

**APPENDIX 4.12-A**

**NOISE MONITORING DATASHEETS FOR**

**SALT CREEK SUBSTATION PROPONENT'S**

**ENVIRONMENTAL ASSESSMENT (PEA)**

Prepared by  
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PROJECT: Salt Creek T-line PROJECT #: 60248948  
DATE: Tues June 5, 2012 ENGINEER/ANALYST: GOODSON, J  
SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-1 METEOROLOGY  
Description: San Miguel Avenue at gated community Temperature: 75° F  
(Chief Many Horses) dead end Wind Speed: < 5 mph  
Distance from edge of roadway: 15' roadway width 20' lane width \_\_\_\_\_ Wind Direction: var  
Distance from barriers: N/A type \_\_\_\_\_ height \_\_\_\_\_ Other (gusts, etc.): yes  
Comments: Dead end of San Miguel Ave, after just passing under  
125 expressway (at elevation of expressway). High point  
elevation; adjacent to horse park riding area.  
\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
Start Time: 4:36 pm Principal Source: traffic on Hwy 125 expressway  
Stop Time: 4:56 pm Other Sources: Commercial air layer fly over  
traffic from gated community  
Average Noise Level Observed: \_\_\_\_\_  
Maximum Leq Observed: \_\_\_\_\_ Source(s): \_\_\_\_\_  
Minimum Leq Observed: \_\_\_\_\_  
Comments: Steady traffic on 125 exp way; appear to be in  
flight path - commercial jet, private jet, single engine  
prop plane, relatively low fly overs

TRAFFIC COUNT DATA  
Start Time: \_\_\_\_\_ Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks

PROJECT: SALT CREEK T-LINE PROJECT #: \_\_\_\_\_  
 DATE: WED JUNE 6, 2012 ENGINEER/ANALYST: GOODSON, J  
 SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-2 METEOROLOGY  
 Description: off east end of CTE ANACARA cul-de-sac Temperature: 75  
NOTE 50 YDS ON old cement drive at NE corner of house Wind Speed: < 5  
 Distance from edge of roadway: 50 YDS roadway width \_\_\_\_\_ lane width \_\_\_\_\_ Wind Direction: VAR  
 Distance from barriers: 25 YDS type house privacy fence height 6' Other (gusts, etc.): mild  
 Comments: \_\_\_\_\_

\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

**MEASUREMENT DATA**

Start Time: 12:46 pm Principal Source: Commercial aircraft flyover (61 dba)  
 Stop Time: 1:06 pm Other Sources: Military Jet transport  
direct flyover (69 dba) over the hills  
 Average Noise Level Observed: \_\_\_\_\_  
 Maximum Leq Observed: 61 Source(s): com. aircraft flyover to north  
 Minimum Leq Observed: 40 38 (R)

Comments: very quiet spot, can hear human voices in adjacent house, windows open, large open space to the north of hills and powerline corridor, can also hear traffic on main road (Int. Miguel RD), elevated rec area to east.  
steady traffic noise audible but only increases noise by 1 db when cars pass

**TRAFFIC COUNT DATA**

Start Time: \_\_\_\_\_ Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)

