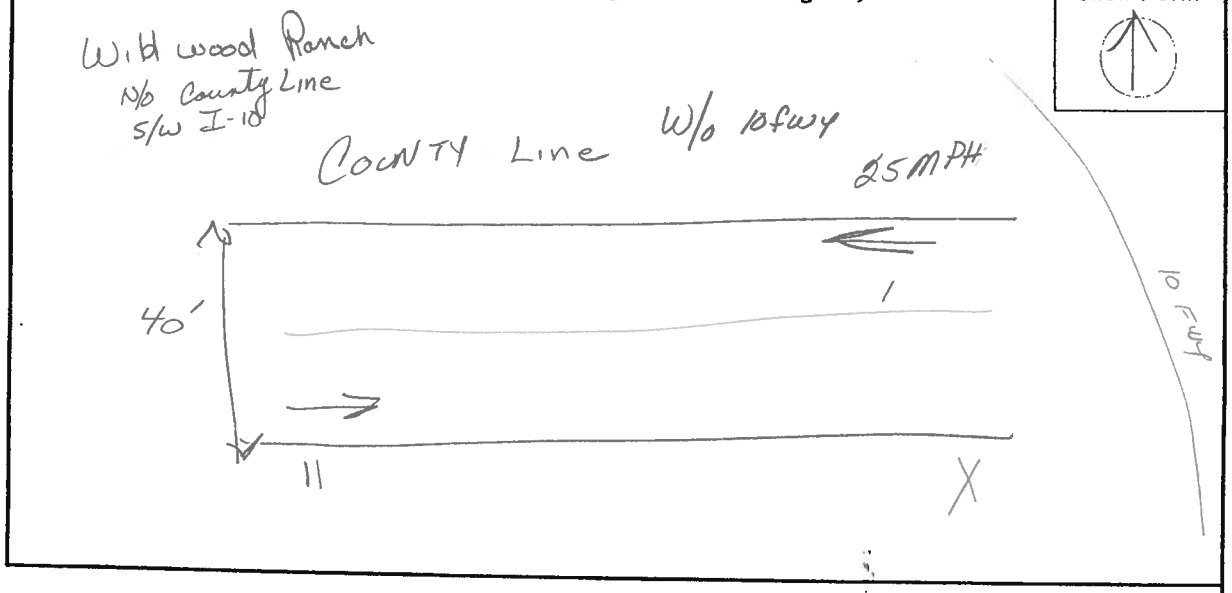
Meas. Int.:

Roadway: County Line Rd			
Segment:			
Spd: *Post:* 25 ***Trav.:***			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Meas. Int.:

Roadway:			
Segment:			
Spd: *Post:* ***Trav.:***			
Volumes			
Auto	**MT**	**HT**	**Dir.**
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Elv. Diagram (vertical):

(ft) (ft)

General Comments:

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		12:00:53	12:15:00	83.3	53.7	49.1	69.4	53.5	53.3	53.2	52.9	52.3	50.9				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

SOUND MEASUREMENT DATASHEET: SHORT-TERM (AMBIENT): L1-10-50-90-95-99

Location # 14

Project: Robinson Ranch	**Date:** 18 MAY 2010	**Eqpt:**	**Photos:**
Temp: Hot Warm (Mild) Cool Cold	**Wind (mph):** (≤2.5) 2.5-5 5-10 ≥10 **(dir):** N E S W Δ	**Cloud Cover:** Clear (Pt. Cld.) Clouds Fog	
Location Desc.: County Line Road 1m w/o fwy	**Noise Source(s):**		
Rcp. Info:	**Ground Effects:**		
Barrier Effects:			

Meas. Int.:

Roadway: County Line

Segment:

Spd: *Post:* **Trav.:**

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Meas. Int.:

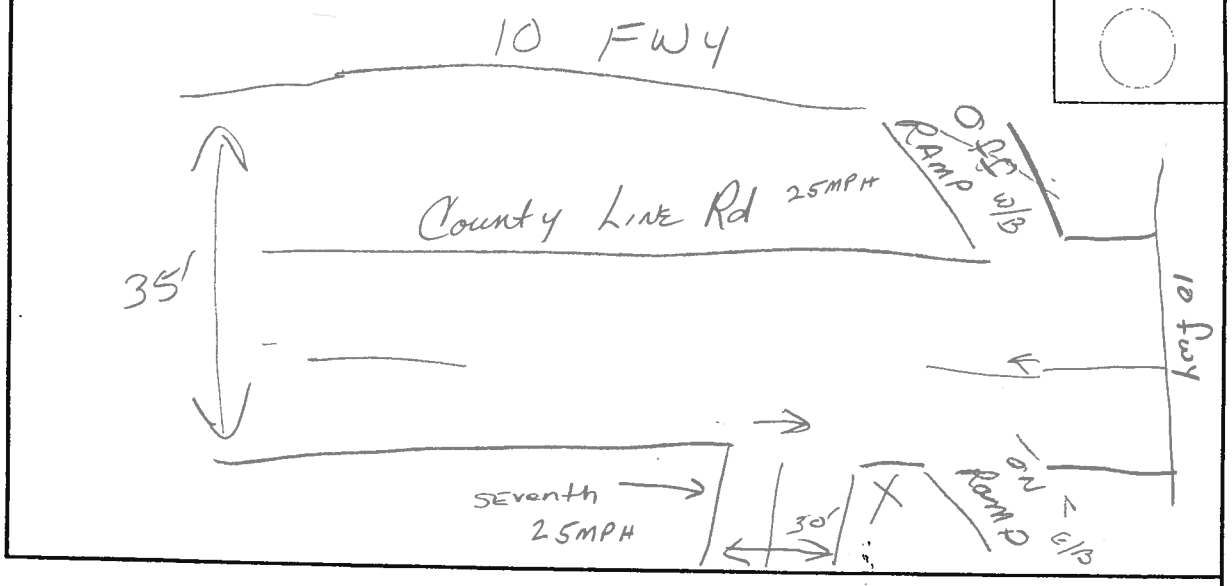
Roadway: Seventh

Segment:

