

Appendix H:
Noise Impact Analysis

NOISE IMPACT ANALYSIS

Pennsylvania Ave at I-10 Freeway Gas Station Project

City of Beaumont

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ACRONYMS AND ABBREVIATIONS

ANSI	American National Standards Institute
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Beaumont
cmu	Concrete masonry unit
CNEL	Community Noise Equivalent Level
dB	Decibel
dba	A-weighted decibels
DOT	Department of Transportation
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
EPA	Environmental Protection Agency
Hz	Hertz
Ldn	Day-night average noise level
Leq	Equivalent sound level
Lmax	Maximum noise level
ONAC	Federal Office of Noise Abatement and Control
OSB	Oriented Strand Board
OSHA	Occupational Safety and Health Administration
PPV	Peak particle velocity
RMS	Root mean square
SEL	Single Event Level or Sound Exposure Level
STC	Sound Transmission Class
UMTA	Federal Urban Mass Transit Administration
VdB	Vibration velocity level in decibels

1.0 INTRODUCTION

1.1 Purpose of Analysis and Study Objectives

This Noise Impact Analysis has been prepared to determine the noise impacts associated with the proposed Pennsylvania Avenue at I-10 Freeway Gas Station project (proposed project). The following is provided in this report:

- A description of the study area and the proposed project;
- Information regarding the fundamentals of noise;
- Information regarding the fundamentals of vibration;
- A description of the local noise guidelines and standards;
- An evaluation of the current noise environment;
- An analysis of the potential short-term construction-related noise impacts from the proposed project; and,
- An analysis of long-term operations-related noise impacts from the proposed project.

1.2 Site Location and Study Area

The project site is located in the central portion of the City of Beaumont (City) on the west side of Pennsylvania Avenue and north side of Interstate 10 (I-10 Freeway). The approximately 1.3-acre project site is currently vacant and is bounded by vacant land to the north, Pennsylvania Avenue and vacant land to the east, the I-10 Freeway to the south, and single-family homes to the west. The project study area is shown in Figure 1.

Sensitive Receptors in Project Vicinity

The nearest sensitive receptors to the project site are the single-family homes located adjacent to the west side of the project site. The nearest school to the project site is Anna Hause Elementary School, which is located as near as a half mile northeast of the project site.

1.3 Proposed Project Description

The proposed project consists of development of a gas station with 12 fueling positions that are covered with a canopy, a 3,400 square foot convenience store with an attached 1,292 square foot quick serve restaurant, and a 1,809 square foot automated car wash. The proposed project would also include a parking lot with 49 parking spaces as well as improvements to Pennsylvania Avenue. The proposed site plan is shown in Figure 2.

1.4 Standard Noise Regulatory Conditions

The proposed project will be required to comply with the following regulatory conditions from the City of Beaumont and State of California.

City of Beaumont Municipal Code

The following lists the City of Beaumont Municipal Code regulations that are applicable to all development projects in the City.

Section 9.02.110(F) Construction Noise

Section 9.02.110(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m. on the condition that construction noise does not exceed 55 dB(A) for intervals of more than 15 minutes per hour at the interior of the nearest occupied residence. Compliance with this regulation will reduce the construction-related noise impacts to the nearby sensitive receptors.

Sections 9.02.050 and 9.02.070 Operational Noise

Section 9.02.070 of the City's Municipal Code limits noise impacts to the nearby residential properties to 5 dBA above base ambient noise level (BANL) for 15 minutes in any hour, 10 dBA above BANL for 5 minutes in any hour, 15 dBA above BANL for 1 minute in any hour, and 20 dBA above BANL is not permitted. The BANL is defined in Section 9.02.050 of the Municipal Code, which details the minimum BANL for residential properties is 45 dBA between 10:00 p.m. and 7:00 a.m. and 55 dBA between 7:00 a.m. and 10:00 p.m.. Section 9.02.050 also details that actual decibel measurements exceeding these levels shall be employed as the BANL. Compliance with this regulation will reduce the operational-related noise impacts to the nearby sensitive receptors.

State of California Rules

The following lists the State of California rules that are applicable to all commercial projects in the State.

California Vehicle Code Section 27200-27207 – On-Road Vehicle Noise

California Vehicle Code Section 27200-27207 provides noise limits for vehicles operated in California. For vehicles over 10,000 pounds noise is limited to 88 dB for vehicles manufactured before 1973, 86 dB for vehicles manufactured before 1975, 83 dB for vehicles manufactured before 1988, and 80 dB for vehicles manufactured after 1987. All measurements are based at 50 feet from the vehicle.

California Vehicle Section 38365-38380 – Off-Road Vehicle Noise

California Vehicle Code Section 38365-38380 provides noise limits for off-highway motor vehicles operated in California. 92 dBA for vehicles manufactured before 1973, 88 dBA for vehicles manufactured before 1975, 86 dBA for vehicles manufactured before 1986, and 82 dBA for vehicles manufactured after December 31, 1985. All measurements are based at 50 feet from the vehicle.

1.5 Summary of Analysis Results

The following is a summary of the proposed project's impacts with regard to the State CEQA Guidelines noise checklist questions.

Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially significant impact. Implementation of Mitigation Measures 1, 2, and 3 would reduce the impact to less than significant levels.

Generation of excessive groundborne vibration or groundborne noise levels?

Less than significant impact.

For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No impact.

1.6 Mitigation Measures for the Proposed Project

This analysis found that through adherence to the noise and vibration regulations detailed in Section 1.4 above and through implementation of the following mitigation all noise and vibration impacts would be reduced to less than significant levels.

Mitigation Measure 1:

Prior to the start of site preparation or grading activities on the project site, the project applicant shall construct a minimum 8-foot high temporary sound wall along the entire west side of the project site. Mitigation Measure 1 may be achieved by either installing a temporary sound wall that is constructed of a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in Mitigation Measure 2.

Mitigation Measure 2:

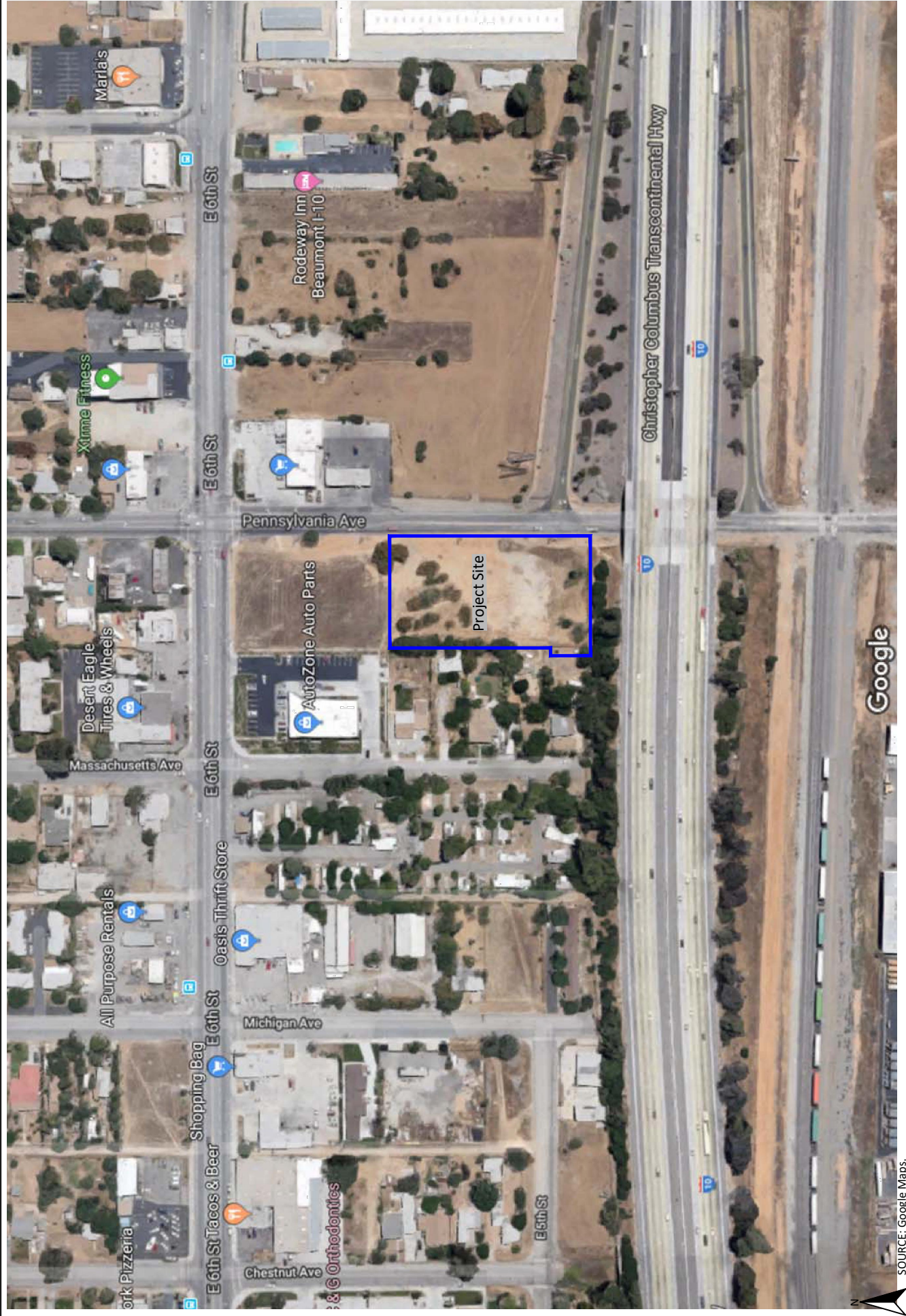
The project applicant shall construct an 8-foot high concrete masonry unit (cmu) wall along the entire length of the west property line other than where the proposed structure is located on the west property line. The 8-foot high wall may consist of up to 2 feet of retaining wall and 6 feet of freestanding cmu wall as long as the combined wall is a minimum of 8 feet high on the residential (west) side of the wall.

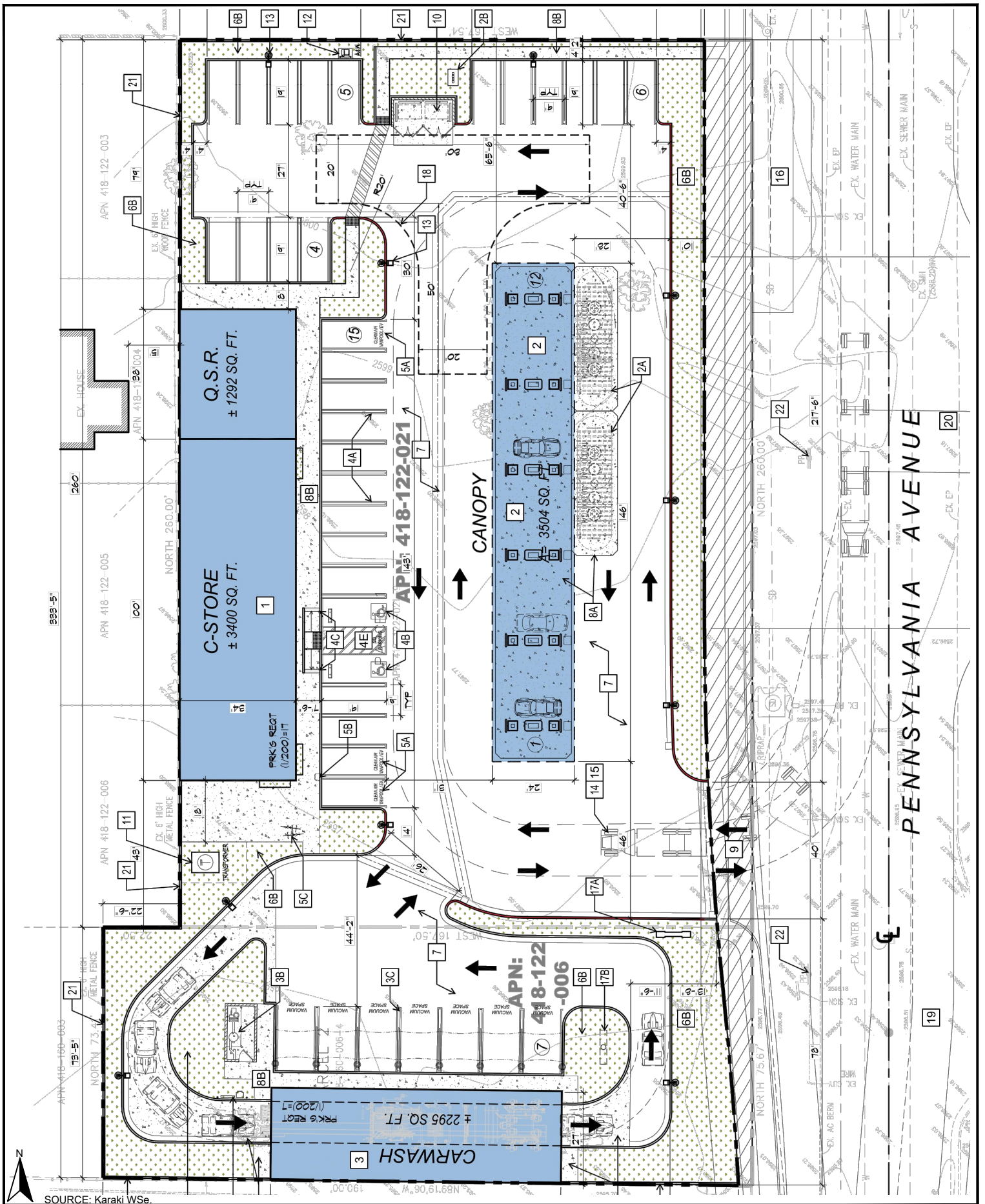
Mitigation Measure 3:

The project applicant shall restrict the operation of the proposed car wash between the hours of 10:00 p.m. and 7:00 a.m..

Mitigation Measure 4:

The project applicant shall construction a minimum 3-foot high parapet wall on top of the roof on the west side of the proposed commercial building.





2.0 NOISE FUNDAMENTALS

Noise is defined as unwanted sound. Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Sound is produced by the vibration of sound pressure waves in the air. Sound pressure levels are used to measure the intensity of sound and are described in terms of decibels. The decibel (dB) is a logarithmic unit which expresses the ratio of the sound pressure level being measured to a standard reference level. A-weighted decibels (dBA) approximate the subjective response of the human ear to a broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

2.1 Noise Descriptors

Noise Equivalent sound levels are not measured directly, but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak traffic hour Leq is the noise metric used by California Department of Transportation (Caltrans) for all traffic noise impact analyses.

The Day-Night Average Level (Ldn) is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of ten decibels to sound levels at night between 10 p.m. and 7 a.m. While the Community Noise Equivalent Level (CNEL) is similar to the Ldn, except that it has another addition of 4.77 decibels to sound levels during the evening hours between 7 p.m. and 10 p.m. These additions are made to the sound levels at these time periods because during the evening and nighttime hours, when compared to daytime hours, there is a decrease in the ambient noise levels, which creates an increased sensitivity to sounds. For this reason the sound appears louder in the evening and nighttime hours and is weighted accordingly. The City of Beaumont relies on the CNEL noise standard to assess transportation-related impacts on noise sensitive land uses.

2.2 Tone Noise

A pure tone noise is a noise produced at a single frequency and laboratory tests have shown that humans are more perceptible to changes in noise levels of a pure tone. For a noise source to contain a “pure tone,” there must be a significantly higher A-weighted sound energy in a given frequency band than in the neighboring bands, thereby causing the noise source to “stand out” against other noise sources. A pure tone occurs if the sound pressure level in the one-third octave band with the tone exceeds the average of the sound pressure levels of the two contiguous one-third octave bands by:

- 5 dB for center frequencies of 500 hertz (Hz) and above
- 8 dB for center frequencies between 160 and 400 Hz
- 15 dB for center frequencies of 125 Hz or less

2.3 Noise Propagation

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound

from point sources, such as air conditioning condensers, radiate uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

2.4 Ground Absorption

The sound drop-off rate is highly dependent on the conditions of the land between the noise source and receiver. To account for this ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft-site and hard-site conditions. Soft-site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. For point sources, a drop-off rate of 7.5 dBA/DD is typically observed over soft ground with landscaping, as compared with a 6.0 dBA/DD drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. For line sources a 4.5 dBA/DD is typically observed for soft-site conditions compared to the 3.0 dBA/DD drop-off rate for hard-site conditions. Caltrans research has shown that the use of soft-site conditions is more appropriate for the application of the Federal Highway Administration (FHWA) traffic noise prediction model used in this analysis.

3.0 GROUND-BORNE VIBRATION FUNDAMENTALS

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

3.1 *Vibration Descriptors*

There are several different methods that are used to quantify vibration amplitude such as the maximum instantaneous peak in the vibrations velocity, which is known as the peak particle velocity (PPV) or the root mean square (rms) amplitude of the vibration velocity. Due to the typically small amplitudes of vibrations, vibration velocity is often expressed in decibels and is denoted as (L_v) and is based on the rms velocity amplitude. A commonly used abbreviation is “VdB”, which in this text, is when L_v is based on the reference quantity of 1 micro inch per second.

3.2 *Vibration Perception*

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. Off-site sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration.

3.3 *Vibration Propagation*

The propagation of ground-borne vibration is not as simple to model as airborne noise. This is due to the fact that noise in the air travels through a relatively uniform median, while ground-borne vibrations travel through the earth which may contain significant geological differences. There are three main types of vibration propagation; surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground’s surface. These waves carry most of their energy along an expanding circular wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a “push-pull” fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse or “side-to-side and perpendicular to the direction of propagation.”

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 REGULATORY SETTING

The project site is located in the City of Beaumont. Noise regulations are addressed through the efforts of various federal, state, and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce
- Assisting state and local abatement efforts
- Promoting noise education and research

The Federal Office of Noise Abatement and Control (ONAC) was initially tasked with implementing the Noise Control Act. However, the ONAC has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The Department of Transportation (DOT) assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration (FAA) regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA). Transit noise is regulated by the federal Urban Mass Transit Administration (UMTA), while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Although the proposed project is not under the jurisdiction of the FTA, the FTA is the only agency that has defined what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are provided below in Table A.

Table A – FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA Leq or Ldn)	Allowable Noise Impact Exposure dBA Leq or Ldn		
	Project Only	Combined	Noise Exposure Increase
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, 2006.

As shown in Table A, the allowable cumulative noise level increase created from a project would range from 0 to 7 dBA, which is based on the existing (ambient) noise levels in the project vicinity. The justification for the sliding scale, is that people already exposed to high levels of noise should be expected to tolerate only a small increase in the amount of noise in their community. In contrast, if the existing noise levels are quite low, it is reasonable to allow a greater change in the community noise for the equivalent difference in annoyance.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by transportation sources, the City is restricted to regulating noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.2 State Regulations

Noise Standards

California Department of Health Services Office of Noise Control

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regulatory tools to control and abate noise for use by local agencies. One significant model is the “Land Use Compatibility for Community Noise Environments Matrix,” which allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

California Noise Insulation Standards

Title 24, Chapter 1, Article 4 of the California Administrative Code (California Noise Insulation Standards) requires noise insulation in new hotels, motels, apartment houses, and dwellings (other than single-family detached housing) that provides an annual average noise level of no more than 45 dBA CNEL. When such structures are located within a 60-dBA CNEL (or greater) noise contour, an acoustical analysis is required to ensure that interior levels do not exceed the 45-dBA CNEL annual threshold. In addition, Title 21, Chapter 6, Article 1 of the California Administrative Code requires that all habitable rooms, hospitals, convalescent homes, and places of worship shall have an interior CNEL of 45 dB or less due to aircraft noise.

Government Code Section 65302

Government Code Section 65302 mandates that the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable.

Vibration Standards

Title 14 of the California Administrative Code Section 15000 requires that all state and local agencies implement the California Environmental Quality Act (CEQA) Guidelines, which requires the analysis of exposure of persons to excessive groundborne vibration. However, no statute has been adopted by the state that quantifies the level at which excessive groundborne vibration occurs.

Caltrans issued the *Transportation- and Construction-Induced Vibration Guidance Manual* in 2004. The manual provides practical guidance to Caltrans engineers, planners, and consultants who must address

vibration issues associated with the construction, operation, and maintenance of Caltrans projects. However, this manual is also used as a reference point by many lead agencies and CEQA practitioners throughout California, as it provides numeric thresholds for vibration impacts. Thresholds are established for continuous (construction-related) and transient (transportation-related) sources of vibration, which found that the human response becomes distinctly perceptible at 0.25 inch per second PPV for transient sources and 0.04 inch per second PPV for continuous sources.

4.3 Local Regulations

The City of Beaumont General Plan and Municipal Code establishes the following applicable policies related to noise and vibration.

City of Beaumont General Plan

The City of Beaumont has developed its own land use compatibility standards based on recommended parameters from the State Office of Noise Control. Using the State's land use compatibility guidelines, the City has established the following noise and land use compatibility standards. The City's compatibility standards provide both the desired maximum and maximum acceptable noise exposure levels. The City's Land Use Compatibility standards are presented in Table B.

Table B – City of Beaumont General Plan Noise and Land Use Compatibility Standards

Land Use	Desirable Maximum	Maximum Acceptable
Single-Family Residential	55 dBA	65 dBA
Multiple-Family Residential	60 dBA	65 dBA
6 th Street Corridor Overlay	65 dBA	70 dBA
Public Facilities (including Schools)	60 dBA	70 dBA
All Commercial & Mixed-Use	65 dBA	75 dBA
Industrial	70 dBA	75 dBA

Notes: Ambient Exterior Noise Exposure
Source: City of Beaumont, 2007.

The following applicable goals and policies to the proposed project are from the Noise Element of the General Plan.

Safety Goal 6. The City of Beaumont will strive to control the adverse effects of noise in the environment.

Safety Element Policies

- 24) The City of Beaumont will protect public health and welfare by eliminating existing noise problems and by preventing significant degradation of the future acoustic environment.
- 25) The City of Beaumont will incorporate noise considerations into land use planning decisions.
- 26) The City of Beaumont shall require the inclusion of noise mitigation measures, as may be necessary to meet standards, in the design of new roadway projects in Beaumont.
- 27) The City of Beaumont shall promote the effective enforcement of City, State and Federal noise standards by all appropriate City divisions.

City of Beaumont Municipal Code

The City of Beaumont Municipal Code establishes the following applicable standards related to noise.

9.02.050 - Base ambient noise level.

All ambient noise measurements shall commence at the base ambient noise levels in decibels within the respective times and zones as follows:

Table C – City of Beaumont Municipal Code Base Ambient Noise Levels

Decibels	Time	Zone Use
45 dB(A)	10:00 p.m. – 7:00 a.m.	Residential
55 dB(A)	7:00 a.m. – 10:00 p.m.	Residential
50 dB(A)	10:00 p.m. – 7:00 a.m.	Industrial and Commercial
75 dB(A)	7:00 a.m. – 10:00 p.m.	Industrial and Commercial

Source: City of Beaumont Municipal Code Section 9.02.050

Actual decibel measurements exceeding the levels set forth hereinabove at the times and within the zones corresponding thereto shall be employed as the "base ambient noise level" referred to in this Chapter. Otherwise, no ambient noise shall be deemed to be less than the above specified levels.

9.02.060 – Exterior noise level measurement.

Except as otherwise specifically provided herein, all reference to "exterior noise" or "exterior noise levels" as used in this Chapter shall be as measured at any point relative to the closest point of the source of the noise at the property line of the complaining party. Measurements will not be made during extraordinary times, such as during the movement of a nearby train or airplane.

9.02.070 – Maximum residential noise levels.

No noise level shall exceed the following for the duration periods specified:

Table D – City of Beaumont Municipal Code Maximum Residential Noise Levels

Noise Level Exceeded	Maximum Duration Period
5 dB(A) above BANL	15 minutes any hour
10 dB(A) above BANL	5 minutes any hour
15 dB(A) above BANL	1 minute any hour
20 dB(A) above BANL	Not permitted

Source: City of Beaumont Municipal Code Section 9.02.060

9.02.090 – Maximum nonresidential noise levels.

Any provision contained herein to the contrary notwithstanding, no exterior noise level shall exceed the base ambient noise levels (BANL) for nonresidential land uses set forth in any development agreement applicable to such development or as otherwise specifically set forth in any development standard which is by its terms enforceable by the City against the noise maker.

9.02.100 – Exemptions.

Sound emanating from the following sources is exempt from the provisions of this Chapter:

- D. Other public/governmental services or operations including, but not limited to trains and railway or airplanes and helicopter machinery, equipment or vehicles.

9.02.110 – Special Provisions.

F. *Construction, Landscape, Maintenance or Repair.*

1. It shall be unlawful for any person to engage in or permit the generation of noise related to landscape maintenance, construction including erection, excavation, demolition, alteration or repair of any structure or improvement, at such sound levels, as measured at the property line of the nearest adjacent occupied property, as to be in excess of the sound levels permitted under this Chapter, at other times than between the hours of 7:00 a.m. and 6:00 p.m. The person engaged in such activity is hereby permitted to exceed sound levels otherwise set forth in this Chapter for the duration of the activity during the above described hours for purposes of construction. However, nothing contained herein shall permit any person to cause sound levels to at any time exceed 55 dB(A) for intervals of more than 15 minutes per hour as measured in the interior of the nearest occupied residence or school.
2. Whenever a construction site is within one-quarter of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.
3. Construction related noise as defined in subsection (F)(1) and (2) above may take place outside the time period set forth therein and above the relative sound levels in case of urgent necessity in the interest of public health and safety, and then only with the prior permission of the building inspector. Such permit may be granted for a period of not to exceed three days or until the emergency ends, whichever is less. The permit may be renewed for periods of three days while the emergency continues.
4. Unless exempted by this Chapter, if the building official should determine that the public health and safety will not be impaired by the construction related noise, the building inspector may issue a permit for construction within the hours of 6:00 p.m. and 7:00 a.m., upon application being made at the time the permit for the work is awarded or during the progress of the work. The building official may place such conditions on the issuance of the permit that are appropriate to maintain the public health and safety, as determined by the building official.

- #### G. *Machinery, Equipment, Fans and Air Conditioning.*
- It shall be unlawful for any person to operate, cause to operate or permit the operation of any machinery, equipment, device, pump, fan, compressor, air conditioning apparatus or similar mechanical device, including but not limited to the use of any steam shovel, pneumatic hammer, derrick, steam or electric hoist, blower or power fan, or any internal combustion engine, the operation of which causes noise due to the explosion of operating gases or fluids, or other appliance, in any manner so as to create any noise which would cause the noise level at the property line of the property upon which the equipment or machinery is operated to exceed the base ambient noise level by five dB(A).

5.0 EXISTING NOISE CONDITIONS

To determine the existing noise levels, noise measurements have been taken in the vicinity of the project site. The field survey noted that noise within the proposed project area is generally characterized by vehicle traffic on I-10 Freeway, which is located adjacent to the south side of the project site. The following describes the measurement procedures, measurement locations, noise measurement results, and the modeling of the existing noise environment.

5.1 Noise Measurement Equipment

The noise measurements were taken using three Larson Davis Model LXT1 Type 1 sound level meters programmed in “slow” mode to record the sound pressure level at 1-second intervals for 24 hours in “A” weighted form. In addition, the L_{eq} averaged over the entire measuring time and L_{max} were recorded with both sound level meters. The sound level meters and microphones were mounted on fences and trees poles, were placed approximately six feet above the ground and were equipped with windscreens during all measurements. The noise meters were calibrated before and after the monitoring using a Larson Davis Cal200 calibrator. All noise level measurement equipment meets American National Standards Institute specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

Noise Measurement Location

The noise monitoring locations were selected in order to obtain noise measurements of the current noise levels on the project site adjacent to the nearby homes. The noise measurement sites were selected to provide a representative sampling of the existing noise levels in the project vicinity. Descriptions of the noise monitoring sites are provided below in Table E and the noise measurement sites locations are shown in Figure 3. Appendix A includes a photo index of the study area and noise level measurement locations.

Noise Measurement Timing and Climate

The noise measurements were recorded between 11:33 a.m. on Wednesday, May 29, 2019 and 11:42 a.m. on Thursday, May 30, 2019. When the noise measurements were started the sky was partly cloudy, the temperature was 76 degrees Fahrenheit, the humidity was 42 percent, barometric pressure was 27.18 inches of mercury, and the wind was blowing around three miles per hour. Overnight, the sky was partly cloudy and the temperature dropped to 50 degrees Fahrenheit. At the conclusion of the noise measurements, the sky was partly cloudy, the temperature was 81 degrees Fahrenheit, the humidity was 35 percent, barometric pressure was 27.20 inches of mercury, and the wind was blowing around two miles per hour.

5.2 Noise Measurement Results

The results of the noise level measurements are presented in Table E. The measured sound pressure levels in dBA have been used to calculate the minimum and maximum L_{eq} averaged over 1-hour intervals. Table E also shows the L_{eq} , L_{max} , and CNEL, based on the entire measurement time. The noise monitoring data printouts are included in Appendix B. Figure 4 shows a graph of the 24-hour noise measurements.

Table E – Existing (Ambient) Noise Level Measurements

Site No.	Site Description	Average (dBA L _{eq})		1-hr Average (dBA L _{eq} /Time)		Average (dBA CNEL)
		Daytime ¹	Nighttime ²	Minimum	Maximum	
1	Located on the fence near the west property line, approximately 110 feet north of the nearest travel lane on I-10.	67.3	64.5	63.6 12:17 a.m.	67.7 5:55 a.m.	72.6
2	Located on a tree near the west property line, approximately 250 feet north of the nearest travel lane on I-10.	65.8	63.5	62.3 12:17 a.m.	66.8 5:59 a.m.	71.4
3	Located on a tree near the northwest corner of the project site.	64.1	61.9	59.6 12:17 a.m.	66.1 5:29 a.m.	69.9

Notes:

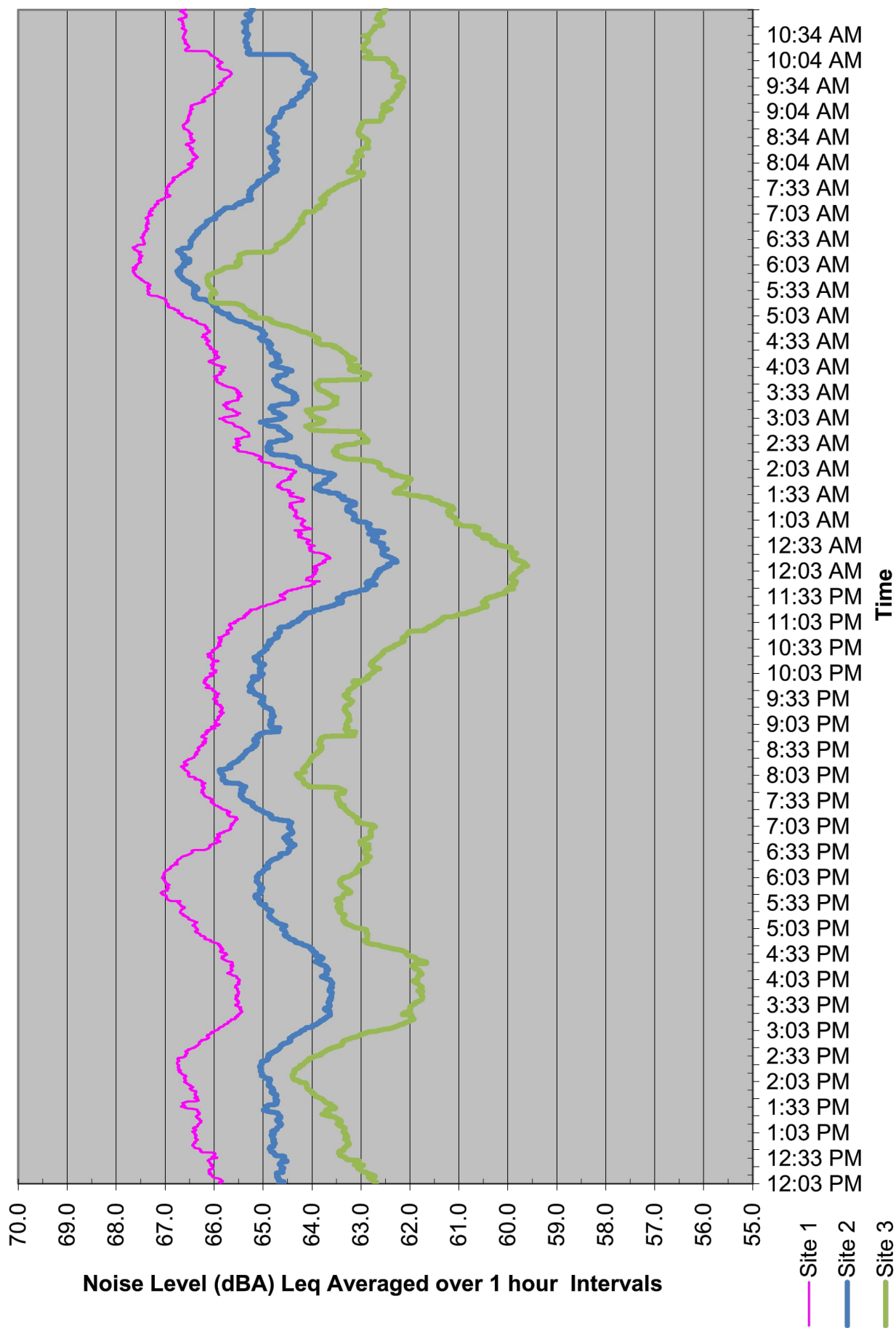
¹ Daytime defined as 7:00 a.m. to 10:00 p.m. (Section 9.02.050 of the Municipal Code)

² Nighttime define as 10:00 p.m. to 7:00 a.m. (Section 9.02.050 of the Municipal Code)

Source: Noise measurements taken between Wednesday, May 29 and Thursday, May 30, 2019.