Direction: \_\_\_\_\_ Autos

Speed (mph): \_\_\_\_\_

Med. Trucks

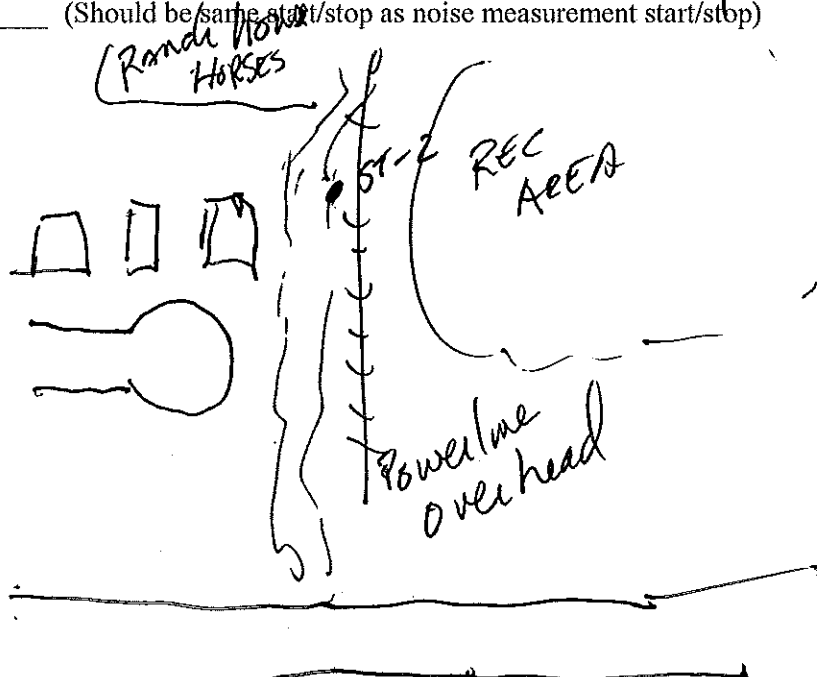
Heavy Trucks

Direction: \_\_\_\_\_ Autos

Speed (mph): \_\_\_\_\_

Med. Trucks

Heavy Trucks



PROJECT: SACT CREEK T-LINE PROJECT #: \_\_\_\_\_  
 DATE: WED JUNE 6 ENGINEER/ANALYST: GOODSON J  
 SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

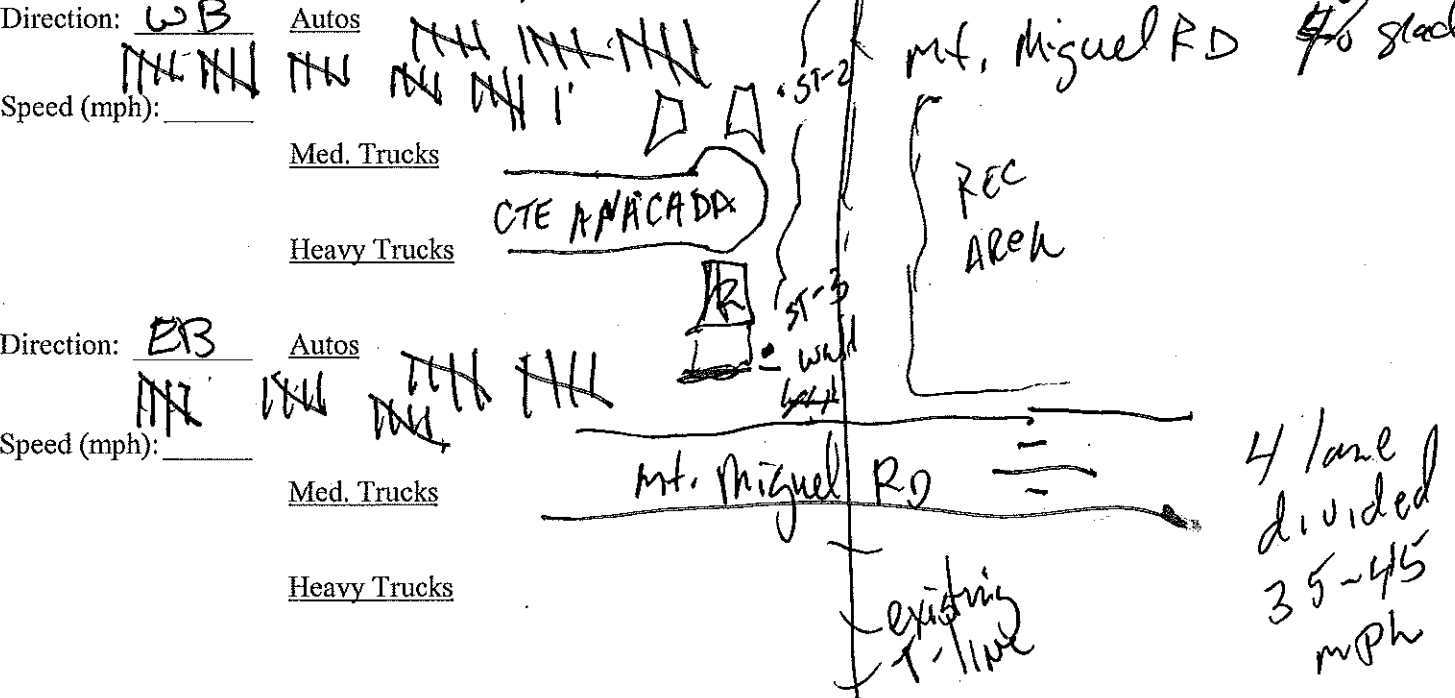
LOCATION Receptor ID: ST-3 METEOROLOGY  
 Description: off Mt. Miguel Rd on gravel yard driveway at SE corner of residence on Anacada CTE Temperature: \_\_\_\_\_  
 Distance from edge of roadway: \_\_\_\_\_ roadway width \_\_\_\_\_ lane width \_\_\_\_\_ Wind Speed: \_\_\_\_\_  
 Distance from barriers: \_\_\_\_\_ type \_\_\_\_\_ height \_\_\_\_\_ Wind Direction: \_\_\_\_\_  
 Other (gusts, etc.): \_\_\_\_\_