Spd: *Post:* **Trav.:**

Volumes			
Auto	MT	HT	Dir.
			NB/EB
			SB/WB

Top-View Diagram (Show Cross-Section Corresponding to Elevation Diagram):



Elv. Diagram (vertical):

(ft) (ft)

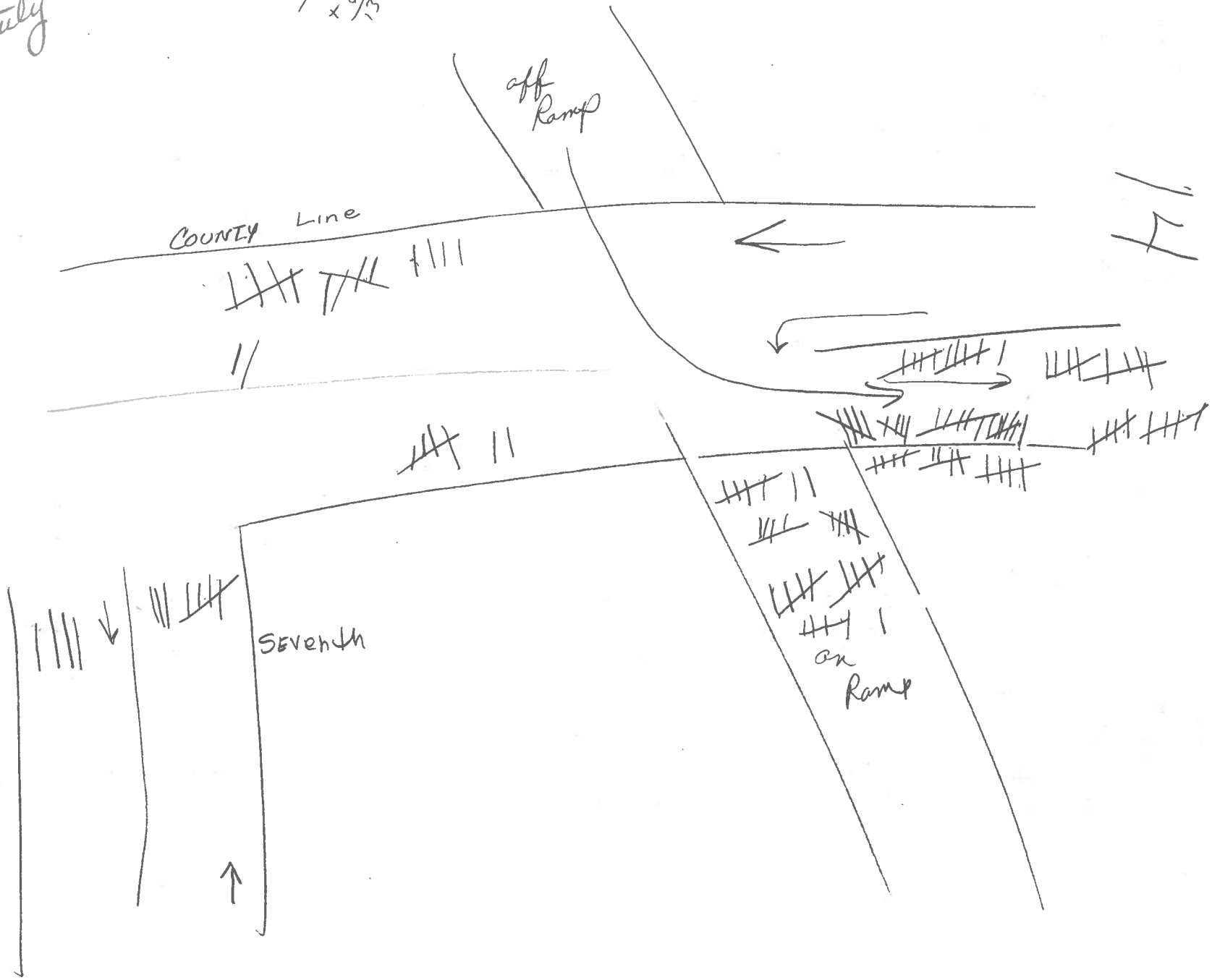
General Comments: fwy traffic

Cal. Δ @Int1		Cal. √	Offset
Yes	No	Int #:	

Description	Int. #	Start (h:m(:s))	Duration ((h:)m:s)	SEL	Leq	Lmin	Lmax	L1	L10	L50	L90	L95	L99	Event/Anomaly Info: Description	Lmax	Begin	End
		12:23:55	12:38:55	85.9	53.4	49.1	56.2	53.5	53.3	53.0	52.8	52.6	51.1				

11/4/97(MSR-FORM.XLS; ST 1-10-50-90-95-99)

Data File: _____ **Recorded By:** _____

24
×12
×33/a
6 6/3
×6/3

1 – heavy duty