Table E shows that the noise levels on the project site and at the nearby homes, currently exceed the base ambient noise levels (BANLs) of 45 dBA between 10:00 p.m. and 7:00 a.m., and 55 dBA between 7:00 a.m. and 10:00 p.m.. As such, the BANLs at the nearby homes shall be set based on the noise measurement levels shown in Table E.





SOURCE: Larson Davis Model LXT11 Type1 Sound Level Meters.



Figure 4
Field Noise Measurements Graph

6.0 MODELING PARAMETERS AND ASSUMPTIONS

6.1 Construction Noise

The noise impacts from construction of the proposed project have been analyzed through use of the FHWA's Roadway Construction Noise Model (RCNM). The FHWA compiled noise measurement data regarding the noise generating characteristics of several different types of construction equipment used during the Central Artery/Tunnel project in Boston. Table F below provides a list of the construction equipment anticipated to be used for each phase of construction as detailed in *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis Pennsylvania Ave at I-10 Freeway Gas Station Project* (Air Quality Analysis), prepared by Vista Environmental, May 20, 2020.

Table F – Construction Equipment Noise Emissions and Usage Factors

Equipment Description	Number of Equipment	Acoustical Use Factor ¹ (percent)	Spec 721.560 Lmax at 50 feet ² (dBA, slow ³)	Actual Measured Lmax at 50 feet ⁴ (dBA, slow ³)
Site Preparation				
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	83
Tractor, Loader, or Backhoe ⁵	1	40	84	N/A
Grading				
Grader	1	40	85	83
Rubber Tired Dozer	1	40	85	82
Tractor, Loader or Backhoe ⁵	1	40	84	N/A
Building Construction				
Crane	1	16	85	81
Forklift (Gradall)	1	40	85	83
Generator	1	50	82	81
Tractor, Loader or Backhoe ⁵	1	40	84	N/A
Welders	3	40	73	74
Architectural Coating				
Air Compressor	1	40	80	78
Paving				
Cement & Mortar Mixer ⁶	1	50	80	80
Paver	1	50	85	77
Paving Equipment	1	50	85	77
Roller	1	20	85	80
Tractor, Loader or Backhoe ⁵	1	40	84	N/A

Notes:

¹ Acoustical use factor is the percentage of time each piece of equipment is operational during a typical workday.

² Spec 721.560 is the equipment noise level utilized by the RCNM program.

³ The "slow" response averages sound levels over 1-second increments. A "fast" response averages sound levels over 0.125-second increments.

⁴ Actual Measured is the average noise level measured of each piece of equipment during the Central Artery/Tunnel project in Boston, Massachusetts primarily during the 1990s.

⁵ For the tractor/loader/backhoe, the tractor noise level was utilized, since it is the loudest of the three types of equipment.

⁶ For the cement & mortar mixer, the concrete mixer truck noise level was utilized.

Source: Federal Highway Administration, 2006 and CalEEMod default equipment mix.

Table F also shows the associated measured noise emissions for each piece of equipment from the RCNM model and measured percentage of typical equipment use per day. Construction noise impacts to the nearby sensitive receptors have been calculated according to the equipment noise levels and usage factors listed in Table F and through use of the RCNM. For each phase of construction, the equipment was placed at the middle of the project site, since due to the small size of the project site, it is anticipated that each piece of equipment would operate over the entire site during a typical workday. Since the project site is approximately 160 feet wide and the nearest home is located as near as 10 feet west of the project site, all construction equipment was analyzed at 90 feet (i.e. $160/2=80 + 10 = 90$) from the nearest home.

6.2 Operational Noise

FHWA Roadway Noise Model Methodology

The proposed project would result in increases in traffic noise to the nearby roadways as well as introduce new sensitive receptors to the project site. The project impacts to the offsite roadways were analyzed through use of the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108 (FHWA Model). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the reference energy mean emission level to account for: the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT) and the percentage of ADT which flows during the day, evening and night, the travel speed, the vehicle mix on the roadway, which is a percentage of the volume of automobiles, medium trucks and heavy trucks, the roadway grade, the angle of view of the observer exposed to the roadway and site conditions ("hard" or "soft" relates to the absorption of the ground, pavement or landscaping). The following section provides a discussion of the software and modeling input parameters used in this analysis and a discussion of the resultant existing noise model.

FHWA Model Traffic Noise Prediction Model Inputs

The roadway parameters used for this study are presented in Table G. The roadway classifications are based on the City's General Plan Circulation Element. The roadway speeds are based on the posted speed limits. The distance to the nearest sensitive receptor was determined by measuring the distance from the roadway centerline to the nearest residence. Since the study area is located in a suburban environment and landscaping exists along the sides of most of the analyzed roadways, soft site conditions were modeled.

Table G – FHWA Model Roadway Parameters

Roadway	Segment	General Plan Classification	Vehicle Speed (MPH)	Distance to Nearest Receptor ¹ (feet)
Pennsylvania Avenue	North of 6th Street	Collector	30	50
6th Street	West of Pennsylvania Avenue	Secondary	30	70
6th Street	East of Pennsylvania Avenue	Major	30	70

Notes:

¹ Distance measured from nearest residential structure to centerline of roadway.

Source: K2 Traffic Engineering, Inc., 2019; and City of Beaumont, 2007.

The average daily traffic (ADT) volumes were obtained from the *New Gas Station and Convenient Store NWC of Pennsylvania Ave and I-10 WB Off Ramp* (Traffic Impact Study), prepared by K2 Traffic Engineering,

Inc., October 7, 2021. The without project ADT volumes were calculated by multiplying the PM peak hour volumes provided in the Traffic Impact Study by 12 and the with project ADT volumes were calculated through use of the project trip generation without pass-by trip reduction consideration of 2,935 daily trips portion for each road segment added to the without trip volumes. The ADT volumes used in this analysis are shown in Table H.

Table H – Average Daily Traffic Volumes

Roadway	Segment	Average Daily Traffic Volumes			
		Existing	Existing + Project	Year 2023	Year 2023 + Project
Pennsylvania Avenue	North of 6th Street	8,340	9,220	9,540	10,420
6th Street	West of Pennsylvania Avenue	14,330	14,620	18,490	18,780
6th Street	East of Pennsylvania Avenue	11,560	11,850	15,720	16,010

Source: K2 Traffic Engineering, Inc., 2021.

The vehicle mix used in the FHWA-RD-77-108 Model is shown in Table I and is based on the typical vehicle mixes observed for collector and major roadways in Riverside County. The vehicle mix provides the hourly distribution percentages of automobiles, medium trucks, and heavy trucks for input into the FHWA model.

Table I – Roadway Vehicle Mix

Vehicle Type	Traffic Flow Distributions			Overall
	Day (7 a.m. to 7 p.m.)	Evening (7 p.m. to 10 p.m.)	Night (10 p.m. to 7 a.m.)	
Collector				
Automobiles	73.6%	13.6%	10.2%	97.42%
Medium Trucks	0.9%	0.9%	0.0%	1.84%
Heavy Trucks	0.4%	0.0%	0.4%	0.74%
Major and Secondary				
Automobiles	69.5%	12.9%	9.6%	92.0%
Medium Trucks	1.4%	0.1%	1.5%	3.0%
Heavy Trucks	2.4%	0.1%	2.5%	5.0%

Source: Riverside County General Plan, 2008.

FHWA Model Source Assumptions

To assess the roadway noise generation in a uniform manner, all vehicles are analyzed at the single lane equivalent acoustic center of the roadway being analyzed. In order to determine the height above the road grade where the noise is being emitted from, each type of vehicle has been analyzed independently with autos at road grade, medium trucks at 2.3 feet above road grade, and heavy trucks at 8 feet above road grade. These elevations were determined through a noise-weighted average of the elevation of the exhaust pipe, tires and mechanical parts in the engine, which are the primary noise emitters from a vehicle.

6.3 Vibration

Construction activity can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the construction site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. Table J gives approximate vibration levels for particular construction activities. The data in Table J provides a reasonable estimate for a wide range of soil conditions.

Table J – Vibration Source Levels for Construction Equipment

Equipment		Peak Particle Velocity (inches/second)	Approximate Vibration Level (L _v) at 25 feet
Pile driver (impact)	Upper range	1.518	112
	typical	0.644	104
Pile driver (sonic)	Upper range	0.734	105
	typical	0.170	93
Clam shovel drop (slurry wall)		0.202	94
Vibratory Roller		0.210	94
Hoe Ram		0.089	87
Large bulldozer		0.089	87
Caisson drill		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79
Small bulldozer		0.003	58

Source: Federal Transit Administration, 2018.

The construction-related vibration impacts have been calculated through the vibration levels shown above in Table J and through typical vibration propagation rates. The equipment assumptions were based on the equipment lists provided above in Table F.

7.0 IMPACT ANALYSIS

7.1 CEQA Thresholds of Significance

Consistent with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generation of excessive groundborne vibration or groundborne noise levels; or
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

7.2 Generation of Noise Levels in Excess of Standards

The proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The following section calculates the potential noise emissions associated with the temporary construction activities and long-term operations of the proposed project and compares the noise levels to the City standards.

Construction-Related Noise

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. Noise impacts from construction activities associated with the proposed project would be a function of the noise generated by construction equipment, equipment location, sensitivity of nearby land uses, and the timing and duration of the construction activities. The nearest sensitive receptors to the project site are single-family homes located as near as 10 feet west of the project site.

Section 9.02.110(F) of the City's Municipal Code allows construction noise to exceed the City noise standards provided that construction activities occur between 7:00 a.m. and 6:00 p.m. on the condition that construction noise does not exceed 55 dB(A) for intervals of more than 15 minutes per hour at the interior of the nearest occupied residence.

Construction noise levels at the exterior of the nearest homes have been calculated through use of the RCNM and the parameters and assumptions detailed in Section 6.1 of this report. Since the City's construction noise standard is based on the noise level at the interior of the nearest home and the City does not provide any exterior to interior noise reduction rates to use, the County of Riverside General Plan Noise Guidelines was utilized that details that a single-family home with the windows closed provides 20 dB exterior to interior noise reduction. Both the exterior and interior noise levels for each phase of construction at the nearest homes are shown below in Table K and the RCNM printouts are provided in Appendix C.

Table K – Construction Noise Levels at the Nearest Homes to the West Prior to Mitigation

Construction Phase	Noise Level at Nearest Homes ¹ (dBA Leq)	
	Exterior ²	Interior ³
Site Preparation	79.5	59.5
Grading	80.8	60.8
Building Construction & Architectural Coatings	79.9	59.9
Paving	78.0	58.0
City Construction Noise Threshold ⁴	--	55
Exceed Threshold?		Yes

¹ The nearest homes are located as near as 10 feet west of the project site.

² The exterior noise levels were calculated from the RCNM model (see Appendix C).

³ The interior noise level is based on a 20 dB exterior to interior noise reduction.

⁴ City Construction noise threshold from Section 9.02.110(F) of the Municipal Code.

Source: RCNM, Federal Highway Administration, 2018; County of Riverside, 2008.

Table K shows that the City's construction noise threshold of 55 dBA would be exceeded for every phase of construction at the interior of the nearest homes, located on the west side of the project site. This would be considered a significant impact.

Mitigation Measure 1 has been provided that requires the applicant to construct a minimum 8-foot high temporary sound wall along the entire west side of the project site prior to the start of any site preparation or grading activities for the site. Mitigation Measure 1 may be achieved by either constructing a temporary sound wall that is a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in Mitigation Measure 2, prior to the start of site preparation or grading activities.

According to Caltrans (Caltrans, 2013), a sound wall provides approximately 5 dB of attenuation at the height where it blocks the line-of-sight (approximately 6 feet high for a person standing in the nearest home) and then an additional 0.9 dB for each additional foot of height, which would result in 6.8 dBA of attenuation for an 8-foot high wall. However, in order to provide a conservative analysis the mitigated construction noise levels shown in Table L has utilized a 6 dB attenuation rate for the proposed wall in Mitigation Measure 1.

Table L – Mitigated Construction Noise Levels at the Nearest Homes to the West

Construction Phase	Noise Level at Nearest Homes ¹ (dBA Leq)	
	Exterior ²	Interior ³
Site Preparation	73.5	53.5
Grading	73.9	54.8
Building Construction & Architectural Coatings	73.9	53.9
Paving	72.0	52.0
City Construction Noise Threshold ⁴	--	55
Exceed Threshold?		No

¹ The nearest homes are located as near as 10 feet west of the project site.

² The exterior noise levels were calculated from the RCNM model (see Appendix C) with 6 dB of noise reduction applied to account for the sound wall detailed in Mitigation Measure 1.

³ The interior noise level is based on a 20 dB exterior to interior noise reduction.

⁴ City Construction noise threshold from Section 9.02.110(F) of the Municipal Code.

Source: RCNM, Federal Highway Administration, 2018; County of Riverside, 2008.

Table L shows that with implementation of Mitigation Measure 1, the noise levels from all phase of construction would be below the City's construction noise threshold of 55 dBA at the interior of the nearest home. Therefore, with implementation of Mitigation Measure 1 and the construction time restrictions detailed in Section 9.02.110(F) of the Municipal Code, construction noise impacts would be less than significant.

Operational-Related Noise

The proposed project would consist of the development of a gas station, a convenience store with an attached quick serve restaurant, and an automated car wash. Potential noise impacts associated with the operations of the proposed project would be from project-generated vehicular traffic on the nearby roadways and from onsite activities, which have been analyzed separately below.

Roadway Vehicular Noise

Vehicle noise is a combination of the noise produced by the engine, exhaust and tires. The level of traffic noise depends on three primary factors (1) the volume of traffic, (2) the speed of traffic, and (3) the number of trucks in the flow of traffic. The proposed project does not propose any uses that would require a substantial number of truck trips and the proposed project would not alter the speed limit on any existing roadway so the proposed project's potential offsite noise impacts have been focused on the noise impacts associated with the change of volume of traffic that would occur with development of the proposed project.

Safety Element Policy 24 of the City's General Plan, requires the City to prevent significant degradation of the future acoustic environment. However, the General Plan does not quantify what is a significant degradation of the future acoustic environment. As such this impact analysis has utilized guidance from the Federal Transit Administration for a moderate impact that has been detailed above in Table A that shows that the project contribution to the noise environment can range between 0 and 7 dB, which is dependent on the existing noise levels.

The potential offsite traffic noise impacts created by the on-going operations of the proposed project have been analyzed through utilization of the FHWA model and parameters described above in Section 6.2 and the FHWA model traffic noise calculation spreadsheets are provided in Appendix D. The proposed project's potential offsite traffic noise impacts have been analyzed for both the existing and cumulative projects opening year 2023 conditions, which are discussed below.

Existing Conditions

The proposed project's potential offsite roadway noise impacts have been calculated through a comparison of the existing scenario to the existing with project scenario. The results of this comparison are shown in Table M.

Table M – Existing Conditions Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor ¹			Increase Threshold ²
		Existing	Existing Plus Project	Project Contribution	
Pennsylvania Avenue	North of 6th Street	60.0	60.4	0.4	+2 dBA
6th Street	West of Pennsylvania Avenue	61.4	61.5	0.1	+2 dBA
6th Street	East of Pennsylvania Avenue	60.5	60.7	0.2	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Table G, does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A..

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table M shows that for the existing conditions, the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Cumulative Projects Opening Year 2023 Conditions

The proposed project's potential offsite roadway noise impacts have been calculated through a comparison of the opening year 2023 no project scenario to the opening year 2023 with project scenario. The results of this comparison are shown in Table N.

Table N – Opening Year 2023 Conditions Project Traffic Noise Contributions

Roadway	Segment	dBA CNEL at Nearest Receptor ¹			Increase Threshold ²
		2023 No Project	2023 Plus Project	Project Contribution	
Pennsylvania Avenue	North of 6th Street	60.4	60.7	0.3	+2 dBA
6th Street	West of Pennsylvania Avenue	61.7	61.8	0.1	+2 dBA
6th Street	East of Pennsylvania Avenue	60.8	60.9	0.1	+2 dBA

Notes:

¹ Distance to nearest residential use shown in Table G, does not take into account existing noise barriers.

² Increase Threshold obtained from the FTA's allowable noise impact exposures detailed above in Table A..

Source: FHWA Traffic Noise Prediction Model FHWA-RD-77-108.

Table N shows that for the opening year 2023 conditions, the proposed project's permanent noise increases to the nearby homes from the generation of additional vehicular traffic would not exceed the FTA's allowable increase thresholds detailed above. Therefore, the proposed project would not result in a substantial permanent increase in ambient noise levels for the existing conditions. Impacts would be less than significant.

Onsite Noise Sources

The operation of the proposed project may create an increase in onsite noise levels from noise impacts from rooftop mechanical equipment, parking lots, delivery trucks, carwash, and gas pumps. Section 9.02.070 of the City's Municipal Code limits noise impacts to the nearby residential properties to 5 dBA above base ambient noise level (BANL) for 15 minutes in any hour, 10 dBA above BANL for 5 minutes in

any hour, 15 dBA above BANL for 1 minute in any hour, and 20 dBA above BANL is not permitted. The BANL is defined in Section 9.02.050 of the Municipal Code, which details the minimum BANL for residential properties is 45 dBA between 10:00 p.m. and 7:00 a.m. and 55 dBA between 7:00 a.m. and 10:00 p.m.. Section 9.02.050 also details that actual decibel measurements exceeding these levels shall be employed as the BANL. As detailed above in Section 5.2, the existing noise levels on the project site, adjacent to the nearby residential properties range between 61.9 dBA and 67.3 dBA, which is well above the minimum BANL. As such, the measured existing noise levels become the noise standard at the adjacent residential properties.

In order to determine the noise impacts from rooftop mechanical equipment, parking lot activities, delivery truck activities, carwash activities, and gas dispensing activities, reference noise measurements were taken of each noise source and are shown below in Table O. Table O also shows the anticipated noise level from each source at the nearest residential property line that were calculated based on the standard geometrical spreading of noise drop-off rate of 6 dB per doubling of distance. The operational reference noise measurements are shown in Appendix E.

Table O – Operational Noise Levels at the Nearby Homes to West Prior to Mitigation

Noise Source	Reference Noise Measurements		Noise Levels at Nearest Homes		City Noise Standards ³ (Day/Night)	Exceed Standard? (Day/Night)
	Distance of Measurement (feet)	Noise Level ¹ (dBA L _{eq})	Distance Receptor to Source (feet)	Noise Level ² (dBA L _{eq})		
Rooftop Equipment	10	66.6	10	66.6	65.8/63.5	Yes/Yes
Parking Lot	5	63.1	5	63.1	64.1/61.9	No/Yes
Truck Delivery	30	54.8	20	58.3	64.1/61.9	No/No
Fueling Pumps	10	61.7	90	42.6	65.8/63.5	No/No
Car Wash	30	73.1	58.5	67.3	67.3/64.5	Yes/Yes

Notes:

¹ Reference Noise Measurement printouts are provided in Appendix E.

² Calculated noise levels based on standard geometrical spreading rate of 6 dB per doubling of distance.

³ City noise standards are based on measured ambient noise levels provided above in Table E. The parking lot, and truck delivery are based on Noise Measurement Site 3 that is located on the north side of the project, the rooftop equipment and fuel pumps are based on Noise Measurement Site 2 that is located in the middle of the project site, and the car wash is based on Noise Measurement Site 1, that is located on the south side of the project site.

Table O shows that only the rooftop equipment and car wash would produce noise levels that exceed the City daytime noise standards, and the rooftop equipment, parking lot and car wash would exceed the City's nighttime noise standards. This would be considered a significant impact.

Mitigation Measure 2 has been provided that requires the applicant to construct a minimum 8-foot high concrete masonry unit (cmu) wall along the entire west side of the project site, Mitigation Measure 3 has been provided that restricts operation of the car wash between the hours of 10:00 p.m. and 7:00 a.m., and Mitigation Measure 4 has been provided that requires the applicant to construct a minimum 3-foot high parapet wall on the west side of the commercial building structure, in order to shield the rooftop mechanical equipment.

In order to account for the noise reduction provided by the proposed 8-foot high sound wall in Mitigation Measure 2 and the 3 foot high parapet wall in Mitigation Measure 4, the Federal Highway Administration's (FHWA) FHWA-RD-77-108 noise model was utilized as depicted in the *Technical Noise Supplement to the*

Traffic Noise Analysis Protocol (TeNS), prepared by Caltrans, September 2013, and the noise calculation spreadsheet is provided in Appendix F and a summary of the mitigated noise levels are shown in Table P.

Table P – Mitigated Operational Noise Levels at the Nearby Homes to West

Noise Source	Reference Noise Measurements		Noise Levels at Nearest Homes		City Noise Standards ³ (Day/Night)	Exceed Standard? (Day/Night)
	Distance of Measurement (feet)	Noise Level ¹ (dBA L _{eq})	Distance Receptor to Source (feet)	Noise Level ² (dBA L _{eq})		
Rooftop Equipment	10	66.6	10	49.2	65.8/63.5	No/No
Parking Lot	5	63.1	5	48.9	64.1/61.9	No/No
Truck Delivery	30	54.8	20	47.8	64.1/61.9	No/No
Fueling Pumps	10	61.7	90	31.5	65.8/63.5	No/No
Car Wash	30	73.1	58.5	56.6	67.3/64.5	No/No

Notes:

¹ Reference Noise Measurement printouts are provided in Appendix E.

² Calculated noise level includes attenuation provided by Mitigation Measure 2, for the 8-foot high wall on the west side of the project site.

³ City noise standards are based on measured ambient noise levels provided above in Table E. The parking lot, and truck delivery are based on Noise Measurement Site 3 that is located on the north side of the project, the rooftop equipment and fuel pumps are based on Noise Measurement Site 2 that is located in the middle of the project site, and the car wash is based on Noise Measurement Site 1, that is located on the south side of the project site.

Source: Noise calculation methodology from Caltrans, 2013

Table P shows that with implementation of Mitigation Measure 2, which requires construction of an 8-foot high sound wall along the west side of the project site, implementation of Mitigation Measure 3, which restricts the operation of the carwash between the hours of 10:00 p.m. and 7:00 a.m., and implementation of Mitigation Measure 4, which requires construction of a 3 foot high parapet wall on the west side of the commercial structure to shield the rooftop equipment, all operational onsite noise sources would be lowered to within the City noise standards. Therefore, with implementation of Mitigation Measures 2, 3 and 4, operational onsite noise impacts would be less than significant

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Mitigation Measure 1:

Prior to the start of site preparation or grading activities on the project site, the project applicant shall construct a minimum 8-foot high temporary sound wall along the entire west side of the project site. Mitigation Measure 1 may be achieved by either installing a temporary sound wall that is constructed of a minimum 5/8-inch thick plywood or oriented strand board (OSB) or constructing the permanent 8-foot high wall detailed in Mitigation Measure 2.

Mitigation Measure 2:

The project applicant shall construct an 8-foot high concrete masonry unit (cmu) wall along the entire length of the west property line other than where the proposed structure is located on the west property line. The 8-foot high wall may consist of up to 2 feet of retaining wall and 6 feet of freestanding cmu wall as long as the combined wall is a minimum of 8 feet high on the residential (west) side of the wall.

Mitigation Measure 3:

The project applicant shall restrict the operation of the proposed car wash between the hours of 10:00 p.m. and 7:00 a.m..

Mitigation Measure 4:

The project applicant shall construction a minimum 3-foot high parapet wall on top of the roof on the west side of the proposed commercial building.

Level of Significance After Mitigation

Less than significant impact.

7.3 Generation of Excessive Groundborne Vibration

The proposed project would not expose persons to or generation of excessive groundborne vibration or groundborne noise levels. The following section analyzes the potential vibration impacts associated with the construction and operations of the proposed project.

Construction-Related Vibration Impacts

The construction activities for the proposed project are anticipated to include site preparation and grading of the project site, building construction and application of architectural coatings to the proposed gas station, convenience market with quick serve restaurant, and carwash, and paving of the proposed parking lot and driveways. Vibration impacts from construction activities associated with the proposed project would typically be created from the operation of heavy off-road equipment. The nearest sensitive receptors to the project site are single-family homes located as near as 10 feet west of the project site.

Since neither the City's Municipal Code nor the General Plan provides a quantifiable vibration threshold level, Caltrans guidance that is detailed above in Section 4.2 has been utilized, which defines the threshold of perception from transient sources at 0.25 inch per second PPV.

The primary source of vibration during construction would be from the operation of a bulldozer. From Table J above a large bulldozer would create a vibration level of 0.089 inch per second PPV at 25 feet. Based on typical propagation rates, the vibration level at the nearest offsite residential structure (10 feet away) would be 0.24 inch per second PPV. The vibration level at the nearest offsite residential structure would be below the 0.25 inch per second PPV threshold detailed above. Impacts would be less than significant.

Operations-Related Vibration Impacts

The proposed project would consist of the development of a gas station, a convenience store with an attached quick serve restaurant, and an automated car wash. The on-going operation of the proposed project would not include the operation of any known vibration sources. Therefore, a less than significant vibration impact is anticipated from the operation of the proposed project.

Level of Significance

Less than significant impact.

7.4 Aircraft Noise

The proposed project would not expose people residing or working in the project area to excessive noise levels from aircraft. The nearest airport is Banning Municipal Airport that is located approximately six miles east of the project site. The project site is located outside of the 60 dBA CNEL noise contours of Fullerton Municipal Airport. No impacts would occur from aircraft noise.

Level of Significance

No impact.

8.0 REFERENCES

California Department of Transportation, *2016 Annual Average Daily Truck Traffic on the California State Highway System*, 2018.

California Department of Transportation (Caltrans), *Technical Noise Supplement to the Traffic Noise Analytics Protocol*, September 2013.

California Department of Transportation, *Transportation- and Construction-Induced Vibration Guidance Manual*, September 2013.

City of Beaumont, *City of Beaumont General Plan*, March 2007.

City of Beaumont, *Code of Ordinances, City of Beaumont, CA*, 2018.

County of Riverside, *County of Riverside General Plan*, December 2015.

Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, September 2018.

K2 Traffic Engineering, Inc., *Traffic Impact Study New Gas Station and Convenient Store NWC of Pennsylvania Ave and I-10 WB Off-Ramp*, October 7, 2021.

U.S. Department of Transportation, *FHWA Roadway Construction Noise Model User's Guide*, January, 2006.

Vista Environmental, *Air Quality, Energy, and Greenhouse Gas Emissions Impact Analysis Pennsylvania Ave at I-10 Freeway Gas Station Project*, May 20, 2020.

APPENDIX A

Field Noise Measurements Photo Index



Noise Measurement Site 1 - looking north



Noise Measurement Site 1 - looking northeast



Noise Measurement Site 1 - looking east



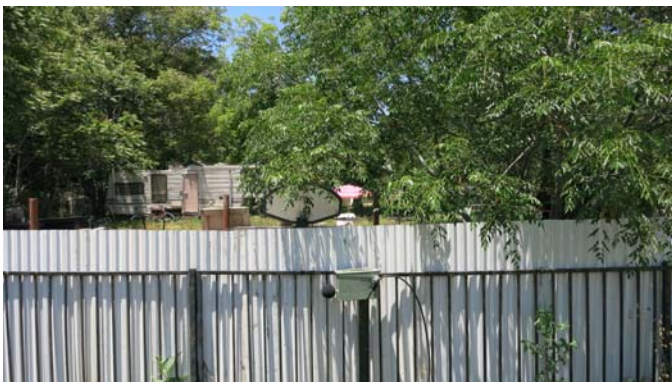
Noise Measurement Site 1 - looking southeast



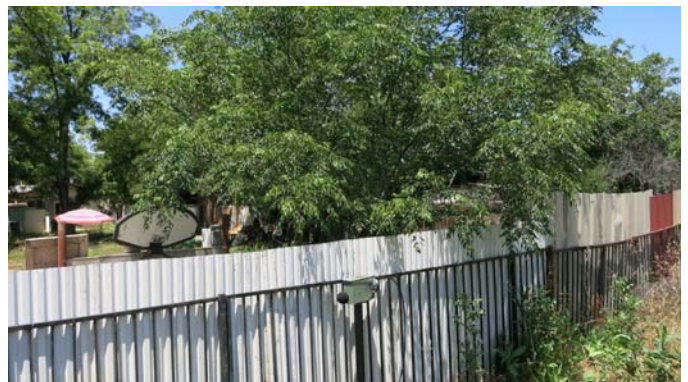
Noise Measurement Site 1 - looking south



Noise Measurement Site 1 - looking southwest



Noise Measurement Site 1 - looking west



Noise Measurement Site 1 - looking northwest



Noise Measurement Site 2 - looking north



Noise Measurement Site 2 - looking northeast



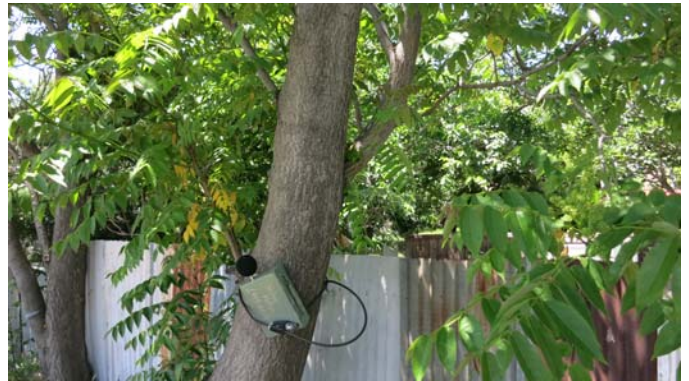
Noise Measurement Site 2 - looking east



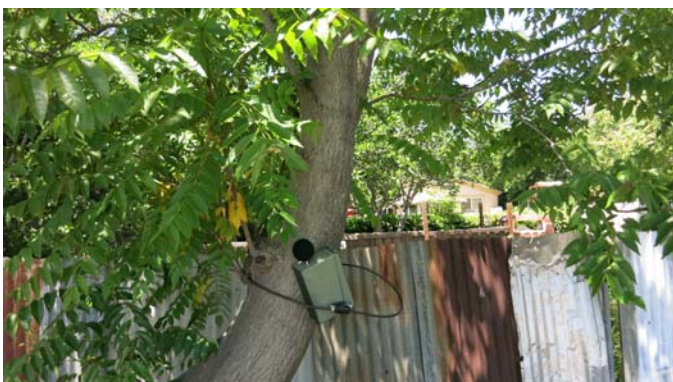
Noise Measurement Site 2 - looking southeast



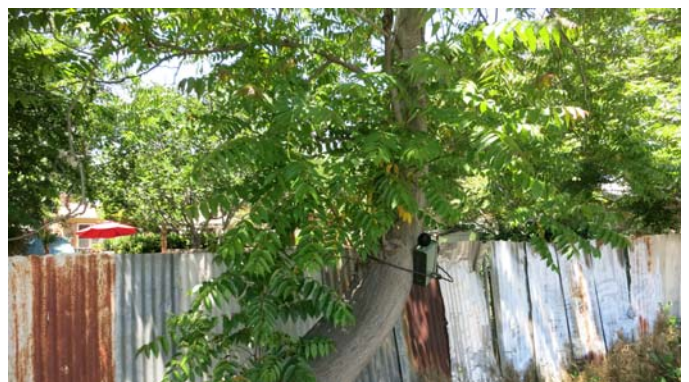
Noise Measurement Site 2 - looking south



Noise Measurement Site 2 - looking southwest



Noise Measurement Site 2 - looking west



Noise Measurement Site 2 - looking northwest



Noise Measurement Site 3 - looking north



Noise Measurement Site 3 - looking northeast



Noise Measurement Site 3 - looking east



Noise Measurement Site 3 - looking southeast



Noise Measurement Site 3 - looking south



Noise Measurement Site 3 - looking southwest



Noise Measurement Site 3 - looking west



Noise Measurement Site 3 - looking northwest

APPENDIX B

Field Noise Measurements Printouts

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg
May 29, 2019 11:33:20 AM Leq Daytime = 67.3
Imping Time = 1 s Freq Weighting=A Leq Nighttime = 64.5
Record Num = 86402 CNEL(24hr) = 72.6
Leq = 66.1 Ldn(24hr) = 72.3
Min = 46.7 Min Leq hr at 12:17 AM 63.6
Max = 85.0 Max Leq hr at 5:55 AM 67.7

