DESERT MEADOWS RESIDENTIAL PROJECT
NOISE IMPACT STUDY
City of Lancaster, CA



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August 21, 2023

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

The purpose of this report is to evaluate the potential noise impacts from the proposed Desert Meadows Residential Project (hereinafter referred to as "project") and provide recommendations, if necessary, to minimize any project noise impacts.

The assessment was conducted within the context of the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000, et seq.) and the standards and methodology follow the City of Lancaster Municipal Code and General Plan requirements.

The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- Identification of the regulatory setting and applicable noise standards
- Establishment of the existing ambient noise environment at the project site
- Analysis of the project's operational noise impact to adjacent receptors
- Summary of recommended project design features to reduce noise level impacts.

1.2 Site Location

The proposed project is located at the northeast corner of West Lancaster Boulevard and 30th Street West, in the City of Lancaster, California. The project site is currently vacant and is bounded by vacant land to the north and east, West Lancaster Boulevard to the south, and 30th Street West to the west.

The nearest noise-sensitive receptors to the project site include the following:

Receptors 1-12 Existing residential land uses located approximately 100 feet west of the project site's western boundary, approximately 58 feet west of the centerline of 30th Street West.

Receptors 13-26 Existing residential land uses located approximately 110 feet south of the project site's southern boundary, approximately 56 feet south of the centerline of West Lancaster Boulevard.

The project site location map, including sensitive receptor locations, is provided in Exhibit A.

1.3 Project Description

The proposed project consists of constructing and operating a 324-dwelling unit walk-up apartment complex and a 97-dwelling unit townhomes complex on an approximately 20.1-acre site. The project will also include several ancillary uses, such as dog parks, pools, multisport courts, sports lawns, and playgrounds. The project site is currently vacant, and no demolition will be required during construction.

The site plan used for this analysis, provided by STK ARCHITECTURE, is illustrated in Exhibit B.

1.4 Summary of Findings

Table 1 provides a summary of the noise analysis results, per the CEQA impact criteria checklist.

Table 1
CEQA Noise Impact Criteria

Noise Impact Criteria	Potentially Significant	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
Would the project result in?				
a) 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?			X	
b) Generation of excessive groundborne vibration or groundborne noise levels?			X	
c) 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?				X

1.5 Recommended Project Design Features (DF)

The following recommended project design features include standard rules and requirements, best practices, and recognized design guidelines for reducing noise levels. Project design features are typically included as part of the conditions of approval for the project but are not considered mitigation under CEQA.

Operational Design Features

DF-1 All rooftop HVAC equipment shall be shielded from the line of sight of adjacent properties behind rooftop parapet walls. All ground-level HVAC equipment shall be fully shielded behind noise barrier walls from the line of sight of adjacent properties.

DF-2 The project should incorporate building construction techniques and insulation that is consistent with California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.

DF-3 A "windows closed" condition with upgraded windows and sliding glass doors is expected to be required for all residential units facing West Lancaster Boulevard and 30th Street West in order to meet the interior noise standard. See Section 6.3.2, Table 20, for details regarding window STC requirements.

DF-4 For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum. Attic vents and opening should be oriented away from the adjacent roadways.

Construction Design Features

DF-5 The project shall comply with City of Lancaster Municipal Code requirements, and all construction will take place Monday through Saturday, between the hours of 7:00 AM to 8:00 PM. No construction will occur on Sundays or federal holidays.

DF-6 Provide public notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of construction activities, as well as provide a telephone number where

neighbors can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.

DF-7 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices (e.g., engine shields).

DF-8 Establish an electric connection to the site to avoid the use of diesel- and gas-powered generators, to the extent feasible.

DF-9 Locate staging area, generators, and stationary construction equipment as far from the adjacent residential homes as feasible.

DF-10 Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

2.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used within the report.

2.1 Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic, or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

2.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases, as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter (N/m2), also called micro-Pascal (μPa). One μPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels and abbreviated dB.

2.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two (2) sounds of equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase.

If two (2) sounds differ by approximately 10 dB the higher sound level is the predominant sound.

2.5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, (A-weighted scale) and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA). Typically, the human ear can barely perceive the change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud[1]. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g. doubling the volume of traffic on a highway), would result in a barely perceptible change in sound level.

2.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns, others are random. Some noise levels are constant, while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels. Following are the most commonly used noise descriptors along with brief definitions.

A-Weighted Sound Level

The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level

The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

[1] Source: U.S. DOT Federal Highway Administration. Dec. 2011. Highway Traffic Noise: Analysis and Abatement Guidance.

Community Noise Equivalent Level (CNEL)

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB)

A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A)

A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ)

The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Habitable Room

Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n)

The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 is the sound level exceeded 10 percent of the sample time. Similarly L50, L90 and L99, etc.