Comments: Residence is in a major depression; meter on gravel drive that is elevated at 2nd floor bedroom level. There is huge tall brick sound wall from backyard up to mt Miguel  
 \*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
 Start Time: 1:08 pm Principal Source: traffic on Mt. Miguel Rd  
 Stop Time: 1:28 pm Other Sources: \_\_\_\_\_

Average Noise Level Observed: 45 (54 EB and uphill)  
 Maximum Leq Observed: 63 Source(s): traffic (63 WB and downhill)  
 Minimum Leq Observed: 40 commercial flyover (59)  
 Comments: Steady traffic in sets; traffic light intersections nearby, one flyover,

TRAFFIC COUNT DATA  
 Start Time: 1:08 pm Stop Time: 1:28 pm (Should be same start/stop as noise measurement start/stop)

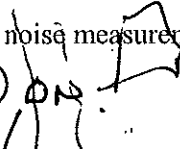


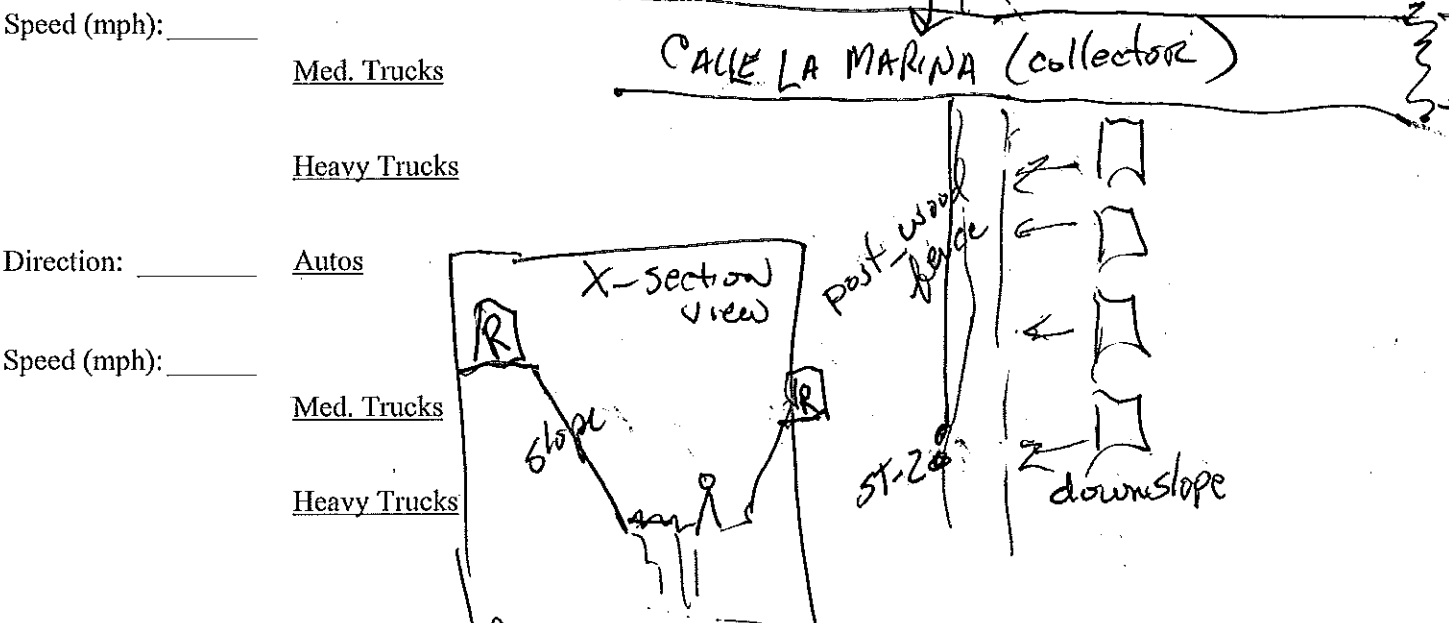
PROJECT: SALT CREEK T-LINE PROJECT #: \_\_\_\_\_  
 DATE: WED JUNE 6, 2012 ENGINEER/ANALYST: GOODSON J  
 SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-4 METEOROLOGY  
 Description: along gravel rec trail in valley between houses; just south of Calle La Marina (collector) Temperature: \_\_\_\_\_  
 Distance from edge of roadway: 25 yds roadway width \_\_\_\_\_ lane width \_\_\_\_\_ Wind Speed: \_\_\_\_\_  
 Distance from barriers: 25 ft type hillside 45° height 50 ft Other (gusts, etc.): \_\_\_\_\_  
 Comments: West of Mt. Miguel Rd and North of Proctor Valley Rd (the two main Rds in area (4-lanes)) Wind Direction: \_\_\_\_\_