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
69.1	11:33:20		69.1
67.8	11:33:21		67.8
66.3	11:33:22		66.3
65.1	11:33:23		65.1
63.3	11:33:24		63.3
66.8	11:33:25		66.8
67.3	11:33:26		67.3
66.7	11:33:27		66.7
71.2	11:33:28		71.2
66.9	11:33:29		66.9
74.1	11:33:30		74.1
71.2	11:33:31		71.2
68.4	11:33:32		68.4
66.6	11:33:33		66.6
65.7	11:33:34		65.7
65.6	11:33:35		65.6
66.8	11:33:36		66.8
66.4	11:33:37		66.4
66.4	11:33:38		66.4
66.8	11:33:39		66.8
66.3	11:33:40		66.3
65.3	11:33:41		65.3
63.9	11:33:42		63.9
63.7	11:33:43		63.7
62.8	11:33:44		62.8
62.7	11:33:45		62.7
62.1	11:33:46		62.1
62.4	11:33:47		62.4
63.2	11:33:48		63.2
62.6	11:33:49		62.6
62.4	11:33:50		62.4
63.4	11:33:51		63.4
64.7	11:33:52		64.7
66.2	11:33:53		66.2
66.4	11:33:54		66.4
65.6	11:33:55		65.6
65.2	11:33:56		65.2
64.6	11:33:57		64.6
66.5	11:33:58		66.5
65.2	11:33:59		65.2
64.4	11:34:00		64.4
65.3	11:34:01		65.3
64.9	11:34:02		64.9
65.5	11:34:03		65.5
67.2	11:34:04		67.2
72.1	11:34:05		72.1
73.4	11:34:06		73.4
70.8	11:34:07		70.8
69.0	11:34:08		69.0
67.9	11:34:09		67.9
70.3	11:34:10		70.3
71.8	11:34:11		71.8
70.1	11:34:12		70.1
69.0	11:34:13		69.0
68.9	11:34:14		68.9
67.7	11:34:15		67.7
65.7	11:34:16		65.7
64.5	11:34:17		64.5
64.9	11:34:18		64.9
65.9	11:34:19		65.9
68.6	11:34:20		68.6
67.9	11:34:21		67.9
66.2	11:34:22		66.2
64.6	11:34:23		64.6
63.9	11:34:24		63.9
65.3	11:34:25		65.3
66.3	11:34:26		66.3
66.0	11:34:27		66.0
68.1	11:34:28		68.1
67.5	11:34:29		67.5
67.0	11:34:30		67.0
65.8	11:34:31		65.8
64.1	11:34:32		64.1
62.6	11:34:33		62.6
61.8	11:34:34		61.8
62.4	11:34:35		62.4
62.2	11:34:36		62.2
61.8	11:34:37		61.8
61.9	11:34:38		61.9
61.9	11:34:39		61.9
63.3	11:34:40		63.3
67.0	11:34:41		67.0
69.2	11:34:42		69.2
68.4	11:34:43		68.4
65.9	11:34:44		65.9
64.2	11:34:45		64.2
64.3	11:34:46		64.3
66.5	11:34:47		66.5
68.6	11:34:48		68.6
68.3	11:34:49		68.3
66.0	11:34:50		66.0
64.7	11:34:51		64.7
64.8	11:34:52		64.8
65.2	11:34:53		65.2
66.9	11:34:54		66.9
68.5	11:34:55		68.5
67.9	11:34:56		67.9
67.4	11:34:57		67.4
68.0	11:34:58		68.0
69.6	11:34:59		69.6
69.6	11:35:00		69.6
68.9	11:35:01		68.9
66.7	11:35:02		66.7
65.0	11:35:03		65.0
63.9	11:35:04		63.9
63.7	11:35:05		63.7
65.3	11:35:06		65.3
67.4	11:35:07		67.4
68.9	11:35:08		68.9
68.9	11:35:09		68.9
67.9	11:35:10		67.9
68.8	11:35:11		68.8
69.3	11:35:12		69.3
67.2	11:35:13		67.2
66.4	11:35:14		66.4
68.2	11:35:15		68.2
67.7	11:35:16		67.7
68.3	11:35:17		68.3
70.8	11:35:18		70.8
71.5	11:35:19		71.5
71.6	11:35:20		71.6
71.7	11:35:21		71.7
72.1	11:35:22		72.1
71.1	11:35:23		71.1
68.7	11:35:24		68.7
66.2	11:35:25		66.2
65.9	11:35:26		65.9
68.4	11:35:27		68.4
69.4	11:35:28		69.4
68.5	11:35:29		68.5
67.7	11:35:30		67.7
68.0	11:35:31		68.0
68.4	11:35:32		68.4
68.2	11:35:33		68.2
67.9	11:35:34		67.9
69.4	11:35:35		69.4
70.7	11:35:36		70.7
71.1	11:35:37		71.1
71.0	11:35:38		71.0
71.0	11:35:39		71.0
70.3	11:35:40		70.3
68.7	11:35:41		68.7
68.4	11:35:42		68.4
69.0	11:35:43		69.0
69.1	11:35:44		69.1
68.5	11:35:45		68.5
67.0	11:35:46		67.0
66.9	11:35:47		66.9
67.8	11:35:48		67.8
67.3	11:35:49		67.3
68.1	11:35:50		68.1
69.9	11:35:51		69.9
69.5	11:35:52		69.5
69.3	11:35:53		69.3
67.5	11:35:54		67.5
65.5	11:35:55		65.5
64.0	11:35:56		64.0
64.3	11:35:57		64.3
65.6	11:35:58		65.6
66.0	11:35:59		66.0
65.7	11:36:00		65.7
65.5	11:36:01		65.5
65.7	11:36:02		65.7
64.7	11:36:03		64.7
64.3	11:36:04		64.3
64.1	11:36:05		64.1
63.9	11:36:06		63.9
64.6	11:36:07		64.6
66.1	11:36:08		66.1
68.4	11:36:09		68.4

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10
May 29, 2019 11:36:55 AM Leq Daytime = 65.8
Imping Time = 1 s Freq Weighting=A Leq Nighttime = 63.5
Record Num = 86402 CNEL(24hr) = 71.4
Leq = 64.8 Ldn(24hr) = 71.2
Min = 46.6 Min Leq hr at 12:17 AM 62.3
Max = 86.9 Max Leq hr at 5:59 AM 66.8

Site 2 - On Trce on W Property Line Approx 250 ft north of I-10			
SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
55.4	11:36:55		55.4
55.7	11:36:56		55.7
56.8	11:36:57		56.8
57.8	11:36:58		57.8
60.3	11:36:59		60.3
64.0	11:37:00		64.0
65.0	11:37:01		65.0
65.7	11:37:02		65.7
67.7	11:37:03		67.7
67.1	11:37:04		67.1
63.1	11:37:05		63.1
70.7	11:37:06		70.7
68.2	11:37:07		68.2
66.5	11:37:08		66.5
65.7	11:37:09		65.7
72.3	11:37:10		72.3
68.9	11:37:11		68.9
66.4	11:37:12		66.4
66.4	11:37:13		66.4
65.8	11:37:14		65.8
60.9	11:37:15		60.9
60.5	11:37:16		60.5
60.7	11:37:17		60.7
60.9	11:37:18		60.9
61.2	11:37:19		61.2
60.7	11:37:20		60.7
59.5	11:37:21		59.5
60.3	11:37:22		60.3
66.2	11:37:23		66.2
67.1	11:37:24		67.1
66.9	11:37:25		66.9
66.3	11:37:26		66.3
64.1	11:37:27		64.1
66.2	11:37:28		66.2
65.4	11:37:29		65.4
66.7	11:37:30		66.7
65.0	11:37:31		65.0
64.9	11:37:32		64.9
65.3	11:37:33		65.3
64.9	11:37:34		64.9
64.3	11:37:35		64.3
65.3	11:37:36		65.3
69.0	11:37:36		69.0
65.3	11:37:37		65.3
71.2	11:37:38		71.2
67.5	11:37:39		67.5
64.2	11:37:40		64.2
61.4	11:37:41		61.4
66.4	11:37:42		66.4
65.4	11:37:43		65.4
62.5	11:37:44		62.5
60.3	11:37:45		60.3
59.5	11:37:46		59.5
66.6	11:37:47		66.6
66.1	11:37:48		66.1
64.4	11:37:49		64.4
63.3	11:37:50		63.3
63.6	11:37:51		63.6
65.5	11:37:52		65.5
66.4	11:37:53		66.4
67.1	11:37:54		67.1
76.8	11:37:55		76.8
76.8	11:37:56		76.8
72.9	11:37:57		72.9
65.5	11:37:58		65.5
69.0	11:37:59		69.0
69.1	11:38:00		69.1
66.6	11:38:01		66.6
65.4	11:38:02		65.4
66.0	11:38:03		66.0
65.0	11:38:04		65.0
65.5	11:38:05		65.5
64.5	11:38:06		64.5
69.7	11:38:07		69.7
69.0	11:38:08		69.0
65.0	11:38:09		65.0
62.1	11:38:10		62.1
61.7	11:38:11		61.7
69.2	11:38:12		69.2
67.2	11:38:13		67.2
64.4	11:38:14		64.4
70.2	11:38:15		70.2
67.4	11:38:16		67.4
69.2	11:38:17		69.2
66.2	11:38:18		66.2
63.7	11:38:19		63.7
67.2	11:38:20		67.2
66.5	11:38:21		66.5
69.4	11:38:22		69.4
68.7	11:38:23		68.7
67.4	11:38:24		67.4
66.7	11:38:25		66.7
65.5	11:38:26		65.5
66.2	11:38:27		66.2
66.7	11:38:28		66.7
66.9	11:38:29		66.9
68.7	11:38:30		68.7
66.6	11:38:31		66.6
67.2	11:38:32		67.2
67.9	11:38:33		67.9
67.3	11:38:34		67.3
66.4	11:38:35		66.4
64.7	11:38:36		64.7
63.8	11:38:37		63.8
63.9	11:38:38		63.9
64.8	11:38:39		64.8
66.5	11:38:40		66.5
66.6	11:38:41		66.6
67.8	11:38:42		67.8
67.8	11:38:43		67.8
67.4	11:38:44		67.4
67.9	11:38:45		67.9
67.2	11:38:46		67.2
65.0	11:38:47		65.0
62.5	11:38:48		62.5
61.0	11:38:49		61.0
60.2	11:38:50		60.2
60.7	11:38:51		60.7
59.5	11:38:52		59.5
59.9	11:38:53		59.9
59.4	11:38:54		59.4
61.3	11:38:55		61.3
59.2	11:38:56		59.2
59.1	11:38:57		59.1
59.4	11:38:58		59.4
59.5	11:38:59		59.5
58.6	11:39:00		58.6
58.7	11:39:01		58.7
58.6	11:39:02		58.6
58.0	11:39:03		58.0
57.0	11:39:04		57.0
56.6	11:39:05		56.6
64.2	11:39:06		64.2
63.4	11:39:07		63.4
63.0	11:39:11		63.0
62.7	11:39:12		62.7
62.7	11:39:13		62.7
63.8	11:39:14		63.8
65.5	11:39:15		65.5
66.6	11:39:16		66.6
66.1	11:39:17		66.1
65.0	11:39:18		65.0
64.4	11:39:19		64.4
64.8	11:39:20		64.8
65.3	11:39:21		65.3
66.3	11:39:22		66.3
66.0	11:39:23		66.0
64.7	11:39:24		64.7
63.2	11:39:25		63.2
62.9	11:39:26		62.9
63.2	11:39:27		63.2
64.7	11:39:28		64.7
64.9	11:39:29		64.9
64.1	11:39:30		64.1
63.2	11:39:31		63.2
62.7	11:39:32		62.7
62.6	11:39:33		62.6
62.2	11:39:34		62.2
61.5	11:39:35		61.5
61.1	11:39:36		61.1
60.0	11:39:37		60.0
60.7	11:39:38		60.7
61.0	11:39:39		61.0
60.3	11:39:40		60.3
60.4	11:39:41		60.4
59.2	11:39:42		59.2
58.2	11:39:43		58.2
57.9	11:39:44		57.9

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
68.1	11:36:10	68.1	68.1
67.2	11:36:11	67.2	67.2
66.9	11:36:12	66.9	66.9
66.2	11:36:13	66.2	66.2
65.8	11:36:14	65.8	65.8
66.7	11:36:15	66.7	66.7
66.9	11:36:16	66.9	66.9
65.9	11:36:17	65.9	65.9
65.4	11:36:18	65.4	65.4
64.5	11:36:19	64.5	64.5
63.8	11:36:20	63.8	63.8
62.8	11:36:21	62.8	62.8
61.5	11:36:22	61.5	61.5
61.5	11:36:23	61.5	61.5
62.2	11:36:24	62.2	62.2
62.9	11:36:25	62.9	62.9
62.6	11:36:26	62.6	62.6
61.5	11:36:27	61.5	61.5
60.9	11:36:28	60.9	60.9
62.6	11:36:29	62.6	62.6
63.9	11:36:30	63.9	63.9
63.5	11:36:31	63.5	63.5
62.3	11:36:32	62.3	62.3
61.9	11:36:33	61.9	61.9
61.9	11:36:34	61.9	61.9
62.5	11:36:35	62.5	62.5
63.0	11:36:36	63.0	63.0
63.8	11:36:37	63.8	63.8
64.0	11:36:38	64.0	64.0
63.6	11:36:39	63.6	63.6
62.9	11:36:40	62.9	62.9
62.9	11:36:41	62.9	62.9
62.6	11:36:42	62.6	62.6
61.4	11:36:43	61.4	61.4
60.0	11:36:44	60.0	60.0
58.9	11:36:45	58.9	58.9
58.9	11:36:46	58.9	58.9
58.7	11:36:47	58.7	58.7
58.3	11:36:48	58.3	58.3
59.1	11:36:49	59.1	59.1
62.5	11:36:50	62.5	62.5
62.1	11:36:51	62.1	62.1
64.9	11:36:52	64.9	64.9
65.2	11:36:53	65.2	65.2
65.3	11:36:54	65.3	65.3
64.2	11:36:55	64.2	64.2
63.9	11:36:56	63.9	63.9
63.6	11:36:57	63.6	63.6
62.0	11:36:58	62.0	62.0
60.3	11:36:59	60.3	60.3
59.2	11:37:00	59.2	59.2
58.5	11:37:01	58.5	58.5
58.3	11:37:02	58.3	58.3
60.6	11:37:03	60.6	60.6
62.7	11:37:04	62.7	62.7
65.9	11:37:05	65.9	65.9
68.2	11:37:06	68.2	68.2
69.1	11:37:07	69.1	69.1
68.1	11:37:08	68.1	68.1
65.7	11:37:09	65.7	65.7
63.8	11:37:10	63.8	63.8
61.8	11:37:11	61.8	61.8
60.7	11:37:12	60.7	60.7
61.3	11:37:13	61.3	61.3
62.0	11:37:14	62.0	62.0
60.9	11:37:15	60.9	60.9
59.2	11:37:16	59.2	59.2
57.4	11:37:17	57.4	57.4
56.2	11:37:18	56.2	56.2
55.2	11:37:19	55.2	55.2
54.8	11:37:20	54.8	54.8
55.6	11:37:21	55.6	55.6
56.0	11:37:22	56.0	56.0
55.7	11:37:23	55.7	55.7
55.8	11:37:24	55.8	55.8
57.5	11:37:25	57.5	57.5
59.2	11:37:26	59.2	59.2
61.0	11:37:27	61.0	61.0
62.0	11:37:28	62.0	62.0
63.6	11:37:29	63.6	63.6
65.4	11:37:30	65.4	65.4
69.2	11:37:31	69.2	69.2
69.3	11:37:32	69.3	69.3
66.6	11:37:33	66.6	66.6
64.1	11:37:34	64.1	64.1
62.9	11:37:35	62.9	62.9
63.6	11:37:36	63.6	63.6
66.2	11:37:37	66.2	66.2
68.4	11:37:38	68.4	68.4
68.4	11:37:39	68.4	68.4
66.6	11:37:40	66.6	66.6
64.6	11:37:41	64.6	64.6
63.6	11:37:42	63.6	63.6
62.8	11:37:43	62.8	62.8
62.6	11:37:44	62.6	62.6
63.8	11:37:45	63.8	63.8
63.7	11:37:46	63.7	63.7
63.3	11:37:47	63.3	63.3
61.4	11:37:48	61.4	61.4
60.2	11:37:49	60.2	60.2
61.1	11:37:50	61.1	61.1
65.0	11:37:51	65.0	65.0
68.7	11:37:52	68.7	68.7
69.3	11:37:53	69.3	69.3
68.4	11:37:54	68.4	68.4
67.6	11:37:55	67.6	67.6
67.5	11:37:56	67.5	67.5
67.4	11:37:57	67.4	67.4
66.4	11:37:58	66.4	66.4
64.8	11:37:59	64.8	64.8
63.2	11:38:00	63.2	63.2
61.9	11:38:01	61.9	61.9
60.8	11:38:02	60.8	60.8
60.7	11:38:03	60.7	60.7
60.9	11:38:04	60.9	60.9
60.7	11:38:05	60.7	60.7
60.5	11:38:06	60.5	60.5
60.1	11:38:07	60.1	60.1
59.5	11:38:08	59.5	59.5
58.6	11:38:09	58.6	58.6
58.8	11:38:10	58.8	58.8
59.7	11:38:11	59.7	59.7
60.6	11:38:12	60.6	60.6
61.1	11:38:13	61.1	61.1
61.1	11:38:14	61.1	61.1
61.1	11:38:15	61.1	61.1
62.4	11:38:16	62.4	62.4
63.0	11:38:17	63.0	63.0
62.9	11:38:18	62.9	62.9
62.4	11:38:19	62.4	62.4
62.6	11:38:20	62.6	62.6
63.5	11:38:21	63.5	63.5
64.5	11:38:22	64.5	64.5
64.6	11:38:23	64.6	64.6
65.1	11:38:24	65.1	65.1
66.0	11:38:25	66.0	66.0
65.2	11:38:26	65.2	65.2
63.6	11:38:27	63.6	63.6
62.4	11:38:28	62.4	62.4
61.6	11:38:29	61.6	61.6
62.5	11:38:30	62.5	62.5
63.6	11:38:31	63.6	63.6
64.6	11:38:32	64.6	64.6
64.8	11:38:33	64.8	64.8
64.3	11:38:34	64.3	64.3
63.0	11:38:35	63.0	63.0
62.1	11:38:36	62.1	62.1
61.6	11:38:37	61.6	61.6
60.5	11:38:38	60.5	60.5
60.6	11:38:39	60.6	60.6
63.1	11:38:40	63.1	63.1
63.4	11:38:41	63.4	63.4
62.2	11:38:42	62.2	62.2
62.1	11:38:43	62.1	62.1
61.8	11:38:44	61.8	61.8
61.7	11:38:45	61.7	61.7
62.9	11:38:46	62.9	62.9
65.1	11:38:47	65.1	65.1
67.2	11:38:48	67.2	67.2
67.9	11:38:49	67.9	67.9
66.7	11:38:50	66.7	66.7
65.0	11:38:51	65.0	65.0
65.6	11:38:52	65.6	65.6
66.9	11:38:53	66.9	66.9
67.4	11:38:54	67.4	67.4
66.8	11:38:55	66.8	66.8
65.8	11:38:56	65.8	65.8
65.8	11:38:57	65.8	65.8
66.4	11:38:58	66.4	66.4
66.8	11:38:59	66.8	66.8
66.7	11:39:00	66.7	66.7
65.7	11:39:01	65.7	65.7
65.0	11:39:02	65.0	65.0
64.4	11:39:03	64.4	64.4
63.8	11:39:04	63.8	63.8
63.3	11:39:05	63.3	63.3
63.3	11:39:06	63.3	63.3
64.5	11:39:07	64.5	64.5
65.9	11:39:08	65.9	65.9
67.9	11:39:09	67.9	67.9
69.1	11:39:10	69.1	69.1
68.5	11:39:11	68.5	68.5

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
58.4	11:39:12	58.4	58.4
58.9	11:39:13	58.9	58.9
60.3	11:39:14	60.3	60.3
61.2	11:39:15	61.2	61.2
62.0	11:39:16	62.0	62.0
62.2	11:39:17	62.2	62.2
62.4	11:39:18	62.4	62.4
62.3	11:39:19	62.3	62.3
62.1	11:39:20	62.1	62.1
62.0	11:39:21	62.0	62.0
62.1	11:39:22	62.1	62.1
62.7	11:39:23	62.7	62.7
62.8	11:39:24	62.8	62.8
62.4	11:39:25	62.4	62.4
62.1	11:39:26	62.1	62.1
61.9	11:39:27	61.9	61.9
61.8	11:40:02	61.8	61.8
62.3	11:40:03	62.3	62.3
63.2	11:40:04	63.2	63.2
64.1	11:40:05	64.1	64.1
65.2	11:40:06	65.2	65.2
65.8	11:40:07	65.8	65.8
65.9	11:40:08	65.9	65.9
65.7	11:40:09	65.7	65.7
65.8	11:40:10	65.8	65.8
65.9	11:40:11	65.9	65.9
66.0	11:40:12	66.0	66.0
66.2	11:40:13	66.2	66.2
66.0	11:40:14	66.0	66.0
65.9	11:40:15	65.9	65.9
59.4	11:40:18	59.4	59.4
58.8	11:40:16	58.8	58.8
58.0	11:40:17	58.0	58.0
57.8	11:40:18	57.8	57.8
57.8	11:40:19	57.8	57.8
58.4	11:40:20	58.4	58.4
58.7	11:40:21	58.7	58.7
61.9	11:40:22	61.9	61.9
63.0	11:40:23	63.0	63.0
63.9	11:40:24	63.9	63.9
63.5	11:40:25	63.5	63.5
62.9	11:40:26	62.9	62.9
62.7	11:40:27	62.7	62.7
63.1	11:40:28	63.1	63.1
63.6	11:40:29	63.6	63.6
64.4	11:40:30	64.4	64.4
65.1	11:40:31	65.1	65.1
64.4	11:40:32	64.4	64.4
64.2	11:40:33	64.2	64.2
63.3	11:40:34	63.3	63.3
62.4	11:40:35	62.4	62.4
63.9	11:40:36	63.9	63.9
66.1	11:40:37	66.1	66.1
66.7	11:40:38	66.7	66.7
67.3	11:40:39	67.3	67.3
67.5	11:40:40	67.5	67.5
66.6	11:40:41	66.6	66.6
65.5	11:40:42	65.5	65.5
64.6	11:40:43	64.6	64.6
64.0	11:40:44	64.0	64.0
63.8	11:40:45	63.8	63.8
63.0	11:40:46	63.0	63.0
62.3	11:40:47	62.3	62.3
62.2	11:40:48	62.2	62.2
63.8	11:40:49	63.8	63.8
65.6	11:40:50	65.6	65.6
65.5	11:40:51	65.5	65.5
65.1	11:40:52	65.1	65.1
64.0	11:40:53	64.0	64.0
62.9	11:40:54	62.9	62.9
62.2	11:40:55	62.2	62.2
62.0	11:40:56	62.0	62.0
63.1	11:40:57	63.1	63.1
63.7	11:40:58	63.7	63.7
63.4	11:40:59	63.4	63.4
62.4	11:41:00	62.4	62.4
62.6	11:41:01	62.6	62.6
63.7	11:41:02	63.7	63.7
66.1	11:41:03	66.1	66.1
67.5	11:41:04	67.5	67.5
67.8	11:41:05	67.8	67.8
67.9	11:41:06	67.9	67.9
67.0	11:41:07	67.0	67.0
66.0	11:41:08	66.0	66.0
65.7	11:41:09	65.7	65.7
65.5	11:41:10	65.5	65.5
65.3	11:41:11	65.3	65.3
65.9	11:41:12	65.9	65.9
65.7	11:41:13	65.7	65.7
65.1	11:41:14	65.1	65.1
64.3	11:41:15	64.3	64.3
63.9	11:41:16	63.9	63.9
64.4	11:41:17	64.4	64.4
64.4	11:41:18	64.4	64.4
63.7	11:41:19	63.7	63.7
63.3	11:41:20	63.3	63.3
62.4	11:41:21	62.4	62.4
62.2	11:41:22	62.2	62.2
62.5	11:41:23	62.5	62.5
63.4	11:41:24	63.4	63.4
64.6	11:41:25	64.6	64.6
64.9	11:41:26	64.9	64.9
64.4	11:41:27	64.4	64.4
63.6	11:41:28	63.6	63.6
62.8	11:41:29	62.8	62.8
62.4	11:41:30	62.4	62.4
62.9	11:41:31	62.9	62.9
63.6	11:41:32	63.6	63.6
63.5	11:41:33	63.5	63.5
63.4	11:41:34	63.4	63.4
63.4	11:41:35	63.4	63.4
63.8	11:41:36	63.8	63.8
64.7	11:41:37	64.7	64.7
64.6	11:41:38	64.6	64.6
65.5	11:41:39	65.5	65.5
66.1	11:41:40	66.1	66.1
67.1	11:41:41	67.1	67.1
66.9	11:41:42	66.9	66.9
66.2	11:41:43	66.2	66.2
67.3	11:41:44	67.3	67.3
68.1	11:41:45	68.1	68.1
67.3	11:41:46	67.3	67.3
65.4	11:41:47	65.4	65.4
63.8	11:41:48	63.8	63.8
62.9	11:41:49	62.9	62.9
62.8	11:41:50	62.8	62.8
63.5	11:41:51	63.5	63.5
64.2	11:41:52	64.2	64.2
64.3	11:41:53	64.3	64.3
63.4	11:41:54	63.4	63.4
63.1	11:41:55	63.1	63.1
62.6	11:41:56	62.6	62.6
62.9	11:41:57	62.9	62.9
64.1	11:41:58	64.1	64.1
65.2	11:41:59	65.2	65.2
65.8	11:42:00	65.8	65.8
66.1	11:42:01	66.1	66.1
67.4	11:42:02	67.4	67.4
67.4	11:42:03	67.4	67.4
67.3	11:42:04	67.3	67.3
67.1	11:42:05	67.1	67.1
66.9	11:42:06	66.9	66.9
66.8	11:42:07	66.8	66.8
66.0	11:42:08	66.0	66.0
64.8	11:42:09	64.8	64.8
63.4	11:42:10	63.4	63.4
62.5	11:42:11	62.5	62.5
62.5	11:42:12	62.5	62.5
63.0	11:42:13	63.0	63.0
63.8	11:42:14	63.8	63.8
65.8	11:42:15	65.8	65.8
67.1	11:42:16	67.1	67.1
67.9	11:42:17	67.9	67.9
68.0	11:42:18	68.0	68.0
67.0	11:42:19	67.0	67.0
66.2	11:42:20	66.2	66.2
65.2	11:42:21	65.2	65.2
64.1	11:42:22	64.1	64.1
62.6	11:42:23	62.6	62.6
61.1	11:42:24	61.1	61.1
59.8	11:42:25	59.8	59.8
59.3	11:42:26	59.3	59.3
59.9	11:42:27	59.9	59.9
60.6	11:42:28	60.6	60.6
60.7	11:42:29	60.7	60.7
60.8	11:42:30	60.8	60.8
61.5	11:42:31	61.5	61.5
62.6	11:42:32	62.6	62.6
63.5	11:42:33	63.5	63.5
65.5	11:42:34	65.5	65.5
67.9	11:42:35	67.9	67.9
68.4	11:42:36	68.4	68.4
67.3	11:42:37	67.3	67.3
65.9	11:42:38	65.9	65.9
64.8	11:42:39	64.8	64.8
64.4	11:42:40	64.4	64.4
64.0	11:42:41	64.0	64.0
64.6	11:42:42	64.6	64.6
65.8	11:42:43	65.8	65.8
66.0	11:42:44	66.0	66.0
64.9	11:42:45	64.9	64.9
63.8	11:42:46	63.8	63.8

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
66.3	11:39:12	66.3	66.3
64.5	11:39:13	64.5	64.5
63.5	11:39:14	63.5	63.5
63.1	11:39:15	63.1	63.1
62.3	11:39:16	62.3	62.3
61.0	11:39:17	61.0	61.0
59.6	11:39:18	59.6	59.6
58.4	11:39:19	58.4	58.4
57.8	11:39:20	57.8	57.8
58.2	11:39:21	58.2	58.2
61.3	11:39:22	61.3	61.3
65.2	11:39:23	65.2	65.2
68.1	11:39:24	68.1	68.1
67.1	11:39:25	67.1	67.1
64.9	11:39:26	64.9	64.9
63.3	11:39:27	63.3	63.3
62.7	11:39:28	62.7	62.7
63.6	11:39:29	63.6	63.6
65.6	11:39:30	65.6	65.6
68.8	11:39:31	68.8	68.8
70.1	11:39:32	70.1	70.1
69.6	11:39:33	69.6	69.6
69.1	11:39:34	69.1	69.1
67.8	11:39:35	67.8	67.8
65.8	11:39:36	65.8	65.8
64.0	11:39:37	64.0	64.0
63.0	11:39:38	63.0	63.0
62.2	11:39:39	62.2	62.2
62.1	11:39:40	62.1	62.1
62.4	11:39:41	62.4	62.4
63.9	11:39:42	63.9	63.9
65.6	11:39:43	65.6	65.6
67.3	11:39:44	67.3	67.3
66.9	11:39:45	66.9	66.9
65.0	11:39:46	65.0	65.0
63.7	11:39:47	63.7	63.7
64.7	11:39:48	64.7	64.7
67.0	11:39:49	67.0	67.0
68.5	11:39:50	68.5	68.5
67.2	11:39:51	67.2	67.2
65.2	11:39:52	65.2	65.2
64.0	11:39:53	64.0	64.0
63.1	11:39:54	63.1	63.1
64.7	11:39:55	64.7	64.7
65.8	11:39:56	65.8	65.8
65.7	11:39:57	65.7	65.7
64.4	11:39:58	64.4	64.4
63.1	11:39:59	63.1	63.1
62.6	11:40:00	62.6	62.6
63.6	11:40:01	63.6	63.6
64.3	11:40:02	64.3	64.3
63.4	11:40:03	63.4	63.4
61.9	11:40:04	61.9	61.9
60.5	11:40:05	60.5	60.5
60.2	11:40:06	60.2	60.2
60.9	11:40:07	60.9	60.9
60.8	11:40:08	60.8	60.8
60.3	11:40:09	60.3	60.3
59.1	11:40:10	59.1	59.1
57.8	11:40:11	57.8	57.8
57.6	11:40:12	57.6	57.6
58.3	11:40:13	58.3	58.3
59.1	11:40:14	59.1	59.1
60.5	11:40:15	60.5	60.5
62.1	11:40:16	62.1	62.1
62.8	11:40:17	62.8	62.8
63.5	11:40:18	63.5	63.5
63.0	11:40:19	63.0	63.0
62.3	11:40:20	62.3	62.3
61.8	11:40:21	61.8	61.8
62.4	11:40:22	62.4	62.4
63.9	11:40:23	63.9	63.9
65.6	11:40:24	65.6	65.6
64.9	11:40:25	64.9	64.9
63.3	11:40:26	63.3	63.3
62.4	11:40:27	62.4	62.4
62.8	11:40:28	62.8	62.8
63.0	11:40:29	63.0	63.0
62.9	11:40:30	62.9	62.9
62.8	11:40:31	62.8	62.8
63.6	11:40:32	63.6	63.6
65.2	11:40:33	65.2	65.2
67.6	11:40:34	67.6	67.6
67.2	11:40:35	67.2	67.2
64.8	11:40:36	64.8	64.8
63.1	11:40:37	63.1	63.1
62.0	11:40:38	62.0	62.0
61.0	11:40:39	61.0	61.0
61.5	11:40:40	61.5	61.5
61.2	11:40:41	61.2	61.2
60.2	11:40:42	60.2	60.2
59.1	11:40:43	59.1	59.1
58.2	11:40:44	58.2	58.2
57.6	11:40:45	57.6	57.6
57.9	11:40:46	57.9	57.9
57.9	11:40:47	57.9	57.9
58.8	11:40:48	58.8	58.8
61.2	11:40:49	61.2	61.2
62.9	11:40:50	62.9	62.9
64.8	11:40:51	64.8	64.8
66.1	11:40:52	66.1	66.1
65.6	11:40:53	65.6	65.6
64.7	11:40:54	64.7	64.7
64.2	11:40:55	64.2	64.2
65.0	11:40:56	65.0	65.0
64.9	11:40:57	64.9	64.9
65.4	11:40:58	65.4	65.4
65.8	11:40:59	65.8	65.8
65.1	11:41:00	65.1	65.1
64.2	11:41:01	64.2	64.2
63.0	11:41:02	63.0	63.0
62.5	11:41:03	62.5	62.5
63.9	11:41:04	63.9	63.9
67.1	11:41:05	67.1	67.1
68.8	11:41:06	68.8	68.8
68.1	11:41:07	68.1	68.1
68.0	11:41:08	68.0	68.0
67.7	11:41:09	67.7	67.7
66.4	11:41:10	66.4	66.4
65.5	11:41:11	65.5	65.5
64.9	11:41:12	64.9	64.9
64.4	11:41:13	64.4	64.4
63.4	11:41:14	63.4	63.4
62.2	11:41:15	62.2	62.2
61.7	11:41:16	61.7	61.7
63.2	11:41:17	63.2	63.2
66.8	11:41:18	66.8	66.8
67.3	11:41:19	67.3	67.3
66.0	11:41:20	66.0	66.0
64.3	11:41:21	64.3	64.3
62.6	11:41:22	62.6	62.6
61.5	11:41:23	61.5	61.5
61.8	11:41:24	61.8	61.8
63.3	11:41:25	63.3	63.3
65.1	11:41:26	65.1	65.1
64.9	11:41:27	64.9	64.9
63.1	11:41:28	63.1	63.1
62.9	11:41:29	62.9	62.9
64.3	11:41:30	64.3	64.3
67.5	11:41:31	67.5	67.5
69.7	11:41:32	69.7	69.7
69.7	11:41:33	69.7	69.7
69.9	11:41:34	69.9	69.9
68.8	11:41:35	68.8	68.8
67.5	11:41:36	67.5	67.5
66.2	11:41:37	66.2	66.2
66.0	11:41:38	66.0	66.0
66.4	11:41:39	66.4	66.4
67.1	11:41:40	67.1	67.1
68.3	11:41:41	68.3	68.3
69.1	11:41:42	69.1	69.1
64.0	11:41:43	64.0	64.0
63.8	11:41:44	63.8	63.8
64.4	11:41:45	64.4	64.4
64.3	11:41:46	64.3	64.3
63.3	11:41:47	63.3	63.3
62.4	11:41:48	62.4	62.4
62.3	11:41:49	62.3	62.3
64.2	11:41:50	64.2	64.2
66.8	11:41:51	66.8	66.8
67.0	11:41:52	67.0	67.0
66.2	11:41:53	66.2	66.2
64.7	11:41:54	64.7	64.7
62.6	11:41:55	62.6	62.6
61.7	11:41:56	61.7	61.7
61.4	11:41:57	61.4	61.4
62.9	11:41:58	62.9	62.9
61.6	11:41:59	61.6	61.6
61.2	11:42:00	61.2	61.2
60.9	11:42:01	60.9	60.9
60.9	11:42:02	60.9	60.9
60.9	11:42:03	60.9	60.9
60.9	11:42:04	60.9	60.9
60.9	11:42:05	60.9	60.9
60.9	11:42:06	60.9	60.9
60.9	11:42:07	60.9	60.9
60.9	11:42:08	60.9	60.9
60.9	11:42:09	60.9	60.9
60.9	11:42:10	60.9	60.9
60.9	11:42:11	60.9	60.9
60.9	11:42:12	60.9	60.9
60.9	11:42:13	60.9	60.9
60.9	11:42:14	60.9	60.9
60.9	11:42:15	60.9	60.9
60.9	11:42:16	60.9	60.9
60.9	11:42:17	60.9	60.9
60.9	11:42:18	60.9	60.9
60.9	11:42:19	60.9	60.9
60.9	11:42:20	60.9	60.9