Noise

Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area

Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels

See L(n).

Sound Level (Noise Level)

The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter

An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL)

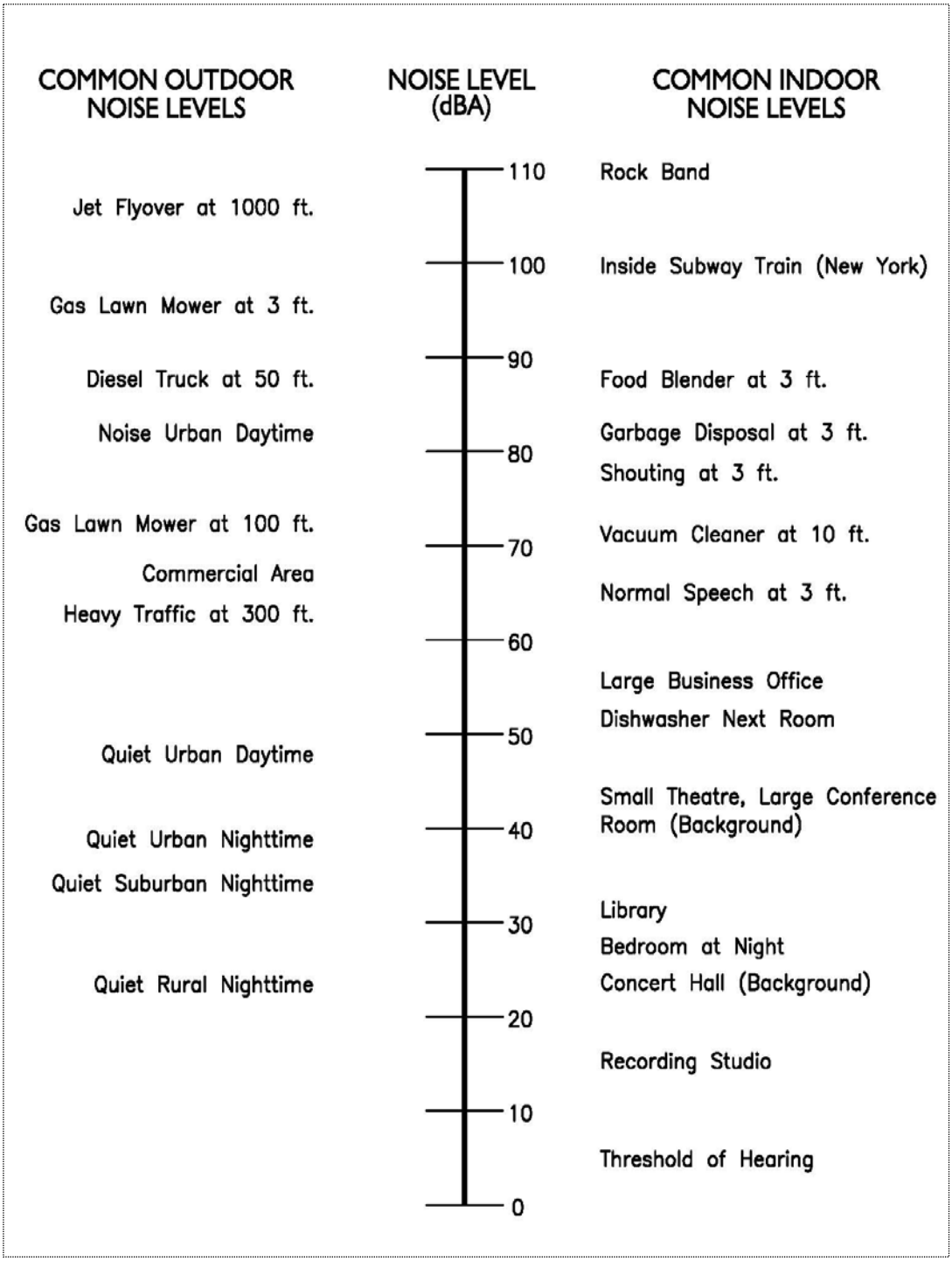
The dBA level which, if it lasted for one (1) second, would produce the same A-weighted sound energy as the actual event.

2.7 Sound Propagation

As sound propagates from a source it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at an additional rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 3 dB per doubling of distance for a line source and 6.0 dB per doubling of distance for a point source.

Figure 1
Typical Sound Levels from Indoor and Outdoor Noise Sources[2]



[2] Source: AASHSTO. 1993. Guide on Evaluation and Abatement of Traffic Noise

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2.8 Vibration Descriptors

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 that 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.

Several different methods are used to quantify vibration amplitude.