\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
 Start Time: 1:36 pm Principal Source: Distant traffic  
 Stop Time: 1:56 pm Other Sources: flyovers (distant)  
 Average Noise Level Observed: 43  
 Maximum Leq Observed: 48 Source(s): Distant sources (Proctor Valley Rd) com jet flyover  
 Minimum Leq Observed: 40  
 Comments: Rather quiet at immediate site but distant sources nearby. Located down in valley (3 directions) 2 pm so no activity from kids, homes, etc. commercial flyovers (3) ~ 61 dBA each

TRAFFIC COUNT DATA (N/A)  
 Start Time: N/A Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)  
 Direction: \_\_\_\_\_ Autos minor traffic (local) on  Mt Miguel



PROJECT: SALT CREEK T-LINE PROJECT #: \_\_\_\_\_  
DATE: WED JUNE 6, 2012 ENGINEER/ANALYST: GOODSON, J  
SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-5 METEOROLOGY  
Description: off major roads (Mt. Miguel, Proctor Valley) and in quiet Mtn Ridge Rd, near intersection with Valley Ridge St Temperature: \_\_\_\_\_  
Distance from edge of roadway: 25' roadway width 30' lane width \_\_\_\_\_ Wind Speed: \_\_\_\_\_  
Distance from barriers: 30' type houses height \_\_\_\_\_ Wind Direction: \_\_\_\_\_  
Other (gusts, etc.): \_\_\_\_\_  
Comments: within T-line corridor (existing) along street which dead ends (no thru traffic), near 125 exp way but not clearly audible.  
\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
Start Time: 2:10 pm Principal Source: destart traffic  
Stop Time: 2:30 pm Other Sources: flyovers, flag flapping on breeze  
Average Noise Level Observed: \_\_\_\_\_  
Maximum Leq Observed: 48 (local traffic) Source(s): destart traffic flyovers (2)  
Minimum Leq Observed: 40 db (58)  
Comments: very quiet, one car passed, 2 flyovers

TRAFFIC COUNT DATA  
Start Time: \_\_\_\_\_ Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks

PROJECT: SAGO CREEK T-LINE PROJECT #: \_\_\_\_\_  
DATE: WED JUNE 6th ENGINEER/ANALYST: GOODSON, J  
SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-6 METEOROLOGY  
Description: adjacent to house on Eastlake RD along T-lane corridor near intersection w/ RIDGEWATER Temperature: 75  
Distance from edge of roadway: 25' roadway width 2 lanes lane width \_\_\_\_\_ Wind Speed: < 5 mph  
Distance from barriers: 25' type stucco wall height 6' Wind Direction: Var  
Comments: Steady traffic on Eastlake RD breaking for 4-way stop sign at Ridge Water (near commercial shopping district)  
Other (gusts, etc.): \_\_\_\_\_