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
63.5	11:42:47	63.5	63.5
64.2	11:42:48	64.2	64.2
64.9	11:42:49	64.9	64.9
65.0	11:42:50	65.0	65.0
64.6	11:42:51	64.6	64.6
64.4	11:42:52	64.4	64.4
64.9	11:42:53	64.9	64.9
65.3	11:42:54	65.3	65.3
65.6	11:42:55	65.6	65.6
65.7	11:42:56	65.7	65.7
65.6	11:42:57	65.6	65.6
65.0	11:42:58	65.0	65.0
64.3	11:42:59	64.3	64.3
63.2	11:43:00	63.2	63.2
62.1	11:43:01	62.1	62.1
62.5	11:43:02	62.5	62.5
63.3	11:43:03	63.3	63.3
63.7	11:43:04	63.7	63.7
63.9	11:43:05	63.9	63.9
63.5	11:43:06	63.5	63.5
62.7	11:43:07	62.7	62.7
62.1	11:43:08	62.1	62.1
61.7	11:43:09	61.7	61.7
61.5	11:43:10	61.5	61.5
60.6	11:43:11	60.6	60.6
59.8	11:43:12	59.8	59.8
58.9	11:43:13	58.9	58.9
58.0	11:43:14	58.0	58.0
57.3	11:43:15	57.3	57.3
57.5	11:43:16	57.5	57.5
58.8	11:43:17	58.8	58.8
59.8	11:43:18	59.8	59.8
61.3	11:43:19	61.3	61.3
62.4	11:43:20	62.4	62.4
62.1	11:43:21	62.1	62.1
62.5	11:43:22	62.5	62.5
63.3	11:43:23	63.3	63.3
65.2	11:43:24	65.2	65.2
65.5	11:43:25	65.5	65.5
65.8	11:43:26	65.8	65.8
65.4	11:43:27	65.4	65.4
65.3	11:43:28	65.3	65.3
65.2	11:43:29	65.2	65.2
65.2	11:43:30	65.2	65.2
65.1	11:43:31	65.1	65.1
65.1	11:43:32	65.1	65.1
64.9	11:43:33	64.9	64.9
64.7	11:43:34	64.7	64.7
64.8	11:43:35	64.8	64.8
65.3	11:43:36	65.3	65.3
65.3	11:43:37	65.3	65.3
64.9	11:43:38	64.9	64.9
64.4	11:43:39	64.4	64.4
64.2	11:43:40	64.2	64.2
63.7	11:43:41	63.7	63.7
63.9	11:43:42	63.9	63.9
63.6	11:43:43	63.6	63.6
63.5	11:43:44	63.5	63.5
63.2	11:43:45	63.2	63.2
62.5	11:43:46	62.5	62.5
62.3	11:43:47	62.3	62.3
62.3	11:43:48	62.3	62.3
62.3	11:43:49	62.3	62.3
62.3	11:43:50	62.3	62.3
62.4	11:43:51	62.4	62.4
62.4	11:43:52	62.4	62.4
60.8	11:43:53	60.8	60.8
60.1	11:43:54	60.1	60.1
59.9	11:43:55	59.9	59.9
59.9	11:43:56	59.9	59.9
60.5	11:43:57	60.5	60.5
60.4	11:43:58	60.4	60.4
60.1	11:43:59	60.1	60.1
60.0	11:44:00	60.0	60.0
59.1	11:44:01	59.1	59.1
58.7	11:44:02	58.7	58.7
59.2	11:44:03	59.2	59.2
59.2	11:44:04	59.2	59.2
59.4	11:44:05	59.4	59.4
60.0	11:44:07	60.0	60.0
60.7	11:44:08	60.7	60.7
62.8	11:44:09	62.8	62.8
65.3	11:44:10	65.3	65.3
66.4	11:44:11	66.4	66.4
66.7	11:44:12	66.7	66.7
67.4	11:44:13	67.4	67.4
67.6	11:44:14	67.6	67.6
68.0	11:44:15	68.0	68.0
69.1	11:44:16	69.1	69.1
69.6	11:44:17	69.6	69.6
69.7	11:44:18	69.7	69.7
69.4	11:44:19	69.4	69.4
69.3	11:44:20	69.3	69.3
68.8	11:44:21	68.8	68.8
68.9	11:44:22	68.9	68.9
68.2	11:44:23	68.2	68.2
67.8	11:44:24	67.8	67.8
68.1	11:44:25	68.1	68.1
70.1	11:44:26	70.1	70.1
68.9	11:44:27	68.9	68.9
67.9	11:44:28	67.9	67.9
66.9	11:44:29	66.9	66.9
65.7	11:44:30	65.7	65.7
65.0	11:44:31	65.0	65.0
64.4	11:44:32	64.4	64.4
64.2	11:44:33	64.2	64.2
63.5	11:44:34	63.5	63.5
63.0	11:44:35	63.0	63.0
63.1	11:44:36	63.1	63.1
64.0	11:44:37	64.0	64.0
66.0	11:44:38	66.0	66.0
68.4	11:44:39	68.4	68.4
68.5	11:44:40	68.5	68.5
67.7	11:44:41	67.7	67.7
65.9	11:44:42	65.9	65.9
64.0	11:44:43	64.0	64.0
61.9	11:44:44	61.9	61.9
60.7	11:44:45	60.7	60.7
59.9	11:44:46	59.9	59.9
60.2	11:44:47	60.2	60.2
60.8	11:44:48	60.8	60.8
61.0	11:44:49	61.0	61.0
61.4	11:44:50	61.4	61.4
61.9	11:44:51	61.9	61.9
63.0	11:44:52	63.0	63.0
63.8	11:44:53	63.8	63.8
63.5	11:44:54	63.5	63.5
63.1	11:44:55	63.1	63.1
62.1	11:44:56	62.1	62.1
62.1	11:44:57	62.1	62.1
61.8	11:44:58	61.8	61.8
61.7	11:44:59	61.7	61.7
61.7	11:45:00	61.7	61.7
61.7	11:45:01	61.7	61.7
62.9	11:45:02	62.9	62.9
64.1	11:45:03	64.1	64.1
65.2	11:45:04	65.2	65.2
65.5	11:45:05	65.5	65.5
65.3	11:45:06	65.3	65.3
64.0	11:45:07	64.0	64.0
64.0	11:45:08	64.0	64.0
64.2	11:45:09	64.2	64.2
65.8	11:45:10	65.8	65.8
66.3	11:45:11	66.3	66.3
66.0	11:45:12	66.0	66.0
64.0	11:45:13	64.0	64.0
61.8	11:45:14	61.8	61.8
61.8	11:45:15	61.8	61.8
61.9	11:45:16	61.9	61.9
61.7	11:45:17	61.7	61.7
61.6	11:45:18	61.6	61.6
61.7	11:45:19	61.7	61.7
66.2	11:45:20	66.2	66.2
61.4	11:45:21	61.4	61.4
58.1	11:45:22	58.1	58.1
58.2	11:45:23	58.2	58.2
57.6	11:45:24	57.6	57.6
66.4	11:45:25	66.4	66.4
59.0	11:45:26	59.0	59.0
61.1	11:45:27	61.1	61.1
58.4	11:45:28	58.4	58.4
59.5	11:45:29	59.5	59.5
59.9	11:45:30	59.9	59.9
58.1	11:45:31	58.1	58.1
59.9	11:45:32	59.9	59.9
59.0	11:45:33	59.0	59.0
64.8	11:45:34	64.8	64.8
60.1	11:45:35	60.1	60.1
60.4	11:45:36	60.4	60.4
60.4	11:45:37	60.4	60.4
59.9	11:45:38	59.9	59.9
66.2	11:45:39	66.2	66.2
59.3	11:45:40	59.3	59.3
59.3	11:45:41	59.3	59.3
59.4	11:45:42	59.4	59.4
64.2	11:45:43	64.2	64.2
60.1	11:45:44	60.1	60.1
66.7	11:45:45	66.7	66.7
61.5	11:45:46	61.5	61.5
61.5	11:45:47	61.5	61.5
61.5	11:45:48	61.5	61.5
60.3	11:45:49	60.3	60.3
66.3	11:45:50	66.3	66.3
60.3	11:45:51	60.3	60.3
64.9	11:45:52	64.9	64.9
63.4	11:45:53	63.4	63.4
63.4	11:45:54	63.4	63.4
63.4	11:45:55	63.4	63.4

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
94.8	11:42:21	94.8	94.8
94.5	11:42:22	94.5	94.5
94.5	11:42:23	94.5	94.5
92.5	11:42:24	92.5	92.5
92.2	11:42:25	92.2	92.2
94.8	11:42:26	94.8	94.8
96.8	11:42:27	96.8	96.8
99.1	11:42:28	99.1	99.1
98.3	11:42:29	98.3	98.3
98.4	11:42:30	98.4	98.4
93.3	11:42:31	93.3	93.3
98.8	11:42:32	98.8	98.8
98.2	11:42:33	98.2	98.2
98.8	11:42:34	98.8	98.8
99.1	11:42:35	99.1	99.1
97.0	11:42:36	97.0	97.0
95.6	11:42:37	95.6	95.6
94.0	11:42:38	94.0	94.0
92.5	11:42:39	92.5	92.5
92.8	11:42:40	92.8	92.8
94.0	11:42:41	94.0	94.0
93.9	11:42:42	93.9	93.9
96.2	11:42:43	96.2	96.2
99.5	11:42:44	99.5	99.5
93.9	11:42:45	93.9	93.9
98.7	11:42:46	98.7	98.7
97.7	11:42:47	97.7	97.7
96.7	11:42:48	96.7	96.7
95.5	11:42:49	95.5	95.5
94.0	11:42:50	94.0	94.0
92.5	11:42:51	92.5	92.5
90.3	11:42:52	90.3	90.3
98.0	11:42:53	98.0	98.0
98.1	11:42:54	98.1	98.1
99.3	11:42:55	99.3	99.3
92.0	11:42:56	92.0	92.0
92.4	11:42:57	92.4	92.4
91.9	11:42:58	91.9	91.9
91.2	11:42:59	91.2	91.2
93.5	11:43:00	93.5	93.5
92.9	11:43:01	92.9	92.9
96.1	11:43:02	96.1	96.1
99.7	11:43:03	99.7	99.7
71.1	11:43:04	71.1	71.1
99.4	11:43:05	99.4	99.4
99.9	11:43:06	99.9	99.9
95.3	11:43:07	95.3	95.3
94.7	11:43:08	94.7	94.7
94.9	11:43:09	94.9	94.9
99.0	11:43:10	99.0	99.0
98.1	11:43:11	98.1	98.1
97.8	11:43:12	97.8	97.8
96.2	11:43:13	96.2	96.2
94.2	11:43:14	94.2	94.2
94.3	11:43:15	94.3	94.3
94.0	11:43:16	94.0	94.0
95.7	11:43:17	95.7	95.7
96.4	11:43:18	96.4	96.4
95.4	11:43:19	95.4	95.4
94.3	11:43:20	94.3	94.3
94.7	11:43:21	94.7	94.7
96.6	11:43:22	96.6	96.6
97.7	11:43:23	97.7	97.7
96.8	11:43:24	96.8	96.8
92.3	11:43:25	92.3	92.3
99.4	11:43:26	99.4	99.4
95.0	11:43:27	95.0	95.0
93.3	11:43:28	93.3	93.3
91.9	11:43:29	91.9	91.9
91.5	11:43:30	91.5	91.5
92.5	11:43:31	92.5	92.5
95.0	11:43:32	95.0	95.0
96.1	11:43:33	96.1	96.1
95.0	11:43:34	95.0	95.0
94.3	11:43:35	94.3	94.3
92.6	11:43:36	92.6	92.6
92.0	11:43:37	92.0	92.0
91.6	11:43:38	91.6	91.6
90.9	11:43:39	90.9	90.9
99.8	11:43:40	99.8	99.8
98.9	11:43:41	98.9	98.9
97.4	11:43:42	97.4	97.4
96.7	11:43:43	96.7	96.7
97.3	11:43:44	97.3	97.3
98.1	11:43:45	98.1	98.1
99.2	11:43:46	99.2	99.2
91.1	11:43:47	91.1	91.1
92.0	11:43:48	92.0	92.0
92.0	11:43:49	92.0	92.0
94.9	11:43:50	94.9	94.9
97.4	11:43:51	97.4	97.4
98.2	11:43:52	98.2	98.2
97.7	11:43:53	97.7	97.7
97.2	11:43:54	97.2	97.2
99.9	11:43:55	99.9	99.9
97.7	11:43:56	97.7	97.7
97.2	11:43:57	97.2	97.2
97.2	11:43:58	97.2	97.2
96.0	11:43:59	96.0	96.0
96.1	11:44:00	96.1	96.1
96.4	11:44:01	96.4	96.4
95.5	11:44:02	95.5	95.5
95.0	11:44:03	95.0	95.0
95.5	11:44:04	95.5	95.5
96.4	11:44:05	96.4	96.4
96.0	11:44:06	96.0	96.0
95.0	11:44:07	95.0	95.0
94.1	11:44:08	94.1	94.1
93.5	11:44:09	93.5	93.5
94.3	11:44:10	94.3	94.3
94.3	11:44:11	94.3	94.3
94.8	11:44:12	94.8	94.8
93.9	11:44:13	93.9	93.9
93.3	11:44:14	93.3	93.3
92.7	11:44:15	92.7	92.7
92.3	11:44:16	92.3	92.3
92.0	11:44:17	92.0	92.0
91.6	11:44:18	91.6	91.6
91.0	11:44:19	91.0	91.0
91.2	11:44:20	91.2	91.2
99.5	11:44:21	99.5	99.5
99.7	11:44:22	99.7	99.7
99.7	11:44:23	99.7	99.7
90.2	11:44:24	90.2	90.2
90.8	11:44:25	90.8	90.8
90.4	11:44:26	90.4	90.4
99.9	11:44:27	99.9	99.9
99.7	11:44:28	99.7	99.7
99.1	11:44:29	99.1	99.1
98.9	11:44:30	98.9	98.9
98.6	11:44:31	98.6	98.6
98.7	11:44:32	98.7	98.7
98.9	11:44:33	98.9	98.9
90.3	11:44:34	90.3	90.3
90.8	11:44:35	90.8	90.8
91.6	11:44:36	91.6	91.6
93.5	11:44:37	93.5	93.5
92.8	11:44:38	92.8	92.8
98.0	11:44:39	98.0	98.0
99.2	11:44:40	99.2	99.2
98.1	11:44:41	98.1	98.1
98.6	11:44:42	98.6	98.6
99.6	11:44:43	99.6	99.6
99.4	11:44:44	99.4	99.4
93.9	11:44:45	93.9	93.9
70.8	11:44:46	70.8	70.8
70.0	11:44:48	70.0	70.0
70.3	11:44:49	70.3	70.3
93.9	11:44:50	93.9	93.9
99.3	11:44:51	99.3	99.3
98.7	11:44:52	98.7	98.7
99.0	11:44:53	99.0	99.0
99.7	11:44:54	99.7	99.7
98.9	11:44:55	98.9	98.9
98.5	11:44:56	98.5	98.5
97.4	11:44:57	97.4	97.4
96.1	11:44:58	96.1	96.1
94.7	11:44:59	94.7	94.7
94.1	11:45:00	94.1	94.1
94.1	11:45:01	94.1	94.1
93.6	11:45:02	93.6	93.6
93.1	11:45:03	93.1	93.1
93.5	11:45:04	93.5	93.5
94.2	11:45:05	94.2	94.2
97.5	11:45:06	97.5	97.5
72.6	11:45:07	72.6	72.6
74.4	11:45:08	74.4	74.4
70.8	11:45:09	70.8	70.8
97.5	11:45:10	97.5	97.5
94.8	11:45:11	94.8	94.8
92.5	11:45:12	92.5	92.5
90.9	11:45:13	90.9	90.9
99.8	11:45:14	99.8	99.8
94.4	11:45:15	94.4	94.4
91.4	11:45:17	91.4	91.4
91.2	11:45:18	91.2	91.2
91.6	11:45:19	91.6	91.6
92.5	11:45:20	92.5	92.5
94.7	11:45:21	94.7	94.7
95.2	11:45:22	95.2	95.2
93.3	11:45:23	93.3	93.3
91.8	11:45:24	91.8	91.8
91.4	11:45:25	91.4	91.4
92.0	11:45:26	92.0	92.0
91.8	11:45:27	91.8	91.8
91.2	11:45:28	91.2	91.2
90.8	11:45:29	90.8	90.8
90.4	11:45:30	90.4	90.4
96.2	11:45:31	96.2	96.2
95.8	11:45:32	95.8	95.8
97.5	11:45:33	97.5	97.5
97.2	11:45:34	97.2	97.2
92.7	11:45:35	92.7	92.7
94.3	11:45:36	94.3	94.3
94.5	11:45:37	94.5	94.5
90.1	11:45:38	90.1	90.1
96.7	11:45:39	96.7	96.7
96.1	11:45:40	96.1	96.1
99.1	11:45:41	99.1	99.1
96.5	11:45:42	96.5	96.5
98.5	11:45:43	98.5	98.5
99.3	11:45:44	99.3	99.3
99.4	11:45:45	99.4	99.4
97.3	11:45:46	97.3	97.3

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
93.5	11:45:57	93.5	93.5
93.2	11:46:00	93.2	93.2
92.9	11:46:03	92.9	92.9
92.7	11:46:06	92.7	92.7
92.4	11:46:09	92.4	92.4
92.2	11:46:12	92.2	92.2
92.0	11:46:15	92.0	92.0
91.8	11:46:18	91.8	91.8
91.5	11:46:21	91.5	91.5
91.4	11:46:24	91.4	91.4
91.1	11:46:27	91.1	91.1
91.0	11:46:30	91.0	91.0
91.1	11:46:33	91.1	91.1
91.6	11:46:36	91.6	91.6
92.1	11:46:39	92.1	92.1
92.1	11:46:42	92.1	92.1
91.9	11:46:45	91.9	91.9
92.3	11:46:48	92.3	92.3
93.0	11:46:51	93.0	93.0
93.4	11:46:54	93.4	93.4
94.0	11:46:57	94.0	94.0
93.7	11:46:59	93.7	93.7
93.9	11:47:02	93.9	93.9
93.8	11:47:05	93.8	93.8
93.9	11:47:08	93.9	93.9
93.1	11:46:22	93.1	93.1
91.7	11:46:23	91.7	91.7
90.5	11:46:24	90.5	90.5
90.5	11:46:25	90.5	90.5
91.3	11:46:26	91.3	91.3
93.3	11:46:27	93.3	93.3
95.0	11:46:28	95.0	95.0
96.7	11:46:29	96.7	96.7
97.9	11:46:30	97.9	97.9
97.7	11:46:31	97.7	97.7
97.9	11:46:32	97.9	97.9
98.4	11:46:34	98.4	98.4
98.0	11:46:35	98.0	98.0
98.0	11:46:36	98.0	98.0
97.7	11:46:37	97.7	97.7
97.3	11:46:38	97.3	97.3
96.6	11:46:39	96.6	96.6
96.7	11:46:40	96.7	96.7
94.9	11:46:41	94.9	94.9
94.1	11:46:42	94.1	94.1
92.8	11:46:43	92.8	92.8
91.6	11:46:44	91.6	91.6
91.5	11:46:45	91.5	91.5
90.9	11:46:46	90.9	90.9
90.1	11:46:47	90.1	90.1
90.4	11:46:48	90.4	90.4
90.7	11:46:49	90.7	90.7
90.8	11:46:50	90.8	90.8
90.9	11:46:51	90.9	90.9
90.5	11:46:52	90.5	90.5
90.2	11:46:53	90.2	90.2
90.6	11:46:54	90.6	90.6
90.1	11:46:55	90.1	90.1
90.3	11:46:56	90.3	90.3
93.9	11:46:57	93.9	93.9
92.9	11:46:58	92.9	92.9
92.8	11:46:59	92.8	92.8
92.7	11:47:00	92.7	92.7
92.7	11:47:01	92.7	92.7
92.1	11:47:02	92.1	92.1
92.8	11:47:03	92.8	92.8
92.7	11:47:04	92.7	92.7
92.9	11:47:05	92.9	92.9
92.1	11:47:06	92.1	92.1
90.9	11:47:07	90.9	90.9
90.0	11:47:08	90.0	90.0
90.0	11:47:09	90.0	90.0
90.1	11:47:10	90.1	90.1
91.1	11:47:11	91.1	91.1
93.3	11:47:12	93.3	93.3
95.5	11:47:13	95.5	95.5
96.3	11:47:14	96.3	96.3
96.6	11:47:15	96.6	96.6
96.3	11:47:16	96.3	96.3
95.5	11:47:17	95.5	95.5
94.5	11:47:18	94.5	94.5
93.0	11:47:19	93.0	93.0
91.8	11:47:20	91.8	91.8
91.7	11:47:21	91.7	91.7
91.3	11:47:22	91.3	91.3
91.1	11:47:23	91.1	91.1
91.4	11:47:24	91.4	91.4
92.6	11:47:25	92.6	92.6
93.9	11:47:26	93.9	93.9
93.7	11:47:27	93.7	93.7
93.0	11:47:28	93.0	93.0
92.5	11:47:29	92.5	92.5
92.8	11:47:30	92.8	92.8
93.4	11:47:31	93.4	93.4
93.5	11:47:32	93.5	93.5
93.8	11:47:33	93.8	93.8
94.3	11:47:34	94.3	94.3
94.7	11:47:35	94.7	94.7
94.8	11:47:36	94.8	94.8
97.9	11:47:37	97.9	97.9
99.1	11:47:38	99.1	99.1
99.9	11:47:39	99.9	99.9
99.9	11:47:40	99.9	99.9
99.1	11:47:41	99.1	99.1
99.1	11:47:42	99.1	99.1
98.3	11:47:43	98.3	98.3
97.2	11:47:44	97.2	97.2
96.4	11:47:45	96.4	96.4
96.1	11:47:46	96.1	96.1
94.3	11:47:47	94.3	94.3
93.6	11:47:48	93.6	93.6
92.5	11:47:49	92.5	92.5
91.7	11:47:50	91.7	91.7
91.9	11:47:51	91.9	91.9
91.5	11:47:52	91.5	91.5
91.7	11:47:53	91.7	91.7
92.7	11:47:54	92.7	92.7
93.7	11:47:55	93.7	93.7
94.2	11:47:56	94.2	94.2
94.3	11:47:57	94.3	94.3
94.6	11:47:58	94.6	94.6
95.4	11:47:59	95.4	95.4
95.4	11:48:00	95.4	95.4
94.9	11:48:01	94.9	94.9
93.3	11:48:02	93.3	93.3
92.7	11:48:03	92.7	92.7
92.0	11:48:04	92.0	92.0
91.9	11:48:05	91.9	91.9
91.5	11:48:06	91.5	91.5
90.8	11:48:07	90.8	90.8
90.4	11:48:08	90.4	90.4
88.4	11:48:09	88.4	88.4
59.3	11:48:10	59.3	59.3
90.1	11:48:11	90.1	90.1
90.8	11:48:12	90.8	90.8
90.9	11:48:13	90.9	90.9
90.9	11:48:14	90.9	90.9
90.6	11:48:15	90.6	90.6
91.2	11:48:16	91.2	91.2
90.7	11:48:17	90.7	90.7
90.9	11:48:18	90.9	90.9
88.6	11:48:19	88.6	88.6
58.4	11:48:20	58.4	58.4
59.0	11:48:21	59.0	59.0
60.4	11:48:22	60.4	60.4
62.7	11:48:23	62.7	62.7
63.2	11:48:24	63.2	63.2
63.8	11:48:25	63.8	63.8
63.9	11:48:26	63.9	63.9
63.1	11:48:27	63.1	63.1
62.0	11:48:28	62.0	62.0
61.0	11:48:29	61.0	61.0
60.3	11:48:30	60.3	60.3
59.1	11:48:31	59.1	59.1
59.5	11:48:32	59.5	59.5
59.3	11:48:33	59.3	59.3
60.3	11:48:34	60.3	60.3
63.0	11:48:35	63.0	63.0
64.5	11:48:36	64.5	64.5
65.0	11:48:37	65.0	65.0
65.0	11:48:38	65.0	65.0
65.6	11:48:39	65.6	65.6
64.5	11:48:40	64.5	64.5
64.5	11:48:41	64.5	64.5
64.7	11:48:42	64.7	64.7
64.3	11:48:43	64.3	64.3
63.6	11:48:44	63.6	63.6
62.9	11:48:45	62.9	62.9
62.3	11:48:46	62.3	62.3
62.3	11:48:47	62.3	62.3
62.2	11:48:48	62.2	62.2
62.3	11:48:49	62.3	62.3
61.1	11:48:50	61.1	61.1
60.1	11:48:51	60.1	60.1
63.6	11:48:52	63.6	63.6
64.1	11:48:53	64.1	64.1
64.9	11:48:54	64.9	64.9
64.7	11:48:55	64.7	64.7
65.3	11:48:56	65.3	65.3
63.1	11:48:57	63.1	63.1
63.1	11:48:58	63.1	63.1
62.2	11:48:59	62.2	62.2
61.4	11:49:00	61.4	61.4
62.3	11:49:01	62.3	62.3
63.1	11:49:02	63.1	63.1
64.4	11:49:03	64.4	64.4
64.5	11:49:04	64.5	64.5
64.5	11:49:05	64.5	64.5
64.0	11:49:06	64.0	64.0
64.1	11:49:07	64.1	64.1
63.0	11:49:08	63.0	63.0
65.3	11:49:09	65.3	65.3
65.4	11:49:10	65.4	65.4
65.8	11:49:11	65.8	65.8
67.7	11:49:12	67.7	67.7
67.1	11:49:13	67.1	67.1
67.5	11:49:14	67.5	67.5
67.1	11:49:15	67.1	67.1
66.4	11:49:16	66.4	66.4
65.8	11:49:17	65.8	65.8
64.9	11:49:18	64.9	64.9
64.0	11:49:19	64.0	64.0
62.9	11:49:20	62.9	62.9
62.3	11:49:21	62.3	62.3

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
99.9	11:40:41	99.9	99.9
97.2	11:40:48	97.2	97.2
99.0	11:40:49	99.0	99.0
99.7	11:40:50	99.7	99.7
99.3	11:40:51	99.3	99.3
99.1	11:40:52	99.1	99.1
98.1	11:40:53	98.1	98.1
96.7	11:40:54	96.7	96.7
97.7	11:40:55	97.7	97.7
99.2	11:40:56	99.2	99.2
99.2	11:40:57	99.2	99.2
99.3	11:40:58	99.3	99.3
99.0	11:40:59	99.0	99.0
98.6	11:46:00	98.6	98.6
99.0	11:46:01	99.0	99.0
99.0	11:46:02	99.0	99.0
95.9	11:46:03	95.9	95.9
99.8	11:46:04	99.8	99.8
96.0	11:46:05	96.0	96.0
99.4	11:46:06	99.4	99.4
99.3	11:46:07	99.3	99.3
99.2	11:46:08	99.2	99.2
99.4	11:46:09	99.4	99.4
95.6	11:46:10	95.6	95.6
99.1	11:46:11	99.1	99.1
99.3	11:46:12	99.3	99.3
96.5	11:46:13	96.5	96.5
99.9	11:46:14	99.9	99.9
98.1	11:46:15	98.1	98.1
99.1	11:46:16	99.1	99.1
99.3	11:46:17	99.3	99.3
96.9	11:46:18	96.9	96.9
96.4	11:46:19	96.4	96.4
95.3	11:46:20	95.3	95.3
94.5	11:46:21	94.5	94.5
94.1	11:46:22	94.1	94.1
94.0	11:46:23	94.0	94.0
94.0	11:46:24	94.0	94.0
94.7	11:46:25	94.7	94.7
94.3	11:46:26	94.3	94.3
93.9	11:46:27	93.9	93.9
93.5	11:46:28	93.5	93.5
92.8	11:46:29	92.8	92.8
92.5	11:46:30	92.5	92.5
92.9	11:46:31	92.9	92.9
92.9	11:46:32	92.9	92.9
92.8	11:46:33	92.8	92.8
92.3	11:46:34	92.3	92.3
91.9	11:46:35	91.9	91.9
92.4	11:46:36	92.4	92.4
93.3	11:46:37	93.3	93.3
93.7	11:46:38	93.7	93.7
94.0	11:46:39	94.0	94.0
93.7	11:46:40	93.7	93.7
93.1	11:46:41	93.1	93.1
93.5	11:46:42	93.5	93.5
95.3	11:46:43	95.3	95.3
96.3	11:46:44	96.3	96.3
94.9	11:46:45	94.9	94.9
93.6	11:46:46	93.6	93.6
93.5	11:46:47	93.5	93.5
96.0	11:46:48	96.0	96.0
96.4	11:46:49	96.4	96.4
94.5	11:46:50	94.5	94.5
92.3	11:46:51	92.3	92.3
90.5	11:46:52	90.5	90.5
90.2	11:46:53	90.2	90.2
91.6	11:46:54	91.6	91.6
93.9	11:46:55	93.9	93.9
96.8	11:46:56	96.8	96.8
99.7	11:46:57	99.7	99.7
99.1	11:46:58	99.1	99.1
99.5	11:46:59	99.5	99.5
99.7	11:47:00	99.7	99.7
99.3	11:47:01	99.3	99.3
99.1	11:47:02	99.1	99.1
99.2	11:47:03	99.2	99.2
99.5	11:47:04	99.5	99.5
99.1	11:47:05	99.1	99.1
98.5	11:47:06	98.5	98.5
96.8	11:47:07	96.8	96.8
95.8	11:47:08	95.8	95.8
95.1	11:47:09	95.1	95.1
94.3	11:47:10	94.3	94.3
93.0	11:47:11	93.0	93.0
91.7	11:47:12	91.7	91.7
91.0	11:47:13	91.0	91.0
90.3	11:47:14	90.3	90.3
90.0	11:47:15	90.0	90.0
91.3	11:47:16	91.3	91.3
91.1	11:47:17	91.1	91.1
91.4	11:47:18	91.4	91.4
93.1	11:47:19	93.1	93.1
95.4	11:47:20	95.4	95.4
98.1	11:47:21	98.1	98.1
99.1	11:47:22	99.1	99.1
98.3	11:47:23	98.3	98.3
96.3	11:47:24	96.3	96.3
94.3	11:47:25	94.3	94.3
93.1	11:47:26	93.1	93.1
92.8	11:47:27	92.8	92.8
93.3	11:47:28	93.3	93.3
93.1	11:47:29	93.1	93.1
92.2	11:47:30	92.2	92.2
93.0	11:47:31	93.0	93.0
93.2	11:47:32	93.2	93.2
92.5	11:47:33	92.5	92.5
91.2	11:47:34	91.2	91.2
90.3	11:47:35	90.3	90.3
90.0	11:47:36	90.0	90.0
90.2	11:47:37	90.2	90.2
91.1	11:47:38	91.1	91.1
93.3	11:47:39	93.3	93.3
95.8	11:47:41	95.8	95.8
98.1	11:47:42	98.1	98.1
98.4	11:47:43	98.4	98.4
97.3	11:47:44	97.3	97.3
97.1	11:47:45	97.1	97.1
95.7	11:47:46	95.7	95.7
94.0	11:47:47	94.0	94.0
92.5	11:47:48	92.5	92.5
91.8	11:47:49	91.8	91.8
91.6	11:47:50	91.6	91.6
91.4	11:47:51	91.4	91.4
92.2	11:47:52	92.2	92.2
94.2	11:47:53	94.2	94.2
96.7	11:47:54	96.7	96.7
96.6	11:47:55	96.6	96.6
94.6	11:47:56	94.6	94.6
93.8	11:47:57	93.8	93.8
94.8	11:47:58	94.8	94.8
95.6	11:47:59	95.6	95.6
95.1	11:48:00	95.1	95.1
95.1	11:48:01	95.1	95.1
95.6	11:48:02	95.6	95.6
95.6	11:48:03	95.6	95.6
96.7	11:48:04	96.7	96.7
99.0	11:48:05	99.0	99.0
91.5	11:48:06	91.5	91.5
92.5	11:48:07	92.5	92.5
93.9	11:48:08	93.9	93.9
92.8	11:48:09	92.8	92.8
90.7	11:48:10	90.7	90.7
99.9	11:48:11	99.9	99.9
99.9	11:48:12	99.9	99.9
98.1	11:48:13	98.1	98.1
96.8	11:48:14	96.8	96.8
95.5	11:48:15	95.5	95.5
94.5	11:48:16	94.5	94.5
93.8	11:48:17	93.8	93.8
93.1	11:48:18	93.1	93.1
92.3	11:48:19	92.3	92.3
92.3	11:48:20	92.3	92.3
92.8	11:48:21	92.8	92.8
94.2	11:48:22	94.2	94.2
95.9	11:48:23	95.9	95.9
95.5	11:48:24	95.5	95.5
96.0	11:48:25	96.0	96.0
97.3	11:48:27	97.3	97.3
97.1	11:48:28	97.1	97.1
95.7	11:48:29	95.7	95.7
94.3	11:48:30	94.3	94.3
92.9	11:48:31	92.9	92.9
92.1	11:48:32	92.1	92.1
91.9	11:48:33	91.9	91.9
91.5	11:48:34	91.5	91.5
90.5	11:48:35	90.5	90.5
99.2	11:48:36	99.2	99.2
90.3	11:48:37	90.3	90.3
92.3	11:48:38	92.3	92.3
92.3	11:48:39	92.3	92.3
91.5	11:48:40	91.5	91.5

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
93.0	11:49:22	93.0	93.0
92.7	11:49:23	92.7	92.7
96.3	11:49:24	96.3	96.3
96.4	11:49:25	96.4	96.4
96.4	11:49:26	96.4	96.4
94.4	11:49:27	94.4	94.4
94.3	11:49:28	94.3	94.3
93.7	11:49:29	93.7	93.7
93.4	11:49:30	93.4	93.4
92.7	11:49:31	92.7	92.7
92.6	11:49:32	92.6	92.6
90.4	11:49:34	90.4	90.4
90.0	11:49:35	90.0	90.0
90.1	11:49:36	90.1	90.1
90.0	11:49:37	90.0	90.0
95.9	11:49:38	95.9	95.9
98.8	11:49:39	98.8	98.8
96.0	11:49:40	96.0	96.0
97.4	11:49:41	97.4	97.4
98.0	11:49:42	98.0	98.0
97.2	11:49:43	97.2	97.2
97.4	11:49:44	97.4	97.4
95.6	11:49:45	95.6	95.6
95.1	11:49:46	95.1	95.1
95.3	11:49:47	95.3	95.3
96.5	11:49:48	96.5	96.5
97.9	11:49:49	97.9	97.9
98.1	11:49:50	98.1	98.1
97.1	11:49:51	97.1	97.1
96.3	11:49:52	96.3	96.3
96.9	11:49:53	96.9	96.9
96.4	11:49:54	96.4	96.4
95.3	11:49:55	95.3	95.3
94.5	11:49:56	94.5	94.5
94.1	11:49:57	94.1	94.1
94.0	11:49:58	94.0	94.0
94.0	11:49:59	94.0	94.0
94.7	11:50:00	94.7	94.7
94.4	11:50:01	94.4	94.4
93.9	11:50:02	93.9	93.9
93.2	11:50:03	93.2	93.2
92.8	11:50:04	92.8	92.8
92.5	11:50:05	92.5	92.5
92.4	11:50:06	92.4	92.4
92.9	11:50:07	92.9	92.9
92.8	11:50:08	92.8	92.8
92.3	11:50:09	92.3	92.3
91.9	11:50:10	91.9	91.9
92.4	11:50:11	92.4	92.4
93.3	11:50:12	93.3	93.3
93.7	11:50:13	93.7	93.7
94.0	11:50:14	94.0	94.0
93.7	11:50:15	93.7	93.7
93.1	11:50:16	93.1	93.1
93.5	11:50:17	93.5	93.5
95.3	11:50:18	95.3	95.3
96.3	11:50:19	96.3	96.3
94.9	11:50:20	94.9	94.9
93.6	11:50:21	93.6	93.6
93.5	11:50:22	93.5	93.5
96.0	11:50:23	96.0	96.0
94.6	11:50:24	94.6	94.6
93.5	11:50:25	93.5	93.5
92.3	11:50:26	92.3	92.3
91.9	11:50:27	91.9	91.9
91.5	11:50:28	91.5	91.5
91.2	11:50:29	91.2	91.2
91.2	11:50:30	91.2	91.2
96.8	11:50:31	96.8	96.8
99.7	11:50:32	99.7	99.7
99.1	11:50:33	99.1	99.1
99.5	11:50:34	99.5	99.5
99.7	11:50:35	99.7	99.7
99.3	11:50:36	99.3	99.3
99.1	11:50:37	99.1	99.1
99.2	11:50:38	99.2	99.2
99.5	11:50:39	99.5	99.5
99.1	11:50:40	99.1	99.1
98.5	11:50:41	98.5	98.5
93.6	11:50:42	93.6	93.6
93.2	11:50:43	93.2	93.2
95.1	11:50:44	95.1	95.1
94.3	11:50:45	94.3	94.3
93.0	11:50:46	93.0	93.0
91.7	11:50:47	91.7	91.7
91.0	11:50:48	91.0	91.0
90.3	11:50:49	90.3	90.3
90.0	11:50:50	90.0	90.0
91.3	11:50:51	91.3	91.3
91.1	11:50:52	91.1	91.1
91.4	11:50:53	91.4	91.4
93.1	11:50:54	93.1	93.1
95.4	11:50:55	95.4	95.4
98.1	11:50:56	98.1	98.1
99.1	11:50:57	99.1	99.1
98.3	11:50:58	98.3	98.3
96.3	11:50:59	96.3	96.3
94.3	11:51:00	94.3	94.3
93.1	11:51:01	93.1	93.1
92.8	11:51:02	92.8	92.8
93.3	11:51:03	93.3	93.3
93.1	11:51:04	93.1	93.1
92.2	11:51:05	92.2	92.2
93.0	11:51:06	93.0	93.0
92.6	11:51:07	92.6	92.6
92.5	11:51:08	92.5	92.5
92.4	11:51:09	92.4	92.4
92.2	11:51:10	92.2	92.2
94.6	11:51:07	94.6	94.6
95.4	11:51:08	95.4	95.4
95.2	11:51:09	95.2	95.2
94.5	11:51:10	94.5	94.5
93.4	11:51:11	93.4	93.4
92.6	11:51:12	92.6	92.6
92.2	11:51:13	92.2	92.2
92.2	11:51:14	92.2	92.2
93.3	11:51:15	93.3	93.3
93.9	11:51:16	93.9	93.9
93.5	11:51:17	93.5	93.5
92.6	11:51:18	92.6	92.6
91.6	11:51:19	91.6	91.6
91.5	11:51:20	91.5	91.5
91.8	11:51:21	91.8	91.8
92.6	11:51:22	92.6	92.6
93.4	11:51:23	93.4	93.4
94.5	11:51:24	94.5	94.5
95.3	11:51:25	95.3	95.3
94.7	11:51:26	94.7	94.7
93.7	11:51:27	93.7	93.7
93.0	11:51:28	93.0	93.0
92.4	11:51:29	92.4	92.4
92.4	11:51:30	92.4	92.4
92.6	11:51:31	92.6	92.6
93.2	11:51:32	93.2	93.2
94.4	11:51:33	94.4	94.4
96.8	11:51:34	96.8	96.8
97.8	11:51:35	97.8	97.8
97.9	11:51:36	97.9	97.9
97.7	11:51:37	97.7	97.7
97.3	11:51:38	97.3	97.3
96.9	11:51:39	96.9	96.9
97.7	11:51:40	97.7	97.7
98.1	11:51:41	98.1	98.1
97.3	11:51:42	97.3	97.3
96.8	11:51:43	96.8	96.8
96.1	11:51:44	96.1	96.1
95.2	11:51:45	95.2	95.2
94.2	11:51:46	94.2	94.2
93.1	11:51:47	93.1	93.1
92.3	11:51:48	92.3	92.3
92.1	11:51:49	92.1	92.1
92.0	11:51:50	92.0	92.0
92.3	11:51:51	92.3	92.3
91.8	11:51:52	91.8	91.8
91.8	11:51:53	91.8	91.8
92.8	11:51:54	92.8	92.8
93.4	11:51:55	93.4	93.4
94.4	11:51:56	94.4	94.4
94.4	11:51:57	94.4	94.4
94.4	11:51:58	94.4	94.4
93.9	11:51:59	93.9	93.9
92.6	11:52:00	92.6	92.6
92.1	11:52:01	92.1	92.1
92.6	11:52:02	92.6	92.6
93.0	11:52:03	93.0	93.0
93.7	11:52:04	93.7	93.7
95.4	11:52:05	95.4	95.4
96.4	11:52:06	96.4	96.4
95.6	11:52:07	95.6	95.6
95.9	11:52:08	95.9	95.9
95.8	11:52:09	95.8	95.8
94.9	11:52:10	94.9	94.9
95.0	11:52:11	95.0	95.0
94.3	11:52:12	94.3	94.3
93.8	11:52:13	93.8	93.8
92.9	11:52:14	92.9	92.9
91.9	11:52:15	91.9	91.9

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
60.8	11:48:41		60.8
60.8	11:48:42		60.8
62.0	11:48:43		62.0
62.9	11:48:44		62.9
62.0	11:48:45		62.0
60.7	11:48:46		60.7
59.3	11:48:47		59.3
58.3	11:48:48		58.3
58.4	11:48:49		58.4
59.0	11:48:50		59.0
61.3	11:48:51		61.3
65.6	11:48:52		65.6
67.5	11:48:53		67.5
66.3	11:48:54		66.3
64.5	11:48:55		64.5
62.9	11:48:56		62.9
61.5	11:48:57		61.5
60.3	11:48:58		60.3
60.0	11:48:59		60.0
59.9	11:49:00		59.9
59.9	11:49:01		59.9
60.6	11:49:02		60.6
63.1	11:49:03		63.1
66.3	11:49:04		66.3
66.6	11:49:05		66.6
67.5	11:49:06		67.5
68.1	11:49:07		68.1
66.3	11:49:08		66.3
66.3	11:49:09		66.3
67.2	11:49:10		67.2
66.2	11:49:11		66.2
65.3	11:49:12		65.3
64.4	11:49:13		64.4
64.1	11:49:14		64.1
65.0	11:49:15		65.0
64.9	11:49:16		64.9
63.8	11:49:17		63.8
63.7	11:49:18		63.7
64.3	11:49:19		64.3
66.1	11:49:20		66.1
67.2	11:49:21		67.2
67.7	11:49:22		67.7
66.4	11:49:23		66.4
64.9	11:49:24		64.9
65.0	11:49:25		65.0
65.0	11:49:26		65.0
63.7	11:49:27		63.7
63.1	11:49:28		63.1
63.7	11:49:29		63.7
65.4	11:49:30		65.4
66.3	11:49:31		66.3
66.4	11:49:32		66.4
65.3	11:49:33		65.3
64.5	11:49:34		64.5
66.0	11:49:35		66.0
67.4	11:49:36		67.4
67.2	11:49:37		67.2
67.3	11:49:38		67.3
68.5	11:49:39		68.5
68.8	11:49:40		68.8
68.4	11:49:41		68.4
69.0	11:49:42		69.0
68.3	11:49:43		68.3
67.3	11:49:44		67.3
67.3	11:49:45		67.3
66.3	11:49:46		66.3
64.7	11:49:47		64.7
63.5	11:49:48		63.5
63.6	11:49:49		63.6
65.2	11:49:50		65.2
67.2	11:49:51		67.2
69.2	11:49:52		69.2
69.2	11:49:53		69.2
67.3	11:49:54		67.3
65.8	11:49:55		65.8
65.4	11:49:56		65.4
65.9	11:49:57		65.9
65.9	11:49:58		65.9
64.7	11:49:59		64.7
63.0	11:50:00		63.0
61.9	11:50:01		61.9
61.1	11:50:02		61.1
60.0	11:50:03		60.0
59.1	11:50:04		59.1
60.1	11:50:05		60.1
63.3	11:50:06		63.3
65.6	11:50:07		65.6
67.3	11:50:08		67.3
68.0	11:50:09		68.0
67.4	11:50:10		67.4
66.4	11:50:11		66.4
67.2	11:50:12		67.2
68.1	11:50:13		68.1
68.7	11:50:14		68.7
67.4	11:50:15		67.4
66.7	11:50:16		66.7
68.0	11:50:17		68.0
68.8	11:50:18		68.8
67.9	11:50:19		67.9
68.5	11:50:20		68.5
71.4	11:50:21		71.4
72.7	11:50:22		72.7
73.6	11:50:23		73.6
73.5	11:50:24		73.5
72.7	11:50:25		72.7
71.4	11:50:26		71.4
70.4	11:50:27		70.4
68.7	11:50:28		68.7
67.3	11:50:29		67.3
68.0	11:50:30		68.0
68.5	11:50:31		68.5
69.1	11:50:32		69.1
70.1	11:50:33		70.1
70.0	11:50:34		70.0
72.2	11:50:35		72.2
73.7	11:50:36		73.7
73.8	11:50:37		73.8
71.7	11:50:38		71.7
69.4	11:50:39		69.4
68.9	11:50:40		68.9
69.8	11:50:41		69.8
70.0	11:50:42		70.0
69.5	11:50:43		69.5
69.3	11:50:44		69.3
68.9	11:50:45		68.9
68.6	11:50:46		68.6
69.0	11:50:47		69.0
68.4	11:50:48		68.4
67.1	11:50:49		67.1
65.6	11:50:50		65.6
64.4	11:50:51		64.4
63.3	11:50:52		63.3
62.2	11:50:53		62.2
61.5	11:50:54		61.5
61.5	11:50:55		61.5
61.6	11:50:56		61.6
62.0	11:50:57		62.0
62.2	11:50:58		62.2
62.3	11:50:59		62.3
63.4	11:51:00		63.4
64.9	11:51:01		64.9
65.6	11:51:02		65.6
65.2	11:51:03		65.2
64.4	11:51:04		64.4
64.8	11:51:05		64.8
67.0	11:51:06		67.0
68.1	11:51:07		68.1
66.9	11:51:08		66.9
65.4	11:51:09		65.4
64.7	11:51:10		64.7
63.9	11:51:11		63.9
63.4	11:51:12		63.4
64.3	11:51:13		64.3
64.3	11:51:14		64.3
65.1	11:51:15		65.1
65.3	11:51:16		65.3
64.1	11:51:17		64.1
62.8	11:51:18		62.8
62.6	11:51:19		62.6
64.8	11:51:20		64.8
66.1	11:51:21		66.1
66.0	11:51:22		66.0

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
61.9	11:52:10	61.9	61.9
62.8	11:52:11	62.8	62.8
62.8	11:52:12	62.8	62.8
64.5	11:52:20	64.5	64.5
64.5	11:52:21	64.5	64.5
64.8	11:52:22	64.8	64.8
66.3	11:52:23	66.3	66.3
67.7	11:52:24	67.7	67.7
69.8	11:52:25	69.8	69.8
69.8	11:52:26	69.8	69.8
68.5	11:52:27	68.5	68.5
66.9	11:52:28	66.9	66.9
66.2	11:52:29	66.2	66.2
65.2	11:52:30	65.2	65.2
63.9	11:52:31	63.9	63.9
63.4	11:52:32	63.4	63.4
62.5	11:52:33	62.5	62.5
61.5	11:52:34	61.5	61.5
60.8	11:52:35	60.8	60.8
60.6	11:52:36	60.6	60.6
60.9	11:52:37	60.9	60.9
60.9	11:52:38	60.9	60.9
61.3	11:52:39	61.3	61.3
61.6	11:52:40	61.6	61.6
62.8	11:52:41	62.8	62.8
64.9	11:52:42	64.9	64.9
65.2	11:52:43	65.2	65.2
64.5	11:52:44	64.5	64.5
63.9	11:52:45	63.9	63.9
64.1	11:52:46	64.1	64.1
64.6	11:52:47	64.6	64.6
64.6	11:52:48	64.6	64.6
64.4	11:52:49	64.4	64.4
64.4	11:52:50	64.4	64.4
64.7	11:52:51	64.7	64.7
64.9	11:52:52	64.9	64.9
65.4	11:52:53	65.4	65.4
66.0	11:52:54	66.0	66.0
66.5	11:52:55	66.5	66.5
66.4	11:52:56	66.4	66.4
65.7	11:52:57	65.7	65.7
65.6	11:52:58	65.6	65.6
64.7	11:52:59	64.7	64.7
63.7	11:53:00	63.7	63.7
62.4	11:53:01	62.4	62.4
61.4	11:53:02	61.4	61.4
61.3	11:53:03	61.3	61.3
61.7	11:53:04	61.7	61.7
62.3	11:53:05	62.3	62.3
62.3	11:53:06	62.3	62.3
63.5	11:53:07	63.5	63.5
64.4	11:53:08	64.4	64.4
67.3	11:53:09	67.3	67.3
69.2	11:53:10	69.2	69.2
70.3	11:53:11	70.3	70.3
70.6	11:53:12	70.6	70.6
69.7	11:53:13	69.7	69.7
67.7	11:53:14	67.7	67.7
65.0	11:53:15	65.0	65.0
62.4	11:53:16	62.4	62.4
61.4	11:53:17	61.4	61.4
60.4	11:53:18	60.4	60.4
59.5	11:53:19	59.5	59.5
60.6	11:53:20	60.6	60.6
61.5	11:53:21	61.5	61.5
61.6	11:53:22	61.6	61.6
61.6	11:53:23	61.6	61.6
61.7	11:53:24	61.7	61.7
61.4	11:53:25	61.4	61.4
61.5	11:53:26	61.5	61.5
61.3	11:53:27	61.3	61.3
62.2	11:53:28	62.2	62.2
63.4	11:53:29	63.4	63.4
63.9	11:53:30	63.9	63.9
63.3	11:53:31	63.3	63.3
62.3	11:53:32	62.3	62.3
61.6	11:53:33	61.6	61.6
62.0	11:53:34	62.0	62.0
63.4	11:53:35	63.4	63.4
64.5	11:53:36	64.5	64.5
64.5	11:53:37	64.5	64.5
63.8	11:53:38	63.8	63.8
63.2	11:53:39	63.2	63.2
62.3	11:53:40	62.3	62.3
61.4	11:53:41	61.4	61.4
60.8	11:53:42	60.8	60.8
60.6	11:53:43	60.6	60.6
61.5	11:53:44	61.5	61.5
64.6	11:53:45	64.6	64.6
65.7	11:53:46	65.7	65.7
65.5	11:53:47	65.5	65.5
64.8	11:53:48	64.8	64.8
64.0	11:53:49	64.0	64.0
63.1	11:53:50	63.1	63.1
61.5	11:53:51	61.5	61.5
60.7	11:53:52	60.7	60.7
61.2	11:53:53	61.2	61.2
61.7	11:53:54	61.7	61.7
63.1	11:53:55	63.1	63.1
62.8	11:53:56	62.8	62.8
63.5	11:53:57	63.5	63.5
65.4	11:53:58	65.4	65.4
66.7	11:53:59	66.7	66.7
66.1	11:54:00	66.1	66.1
65.3	11:54:01	65.3	65.3
64.4	11:54:02	64.4	64.4
63.4	11:54:03	63.4	63.4
62.5	11:54:04	62.5	62.5
61.9	11:54:05	61.9	61.9
61.9	11:54:06	61.9	61.9
63.8	11:54:07	63.8	63.8
65.5	11:54:08	65.5	65.5
64.8	11:54:09	64.8	64.8
64.0	11:54:10	64.0	64.0
64.4	11:54:11	64.4	64.4
64.8	11:54:12	64.8	64.8
64.1	11:54:13	64.1	64.1
65.0	11:54:14	65.0	65.0
66.0	11:54:15	66.0	66.0
67.2	11:54:16	67.2	67.2
68.3	11:54:17	68.3	68.3
68.4	11:54:18	68.4	68.4
66.4	11:54:19	66.4	66.4
66.0	11:54:20	66.0	66.0
65.4	11:54:21	65.4	65.4
64.9	11:54:22	64.9	64.9
65.9	11:54:23	65.9	65.9
66.9	11:54:24	66.9	66.9
67.6	11:54:25	67.6	67.6
69.0	11:54:26	69.0	69.0
68.9	11:54:27	68.9	68.9
72.1	11:54:28	72.1	72.1
71.8	11:54:29	71.8	71.8
68.2	11:54:30	68.2	68.2
65.2	11:54:31	65.2	65.2
66.2	11:54:32	66.2	66.2
71.5	11:54:33	71.5	71.5
70.9	11:54:34	70.9	70.9
68.4	11:54:35	68.4	68.4
69.1	11:54:36	69.1	69.1
68.2	11:54:37	68.2	68.2
67.3	11:54:38	67.3	67.3
66.9	11:54:39	66.9	66.9
66.3	11:54:40	66.3	66.3
66.1	11:54:41	66.1	66.1
64.9	11:54:42	64.9	64.9
63.7	11:54:43	63.7	63.7
63.0	11:54:44	63.0	63.0
62.4	11:54:45	62.4	62.4
62.2	11:54:46	62.2	62.2
62.0	11:54:47	62.0	62.0
61.7	11:54:48	61.7	61.7
60.7	11:54:49	60.7	60.7
59.6	11:54:50	59.6	59.6
58.9	11:54:51	58.9	58.9
58.2	11:54:52	58.2	58.2
57.5	11:54:53	57.5	57.5
57.3	11:54:54	57.3	57.3
57.9	11:54:55	57.9	57.9
58.2	11:54:56	58.2	58.2
59.0	11:54:57	59.0	59.0

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
65.3	11:51:23	65.3	65.3
66.3	11:51:24	66.3	66.3
67.3	11:51:25	67.3	67.3
66.2	11:51:26	66.2	66.2
65.1	11:51:27	65.1	65.1
64.8	11:51:28	64.8	64.8
64.2	11:51:29	64.2	64.2
63.7	11:51:30	63.7	63.7
63.1	11:51:31	63.1	63.1
63.0	11:51:32	63.0	63.0
63.0	11:51:33	63.0	63.0
64.3	11:51:34	64.3	64.3
65.7	11:51:35	65.7	65.7
67.0	11:51:36	67.0	67.0
66.5	11:51:37	66.5	66.5
65.0	11:51:38	65.0	65.0
63.4	11:51:39	63.4	63.4
62.4	11:51:40	62.4	62.4
62.7	11:51:41	62.7	62.7
63.7	11:51:42	63.7	63.7
65.2	11:51:43	65.2	65.2
66.4	11:51:44	66.4	66.4
66.2	11:51:45	66.2	66.2
64.2	11:51:46	64.2	64.2
62.7	11:51:47	62.7	62.7
62.1	11:51:48	62.1	62.1
62.1	11:51:49	62.1	62.1
62.4	11:51:50	62.4	62.4
64.4	11:51:51	64.4	64.4
66.9	11:51:52	66.9	66.9
66.7	11:51:53	66.7	66.7
65.6	11:51:54	65.6	65.6
64.4	11:51:55	64.4	64.4
63.6	11:51:56	63.6	63.6
63.4	11:51:57	63.4	63.4
62.6	11:51:58	62.6	62.6
62.1	11:51:59	62.1	62.1
62.9	11:52:00	62.9	62.9
65.1	11:52:01	65.1	65.1
68.3	11:52:02	68.3	68.3
70.4	11:52:03	70.4	70.4
70.2	11:52:04	70.2	70.2
70.3	11:52:05	70.3	70.3
69.4	11:52:06	69.4	69.4
68.6	11:52:07	68.6	68.6
69.1	11:52:08	69.1	69.1
69.5	11:52:09	69.5	69.5
68.9	11:52:10	68.9	68.9
67.9	11:52:11	67.9	67.9
67.2	11:52:12	67.2	67.2
66.3	11:52:13	66.3	66.3
64.9	11:52:14	64.9	64.9
63.2	11:52:15	63.2	63.2
62.4	11:52:16	62.4	62.4
62.6	11:52:17	62.6	62.6
63.0	11:52:18	63.0	63.0
63.3	11:52:19	63.3	63.3
63.0	11:52:20	63.0	63.0
62.9	11:52:21	62.9	62.9
62.9	11:52:22	62.9	62.9
63.5	11:52:23	63.5	63.5
64.5	11:52:24	64.5	64.5
65.8	11:52:25	65.8	65.8
65.6	11:52:26	65.6	65.6
64.4	11:52:27	64.4	64.4
63.1	11:52:28	63.1	63.1
62.4	11:52:29	62.4	62.4
62.9	11:52:30	62.9	62.9
64.4	11:52:31	64.4	64.4
65.8	11:52:32	65.8	65.8
64.9	11:52:33	64.9	64.9
64.7	11:52:34	64.7	64.7
64.9	11:52:35	64.9	64.9
66.4	11:52:36	66.4	66.4
65.9	11:52:37	65.9	65.9
65.7	11:52:38	65.7	65.7
65.1	11:52:39	65.1	65.1
64.9	11:52:40	64.9	64.9
63.9	11:52:41	63.9	63.9
63.3	11:52:42	63.3	63.3
63.0	11:52:43	63.0	63.0
63.1	11:52:44	63.1	63.1
62.7	11:52:45	62.7	62.7
62.7	11:52:46	62.7	62.7
62.7	11:52:47	62.7	62.7
63.6	11:52:48	63.6	63.6
65.1	11:52:49	65.1	65.1
65.9	11:52:50	65.9	65.9
65.5	11:52:51	65.5	65.5
67.6	11:52:52	67.6	67.6
70.8	11:52:53	70.8	70.8
71.8	11:52:54	71.8	71.8
70.0	11:52:55	70.0	70.0
67.8	11:52:56	67.8	67.8
66.1	11:52:57	66.1	66.1
64.7	11:52:58	64.7	64.7
63.4	11:52:59	63.4	63.4
63.1	11:53:00	63.1	63.1
62.7	11:53:01	62.7	62.7
61.2	11:53:02	61.2	61.2
60.2	11:53:03	60.2	60.2
61.0	11:53:04	61.0	61.0
61.6	11:53:05	61.6	61.6
62.4	11:53:06	62.4	62.4
61.3	11:53:07	61.3	61.3
60.7	11:53:08	60.7	60.7
60.7	11:53:09	60.7	60.7
63.7	11:53:10	63.7	63.7
66.5	11:53:11	66.5	66.5
65.9	11:53:12	65.9	65.9
64.9	11:53:13	64.9	64.9
64.9	11:53:14	64.9	64.9
65.9	11:53:15	65.9	65.9
67.2	11:53:16	67.2	67.2
67.0	11:53:17	67.0	67.0
65.5	11:53:18	65.5	65.5
64.2	11:53:19	64.2	64.2
64.4	11:53:20	64.4	64.4
67.2	11:53:21	67.2	67.2
70.2	11:53:22	70.2	70.2
70.0	11:53:23	70.0	70.0
68.3	11:53:24	68.3	68.3
68.6	11:53:25	68.6	68.6
67.9	11:53:26	67.9	67.9
66.1	11:53:27	66.1	66.1
64.3	11:53:28	64.3	64.3
62.6	11:53:29	62.6	62.6
61.9	11:53:30	61.9	61.9
62.3	11:53:31	62.3	62.3
63.6	11:53:32	63.6	63.6
63.7	11:53:33	63.7	63.7
65.0	11:53:34	65.0	65.0
67.7	11:53:35	67.7	67.7
69.3	11:53:36	69.3	69.3
70.4	11:53:37	70.4	70.4
69.7	11:53:38	69.7	69.7
69.2	11:53:39	69.2	69.2
68.7	11:53:40	68.7	68.7
68.2	11:53:41	68.2	68.2
66.7	11:53:42	66.7	66.7
64.2	11:53:43	64.2	64.2
62.1	11:53:44	62.1	62.1
61.5	11:53:45	61.5	61.5
60.3	11:53:46	60.3	60.3
60.5	11:53:47	60.5	60.5
62.0	11:53:48	62.0	62.0
63.1	11:53:49	63.1	63.1
63.0	11:53:50	63.0	63.0
62.9	11:53:51	62.9	62.9
62.8	11:53:52	62.8	62.8
62.3	11:53:53	62.3	62.3
62.3	11:53:54	62.3	62.3
62.4	11:53:55	62.4	62.4
63.0	11:53:56	63.0	63.0
64.3	11:53:57	64.3	64.3
65.3	11:53:58	65.3	65.3
64.7	11:53:59	64.7	64.7
63.3	11:54:00	63.3	63.3
62.4	11:54:01	62.4	62.4
62.8	11:54:02	62.8	62.8
65.0	11:54:03	65.0	65.0
65.8	11:54:04	65.8	65.8

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
59.4	11:54:58	59.4	59.4
59.5	11:54:59	59.5	59.5
60.0	11:55:00	60.0	60.0
60.0	11:55:01	60.0	60.0
62.2	11:55:02	62.2	62.2
64.2	11:55:03	64.2	64.2
64.2	11:55:04	64.2	64.2
67.1	11:55:05	67.1	67.1
68.4	11:55:06	68.4	68.4
68.5	11:55:07	68.5	68.5
68.9	11:55:08	68.9	68.9
68.5	11:55:09	68.5	68.5
67.7	11:55:10	67.7	67.7
67.0	11:55:11	67.0	67.0
66.1	11:55:12	66.1	66.1
64.8	11:55:13	64.8	64.8
63.9	11:55:14	63.9	63.9
63.2	11:55:15	63.2	63.2
62.6	11:55:16	62.6	62.6
62.3	11:55:17	62.3	62.3
62.5	11:55:18	62.5	62.5
62.6	11:55:19	62.6	62.6
61.8	11:55:20	61.8	61.8
60.7	11:55:21	60.7	60.7
59.8	11:55:22	59.8	59.8
59.3	11:55:23	59.3	59.3
59.5	11:55:24	59.5	59.5
60.2	11:55:25	60.2	60.2
60.8	11:55:26	60.8	60.8
61.3	11:55:27	61.3	61.3
62.0	11:55:28	62.0	62.0
62.4	11:55:29	62.4	62.4
62.8	11:55:30	62.8	62.8
62.8	11:55:31	62.8	62.8
62.3	11:55:32	62.3	62.3
61.3	11:55:33	61.3	61.3
60.1	11:55:34	60.1	60.1
59.4	11:55:35	59.4	59.4
59.3	11:55:36	59.3	59.3
60.0	11:55:37	60.0	60.0
61.1	11:55:38	61.1	61.1
61.7	11:55:39	61.7	61.7
62.3	11:55:40	62.3	62.3
62.4	11:55:41	62.4	62.4
62.4	11:55:42	62.4	62.4
61.8	11:55:43	61.8	61.8
60.7	11:55:44	60.7	60.7
59.7	11:55:45	59.7	59.7
59.3	11:55:46	59.3	59.3
58.6	11:55:47	58.6	58.6
58.5	11:55:48	58.5	58.5
58.4	11:55:49	58.4	58.4
58.6	11:55:50	58.6	58.6
58.6	11:55:51	58.6	58.6
59.5	11:55:52	59.5	59.5
59.2	11:55:53	59.2	59.2
58.4	11:55:54	58.4	58.4
57.8	11:55:55	57.8	57.8
59.2	11:55:56	59.2	59.2
60.6	11:55:57	60.6	60.6
62.3	11:55:58	62.3	62.3
63.1	11:55:59	63.1	63.1
62.4	11:56:00	62.4	62.4
61.1	11:56:01	61.1	61.1
59.8	11:56:02	59.8	59.8
59.2	11:56:03	59.2	59.2
58.6	11:56:04	58.6	58.6
58.1	11:56:05	58.1	58.1
59.4	11:56:06	59.4	59.4
59.7	11:56:07	59.7	59.7
59.2	11:56:08	59.2	59.2
58.8	11:56:09	58.8	58.8
58.8	11:56:10	58.8	58.8
58.4	11:56:11	58.4	58.4
58.3	11:56:12	58.3	58.3
58.8	11:56:13	58.8	58.8
59.2	11:56:14	59.2	59.2
60.0	11:56:15	60.0	60.0
60.5	11:56:16	60.5	60.5
61.6	11:56:17	61.6	61.6
61.9	11:56:18	61.9	61.9
63.4	11:56:19	63.4	63.4
64.9	11:56:20	64.9	64.9
64.8	11:56:21	64.8	64.8
64.1	11:56:22	64.1	64.1
64.6	11:56:23	64.6	64.6
64.2	11:56:24	64.2	64.2
63.1	11:56:25	63.1	63.1
62.5	11:56:26	62.5	62.5
61.7	11:56:27	61.7	61.7
60.6	11:56:28	60.6	60.6
60.9	11:56:29	60.9	60.9
63.1	11:56:30	63.1	63.1
63.5	11:56:31	63.5	63.5
62.4	11:56:32	62.4	62.4
61.5	11:56:33	61.5	61.5
60.0	11:56:34	60.0	60.0
60.3	11:56:35	60.3	60.3
60.8	11:56:36	60.8	60.8
61.8	11:56:37	61.8	61.8
63.3	11:56:38	63.3	63.3
63.3	11:56:39	63.3	63.3
63.2	11:56:40	63.2	63.2
64.1	11:56:41	64.1	64.1
64.2	11:56:42	64.2	64.2
64.2	11:56:43	64.2	64.2
63.7	11:56:44	63.7	63.7
63.9	11:56:45	63.9	63.9
64.0	11:56:46	64.0	64.0
64.0	11:56:47	64.0	64.0
63.7	11:56:48	63.7	63.7
63.7	11:56:49	63.7	63.7
64.2	11:56:50	64.2	64.2
65.8	11:56:51	65.8	65.8
65.8	11:56:52	65.8	65.8
65.8	11:56:53	65.8	65.8
65.4	11:56:54	65.4	65.4
64.7	11:56:55	64.7	64.7
64.5	11:56:56	64.5	64.5
64.5	11:56:57	64.5	64.5
64.3	11:56:58	64.3	64.3
64.0	11:56:59	64.0	64.0
63.1	11:57:00	63.1	63.1
62.1	11:57:01	62.1	62.1
61.2	11:57:02	61.2	61.2
60.7	11:57:03	60.7	60.7
60.4	11:57:04	60.4	60.4
60.9	11:57:05	60.9	60.9
61.5	11:57:06	61.5	61.5
62.1	11:57:07	62.1	62.1
63.9	11:57:08	63.9	63.9
65.3	11:57:09	65.3	65.3
65.6	11:57:10	65.6	65.6
64.5	11:57:11	64.5	64.5
63.9	11:57:12	63.9	63.9
64.0	11:57:13	64.0	64.0
64.8	11:57:14	64.8	64.8
64.5	11:57:15	64.5	64.5
63.6	11:57:16	63.6	63.6
62.6	11:57:17	62.6	62.6
61.8	11:57:18	61.8	61.8
61.2	11:57:19	61.2	61.2
60.6	11:57:20	60.6	60.6
60.5	11:57:21	60.5	60.5
61.0	11:57:22	61.0	61.0
62.6	11:57:23	62.6	62.6
65.5	11:57:24	65.5	65.5
67.2	11:57:25	67.2	67.2
68.1	11:57:26	68.1	68.1
67.2	11:57:27	67.2	67.2
65.6	11:57:28	65.6	65.6
63.6	11:57:29	63.6	63.6
62.3	11:57:30	62.3	62.3
61.4	11:57:31	61.4	61.4
61.4	11:57:32	61.4	61.4
61.9	11:57:33	61.9	61.9
61.9	11:57:34	61.9	61.9
60.9	11:57:35	60.9	60.9
60.4	11:57:36	60.4	60.4
61.6	11:57:37	61.6	61.6
62.5	11:57:38	62.5	62.5
62.2	11:57:39	62.2	62.2