\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

**MEASUREMENT DATA**

Start Time: 2:40 pm Principal Source: traffic on Eastlake RD  
Stop Time: 3:00 pm Other Sources: \_\_\_\_\_

Average Noise Level Observed: 60  
Maximum Leq Observed: 56 dBA Source(s): traffic  
Minimum Leq Observed: 49 dBA  
Comments: \_\_\_\_\_

less flyover noise (getting further south from High Falls)

**TRAFFIC COUNT DATA**

Start Time: \_\_\_\_\_ Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks  
Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks



PROJECT: SALT CREEK T-LINE PROJECT #: \_\_\_\_\_  
DATE: WED JUNE 6th ENGINEER/ANALYST: GOODSON J  
SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-7 (Tennis court) METEOROLOGY  
Description: Along access road to community facilities Temperature: 75  
at end of Culdesac on St. Germain RD Wind Speed: < 5 mph  
Distance from edge of roadway: 25' roadway width near lane width Wind Direction: VAR  
Distance from barriers: 25' type Maguette RD height Other (gusts, etc.): \_\_\_\_\_

Comments: Adjacent to house that is adjacent to T-line  
corridor path way. To the south of off ramp of the  
125. Ridge at ST-7 blocks view of 125, but clearly visible to south  
\*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
Start Time: 3:30 pm Principal Source: local passing cars (few)  
Stop Time: 3:50 pm Other Sources: aircraft flyovers

Average Noise Level Observed: \_\_\_\_\_  
Maximum Leq Observed: 57 propplane Source(s): distant (visible) com. jet flyover  
Minimum Leq Observed: \_\_\_\_\_

Comments: local noise sources in neighborhood  
com. jet flyovers (2)  
people playing tennis (sound of ball being hit)  
50 yds away  
traffic visible on 125 Hwy (expressway - toll)

TRAFFIC COUNT DATA and audible (Rush hour beginning)  
Start Time: \_\_\_\_\_ Stop Time: \_\_\_\_\_ (Should be same start/stop as noise measurement start/stop)

Direction: \_\_\_\_\_ Autos  
Speed (mph): \_\_\_\_\_

Med. Trucks  
Heavy Trucks

Direction: \_\_\_\_\_ Autos

Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks

PROJECT: SALT CREEK T-LINE PROJECT #: \_\_\_\_\_  
 DATE: WED June 6<sup>th</sup> 2012 ENGINEER/ANALYST: GOODSON J  
 SLM Model: 820 (SN: \_\_\_\_\_) Calibrator Model: \_\_\_\_\_ (SN: \_\_\_\_\_) Data File: \_\_\_\_\_

LOCATION Receptor ID: ST-8 METEOROLOGY  
 Description: OFF HUNTE RD at the existing T-line corridor, across st from proposed substation Temperature: 75  
 Distance from edge of roadway: 25' roadway width \_\_\_\_\_ lane width \_\_\_\_\_ Wind Speed: < 5  
 Distance from barriers: 30 yds type HOUSE YARD height 6' Other (gusts, etc.): mild  
 Comments: At the edge of <sup>PRIVACY WALL</sup> the current development; to the south is expansive open space to the north. HUNTE RD is a 4-lane divided boulevard (45 mph)  
 \*Sketch monitoring site with roadways, receptors, barriers, and meter location (on back) \_\_\_\_\_ and/or take photos \_\_\_\_\_

MEASUREMENT DATA  
 Start Time: 4:15 pm Principal Source: traffic on HUNTE RD  
 Stop Time: 4:35 pm Other Sources: None (really)

Average Noise Level Observed: \_\_\_\_\_  
 Maximum Leq Observed: 61 Source(s): helicopter flyover  
 Minimum Leq Observed: 40  
 Comments: Being at the southern edge of all development, very little activity and traffic.  
No flyovers observed or heard  
waited in last minute helicopter approaching from south  
being very off (no fly over - 61 dBA avg)

TRAFFIC COUNT DATA  
 Start Time: 4:15 Stop Time: 4:35 (Should be same start/stop as noise measurement start/stop)  
 Direction: WB Autos |||||

Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks  
 Direction: EB Autos |||||  
 Speed (mph): \_\_\_\_\_  
Med. Trucks  
Heavy Trucks