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
66.2	11:54:05	66.2	66.2
65.7	11:54:06	65.7	65.7
64.4	11:54:07	64.4	64.4
63.3	11:54:08	63.3	63.3
62.5	11:54:09	62.5	62.5
61.8	11:54:10	61.8	61.8
61.4	11:54:11	61.4	61.4
62.0	11:54:12	62.0	62.0
65.1	11:54:13	65.1	65.1
68.4	11:54:14	68.4	68.4
68.5	11:54:15	68.5	68.5
66.2	11:54:16	66.2	66.2
65.0	11:54:17	65.0	65.0
64.0	11:54:18	64.0	64.0
62.3	11:54:19	62.3	62.3
61.4	11:54:20	61.4	61.4
61.2	11:54:21	61.2	61.2
62.2	11:54:22	62.2	62.2
64.7	11:54:23	64.7	64.7
64.4	11:54:24	64.4	64.4
64.4	11:54:25	64.4	64.4
67.2	11:54:26	67.2	67.2
69.0	11:54:27	69.0	69.0
66.5	11:54:28	66.5	66.5
67.2	11:54:29	67.2	67.2
65.7	11:54:30	65.7	65.7
64.6	11:54:31	64.6	64.6
63.6	11:54:32	63.6	63.6
62.7	11:54:33	62.7	62.7
62.9	11:54:34	62.9	62.9
65.1	11:54:35	65.1	65.1
67.2	11:54:36	67.2	67.2
66.2	11:54:37	66.2	66.2
64.5	11:54:38	64.5	64.5
65.9	11:54:39	65.9	65.9
68.2	11:54:40	68.2	68.2
66.6	11:54:41	66.6	66.6
65.5	11:54:42	65.5	65.5
65.2	11:54:43	65.2	65.2
66.5	11:54:44	66.5	66.5
67.3	11:54:45	67.3	67.3
66.9	11:54:46	66.9	66.9
65.3	11:54:47	65.3	65.3
65.8	11:54:48	65.8	65.8
67.9	11:54:49	67.9	67.9
67.4	11:54:50	67.4	67.4
66.7	11:54:51	66.7	66.7
69.2	11:54:52	69.2	69.2
71.3	11:54:53	71.3	71.3
71.2	11:54:54	71.2	71.2
69.4	11:54:55	69.4	69.4
68.7	11:54:56	68.7	68.7
66.3	11:54:57	66.3	66.3
64.3	11:54:58	64.3	64.3
63.1	11:54:59	63.1	63.1
65.1	11:55:00	65.1	65.1
66.5	11:55:01	66.5	66.5
65.0	11:55:02	65.0	65.0
66.3	11:55:03	66.3	66.3
66.9	11:55:04	66.9	66.9
67.4	11:55:05	67.4	67.4
66.6	11:55:06	66.6	66.6
66.7	11:55:07	66.7	66.7
66.6	11:55:08	66.6	66.6
66.3	11:55:09	66.3	66.3
65.0	11:55:10	65.0	65.0
64.6	11:55:11	64.6	64.6
64.5	11:55:12	64.5	64.5
64.5	11:55:13	64.5	64.5
63.8	11:55:14	63.8	63.8
63.5	11:55:15	63.5	63.5
63.0	11:55:16	63.0	63.0
62.2	11:55:17	62.2	62.2
60.4	11:55:18	60.4	60.4
59.1	11:55:19	59.1	59.1
58.2	11:55:20	58.2	58.2
58.0	11:55:21	58.0	58.0
57.8	11:55:22	57.8	57.8
58.0	11:55:23	58.0	58.0
58.9	11:55:24	58.9	58.9
59.6	11:55:25	59.6	59.6
60.3	11:55:26	60.3	60.3
60.3	11:55:27	60.3	60.3
60.2	11:55:28	60.2	60.2
61.8	11:55:29	61.8	61.8
65.0	11:55:30	65.0	65.0
67.2	11:55:31	67.2	67.2
67.9	11:55:32	67.9	67.9
69.6	11:55:33	69.6	69.6
72.7	11:55:34	72.7	72.7
72.0	11:55:35	72.0	72.0
71.2	11:55:36	71.2	71.2
70.2	11:55:37	70.2	70.2
70.1	11:55:38	70.1	70.1
69.6	11:55:39	69.6	69.6
68.4	11:55:40	68.4	68.4
67.7	11:55:41	67.7	67.7
66.6	11:55:42	66.6	66.6
65.2	11:55:43	65.2	65.2
64.3	11:55:44	64.3	64.3
64.1	11:55:45	64.1	64.1
64.8	11:55:46	64.8	64.8
65.0	11:55:47	65.0	65.0
63.7	11:55:48	63.7	63.7
62.4	11:55:49	62.4	62.4
61.1	11:55:50	61.1	61.1
60.2	11:55:51	60.2	60.2
60.6	11:55:52	60.6	60.6
61.6	11:55:53	61.6	61.6
62.9	11:55:54	62.9	62.9
63.5	11:55:55	63.5	63.5
64.0	11:55:56	64.0	64.0
64.4	11:55:57	64.4	64.4
64.4	11:55:58	64.4	64.4
64.3	11:55:59	64.3	64.3
63.9	11:56:00	63.9	63.9
62.5	11:56:01	62.5	62.5
60.7	11:56:02	60.7	60.7
59.6	11:56:03	59.6	59.6
59.8	11:56:04	59.8	59.8
61.5	11:56:05	61.5	61.5
62.0	11:56:06	62.0	62.0
62.5	11:56:07	62.5	62.5
62.8	11:56:08	62.8	62.8
64.3	11:56:09	64.3	64.3
64.6	11:56:10	64.6	64.6
63.5	11:56:11	63.5	63.5
61.7	11:56:12	61.7	61.7
60.3	11:56:13	60.3	60.3
59.7	11:56:14	59.7	59.7
59.4	11:56:15	59.4	59.4
59.6	11:56:16	59.6	59.6
59.5	11:56:17	59.5	59.5
59.7	11:56:18	59.7	59.7
60.4	11:56:19	60.4	60.4
60.2	11:56:20	60.2	60.2
60.0	11:56:21	60.0	60.0
58.9	11:56:22	58.9	58.9
58.8	11:56:23	58.8	58.8
60.4	11:56:24	60.4	60.4
62.4	11:56:25	62.4	62.4
63.8	11:56:26	63.8	63.8
65.5	11:56:27	65.5	65.5
65.1	11:56:28	65.1	65.1
62.8	11:56:29	62.8	62.8
60.6	11:56:30	60.6	60.6
59.2	11:56:31	59.2	59.2
58.4	11:56:32	58.4	58.4
58.0	11:56:33	58.0	58.0
58.9	11:56:34	58.9	58.9
60.0	11:56:35	60.0	60.0
59.6	11:56:36	59.6	59.6
59.5	11:56:37	59.5	59.5
59.8	11:56:38	59.8	59.8
59.7	11:56:39	59.7	59.7
59.2	11:56:40	59.2	59.2
59.5	11:56:41	59.5	59.5
60.3	11:56:42	60.3	60.3
61.2	11:56:43	61.2	61.2
61.9	11:56:44	61.9	61.9
62.5	11:56:45	62.5	62.5
62.7	11:56:46	62.7	62.7

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
61.6	11:57:40	61.6	61.6
60.9	11:57:41	60.9	60.9
60.3	11:57:42	60.3	60.3
60.4	11:57:43	60.4	60.4
60.7	11:57:44	60.7	60.7
60.6	11:57:45	60.6	60.6
60.6	11:57:46	60.6	60.6
61.0	11:57:47	61.0	61.0
60.6	11:57:48	60.6	60.6
60.2	11:57:49	60.2	60.2
59.7	11:57:50	59.7	59.7
59.0	11:57:51	59.0	59.0
59.2	11:57:52	59.2	59.2
59.5	11:57:53	59.5	59.5
60.0	11:57:54	60.0	60.0
61.3	11:57:55	61.3	61.3
62.8	11:57:56	62.8	62.8
63.4	11:57:57	63.4	63.4
63.8	11:57:58	63.8	63.8
63.4	11:57:59	63.4	63.4
62.9	11:58:00	62.9	62.9
62.5	11:58:01	62.5	62.5
62.2	11:58:02	62.2	62.2
62.0	11:58:03	62.0	62.0
62.2	11:58:04	62.2	62.2
62.4	11:58:05	62.4	62.4
62.4	11:58:06	62.4	62.4
62.0	11:58:07	62.0	62.0
61.4	11:58:08	61.4	61.4
60.6	11:58:09	60.6	60.6
60.1	11:58:10	60.1	60.1
59.7	11:58:11	59.7	59.7
59.4	11:58:12	59.4	59.4
59.6	11:58:13	59.6	59.6
59.5	11:58:14	59.5	59.5
59.3	11:58:15	59.3	59.3
60.1	11:58:16	60.1	60.1
60.7	11:58:17	60.7	60.7
60.6	11:58:18	60.6	60.6
59.9	11:58:19	59.9	59.9
59.0	11:58:20	59.0	59.0
58.7	11:58:21	58.7	58.7
58.6	11:58:22	58.6	58.6
58.8	11:58:23	58.8	58.8
59.1	11:58:24	59.1	59.1
59.0	11:58:25	59.0	59.0
59.0	11:58:26	59.0	59.0
59.2	11:58:27	59.2	59.2
59.4	11:58:28	59.4	59.4
59.1	11:58:29	59.1	59.1
58.5	11:58:30	58.5	58.5
57.3	11:58:31	57.3	57.3
56.6	11:58:32	56.6	56.6
56.6	11:58:33	56.6	56.6
56.7	11:58:34	56.7	56.7
57.3	11:58:35	57.3	57.3
57.9	11:58:36	57.9	57.9
57.1	11:58:37	57.1	57.1
57.6	11:58:38	57.6	57.6
58.6	11:58:39	58.6	58.6
58.4	11:58:40	58.4	58.4
57.4	11:58:41	57.4	57.4
56.7	11:58:42	56.7	56.7
56.2	11:58:43	56.2	56.2
56.9	11:58:44	56.9	56.9
60.2	11:58:45	60.2	60.2
64.5	11:58:46	64.5	64.5
65.5	11:58:47	65.5	65.5
65.9	11:58:48	65.9	65.9
66.4	11:58:49	66.4	66.4
66.8	11:58:50	66.8	66.8
66.4	11:58:51	66.4	66.4
66.4	11:58:52	66.4	66.4
67.1	11:58:53	67.1	67.1
66.6	11:58:54	66.6	66.6
65.5	11:58:55	65.5	65.5
64.4	11:58:56	64.4	64.4
63.8	11:58:57	63.8	63.8
63.0	11:58:58	63.0	63.0
62.8	11:58:59	62.8	62.8
60.4	11:59:00	60.4	60.4
59.1	11:59:01	59.1	59.1
58.2	11:59:02	58.2	58.2
58.0	11:59:03	58.0	58.0
57.8	11:59:04	57.8	57.8
58.0	11:59:05	58.0	58.0
57.8	11:59:06	57.8	57.8
57.8	11:59:07	57.8	57.8
57.8	11:59:08	57.8	57.8
57.8	11:59:09	57.8	57.8
57.8	11:59:10	57.8	57.8
57.8	11:59:11	57.8	57.8
57.8	11:59:12	57.8	57.8
57.8	11:59:13	57.8	57.8
57.8	11:59:14	57.8	57.8
57.8	11:59:15	57.8	57.8
57.8	11:59:16	57.8	57.8
57.8	11:59:17	57.8	57.8
57.8	11:59:18	57.8	57.8
57.8	11:59:19	57.8	57.8
57.8	11:59:20	57.8	57.8
57.8	11:59:21	57.8	57.8
57.8	11:59:22	57.8	57.8
57.8	11:59:23	57.8	57.8
57.8	11:59:24	57.8	57.8
57.8	11:59:25	57.8	57.8
57.8	11:59:26	57.8	57.8
57.8	11:59:27	57.8	57.8
57.8	11:59:28	57.8	57.8
57.8	11:59:29	57.8	57.8
57.8	11:59:30	57.8	57.8
57.6	11:59:31	57.6	57.6
57.4	11:59:32	57.4	57.4
58.7	11:59:33	58.7	58.7
60.3	11:59:34	60.3	60.3
61.6	11:59:35	61.6	61.6
63.3	11:59:36	63.3	63.3
64.2	11:59:37	64.2	64.2
64.4	11:59:38	64.4	64.4
63.7	11:59:39	63.7	63.7
62.4	11:59:40	62.4	62.4
61.3	11:59:41	61.3	61.3
60.8	11:59:42	60.8	60.8
60.6	11:59:43	60.6	60.6
60.9	11:59:44	60.9	60.9
62.6	11:59:45	62.6	62.6
63.0	11:59:46	63.0	63.0
62.4	11:59:47	62.4	62.4
61.7	11:59:48	61.7	61.7
61.0	11:59:49	61.0	61.0
60.5	11:59:50	60.5	60.5
60.2	11:59:51	60.2	60.2
60.0	11:59:52	60.0	60.0
59.2	11:59:53	59.2	59.2
58.6	11:59:54	58.6	58.6
58.4	11:59:55	58.4	58.4
58.4	11:59:56	58.4	58.4
58.2	11:59:57	58.2	58.2
58.1	11:59:58	58.1	58.1
57.4	11:59:59	57.4	57.4
57.5	12:00:00	57.5	57.5
58.0	12:00:01	58.0	58.0
59.3	12:00:02	59.3	59.3
59.8	12:00:03	59.8	59.8
60.7	12:00:04	60.7	60.7
62.1	12:00:05	62.1	62.1
62.6	12:00:06	62.6	62.6
62.9	12:00:07	62.9	62.9
62.1	12:00:08	62.1	62.1
61.3	12:00:09	61.3	61.3
61.0	12:00:10	61.0	61.0
62.2	12:00:11	62.2	62.2
63.3	12:00:12	63.3	63.3
64.5	12:00:13	64.5	64.5
65.2	12:00:14	65.2	65.2
65.2	12:00:15	65.2	65.2
64.5	12:00:16	64.5	64.5
63.4	12:00:17	63.4	63.4
62.6	12:00:18	62.6	62.6
61.7	12:00:19	61.7	61.7
61.1	12:00:20	61.1	61.1
61.1	12:00:21	61.1	61.1

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
63.8	11:56:47		63.8
65.6	11:56:48		65.6
65.7	11:56:49		65.7
65.2	11:56:50		65.2
64.9	11:56:51		64.9
64.5	11:56:52		64.5
63.6	11:56:53		63.6
63.2	11:56:54		63.2
62.2	11:56:55		62.2
61.1	11:56:56		61.1
61.7	11:56:57		61.7
64.2	11:56:58		64.2
64.6	11:56:59		64.6
63.5	11:57:00		63.5
62.5	11:57:01		62.5
61.4	11:57:02		61.4
61.1	11:57:03		61.1
61.4	11:57:04		61.4
62.6	11:57:05		62.6
63.4	11:57:06		63.4
63.4	11:57:07		63.4
63.3	11:57:08		63.3
64.2	11:57:09		64.2
65.2	11:57:10		65.2
65.1	11:57:11		65.1
64.9	11:57:12		64.9
64.8	11:57:13		64.8
64.9	11:57:14		64.9
64.5	11:57:15		64.5
64.4	11:57:16		64.4
63.8	11:57:17		63.8
64.7	11:57:18		64.7
67.8	11:57:19		67.8
69.5	11:57:20		69.5
69.4	11:57:21		69.4
67.5	11:57:22		67.5
68.0	11:57:23		68.0
65.6	11:57:24		65.6
66.6	11:57:25		66.6
68.1	11:57:26		68.1
67.1	11:57:27		67.1
65.2	11:57:28		65.2
63.8	11:57:29		63.8
63.0	11:57:30		63.0
62.4	11:57:31		62.4
61.9	11:57:32		61.9
62.9	11:57:33		62.9
63.4	11:57:34		63.4
64.4	11:57:35		64.4
66.4	11:57:36		66.4
68.4	11:57:37		68.4
67.7	11:57:38		67.7
65.8	11:57:39		65.8
65.3	11:57:40		65.3
65.7	11:57:41		65.7
66.0	11:57:42		66.0
65.5	11:57:43		65.5
64.4	11:57:44		64.4
63.7	11:57:45		63.7
63.3	11:57:46		63.3
62.4	11:57:47		62.4
61.8	11:57:48		61.8
61.9	11:57:49		61.9
62.0	11:57:50		62.0
64.8	11:57:51		64.8
68.2	11:57:52		68.2
72.1	11:57:53		72.1
72.9	11:57:54		72.9
70.3	11:57:55		70.3
67.5	11:57:56		67.5
65.0	11:57:57		65.0
63.1	11:57:58		63.1
62.8	11:57:59		62.8
63.1	11:58:00		63.1
62.9	11:58:01		62.9
62.2	11:58:02		62.2
61.1	11:58:03		61.1
61.0	11:58:04		61.0
62.5	11:58:05		62.5
64.2	11:58:06		64.2
64.0	11:58:07		64.0
62.6	11:58:08		62.6
61.4	11:58:09		61.4
60.8	11:58:10		60.8
61.2	11:58:11		61.2
62.0	11:58:12		62.0
61.9	11:58:13		61.9
61.9	11:58:14		61.9
62.3	11:58:15		62.3
62.1	11:58:16		62.1
61.7	11:58:17		61.7
60.9	11:58:18		60.9
60.0	11:58:19		60.0
60.2	11:58:20		60.2
60.8	11:58:21		60.8
60.9	11:58:22		60.9
61.6	11:58:23		61.6
63.3	11:58:24		63.3
65.1	11:58:25		65.1
65.0	11:58:26		65.0
63.9	11:58:27		63.9
63.4	11:58:28		63.4
63.3	11:58:29		63.3
63.1	11:58:30		63.1
63.3	11:58:31		63.3
63.6	11:58:32		63.6
63.9	11:58:33		63.9
63.8	11:58:34		63.8
63.2	11:58:35		63.2
62.3	11:58:36		62.3
61.4	11:58:37		61.4
60.5	11:58:38		60.5
59.9	11:58:39		59.9
59.7	11:58:40		59.7
59.7	11:58:41		59.7
59.8	11:58:42		59.8
59.5	11:58:43		59.5
61.0	11:58:44		61.0
62.5	11:58:45		62.5
62.4	11:58:46		62.4
61.4	11:58:47		61.4
60.2	11:58:48		60.2
59.8	11:58:49		59.8
59.5	11:58:50		59.5
59.9	11:58:51		59.9
59.8	11:58:52		59.8
59.8	11:58:53		59.8
60.3	11:58:54		60.3
61.0	11:58:55		61.0
61.4	11:58:56		61.4
61.0	11:58:57		61.0
61.4	11:58:58		61.4
61.0	11:58:59		61.0
59.7	11:59:00		59.7
58.0	11:59:01		58.0
58.5	11:59:02		58.5
58.4	11:59:03		58.4
58.7	11:59:04		58.7
58.8	11:59:05		58.8
59.1	11:59:06		59.1
59.2	11:59:07		59.2
59.3	11:59:08		59.3
58.7	11:59:09		58.7
57.1	11:59:10		57.1
56.3	11:59:11		56.3
56.6	11:59:12		56.6
61.7	11:59:13		61.7
64.6	11:59:14		64.6
66.2	11:59:15		66.2
66.3	11:59:16		66.3
68.3	11:59:17		68.3
69.8	11:59:18		69.8
68.2	11:59:19		68.2
67.6	11:59:20		67.6
68.6	11:59:21		68.6
68.0	11:59:22		68.0
66.5	11:59:23		66.5
65.5	11:59:24		65.5
64.4	11:59:25		64.4
63.0	11:59:26		63.0
61.8	11:59:27		61.8
63.0	11:59:28		63.0

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
61.7	12:00:22		61.7
62.2	12:00:23		62.2
62.1	12:00:24		62.1
61.7	12:00:25		61.7
61.6	12:00:26		61.6
60.8	12:00:27		60.8
60.2	12:00:28		60.2
59.8	12:00:29		59.8
59.8	12:00:30		59.8
59.6	12:00:31		59.6
61.0	12:00:32		61.0
63.1	12:00:33		63.1
64.2	12:00:34		64.2
65.7	12:00:35		65.7
66.5	12:00:36		66.5
66.2	12:00:37		66.2
65.3	12:00:38		65.3
64.5	12:00:39		64.5
63.4	12:00:40		63.4
62.2	12:00:41		62.2
60.9	12:00:42		60.9
59.9	12:00:43		59.9
59.1	12:00:44		59.1
58.8	12:00:45		58.8
58.1	12:00:46		58.1
57.3	12:00:47		57.3
57.4	12:00:48		57.4
58.2	12:00:49		58.2
59.0	12:00:50		59.0
59.5	12:00:51		59.5
60.2	12:00:52		60.2
60.5	12:00:53		60.5
60.8	12:00:54		60.8
61.0	12:00:55		61.0
62.7	12:00:56		62.7
62.9	12:00:57		62.9
63.8	12:00:58		63.8
63.1	12:00:59		63.1
62.0	12:01:00		62.0
61.0	12:01:01		61.0
60.2	12:01:02		60.2
59.9	12:01:03		59.9
60.1	12:01:04		60.1
61.1	12:01:05		61.1
61.9	12:01:06		61.9
62.1	12:01:07		62.1
62.0	12:01:08		62.0
61.9	12:01:09		61.9
61.0	12:01:10		61.0
61.1	12:01:11		61.1
60.8	12:01:12		60.8
60.5	12:01:13		60.5
61.0	12:01:14		61.0
62.4	12:01:15		62.4
62.2	12:01:16		62.2
60.8	12:01:17		60.8
60.2	12:01:18		60.2
60.7	12:01:19		60.7
61.7	12:01:20		61.7
61.5	12:01:21		61.5
60.9	12:01:22		60.9
60.1	12:01:23		60.1
60.3	12:01:24		60.3
62.3	12:01:25		62.3
64.6	12:01:26		64.6
66.1	12:01:27		66.1
66.5	12:01:28		66.5
66.1	12:01:29		66.1
67.1	12:01:30		67.1
68.3	12:01:31		68.3
69.0	12:01:32		69.0
68.9	12:01:33		68.9
68.3	12:01:34		68.3
67.7	12:01:35		67.7
67.3	12:01:36		67.3
66.8	12:01:37		66.8
66.0	12:01:38		66.0
64.7	12:01:39		64.7
64.2	12:01:40		64.2
64.9	12:01:41		64.9
66.3	12:01:42		66.3
66.8	12:01:43		66.8
66.7	12:01:44		66.7
65.3	12:01:45		65.3
64.0	12:01:46		64.0
63.2	12:01:47		63.2
62.2	12:01:48		62.2
61.1	12:01:49		61.1
60.2	12:01:50		60.2
59.9	12:01:51		59.9
60.3	12:01:52		60.3
62.0	12:01:53		62.0
63.9	12:01:54		63.9
65.1	12:01:55		65.1
65.8	12:01:56		65.8
65.0	12:01:57		65.0
63.6	12:01:58		63.6
62.0	12:01:59		62.0
60.8	12:02:00		60.8
60.5	12:02:01		60.5
60.7	12:02:02		60.7
62.6	12:02:03		62.6
64.2	12:02:04		64.2
65.1	12:02:05		65.1
64.4	12:02:06		64.4
62.8	12:02:07		62.8
60.9	12:02:08		60.9
59.8	12:02:09		59.8
59.9	12:02:10		59.9
61.2	12:02:11		61.2
64.3	12:02:12		64.3
66.6	12:02:13		66.6
67.5	12:02:14		67.5
67.3	12:02:15		67.3
66.2	12:02:16		66.2
64.5	12:02:17		64.5
62.9	12:02:18		62.9
61.6	12:02:19		61.6
60.9	12:02:20		60.9
61.3	12:02:21		61.3
63.8	12:02:22		63.8
65.6	12:02:23		65.6
65.2	12:02:24		65.2
64.3	12:02:25		64.3
63.3	12:02:26		63.3
63.8	12:02:27		63.8
66.2	12:02:28		66.2
67.5	12:02:29		67.5
67.5	12:02:30		67.5
67.0	12:02:31		67.0
66.9	12:02:32		66.9
67.5	12:02:33		67.5
67.5	12:02:34		67.5
67.6	12:02:35		67.6
63.2	12:02:36		63.2
68.4	12:02:37		68.4
68.4	12:02:38		68.4
67.3	12:02:39		67.3
66.2	12:02:40		66.2
65.4	12:02:41		65.4
65.4	12:02:42		65.4
65.0	12:02:43		65.0
68.7	12:02:44		68.7
68.5	12:02:44		68.5
67.3	12:02:45		67.3
66.0	12:02:46		66.0
65.6	12:02:47		65.6
65.3	12:02:48		65.3
66.0	12:02:49		66.0
66.2	12:02:50		66.2
65.3	12:02:51		65.3
64.2	12:02:52		64.2
63.8	12:02:53		63.8
63.5	12:02:54		63.5
63.7	12:02:55		63.7
62.8	12:02:56		62.8
63.2	12:02:57		63.2
63.3	12:02:58		63.3
65.5	12:02:59		65.5
67.3	12:03:00		67.3
67.8	12:03:01		67.8
67.4	12:03:02		67.4
67.0	12:03:03		67.0

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
66.0	11:59:29		66.0
68.4	11:59:30		68.4
68.2	11:59:31		68.2
66.4	11:59:32		66.4
65.2	11:59:33		65.2
64.8	11:59:34		64.8
64.1	11:59:35		64.1
62.8	11:59:36		62.8
61.4	11:59:37		61.4
60.7	11:59:38		60.7
61.0	11:59:39		61.0
61.4	11:59:40		61.4
62.0	11:59:41		62.0
60.9	11:59:42		60.9
60.1	11:59:43		60.1
61.0	11:59:44		61.0
61.5	11:59:45		61.5
61.8	11:59:46		61.8
62.6	11:59:47		62.6
62.7	11:59:48		62.7
63.3	11:59:49		63.3
65.0	11:59:50		65.0
66.9	11:59:51		66.9
67.3	11:59:52		67.3
65.5	11:59:53		65.5
63.3	11:59:54		63.3
61.6	11:59:55		61.6
60.8	11:59:56		60.8
60.0	11:59:57		60.0
58.8	11:59:58		58.8
57.9	11:59:59		57.9
57.9	12:00:00		57.9
59.1	12:00:01		59.1
61.3	12:00:02		61.3
63.2	12:00:03		63.2
64.6	12:00:04		64.6
66.1	12:00:05		66.1
66.5	12:00:06		66.5
65.1	12:00:07		65.1
63.3	12:00:08		63.3
61.8	12:00:09		61.8
61.5	12:00:10		61.5
60.8	12:00:11		60.8
61.3	12:00:12		61.3
63.2	12:00:13		63.2
64.9	12:00:14		64.9
64.8	12:00:15		64.8
63.8	12:00:16		63.8
62.5	12:00:17		62.5
61.5	12:00:18		61.5
60.9	12:00:19		60.9
60.2	12:00:20		60.2
58.9	12:00:21		58.9
57.8	12:00:22		57.8
57.1	12:00:23		57.1
56.8	12:00:24		56.8
57.3	12:00:25		57.3
57.1	12:00:26		57.1
57.3	12:00:27		57.3
57.7	12:00:28		57.7
58.5	12:00:29		58.5
59.6	12:00:30		59.6
61.0	12:00:31		61.0
62.0	12:00:32		62.0
62.9	12:00:33		62.9
65.0	12:00:34		65.0
64.7	12:00:35		64.7
63.0	12:00:36		63.0
61.6	12:00:37		61.6
61.8	12:00:38		61.8
62.9	12:00:39		62.9
64.2	12:00:40		64.2
66.5	12:00:41		66.5
68.5	12:00:42		68.5
67.9	12:00:43		67.9
65.9	12:00:44		65.9
64.4	12:00:45		64.4
63.8	12:00:46		63.8
63.0	12:00:47		63.0
62.4	12:00:48		62.4
62.4	12:00:49		62.4
63.1	12:00:50		63.1
65.3	12:00:51		65.3
65.3	12:00:52		65.3
63.7	12:00:53		63.7
62.7	12:00:54		62.7
62.2	12:00:55		62.2
61.6	12:00:56		61.6
60.7	12:00:57		60.7
60.2	12:00:58		60.2
59.8	12:00:59		59.8
60.8	12:01:00		60.8
62.9	12:01:01		62.9
66.0	12:01:02		66.0
69.4	12:01:03		69.4
70.2	12:01:04		70.2
68.6	12:01:05		68.6
67.2	12:01:06		67.2
67.1	12:01:07		67.1
65.7	12:01:08		65.7
64.0	12:01:09		64.0
62.7	12:01:10		62.7
61.7	12:01:11		61.7
60.9	12:01:12		60.9
60.4	12:01:13		60.4
59.7	12:01:14		59.7
58.7	12:01:15		58.7
59.0	12:01:16		59.0
60.3	12:01:17		60.3
61.7	12:01:18		61.7
62.7	12:01:19		62.7
63.3	12:01:20		63.3
63.4	12:01:21		63.4
62.9	12:01:22		62.9
62.4	12:01:23		62.4
63.1	12:01:24		63.1
66.5	12:01:25		66.5
66.9	12:01:26		66.9
64.8	12:01:27		64.8
63.0	12:01:28		63.0
61.9	12:01:29		61.9
60.7	12:01:30		60.7
60.3	12:01:31		60.3
60.9	12:01:32		60.9
61.8	12:01:33		61.8
62.5	12:01:34		62.5
63.1	12:01:35		63.1
62.6	12:01:36		62.6
61.7	12:01:37		61.7
61.3	12:01:38		61.3
61.2	12:01:39		61.2
60.9	12:01:40		60.9
60.6	12:01:41		60.6
60.9	12:01:42		60.9
61.7	12:01:43		61.7
61.5	12:01:44		61.5
60.5	12:01:45		60.5
60.1	12:01:46		60.1
60.8	12:01:47		60.8
61.3	12:01:48		61.3
61.6	12:01:49		61.6
61.2	12:01:50		61.2
60.3	12:01:51		60.3
60.2	12:01:52		60.2
61.6	12:01:53		61.6
64.6	12:01:54		64.6
67.8	12:01:55		67.8
68.5	12:01:56		68.5
66.8	12:01:57		66.8
67.9	12:01:58		67.9
70.3	12:01:59		70.3
71.4	12:02:00		71.4
70.6	12:02:01		70.6
69.6	12:02:02		69.6
68.9	12:02:03		68.9
68.8	12:02:04		68.8
67.9	12:02:05		67.9
66.8	12:02:06		66.8
65.5	12:02:07		65.5
64.7	12:02:08		64.7
65.3	12:02:09		65.3
67.9	12:02:10		67.9

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
66.6	12:03:04		66.6
66.2	12:03:05		66.2
65.3	12:03:06		65.3
64.3	12:03:07		64.3
63.2	12:03:08		63.2
62.2	12:03:09		62.2
61.3	12:03:10		61.3
60.6	12:03:11		60.6
60.2	12:03:12		60.2
60.2	12:03:13		60.2
61.0	12:03:14		61.0
61.7	12:03:15		61.7
61.7	12:03:16		61.7
61.2	12:03:17		61.2
60.8	12:03:18		60.8
59.6	12:03:19		59.6
59.1	12:03:20		59.1
59.4	12:03:21		59.4
58.6	12:03:22		58.6
57.6	12:03:23		57.6
56.8	12:03:24		56.8
56.5	12:03:25		56.5
56.8	12:03:26		56.8
58.0	12:03:27		58.0
59.5	12:03:28		59.5
59.5	12:03:29		59.5
59.1	12:03:30		59.1
59.6	12:03:31		59.6
60.8	12:03:32		60.8
61.9	12:03:33		61.9
61.7	12:03:34		61.7
61.6	12:03:35		61.6
60.7	12:03:36		60.7
59.4	12:03:37		59.4
59.2	12:03:38		59.2
59.7	12:03:39		59.7
60.6	12:03:40		60.6
61.2	12:03:41		61.2
61.1	12:03:42		61.1
60.7	12:03:43		60.7
60.1	12:03:44		60.1
60.0	12:03:45		60.0
60.6	12:03:46		60.6
60.4	12:03:47		60.4
60.7	12:03:48		60.7
61.8	12:03:49		61.8
63.0	12:03:50		63.0
64.3	12:03:51		64.3
65.6	12:03:52		65.6
66.4	12:03:53		66.4
66.7	12:03:54		66.7
67.6	12:03:55		67.6
67.3	12:03:56		67.3
66.0	12:03:57		66.0
64.6	12:03:58		64.6
63.3	12:03:59		63.3
62.2	12:04:00		62.2
61.9	12:04:01		61.9
62.0	12:04:02		62.0
61.8	12:04:03		61.8
62.1	12:04:04		62.1
62.5	12:04:05		62.5
62.5	12:04:06		62.5
62.8	12:04:07		62.8
64.4	12:04:08		64.4
66.0	12:04:09		66.0
67.2	12:04:10		67.2
67.3	12:04:11		67.3
66.6	12:04:12		66.6
67.3	12:04:13		67.3
67.8	12:04:14		67.8
68.1	12:04:15		68.1
67.6	12:04:16		67.6
67.3	12:04:17		67.3
67.0	12:04:18		67.0
67.2	12:04:19		67.2
66.9	12:04:20		66.9
66.0	12:04:21		66.0
65.9	12:04:22		65.9
64.8	12:04:23		64.8
63.9	12:04:24		63.9
64.1	12:04:25		64.1
64.5	12:04:26		64.5
64.7	12:04:27		64.7
65.3	12:04:28		65.3
65.8	12:04:29		65.8
66.4	12:04:30		66.4
67.0	12:04:31		67.0
66.9	12:04:32		66.9
66.4	12:04:33		66.4
66.3	12:04:34		66.3
66.0	12:04:35		66.0
66.0	12:04:36		66.0
67.0	12:04:37		67.0
67.5	12:04:38		67.5
67.7	12:04:39		67.7
67.8	12:04:40		67.8
67.3	12:04:41		67.3
65.8	12:04:42		65.8
64.6	12:04:43		64.6
64.2	12:04:44		64.2
64.0	12:04:45		64.0
63.8	12:04:46		63.8
63.4	12:04:47		63.4
63.0	12:04:48		63.0
62.4	12:04:49		62.4
61.9	12:04:50		61.9
61.6	12:04:51		61.6
62.2	12:04:52		62.2
63.7	12:04:53		63.7
65.0	12:04:54		65.0
65.1	12:04:55		65.1
65.7	12:04:56		65.7
65.8	12:04:57		65.8
66.0	12:04:58		66.0
66.8	12:04:59		66.8
66.6	12:05:00		66.6
66.1	12:05:01		66.1
65.5	12:05:02		65.5
64.8	12:05:03		64.8
64.1	12:05:04		64.1
64.4	12:05:05		64.4
65.9	12:05:06		65.9
67.0	12:05:07		67.0
67.1	12:05:08		67.1
67.9	12:05:09		67.9
68.6	12:05:10		68.6
68.0	12:05:11		68.0
66.7	12:05:12		66.7
66.5	12:05:13		66.5
66.8	12:05:14		66.8
66.7	12:05:15		66.7
65.9	12:05:16		65.9
64.7	12:05:17		64.7
64.6	12:05:18		64.6
65.8	12:05:19		65.8
66.2	12:05:20		66.2
66.5	12:05:21		66.5
66.5	12:05:22		66.5
66.3	12:05:23		66.3
66.0	12:05:24		66.0
65.3	12:05:25		65.3
65.6	12:05:26		65.6
66.5	12:05:27		66.5
66.5	12:05:28		66.5
65.8	12:05:29		65.8
64.9	12:05:30		64.9
64.6	12:05:31		64.6
64.7	12:05:32		64.7
64.9	12:05:33		64.9
65.1	12:05:34		65.1
64.5	12:05:35		64.5
64.0	12:05:36		64.0
64.4	12:05:37		64.4
65.2	12:05:38		65.2
66.7	12:05:39		66.7
66.6	12:05:40		66.6
65.2	12:05:41		65.2
64.5	12:05:42		64.5
64.4	12:05:43		64.4
64.0	12:05:44		64.0
63.3	12:05:45		63.3

Site 1 - On W Property Line Fence Approx 110 ft north of I-10 Edg

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
69.4	12:02:11	69.4	69.4
68.6	12:02:12	68.6	68.6
66.8	12:02:13	66.8	66.8
65.6	12:02:14	65.6	65.6
64.4	12:02:15	64.4	64.4
63.5	12:02:16	63.5	63.5
62.3	12:02:17	62.3	62.3
60.8	12:02:18	60.8	60.8
59.8	12:02:19	59.8	59.8
60.3	12:02:20	60.3	60.3
63.0	12:02:21	63.0	63.0
66.4	12:02:22	66.4	66.4
67.9	12:02:23	67.9	67.9
67.7	12:02:24	67.7	67.7
66.0	12:02:25	66.0	66.0
63.7	12:02:26	63.7	63.7
61.7	12:02:27	61.7	61.7
60.3	12:02:28	60.3	60.3
59.9	12:02:29	59.9	59.9
61.6	12:02:30	61.6	61.6
64.5	12:02:31	64.5	64.5
68.0	12:02:32	68.0	68.0
68.6	12:02:33	68.6	68.6
66.3	12:02:34	66.3	66.3
63.7	12:02:35	63.7	63.7
61.3	12:02:36	61.3	61.3
59.9	12:02:37	59.9	59.9
61.4	12:02:38	61.4	61.4
65.2	12:02:39	65.2	65.2
68.1	12:02:40	68.1	68.1
69.1	12:02:41	69.1	69.1
69.4	12:02:42	69.4	69.4
68.4	12:02:43	68.4	68.4
66.4	12:02:44	66.4	66.4
64.5	12:02:45	64.5	64.5
62.7	12:02:46	62.7	62.7
61.2	12:02:47	61.2	61.2
60.8	12:02:48	60.8	60.8
63.3	12:02:49	63.3	63.3
65.9	12:02:50	65.9	65.9
67.1	12:02:51	67.1	67.1
66.4	12:02:52	66.4	66.4
64.7	12:02:53	64.7	64.7
64.0	12:02:54	64.0	64.0
66.3	12:02:55	66.3	66.3
69.8	12:02:56	69.8	69.8
73.0	12:02:57	73.0	73.0
72.3	12:02:58	72.3	72.3
70.2	12:02:59	70.2	70.2
69.2	12:03:00	69.2	69.2
69.2	12:03:01	69.2	69.2
69.8	12:03:02	69.8	69.8
70.3	12:03:03	70.3	70.3
70.8	12:03:04	70.8	70.8
70.4	12:03:05	70.4	70.4
68.8	12:03:06	68.8	68.8
67.3	12:03:07	67.3	67.3
66.2	12:03:08	66.2	66.2
67.8	12:03:09	67.8	67.8
71.3	12:03:10	71.3	71.3
73.3	12:03:11	73.3	73.3
72.5	12:03:12	72.5	72.5
70.1	12:03:13	70.1	70.1
67.9	12:03:14	67.9	67.9
66.6	12:03:15	66.6	66.6
68.5	12:03:16	68.5	68.5
69.8	12:03:17	69.8	69.8
69.0	12:03:18	69.0	69.0
67.2	12:03:19	67.2	67.2
65.8	12:03:20	65.8	65.8
64.6	12:03:21	64.6	64.6
64.0	12:03:22	64.0	64.0
63.7	12:03:23	63.7	63.7
62.9	12:03:24	62.9	62.9
62.5	12:03:25	62.5	62.5
64.1	12:03:26	64.1	64.1
67.1	12:03:27	67.1	67.1
69.6	12:03:28	69.6	69.6
69.1	12:03:29	69.1	69.1
68.1	12:03:30	68.1	68.1
67.8	12:03:31	67.8	67.8
68.2	12:03:32	68.2	68.2
67.7	12:03:33	67.7	67.7
66.6	12:03:34	66.6	66.6
66.4	12:03:35	66.4	66.4
65.2	12:03:36	65.2	65.2
63.9	12:03:37	63.9	63.9
62.6	12:03:38	62.6	62.6
61.8	12:03:39	61.8	61.8
60.8	12:03:40	60.8	60.8
60.7	12:03:41	60.7	60.7
61.8	12:03:42	61.8	61.8
62.8	12:03:43	62.8	62.8
62.5	12:03:44	62.5	62.5
61.7	12:03:45	61.7	61.7
60.5	12:03:46	60.5	60.5
59.5	12:03:47	59.5	59.5
60.1	12:03:48	60.1	60.1
60.6	12:03:49	60.6	60.6
59.8	12:03:50	59.8	59.8
58.1	12:03:51	58.1	58.1
56.6	12:03:52	56.6	56.6
55.9	12:03:53	55.9	55.9
56.7	12:03:54	56.7	56.7
59.5	12:03:55	59.5	59.5
60.7	12:03:56	60.7	60.7
60.1	12:03:57	60.1	60.1
59.0	12:03:58	59.0	59.0
59.1	12:03:59	59.1	59.1
62.0	12:04:00	62.0	62.0
63.9	12:04:01	63.9	63.9
65.1	12:04:02	65.1	65.1
63.7	12:04:03	63.7	63.7
61.2	12:04:04	61.2	61.2
60.2	12:04:05	60.2	60.2
61.0	12:04:06	61.0	61.0
62.1	12:04:07	62.1	62.1
62.6	12:04:08	62.6	62.6
63.6	12:04:09	63.6	63.6
62.9	12:04:10	62.9	62.9
62.0	12:04:11	62.0	62.0
61.5	12:04:12	61.5	61.5
61.2	12:04:13	61.2	61.2
60.5	12:04:14	60.5	60.5
60.7	12:04:15	60.7	60.7
61.7	12:04:16	61.7	61.7
63.8	12:04:17	63.8	63.8
65.4	12:04:18	65.4	65.4
67.6	12:04:19	67.6	67.6
68.4	12:04:20	68.4	68.4
69.0	12:04:21	69.0	69.0
70.1	12:04:22	70.1	70.1
69.9	12:04:23	69.9	69.9
68.1	12:04:24	68.1	68.1
66.4	12:04:25	66.4	66.4
64.9	12:04:26	64.9	64.9
63.5	12:04:27	63.5	63.5
62.4	12:04:28	62.4	62.4
62.3	12:04:29	62.3	62.3
61.7	12:04:30	61.7	61.7
61.5	12:04:31	61.5	61.5
62.5	12:04:32	62.5	62.5
63.0	12:04:33	63.0	63.0
62.9	12:04:34	62.9	62.9
63.0	12:04:35	63.0	63.0
65.0	12:04:36	65.0	65.0
67.1	12:04:37	67.1	67.1
68.7	12:04:38	68.7	68.7
67.9	12:04:39	67.9	67.9
67.4	12:04:40	67.4	67.4
67.6	12:04:41	67.6	67.6
70.6	12:04:42	70.6	70.6
71.4	12:04:43	71.4	71.4
69.8	12:04:44	69.8	69.8
69.1	12:04:45	69.1	69.1
68.4	12:04:46	68.4	68.4
67.9	12:04:47	67.9	67.9
68.7	12:04:48	68.7	68.7
68.1	12:04:49	68.1	68.1
66.4	12:04:50	66.4	66.4
64.8	12:04:51	64.8	64.8
64.3	12:04:52	64.3	64.3

Site 2 - On Tree on W Property Line Approx 250 ft north of I-10

SPL	Time	Leq (1 hour Avg.)	Ldn CNEL
63.2	12:05:46		63.2 63.2
63.5	12:05:47		63.5 63.5
63.3	12:05:48		63.3 63.3
63.3	12:05:49		63.3 63.3
63.4	12:05:50		63.4 63.4
64.0	12:05:51		64.0 64.0
64.0	12:05:52		64.0 64.0
63.2	12:05:53		63.2 63.2
62.1	12:05:54		62.1 62.1
61.1	12:05:55		61.1 61.1
60.9	12:05:56		60.9 60.9
61.2	12:05:57		61.2 61.2
61.5	12:05:58		61.5 61.5
62.5	12:05:59		62.5 62.5
63.4	12:06:00		63.4 63.4
63.7	12:06:02		63.7 63.7
63.2	12:06:03		63.2 63.2
63.6	12:06:04		63.6 63.6
64.3	12:06:05		64.3 64.3
63.5	12:06:06		63.5 63.5
62.3	12:06:07		62.3 62.3
61.8	12:06:08		61.8 61.8
62.4	12:06:09		62.4 62.4
62.9	12:06:10		62.9 62.9
63.1	12:06:11		63.1 63.1
62.3	12:06:12		62.3 62.3
61.7	12:06:13		61.7 61.7
61.7	12:06:14		61.7 61.7
61.8	12:06:15		61.8 61.8
61.5	12:06:16		61.5 61.5
62.2	12:06:17		62.2 62.2
62.1	12:06:18		62.1 62.1
62.0	12:06:19		62.0 62.0
62.1	12:06:20		62.1 62.1
61.8	12:06:21		61.8 61.8
61.2	12:06:22		61.2 61.2
61.4	12:06:23		61.4 61.4
61.4	12:06:24		61.4 61.4
61.8	12:06:25		61.8 61.8
61.8	12:06:26		61.8 61.8
61.8	12:06:27		61.8 61.8
61.1	12:06:28		61.1 61.1
60.9	12:06:29		60.9 60.9
61.3	12:06:30		61.3 61.3
61.9	12:06:31		61.9 61.9
62.4	12:06:32		62.4 62.4
62.5	12:06:33		62.5 62.5
62.0	12:06:34		62.0 62.0
62.0	12:06:35		62.0 62.0
61.8	12:06:36		61.8 61.8
61.6	12:06:37		61.6 61.6
61.8	12:06:38		61.8 61.8
61.6	12:06:39		61.6 61.6
61.3	12:06:40		61.3 61.3
61.4	12:06:41		61.4 61.4
61.9	12:06:42		61.9 61.9
63.3	12:06:43		63.3 63.3
63.7	12:06:44		63.7 63.7
63.2	12:06:45		63.2 63.2
63.3	12:06:46		63.3 63.3
61.5	12:06:47		61.5 61.5
60.6	12:06:48		60.6 60.6
60.0	12:06:49		60.0 60.0
59.6	12:06:50		59.6 59.6
59.2	12:06:51		59.2 59.2
61.5	12:06:52		61.5 61.5
62.5	12:06:53		62.5 62.5
62.4	12:06:54		62.4 62.4
61.9	12:06:55	64.7	61.9 61.9
61.8	12:06:56	64.7	61.8 61.8
62.2	12:06:57	64.7	62.2 62.2
62.3	12:06:58	64.7	62.3 62.3
62.9	12:06:59	64.7	62.9 62.9
61.6	12:07:00	64.7	61.6 61.6
61.9	12:07:01	64.7	61.9 61.9
62.3	12:07:02	64.7	62.3 62.3
62.3	12:07:03	64.7	62.3 62.3
62.1	12:07:04	64.7	62.1 62.1
62.1	12:07:05	64.7	62.1 62.1
62.2	12:07:06	64.7	62.2 62.2
62.6	12:07:07	64.7	62.6 62.6
64.3	12:07:08	64.7	64.3 64.3
65.9	12:07:09	64.7	65.9 65.9
66.6	12:07:10	64.7	66.6 66.6
66.2	12:07:11	64.7	66.2 66.2
63.9	12:07:12	64.7	63.9 63.9
70.3	12:07:13	64.7	70.3 70.3
70.0	12:07:14	64.7	70.0 70.0
69.6	12:07:15	64.7	69.6 69.6
68.7	12:07:16	64.7	68.7 68.7
68.7	12:07:17	64.7	68.7 68.7
67.8	12:07:18	64.7	67.8 67.8
66.8	12:07:19	64.7	66.8 66.8
65.9	12:07:20	64.7	65.9 65.9
62.7	12:07:21	64.7	62.7 62.7
66.5	12:07:22	64.7	66.5 66.5
65.5	12:07:23	64.7	65.5 65.5
64.5	12:07:24	64.7	64.5 64.5
63.6	12:07:25	64.7	63.6 63.6
62.7	12:07:26	64.7	62.7 62.7
62.5	12:07:27	64.7	62.5 62.5
62.9	12:07:28	64.7	62.9 62.9
65.6	12:07:29	64.7	65.6 65.6
65.9	12:07:30	64.7	65.9 65.9
60.7	12:07:31	64.7	60.7 60.7
61.8	12:07:32	64.7	61.8 61.8
61.7	12:07:33	64.7	61.7 61.7
64.5	12:07:34	64.7	64.5 64.5
63.6	12:07:35	64.7	63.6 63.6
63.1	12:07:36	64.7	63.1 63.1
63.2	12:07:37	64.7	63.2 63.2
64.6	12:07:38	64.7	64.6 64.6
65.3	12:07:39	64.7	65.3 65.3
65.3	12:07:40	64.7	65.3 65.3
65.8	12:07:41	64.7	65.8 65.8
65.2	12:07:42	64.7	65.2 65.2
64.7	12:07:43	64.7	64.7 64.7
63.6	12:07:44	64.6	63.6 63.6
62.6	12:07:45	64.6	62.6 62.6
62.9	12:07:46	64.6	62.9 62.9
64.7	12:07:47	64.6	64.7 64.7
65.9	12:07:48	64.6	65.9 65.9
66.2	12:07:49	64.6	66.2 66.2
66.7	12:07:50	64.6	66.7 66.7
66.5	12:07:51	64.6	66.5 66.5
66.6	12:07:52	64.6	66.6 66.6
66.0	12:07:53	64.6	66.0 66.0
65.6	12:07:54	64.6	65.6 65.6
65.7	12:07:55	64.6	65.7 65.7
65.1	12:07:56	64.6	65.1 65.1
65.2	12:07:57	64.6	65.2 65.2
64.7	12:07:58	64.6	64.7 64.7
64.3	12:07:59	64.6	64.3 64.3
64.4	12:08:00	64.6	64.4 64.4
64.9	12:08:01	64.6	64.9 64.9
65.7	12:08:02	64.6	65.7 65.7
65.6	12:08:03	64.6	65.6 65.6
64.9	12:08:04	64.6	64.9 64.9
63.4	12:08:05	64.6	63.4 63.4
62.5	12:08:06	64.6	62.5 62.5
63.2	12:08:07	64.6	63.2 63.2
64.4	12:08:08	64.6	64.4 64.4
64.0	12:08:09	64.6	64.0 64.0
64.5	12:08:10	64.6	64.5 64.5
66.6	12:08:11	64.6	66.6 66.6
68.3	12:08:12	64.6	68.3 68.3
68.2	12:08:13	64.6	68.2 68.2
67.5	12:08:14	64.6	67.5 67.5
67.1	12:08:15	64.6	67.1 67.1
67.7	12:08:16	64.6	67.7 67.7
68.2	12:08:17	64.6	68.2 68.2
68.0	12:08:18	64.6	68.0 68.0
67.9	12:08:19	64.6	67.9 67.9
68.3	12:08:20	64.6	68.3 68.3
68.4	12:08:21	64.6	68.4 68.4
67.7	12:08:22	64.6	67.7 67.7
67.8	12:08:23	64.6	67.8 67.8
67.7	12:08:24	64.6	67.7 67.7
67.6	12:08:25	64.6	67.6 67.6
67.0	12:08:26	64.6	67.0 67.0
66.0	12:08:27	64.6	66.0 66.0

APPENDIX C

RCNM Model Construction Noise Calculations

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019
Case Description: Beaumont Gas Station - Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40		85	90	0
Dozer	No	40		81.7	90	0
Tractor	No	40		84	90	0

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day Lmax	Leq	Noise Limits (dBA)	
Grader	79.9	75.9	N/A	N/A	Evening Lmax	Leq
Dozer	77	73	N/A	N/A	N/A	N/A
Tractor	78.9	74.9	N/A	N/A	N/A	N/A
Total	79.9	79.5	N/A	N/A	N/A	N/A
Interior		59.5				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019

Case Description: Beaumont Gas Station - Mitigated Site Preparation

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40		85	90	6
Dozer	No	40		81.7	90	6
Tractor	No	40		84	90	6

Equipment	Calculated (dBA)		Results		Noise Limits (dBA)	
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq
Grader	73.9	69.9	N/A	N/A	N/A	N/A
Dozer	71	67	N/A	N/A	N/A	N/A
Tractor	72.9	68.9	N/A	N/A	N/A	N/A
Total	73.9	73.5	N/A	N/A	N/A	N/A
Interior		53.5				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019
Case Description: Beaumont Gas Station - Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		Night
		Daytime	Evening	
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40	85		90	0
Dozer	No	40		81.7	90	0
Tractor	No	40	84		90	0
Tractor	No	40	84		90	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)			
	*Lmax	Leq	Day		Evening	
			Lmax	Leq	Lmax	Leq
Grader	79.9	75.9	N/A	N/A	N/A	N/A
Dozer	76.6	72.6	N/A	N/A	N/A	N/A
Tractor	78.9	74.9	N/A	N/A	N/A	N/A
Tractor	78.9	74.9	N/A	N/A	N/A	N/A
Total	79.9	80.8	N/A	N/A	N/A	N/A
Interior		60.8				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019

Case Description: Beaumont Gas Station - Mitigated Grading

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Grader	No	40	85	81.7	90	6
Dozer	No	40			90	6
Tractor	No	40	84		90	6
Tractor	No	40	84		90	6

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)			
	*Lmax	Leq	Day		Evening	
			Lmax	Leq	Lmax	Leq
Grader	73.9	69.9	N/A	N/A	N/A	N/A
Dozer	70.6	66.6	N/A	N/A	N/A	N/A
Tractor	72.9	68.9	N/A	N/A	N/A	N/A
Tractor	72.9	68.9	N/A	N/A	N/A	N/A
Total	73.9	74.8	N/A	N/A	N/A	N/A
Interior		54.8				

***Calculated Lmax is the Loudest value.**

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019

Case Description: Beaumont Gas Station - Building Construction & Painting

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	90	0
Gradall	No	40		83.4	90	0
Generator	No	50		80.6	90	0
Tractor	No	40	84		90	0
Welder / Torch	No	40		74	90	0
Welder / Torch	No	40		74	90	0
Welder / Torch	No	40		74	90	0
Compressor (air)	No	40		77.7	90	0

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA) Evening	
			Lmax	Leq	Lmax	Leq
Crane	75.4	67.5	N/A	N/A	N/A	N/A
Gradall	78.3	74.3	N/A	N/A	N/A	N/A
Generator	75.5	72.5	N/A	N/A	N/A	N/A
Tractor	78.9	74.9	N/A	N/A	N/A	N/A
Welder / Torch	68.9	64.9	N/A	N/A	N/A	N/A
Welder / Torch	68.9	64.9	N/A	N/A	N/A	N/A
Welder / Torch	68.9	64.9	N/A	N/A	N/A	N/A
Compressor (air)	72.6	68.6	N/A	N/A	N/A	N/A
Total	78.9	79.9	N/A	N/A	N/A	N/A
Interior		59.9				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019

Case Description: Beaumont Gas Station - Mitigated Building Construction & Painting

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	90	6
Gradall	No	40		83.4	90	6
Generator	No	50		80.6	90	6
Tractor	No	40	84		90	6
Welder / Torch	No	40		74	90	6
Welder / Torch	No	40		74	90	6
Welder / Torch	No	40		74	90	6
Compressor (air)	No	40		77.7	90	6

Equipment	Calculated (dBA)		Results			
	*Lmax	Leq	Day		Noise Limits (dBA)	
			Lmax	Leq	Evening Lmax	Leq
Crane	69.4	61.5	N/A	N/A	N/A	N/A
Gradall	72.3	68.3	N/A	N/A	N/A	N/A
Generator	69.5	66.5	N/A	N/A	N/A	N/A
Tractor	72.9	68.9	N/A	N/A	N/A	N/A
Welder / Torch	62.9	58.9	N/A	N/A	N/A	N/A
Welder / Torch	62.9	58.9	N/A	N/A	N/A	N/A
Welder / Torch	62.9	58.9	N/A	N/A	N/A	N/A
Compressor (air)	66.6	62.6	N/A	N/A	N/A	N/A
Total	72.9	73.9	N/A	N/A	N/A	N/A
Interior		53.9				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019
Case Description: Beaumont Gas Station - Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	90	0
Paver	No	50		77.2	90	0
Paver	No	50		77.2	90	0
Roller	No	20		80	90	0
Tractor	No	40	84		90	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)			
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq
Concrete Mixer Truck	73.7	69.7	N/A	N/A	N/A	N/A
Paver	72.1	69.1	N/A	N/A	N/A	N/A
Paver	72.1	69.1	N/A	N/A	N/A	N/A
Roller	74.9	67.9	N/A	N/A	N/A	N/A
Tractor	78.9	74.9	N/A	N/A	N/A	N/A
Total	78.9	78.0	N/A	N/A	N/A	N/A
Interior		58.0				

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/21/2019
Case Description: Beaumont Gas Station - Mitigated Paving

---- Receptor #1 ----

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Nearest Homes to West	Residential	65.8	65.8	63.5

Description	Impact Device	Usage(%)	Equipment Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Concrete Mixer Truck	No	40		78.8	90	6
Paver	No	50		77.2	90	6
Paver	No	50		77.2	90	6
Roller	No	20		80	90	6
Tractor	No	40	84		90	6

Equipment	Calculated (dBA)		Results		Noise Limits (dBA)	
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq
Concrete Mixer Truck	67.7	63.7	N/A	N/A	N/A	N/A
Paver	66.1	63.1	N/A	N/A	N/A	N/A
Paver	66.1	63.1	N/A	N/A	N/A	N/A
Roller	68.9	61.9	N/A	N/A	N/A	N/A
Tractor	72.9	68.9	N/A	N/A	N/A	N/A
Total	72.9	72.0	N/A	N/A	N/A	N/A
Interior		52.0				

*Calculated Lmax is the Loudest value.

APPENDIX D

FHWA Model Off-Site Roadway Noise Contour Calculations

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING CONDITIONS

Project: Pennsylvania Ave at I-10 Gas Station
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Local)			Vehicle Mix 2 (Arterial)			Vehicle Mix 3 (I-10)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Automobiles	73.60%	13.60%	10.22%	69.50%	12.90%	9.60%	59.18%	12.13%	14.19%
Medium Trucks	0.90%	0.90%	0.04%	1.44%	0.06%	1.50%	2.77%	0.55%	1.79%
Heavy Trucks	0.35%	0.04%	0.35%	2.40%	0.10%	2.50%	4.68%	0.49%	4.23%
			0.74%			5.00%			9.40%

Road Name: Pennsylvania Avenue		Segment: North of 6th Street		Roadway Classification: Collector	
Average Daily Traffic: 8340 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 1	
NOISE PARAMETERS AT 50 FEET FROM CENTERLINE		(Equiv. Lane Dist: 49.36 ft)		Centerline Distance to	
Noise Adjustments		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REME Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	-0.98	-1.20	60.31	58.19
Medium Trucks	73.11	-18.22	-0.02	53.68	32.43
Heavy Trucks	80.26	-22.17	-0.02	56.87	31.52
				28.12	32.77
				38.97	39.06
				59.34	59.97
				50.94	55 dBA:
				97	107

Road Name: 6th Street		Segment: West of Pennsylvania Avenue		Roadway Classification: Secondary	
Average Daily Traffic: 14330 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 2	
NOISE PARAMETERS AT 70 FEET FROM CENTERLINE		(Equiv. Lane Dist: 66.78 ft)		Centerline Distance to	
Noise Adjustments		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REME Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	-1.12	-1.99	60.45	58.08
Medium Trucks	73.11	-13.74	-1.99	56.18	36.98
Heavy Trucks	80.26	-11.52	-1.99	65.55	48.56
				40.78	49.99
				56.14	56.17
				61.02	61.45
				53.52	55 dBA:
				176	188

Road Name: 6th Street		Segment: East of Pennsylvania Avenue		Roadway Classification: Major	
Average Daily Traffic: 11560 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 2	
NOISE PARAMETERS AT 70 FEET FROM CENTERLINE		(Equiv. Lane Dist: 66.45 ft)		Centerline Distance to	
Noise Adjustments		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REME Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	0.19	-1.96	59.55	57.17
Medium Trucks	73.11	-14.68	-1.96	55.28	36.07
Heavy Trucks	80.26	-12.46	-1.96	64.65	47.66
				39.88	49.08
				55.24	55.27
				60.12	60.55
				52.62	55 dBA:
				154	164

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: EXISTING WITH PROJECT CONDITIONS

Project: Pennsylvania Ave at I-10 Gas Station
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Local)			Vehicle Mix 2 (Arterial)			Vehicle Mix 3 (I-10)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Automobiles	73.60%	13.60%	10.22%	69.50%	12.90%	9.60%	59.18%	12.13%	14.19%
Medium Trucks	0.90%	0.90%	0.04%	1.44%	0.06%	1.50%	2.77%	0.55%	1.79%
Heavy Trucks	0.35%	0.04%	0.35%	2.40%	0.10%	2.50%	4.68%	0.49%	4.23%
			0.74%			5.00%			9.40%

Road Name: Pennsylvania Avenue		Segment: North of 6th Street			Roadway Classification: Collector							
Average Daily Traffic: 9220 Vehicles		Vehicle Speed: 30 MPH			Vehicle Mix: 1							
NOISE PARAMETERS AT 50 FEET FROM CENTERLINE		(Equiv. Lane Dist: 49.36 ft)			Centerline Distance to Noise Contour (in feet)							
Noise Adjustments		Unmitigated Noise Levels										
Vehicle Type	REMELE Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL			
Automobiles	62.51	-0.54	-0.02	-1.20	60.75	58.63	57.31	51.30	59.72	60.35	70 dBA: 10	11
Medium Trucks	73.11	-17.78	-0.02	-1.20	54.11	32.86	38.89	20.59	33.74	36.49	65 dBA: 22	25
Heavy Trucks	80.26	-21.74	-0.02	-1.20	57.30	31.95	28.55	33.20	39.40	39.50	60 dBA: 48	53
				Total:	62.98	58.65	57.38	51.37	59.77	60.40	55 dBA: 104	115

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: YEAR 2023 WITHOUT PROJECT CONDITIONS

Project: Pennsylvania Ave at I-10 Gas Station
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Local)			Vehicle Mix 2 (Arterial)			Vehicle Mix 3 (I-10)		
	Day	Evening	Night	Day	Evening	Night	Day	Evening	Night
Automobiles	73.60%	13.60%	10.22%	69.50%	12.90%	9.60%	59.18%	12.13%	14.19%
Medium Trucks	0.90%	0.90%	0.04%	1.44%	0.06%	1.50%	2.77%	0.55%	1.79%
Heavy Trucks	0.35%	0.04%	0.35%	2.40%	0.10%	2.50%	4.68%	0.49%	4.23%
			0.74%			5.00%			9.40%

Road Name: Pennsylvania Avenue		Segment: North of 6th Street		Roadway Classification: Collector	
Average Daily Traffic: 9540 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 1	
NOISE PARAMETERS AT 50 FEET FROM CENTERLINE		(Equiv. Lane Dist: 49.36 ft)		Centerline Distance to	
		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REMEF Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	-0.39	-1.20	60.90	58.78
Medium Trucks	73.11	-17.63	-0.02	54.26	33.01
Heavy Trucks	80.26	-21.59	-0.02	57.45	32.10
				28.70	33.35
				39.55	39.65
				59.92	60.55
				55 dBA:	117

Road Name: 6th Street		Segment: West of Pennsylvania Avenue		Roadway Classification: Secondary	
Average Daily Traffic: 18490 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 2	
NOISE PARAMETERS AT 70 FEET FROM CENTERLINE		(Equiv. Lane Dist: 66.78 ft)		Centerline Distance to	
		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REMEF Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	2.23	-1.99	61.55	59.18
Medium Trucks	73.11	-12.64	-1.99	57.29	38.08
Heavy Trucks	80.26	-10.42	-1.99	66.66	49.67
				41.88	51.09
				57.25	57.28
				62.12	62.56
				55 dBA:	223

Road Name: 6th Street		Segment: East of Pennsylvania Avenue		Roadway Classification: Major	
Average Daily Traffic: 15720 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 2	
NOISE PARAMETERS AT 70 FEET FROM CENTERLINE		(Equiv. Lane Dist: 66.45 ft)		Centerline Distance to	
		Unmitigated Noise Levels		Noise Contour (in feet)	
Vehicle Type	REMEF Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day
Automobiles	62.51	1.53	-1.96	60.88	58.51
Medium Trucks	73.11	-13.34	-1.96	56.62	37.41
Heavy Trucks	80.26	-11.12	-1.96	65.98	48.99
				41.21	50.42
				56.57	56.61
				61.45	61.88
				55 dBA:	201

FHWA-RD-77-108 HIGHWAY TRAFFIC NOISE PREDICTION MODEL

Scenario: YEAR 2023 WITH PROJECT CONDITIONS

Project: Pennsylvania Ave at I-10 Gas Station
Site Conditions: Soft

Vehicle Type	Vehicle Mix 1 (Local)				Vehicle Mix 2 (Arterial)				Vehicle Mix 3 (I-10)			
	Day	Evening	Night	Daily	Day	Evening	Night	Daily	Day	Evening	Night	Daily
Automobiles	73.60%	13.60%	10.22%	97.42%	69.50%	12.90%	9.60%	92.00%	59.18%	12.13%	14.19%	85.50%
Medium Trucks	0.90%	0.90%	0.04%	1.84%	1.44%	0.06%	1.50%	3.00%	2.77%	0.55%	1.79%	5.10%
Heavy Trucks	0.35%	0.04%	0.35%	0.74%	2.40%	0.10%	2.50%	5.00%	4.68%	0.49%	4.23%	9.40%

Road Name: Pennsylvania Avenue		Segment: North of 6th Street		Roadway Classification: Collector									
Average Daily Traffic: 10420 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 1									
NOISE PARAMETERS AT 50 FEET FROM CENTERLINE		(Equiv. Lane Dist: 49.36 ft)		Centerline Distance to Noise Contour (in feet)									
Noise Adjustments		Unmitigated Noise Levels											
Vehicle Type	REME L Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL				
Automobiles	62.51	-0.01	-0.02	-1.20	61.28	59.16	57.85	51.83	60.25	60.88	70 dBA:	11	12
Medium Trucks	73.11	-17.25	-0.02	-1.20	54.65	33.40	39.42	21.12	34.27	37.02	65 dBA:	24	27
Heavy Trucks	80.26	-21.21	-0.02	-1.20	57.84	32.49	29.09	33.73	39.93	40.03	60 dBA:	52	58
Total:					63.51	59.18	57.91	51.90	60.30	60.93	55 dBA:	113	124

Road Name: 6th Street			Segment: West of Pennsylvania Avenue			Roadway Classification: Secondary					
Average Daily Traffic: 18780 Vehicles			Vehicle Speed: 30 MPH			Vehicle Mix: 2					
NOISE PARAMETERS AT 70 FEET FROM CENTERLINE			(Equiv. Lane Dist: 66.78 ft)			Centerline Distance to Noise Contour (in feet)					
Noise Adjustments			Unmitigated Noise Levels								
Vehicle Type	REME L Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL		
Automobiles	62.51	2.30	-1.99	61.62	59.25	57.96	51.90	60.33	60.97	70 dBA: 21	23
Medium Trucks	73.11	-12.57	-1.99	57.36	38.15	30.37	39.58	45.73	45.76	65 dBA: 45	49
Heavy Trucks	80.26	-10.35	-1.99	66.72	49.73	41.95	51.16	57.31	57.35	60 dBA: 98	105
Total:				68.26	59.74	58.07	54.69	62.19	62.62	55 dBA: 211	226

Road Name: 6th Street		Segment: East of Pennsylvania Avenue		Roadway Classification: Major									
Average Daily Traffic: 16010 Vehicles		Vehicle Speed: 30 MPH		Vehicle Mix: 2									
		NOISE PARAMETERS AT 70 FEET FROM CENTERLINE				(Equiv. Lane Dist: 66.45 ft)				Centerline Distance to Noise Contour (in feet)			
		Noise Adjustments		Unmitigated Noise Levels									
Vehicle Type	REME L Traffic Adj.	Dist Adj.	Finite Adj.	Leq Peak	Leq Day	Leq Eve.	Leq Night	Ldn	CNEL				
Automobiles	62.51	1.61	-1.20	60.96	58.59	57.30	51.24	59.67	60.30	70 dBA:	19	20	
Medium Trucks	73.11	-13.26	-1.20	56.70	37.49	29.71	38.91	45.07	45.10	65 dBA:	41	44	
Heavy Trucks	80.26	-11.04	-1.20	66.06	49.07	41.29	50.50	56.65	56.69	60 dBA:	89	95	
Total:				67.60	59.08	57.41	54.03	61.53	61.96	55 dBA:	191	204	

APPENDIX E

Operational Reference Noise Measurements Printouts

General Information													
Serial Number	02509												
Model	831												
Firmware Version	2.112												
Filename	831_Data.005												
User	GT												
Job Description	Northwest Fresno Walmart Relocation												
Location	Rooftop HVAC Unit												
Measurement Description													
Start Time	Saturday, 2013 July 27 18:31:43												
Stop Time	Saturday, 2013 July 27 18:41:44												
Duration	00:10:01.1												
Run Time	00:10:01.1												
Pause	00:00:00.0												
Pre Calibration	Saturday, 2013 July 27 17:53:07												
Post Calibration	None												
Calibration Deviation	---												
Note													
Located 10 feet southeast of rooftop HVAC Unit 14 located on western side of roof													
94 F, 30% Hu., 29.45 in Hg, no wind, partly cloudy													
Overall Data													
LAeq												66.6	dB
LASmax	2013 Jul 27 18:33:16											67.6	dB
LApeak (max)	2013 Jul 27 18:32:17											81.6	dB
LASmin	2013 Jul 27 18:41:08											65.8	dB
LCeq												75.8	dB
LAeq												66.6	dB
LCeq - LAeq												9.2	dB
LA1eq												67.2	dB
LAeq												66.6	dB
LA1eq - LAeq												0.6	dB
Ldn												66.6	dB
LDay 07:00-23:00												66.6	dB
LNight 23:00-07:00												---	dB
Lden												66.6	dB
LDay 07:00-19:00												66.6	dB
LEvening 19:00-23:00												---	dB
LNight 23:00-07:00												---	dB
LAE												94.4	dB
# Overloads												0	
Overload Duration												0.0	s
# OBA Overloads												0	
OBA Overload Duration												0.0	s
Statistics													
LAS5.00												67.0	dBA
LAS10.00												66.9	dBA
LAS33.30												66.7	dBA
LAS50.00												66.6	dBA
LAS66.60												66.5	dBA
LAS90.00												66.3	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)												1 / 601.1	s
LAS > 85.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
Settings													
RMS Weight												A Weighting	
Peak Weight												A Weighting	
Detector												Slow	
Preamp												PRM831	
Integration Method												Linear	
OBA Range												Normal	
OBA Bandwidth												1/1 and 1/3	
OBA Freq. Weighting												Z Weighting	
OBA Max Spectrum												Bin Max	
Gain												+0	dB
Under Range Limit												26.2	dB
Under Range Peak												75.8	dB
Noise Floor												17.1	dB
Overload												143.4	dB
1/1 Spectra													
Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k	
LZeq	70.9	64.4	61.4	74.2	68.2	64.9	66.3	61.7	55.1	49.9	44.3	44.0	
LZSmax	83.8	78.9	70.0	78.4	72.3	66.1	67.8	63.1	56.9	53.2	46.7	45.4	
LZSmin	53.2	56.5	56.7	67.7	66.1	63.5	65.0	60.7	53.9	48.4	43.2	43.7	

1/3 Spectra												
Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	68.1	65.7	63.2	61.0	58.0	59.3	56.0	57.8	55.8	69.7	72.0	59.3
LZSmax	82.3	79.5	78.7	77.2	72.8	72.3	67.9	63.5	64.0	74.2	76.1	72.0
LZSmin	41.9	46.3	48.8	48.7	46.5	49.7	50.1	51.8	41.2	63.9	67.9	54.5
Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	61.6	63.7	64.5	59.0	58.7	60.9	63.2	60.8	59.9	59.2	56.1	54.6
LZSmax	71.3	68.0	67.3	61.6	61.7	64.1	65.5	64.2	62.0	60.7	57.6	58.6
LZSmin	52.9	60.0	57.2	45.1	56.0	58.9	61.1	58.4	58.4	57.1	54.9	53.3
Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	52.0	49.8	48.4	46.4	45.4	42.8	41.1	38.6	38.5	38.4	39.0	40.2
LZSmax	54.4	52.3	51.2	50.2	49.7	45.7	45.4	41.6	40.4	40.4	41.4	41.3
LZSmin	50.9	48.4	46.9	45.0	43.7	41.4	39.6	37.5	37.9	38.0	38.7	39.9

Calibration History												
Preamp	Date						dB re. 1V/Pa					
PRM831	27	Jul	2013	17:53:07				-25.9				
PRM831	27	Jul	2013	13:36:08				-25.6				
PRM831	28	Apr	2013	15:34:24				-25.9				
PRM831	23	Apr	2013	10:17:33				-25.0				
PRM831	27	Feb	2013	19:15:30				-25.7				
PRM831	24	Jan	2013	12:00:16				-25.6				
PRM831	15	Jan	2013	07:50:44				-26.2				
PRM831	04	Jan	2013	13:47:46				-26.5				

General Information													
Serial Number	02509												
Model	831												
Firmware Version	2.112												
Filename	831_Data.002												
User	GT												
Job Description	Northwest Fresno Walmart Relocation												
Location	Northwest Fresno Walmart												
Measurement Description													
Start Time	Saturday, 2013 July 27 15:49:15												
Stop Time	Saturday, 2013 July 27 16:09:15												
Duration	00:20:00.6												
Run Time	00:20:00.6												
Pause	00:00:00.0												
Pre Calibration	Saturday, 2013 July 27 13:36:08												
Post Calibration	None												
Calibration Deviation	---												
Note													
Located at the eastern portion of the southern parking lot and approx 140 feet south of the front door													
96 F, 35% Humidity, 29.48 in Hg, 3 mph wind, partly cloudy													
Overall Data													
LAeq												63.1	dB
LASmax	2013 Jul 27 15:59:44											79.2	dB
LApeak (max)	2013 Jul 27 16:06:25											102.2	dB
LASmin	2013 Jul 27 15:50:20											49.6	dB
LCeq												74.0	dB
LAeq												63.1	dB
LCeq - LAeq												10.9	dB
LAIeq												67.4	dB
LAeq												63.1	dB
LAIeq - LAeq												4.3	dB
Ldn												63.1	dB
LDay 07:00-23:00												63.1	dB
LNight 23:00-07:00												---	dB
Lden												63.1	dB
LDay 07:00-19:00												63.1	dB
LEvening 19:00-23:00												---	dB
LNight 23:00-07:00												---	dB
LAE												93.9	dB
# Overloads												0	
Overload Duration												0.0	s
# OBA Overloads												0	
OBA Overload Duration												0.0	s
Statistics													
LAS5.00												66.7	dBA
LAS10.00												66.3	dBA
LAS33.30												62.8	dBA
LAS50.00												61.7	dBA
LAS66.60												57.7	dBA
LAS90.00												52.8	dBA
LAS > 65.0 dB (Exceedence Counts / Duration)												17 / 347.8	s
LAS > 85.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 135.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 137.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
LApeak > 140.0 dB (Exceedence Counts / Duration)												0 / 0.0	s
Settings													
RMS Weight												A Weighting	
Peak Weight												A Weighting	
Detector												Slow	
Preamp												PRM831	
Integration Method												Linear	
OBA Range												Normal	
OBA Bandwidth												1/1 and 1/3	
OBA Freq. Weighting												Z Weighting	
OBA Max Spectrum												Bin Max	
Gain												+0	dB
Under Range Limit												26.1	dB
Under Range Peak												75.6	dB
Noise Floor												17.0	dB
Overload												143.1	dB
1/1 Spectra													
Freq. (Hz):	8.0	16.0	31.5	63.0	125	250	500	1k	2k	4k	8k	16k	
LZeq	66.7	66.1	71.1	71.6	64.9	59.5	59.6	58.3	56.2	51.8	46.8	44.6	
LZSmax	82.6	84.9	82.2	89.3	77.1	67.1	72.4	76.6	76.6	69.0	67.7	63.1	
LZSmin	46.5	55.4	53.6	59.0	55.2	49.9	45.5	43.6	40.9	37.7	39.6	42.8	

1/3 Spectra												
Freq. (Hz):	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0
LZeq	63.6	61.5	59.8	58.7	60.7	63.4	67.2	66.6	65.3	65.7	67.5	67.2
LZSmax	80.9	76.9	73.6	75.5	79.8	83.7	80.9	76.8	78.9	83.8	87.4	88.8
LZSmin	37.3	40.3	43.7	45.3	48.2	51.5	55.9	60.4	54.9	53.2	57.5	47.0
Freq. (Hz):	100	125	160	200	250	315	400	500	630	800	1k	1.25k
LZeq	61.7	61.0	54.9	52.9	57.0	53.2	57.3	54.1	52.1	54.5	53.3	52.7
LZSmax	76.0	71.0	69.8	65.8	64.6	65.6	67.0	71.0	67.1	65.9	72.9	73.0
LZSmin	52.1	48.8	46.7	42.4	46.2	44.6	43.2	38.5	38.6	39.0	39.4	38.2
Freq. (Hz):	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LZeq	52.5	50.9	50.7	49.0	46.4	44.5	43.0	41.7	41.1	40.0	39.6	40.0
LZSmax	75.9	69.6	63.7	63.8	64.4	64.7	63.3	62.7	62.7	60.8	57.9	52.5
LZSmin	37.2	35.4	34.6	33.1	32.6	32.8	33.6	34.7	35.9	36.7	37.7	39.4

Calibration History												
Preamp	Date										dB re. 1V/Pa	
PRM831	27 Jul 2013 13:36:08										-25.6	
PRM831	28 Apr 2013 15:34:24										-25.9	
PRM831	23 Apr 2013 10:17:33										-25.0	
PRM831	27 Feb 2013 19:15:30										-25.7	
PRM831	24 Jan 2013 12:00:16										-25.6	
PRM831	15 Jan 2013 07:50:44										-26.2	
PRM831	04 Jan 2013 13:47:46										-26.5	

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slm1
 Model/Serial Number: 824 / A3176
 Firmware/Software Revs: 4.283 / 3.120
 Name:
 Descr1: 1021 Didrikson Way
 Descr2: Laguna Beach, CA 92651
 Setup/Setup Descr: slm&rtas.ssa / SLM & Real-Time Analyzer
 Location: 30' N of vendor truck loading area for Fresno Walmart
 Note1: Approx 70' S of Locust Ave CL
 Note2: 52F, 29.57 in Hg, 67% Humid., no wind, clear sky

Overall Any Data

Start Time: 19-May-2011 07:05:53
 Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
Peak:	85.2 dBA	85.8 dBC	86.0 dBF
19-May-2011 07:09:58	19-May-2011 07:09:52	19-May-2011 07:09:52	
Lmax (slow):	67.9 dBA	73.2 dBC	73.8 dBF
19-May-2011 07:09:50	19-May-2011 07:13:57	19-May-2011 07:13:57	
Lmin (slow):	43.7 dBA	60.0 dBC	61.6 dBF
19-May-2011 07:11:17	19-May-2011 07:06:52	19-May-2011 07:06:51	
Lmax (fast):	70.7 dBA	75.5 dBC	75.7 dBF
19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34	
Lmin (fast):	43.1 dBA	57.8 dBC	58.9 dBF
19-May-2011 07:11:17	19-May-2011 07:09:10	19-May-2011 07:09:10	
Lmax (impulse):	72.1 dBA	76.8 dBC	77.1 dBF
19-May-2011 07:09:58	19-May-2011 07:11:34	19-May-2011 07:11:34	
Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
19-May-2011 07:11:17	19-May-2011 07:06:51	19-May-2011 07:09:10	

Spectra

Date: 19-May-2011 Time: 07:05:53 Run Time: 00:08:30.5

Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1	Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1
12.5	50.2		56.3		35.5		630	46.5		61.4		31.0	
16.0	50.9	55.5	56.1	61.5	37.1	41.8	800	45.4		60.8		30.5	
20.0	51.0		57.6		38.0		1000	44.5	49.3	56.1	63.9	31.7	35.6
25.0	55.8		57.5		41.1		1250	43.5		59.4		30.2	
31.5	57.7	61.6	57.1	63.3	46.2	49.9	1600	42.6		56.3		28.1	
40.0	56.7		60.3		46.3		2000	41.1	46.1	56.4	61.9	24.9	30.4
50.0	56.8		57.9		44.0		2500	40.0		58.4		21.7	
63.0	55.7	61.0	56.5	62.1	45.9	49.1	3150	40.2		60.8		19.4	
80.0	56.2		57.4		42.2		4000	39.5	43.8	58.6	63.4	18.7	24.1
100	55.6		55.1		42.3		5000	36.7		54.4		19.7	
125	54.3	59.2	59.0	63.8	40.7	45.7	6300	32.8		50.2		21.5	
160	52.8		61.0		39.4		8000	30.2	35.2	57.7	58.5	21.2	25.9
200	51.1		57.3		35.5		10000	25.4		41.5		20.5	
250	51.4	55.2	70.6	71.0	34.6	39.0	12500	22.9		32.2		19.4	
315	48.2		58.2		32.0		16000	20.8	26.5	27.4	33.9	19.1	24.4
400	47.0		59.0		30.1		20000	21.2		23.8		20.3	
500	47.0	51.6	64.3	66.9	30.4	35.3							

Ln Start Level: 15 dB
 L1.00 0.0 dBA L50.00 0.0 dBA L95.00 0.0 dBA
 L5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA

Detector: Slow
 Weighting: A
 SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times
 SPL Exceedance level 2: 120 dB Exceeded: 0 times
 Peak-1 Exceedance Level: 105 dB Exceeded: 0 times
 Peak-2 Exceedance Level: 100 dB Exceeded: 0 times
 Hysteresis: 2
 Overloaded: 0 time(s)
 Paused: 0 times for 00:00:00.0

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\15.slm1
Model/Serial Number: 824 / A3176

Current Any Data

Start Time: 19-May-2011 07:05:53
Elapsed Time: 00:08:30.5

	A Weight	C Weight	Flat
Leq:	54.8 dBA	65.1 dBC	66.1 dBF
SEL:	81.9 dBA	92.2 dBC	93.2 dBF
Peak:	85.2 dBA	85.8 dBC	86.0 dBF
19-May-2011 07:09:58		19-May-2011 07:09:52	19-May-2011 07:09:52
Lmax (slow):	67.9 dBA	73.2 dBC	73.8 dBF
19-May-2011 07:09:50		19-May-2011 07:13:57	19-May-2011 07:13:57
Lmin (slow):	43.7 dBA	60.0 dBC	61.6 dBF
19-May-2011 07:11:17		19-May-2011 07:06:52	19-May-2011 07:06:51
Lmax (fast):	70.7 dBA	75.5 dBC	75.7 dBF
19-May-2011 07:09:58		19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (fast):	43.1 dBA	57.8 dBC	58.9 dBF
19-May-2011 07:11:17		19-May-2011 07:09:10	19-May-2011 07:09:10
Lmax (impulse):	72.1 dBA	76.8 dBC	77.1 dBF
19-May-2011 07:09:58		19-May-2011 07:11:34	19-May-2011 07:11:34
Lmin (impulse):	43.6 dBA	61.1 dBC	62.4 dBF
19-May-2011 07:11:17		19-May-2011 07:06:51	19-May-2011 07:09:10

Calibrated:	18-May-2011 13:09:02	Offset:	-48.2 dB
Checked:	19-May-2011 06:46:08	Level:	113.9 dB
Calibrator	not set	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Disabled	Number Interval Records:	0
History Records:	Disabled	Number History Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

SLM & RTA Summary

Translated: 17-Aug-2010 14:31:20

 File Translated: V:\Vista Env\2010\10021-Atascadero Walmart\Noise
 Measurements\1.slmdl

Model Number: 824

Serial Number: A3176

Firmware Rev: 4.283

Software Version: 3.120

Name:

Descr1: 1021 Didrikson Way

Descr2: Laguna Beach, CA 92651

Setup: SLM&RTA.ssa

Setup Descr: SLM & Real-Time Analyzer

Location: Southern edge of gas station property

Note 1: 100' west of El Camino Real CL and 150' south of Del Rio Rd CL

Note 2: 78 F 28.97 HG 32% Humid. 2 MPH wind and clear sky

Overall Any Data

Start Time: 14-Aug-2010 12:03:04

Elapsed Time: 00:15:00.6

	A Weight	C Weight	Flat
Leq:	61.7 dBA	74.5 dBC	75.3 dBF
SEL:	91.2 dBA	104.0 dBC	104.8 dBF
Peak:	105.2 dBA	108.2 dBC	110.1 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmax (slow):	73.4 dBA	88.4 dBC	90.8 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (slow):	49.4 dBA	63.1 dBC	64.6 dBF
	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03
Lmax (fast):	81.1 dBA	96.0 dBC	98.4 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (fast):	48.5 dBA	61.4 dBC	62.8 dBF
	14-Aug-2010 12:04:02	14-Aug-2010 12:04:02	14-Aug-2010 12:04:02
Lmax (impulse):	84.8 dBA	99.1 dBC	101.5 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (impulse):	48.7 dBA	63.7 dBC	65.4 dBF
	14-Aug-2010 12:04:02	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03

Spectra

Start Time:	14-Aug-2010 12:03:04	Run Time:	00:15:00.6			
Freq	Leq 1/3	Leq 1/1	Max 1/3	Max 1/1	Min 1/3	Min 1/1
12.5 Hz	55.3		72.2		36.3	
16.0 Hz	57.4	63.9	79.4	90.6	38.4	43.4
20.0 Hz	62.0		90.2		40.3	
25.0 Hz	65.1		93.7		43.9	
31.5 Hz	64.2	69.1	89.6	95.4	44.9	49.1
40.0 Hz	63.7		83.4		44.1	
50.0 Hz	67.7		88.2		46.6	
63.0 Hz	65.9	71.2	84.2	90.1	45.9	51.5
80.0 Hz	65.3		79.8		47.5	
100 Hz	65.0		76.4		46.3	
125 Hz	66.0	70.0	76.5	80.7	45.4	50.7
160 Hz	64.4		74.6		46.1	
200 Hz	59.6		70.5		41.9	
250 Hz	58.7	63.0	66.2	76.1	43.2	46.8
315 Hz	55.6		74.0		40.8	
400 Hz	53.6		75.8		39.0	
500 Hz	52.9	57.7	75.4	79.0	38.5	43.8
630 Hz	52.1		67.7		39.4	
800 Hz	52.5		68.9		40.2	
1000 Hz	51.8	56.3	69.8	73.4	39.2	43.6
1250 Hz	49.9		66.4		36.4	
1600 Hz	48.1		63.6		34.8	

			1				
2000 Hz	46.5	51.5	64.3	68.5	30.1	36.6	
2500 Hz	45.1		63.2		27.3		
3150 Hz	44.3		62.5		25.2		
4000 Hz	42.5	47.6	58.5	64.6	22.9	28.2	
5000 Hz	40.9		56.1		21.5		
6300 Hz	38.5		52.4		20.1		
8000 Hz	36.0	41.0	51.0	55.9	18.9	23.9	
10000 Hz	31.8		49.3		18.3		
12500 Hz	27.9		46.0		18.0		
16000 Hz	24.5	30.9	36.7	46.6	19.1	24.2	
20000 Hz	25.3		31.5		20.7		

Ln Start Level: 15 dB

L (1.00) 0.0
 L (5.00) 0.0
 L (50.00) 0.0
 L (90.00) 0.0
 L (95.00) 0.0
 L (99.00) 0.0

Detector: Slow
 Weighting: A
 SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times
 SPL Exceedance Level 2: 120.0 dB Exceeded: 0 times
 Peak-1 Exceedance Level: 105.0 dB Exceeded: 1 times
 Peak-2 Exceedance Level: 100.0 dB Exceeded: 1 times
 Hysteresis: 2
 Overloaded: 0 time(s)
 Paused: 0 times for 00:00:00.0

Current Any Data
 Start Time: 14-Aug-2010 12:03:04
 Elapsed Time: 00:15:00.6

	A Weight	C Weight	Flat
Leq:	61.7 dBA	74.5 dBC	75.3 dBF
SEL:	91.2 dBA	104.0 dBC	104.8 dBF
Peak:	105.2 dBA	108.2 dBC	110.1 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmax (slow):	73.4 dBA	88.4 dBC	90.8 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (slow):	49.4 dBA	63.1 dBC	64.6 dBF
	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03
Lmax (fast):	81.1 dBA	96.0 dBC	98.4 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (fast):	48.5 dBA	61.4 dBC	62.8 dBF
	14-Aug-2010 12:04:02	14-Aug-2010 12:04:02	14-Aug-2010 12:04:02
Lmax (impulse):	84.8 dBA	99.1 dBC	101.5 dBF
	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24	14-Aug-2010 12:09:24
Lmin (impulse):	48.7 dBA	63.7 dBC	65.4 dBF
	14-Aug-2010 12:04:02	14-Aug-2010 12:04:03	14-Aug-2010 12:04:03

Calibrated: 14-Aug-2010 12:02:00 Offset: -47.3 dB
 Checked: 14-Aug-2010 12:02:00 Level: 93.3 dB
 Calibrator not set Level: 114.0 dB
 Cal Records Count: 0

Interval Records: Disabled Number Interval Records: 0
 Time History: Disabled Number History Records: 0
 Run/Stop Records: Number Run/Stop Records: 2

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\6.slm1
 Model/Serial Number: 824 / A3176
 Firmware/Software Revs: 4.283 / 3.120
 Name:
 Descr1: 1021 Didrikson Way
 Descr2: Laguna Beach, CA 92651
 Setup/Setup Descr: slm&rtas.ssa / SLM & Real-Time Analyzer
 Location: At Palm Bluff Car Wash North of project site
 Note1: Approx 30' S of carwash exit and 25' S of vacuum unit behind 6' wall
 Note2: 70F, 29.43 in Hg, 27% Humid., 4 mph wind, partly cloudy

Overall Any Data

Start Time: 18-May-2011 14:50:49
 Elapsed Time: 00:13:00.3

	A Weight	C Weight	Flat
Leq:	76.2 dBA	79.5 dBC	80.1 dBF
SEL:	105.1 dBA	108.5 dBC	109.0 dBF
Peak:	101.0 dBA	99.8 dBC	100.8 dBF
18-May-2011 14:53:38	18-May-2011 14:59:24	18-May-2011 14:59:11	
Lmax (slow):	84.0 dBA	86.9 dBC	87.3 dBF
18-May-2011 14:59:24	18-May-2011 14:59:24	18-May-2011 14:51:14	
Lmin (slow):	67.8 dBA	73.7 dBC	74.1 dBF
18-May-2011 14:56:54	18-May-2011 14:55:00	18-May-2011 14:55:00	
Lmax (fast):	87.1 dBA	90.9 dBC	90.9 dBF
18-May-2011 14:58:47	18-May-2011 14:58:47	18-May-2011 14:58:47	
Lmin (fast):	67.6 dBA	72.9 dBC	73.3 dBF
18-May-2011 14:56:53	18-May-2011 14:54:54	18-May-2011 14:54:54	
Lmax (impulse):	88.8 dBA	92.7 dBC	92.7 dBF
18-May-2011 14:58:47	18-May-2011 14:58:47	18-May-2011 14:58:47	
Lmin (impulse):	67.7 dBA	74.0 dBC	74.3 dBF
18-May-2011 14:56:52	18-May-2011 15:02:56	18-May-2011 14:54:54	

Spectra

Date Time Run Time
 18-May-2011 14:50:49 00:13:00.3

Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1	Hz	Leq1/3	Leq1/1	Max1/3	Max1/1	Min1/3	Min1/1
12.5	65.8		61.0		35.9		630	68.1		76.4		58.3	
16.0	63.6	68.9	63.6	67.0	39.1	44.7	800	66.5		74.3		56.2	
20.0	62.0		61.6		42.4		1000	66.5	71.1	74.1	79.0	57.9	61.1
25.0	60.4		67.3		41.6		1250	66.0		74.3		54.3	
31.5	63.3	66.3	69.7	72.7	46.4	50.3	1600	67.3		75.6		53.9	
40.0	60.1		65.9		47.0		2000	63.8	69.8	71.8	77.9	52.4	57.4
50.0	60.9		67.2		48.8		2500	62.6		70.1		51.0	
63.0	71.0	73.1	76.8	79.9	63.4	64.5	3150	59.5		68.4		48.5	
80.0	68.2		76.6		57.4		4000	57.9	62.9	67.4	72.0	47.3	52.6
100	66.7		73.3		54.8		5000	56.3		65.2		47.5	
125	65.1	70.4	77.3	79.9	56.3	59.8	6300	54.7		63.1		45.8	
160	64.8		73.5		53.5		8000	52.7	57.6	60.6	65.6	44.4	49.1
200	63.6		73.8		50.0		10000	49.6		56.6		41.9	
250	66.3	70.4	74.9	79.8	56.7	59.6	12500	46.2		52.3		38.7	
315	66.5		76.1		55.3		16000	41.9	47.8	47.0	53.6	34.2	40.3
400	66.5		73.9		56.7		20000	35.3		39.2		27.4	
500	70.8	73.6	82.3	83.8	56.2	61.9							

Ln Start Level: 15 dB
 L1.00 0.0 dBA L50.00 0.0 dBA L95.00 0.0 dBA
 L5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA

Detector: Slow
 Weighting: A
 SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times
 SPL Exceedance level 2: 120 dB Exceeded: 0 times
 Peak-1 Exceedance Level: 105 dB Exceeded: 0 times
 Peak-2 Exceedance Level: 100 dB Exceeded: 1 times
 Hysteresis: 2
 Overloaded: 0 time(s)
 Paused: 0 times for 00:00:00.0

File Translated: V:\Vista Env\2010\10022-Fresno Walmart\Noise Measurements\LD\6.slmdl
Model/Serial Number: 824 / A3176

Current Any Data

Start Time: 18-May-2011 14:50:49

Elapsed Time: 00:13:00.3

	A Weight	C Weight	Flat
Leq:	76.2 dBA	79.5 dBC	80.1 dBF
SEL:	105.1 dBA	108.5 dBC	109.0 dBF
Peak:	101.0 dBA	99.8 dBC	100.8 dBF
18-May-2011 14:53:38		18-May-2011 14:59:24	18-May-2011 14:59:11
Lmax (slow):	84.0 dBA	86.9 dBC	87.3 dBF
18-May-2011 14:59:24		18-May-2011 14:59:24	18-May-2011 14:51:14
Lmin (slow):	67.8 dBA	73.7 dBC	74.1 dBF
18-May-2011 14:56:54		18-May-2011 14:55:00	18-May-2011 14:55:00
Lmax (fast):	87.1 dBA	90.9 dBC	90.9 dBF
18-May-2011 14:58:47		18-May-2011 14:58:47	18-May-2011 14:58:47
Lmin (fast):	67.6 dBA	72.9 dBC	73.3 dBF
18-May-2011 14:56:53		18-May-2011 14:54:54	18-May-2011 14:54:54
Lmax (impulse):	88.8 dBA	92.7 dBC	92.7 dBF
18-May-2011 14:58:47		18-May-2011 14:58:47	18-May-2011 14:58:47
Lmin (impulse):	67.7 dBA	74.0 dBC	74.3 dBF
18-May-2011 14:56:52		18-May-2011 15:02:56	18-May-2011 14:54:54

Calibrated:	18-May-2011 13:09:02	Offset:	-48.2 dB
Checked:	19-May-2011 06:46:08	Level:	113.9 dB
Calibrator	not set	Level:	114.0 dB
Cal Records Count:	0		

Interval Records:	Disabled	Number Interval Records:	0
History Records:	Disabled	Number History Records:	0
Run/Stop Records:		Number Run/Stop Records:	2

APPENDIX F

Operational Noise Sound Wall Noise Reduction Calculations

Stationary Noise Calculation - Homes West of Project Site

Stationary Noise Sources **Reference Distance** **Reference Leq** **Home Adjacent to Project Site Distance** **Home Adjacent to Project Site Leq** 1 (Line Source: hard=0, soft=-.5; Point Source: hard=1, soft=-1.5)

Rooftop HVAC	10	66.6	10	66.6	(eq. N-2141.2 of TeNS)
Parking Lot	5	63.1	5	63.1	
Truck Delivery	30	54.8	20	58.3	
Gas Dispensing Facility	10	61.7	90	42.6	
Car Wash	30	73.1	58.5	67.3	

Stationary Noise Sources	Distance from Receptor to Wall	Distance from source to Wall	Height of Wall (feet)	Without Wall		With Wall		Exterior		barrier to receiver - b (all)	path difference					line of sight (slope)	Barrier Atten
				Wall Level at Residence	Noise at Residence	Noise Level at Residence	Source Height (feet)	Observer Height (feet)	Source Frequency y (hz)		source to barrier - a	source to receiver - c	y =a+b-c (auto)	fresnel			
Rooftop HVAC	10	10	24	66.6	49.2	24	3	800	23.2594	10	29	4.2594	1	12.11565	-17.353		
Parking Lot	10	5	6	63.1	48.9	3	3	800	10.4403	5.830952	15	1.2713	1	3.616024	-14.21		
Truck Delivery	10	20	6	58.3	47.8	5	3	800	10.4403	20.02498	30.06659	0.3987	1	1.134075	-10.56		
Gas Dispensing Fa	10	90	6	42.6	31.5	3	3	800	10.4403	90.04999	100	0.4903	1	1.39461	-11.08		
Car Wash	10	59	6	67.3	56.6	5	3	800	10.4403	58.50855	68.52919	0.4197	1	1.193705	-10.68		