PPV

Known as the peak particle velocity (PPV) which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS

Known as the root mean squared (RMS) can be used to denote vibration amplitude.

VdB

A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

2.9 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. Outdoor 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. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts.

2.10 Vibration Propagation

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 wavefront, 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 wavefront. 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 wavefront. 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.

2.11 Construction-Related Vibration Level Prediction[3]

Operational activities are separated into two different categories. The vibration can be transient or continuous in nature. Each category can result in varying degrees of ground vibration, depending on the equipment used on the site. Operation of equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings in the vicinity of the project area site respond to these vibrations with varying results ranging from no perceptible effects at the low levels to slight damage at the highest levels. The thresholds from Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, in the table below provide general guidelines as to the maximum vibration limits for when vibration becomes potentially annoying.

[3] Caltrans Transportation and Construction Vibration Guidance Manual, April 2020

Table 2
Vibration Annoyance Potential Criteria

Human Response	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely perceptible	0.04	0.01
Distinctly perceptible	0.25	0.04
Strongly perceptible	0.90	0.10
Severe	2.00	0.40

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The Caltrans Transportation and Construction Vibration Guidance Manual, April 2020 provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts. The table below provides general vibration damage potential thresholds:

Table 3
Vibration Damage Potential Threshold Criteria

Structure and Condition	PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings ruin ancient monuments	0.12	0.08
Fragile buildings	0.20	0.10
Historic and some old buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial/commercial buildings	2.00	0.50

Soil conditions have an impact on how vibration propagates through the ground. The Caltrans Transportation and Construction Vibration Guidance Manual, April 2020 provides suggested "n" values based on soil class. The table below outlines the manual's suggested values and description.

Table 4
Suggested "n" Values Based on Soil Classes

Soil Class	Description of Soil Material	Suggested Value of "n"
I	Weak or soft soils: loose soils, dry or partially saturated peat and muck, mud, loose beach sand, and dune sand.	1.4
II	Most sands, sandy clays, silty clays, gravel, silts, and weathered rock.	1.3
III	Hard soils: densely compacted sand, dry consolidated clay, consolidated glacial till, and some exposed rock.	1.1
IV	Hard, component rock: bedrock, freshly exposed hard rock.	1.0

3.0 Regulatory Setting

The proposed project is located in the City of Lancaster and is subject to the standards and regulations established by the City of Lancaster General Plan 2030 Public Health and Safety Element and Code of Ordinances Chapter 8.24 – Noise Regulations, as discussed below.

3.1 General Plan Noise Standards and Land Use Compatibility

Table 5 shows the City of Lancaster's Residential Noise Standards, as established in the General Plan Public Health and Safety Element Public Health and Safety Element Table 3-1. For the purposes of this analysis, the noise levels listed in Table 5 below are used to evaluate the project's noise/land use compatibility and ensure the project is consistent with the established plans, policies, and programs for noise control within the City. The Lancaster General Plan 2030 Public Health and Safety Element section on noise is provided in Appendix A.

Table 5
City of Lancaster Noise-Compatibility Land Use Objectives[1]

Land Use	Maximum Exterior CNEL	Maximum Interior CNEL
Rural, Single Family, Multiple Family Residential	65 dBA	45 dBA

[1] Source: City of Lancaster General Plan Public Health and Safety Element, Table 3-1.

3.2 Code of Ordinances Construction Noise Regulations

The City of Lancaster Code of Ordinances Chapter 8.24 – Noise Regulations, Section 8.24.040 – Loud, unnecessary and unusual noises prohibited – Construction and Building, exempts the noise associated with construction and demolition activity, provided that the following provisions are met:

> Except as otherwise provided in this chapter, a person at any time on Sunday or any day between the hours of eight p.m. and seven a.m. shall not perform any construction or repair work of any kind upon any building or structure or perform any earth excavating, filling or moving where any of the foregoing entails the use of any air compressor, jack hammer, power-driven drill, riveting machine, excavator, diesel-powered truck, tractor or other earth-moving equipment, hard hammers on steel or iron or any other machine tool, device or equipment which makes loud

noises within five hundred (500) feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence.

4.0 Study Method and Procedures

The following section describes the noise measurement procedures and locations, noise modeling procedures, and assumptions used in this analysis.

4.1 Noise Measurement Procedures and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

RK conducted the sound level measurements in accordance with Caltrans technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (ANSI S1.4: Specification for Sound Level Meter, 1983)

Piccolo-II Type 2 integrating-averaging level meters were used to conduct noise measurements at the project site and property boundaries.

The Leq, Lmin, Lmax, L2, L8, L25, and L50 statistical data were recorded over the measurement time intervals and the information was utilized to define the noise characteristics for the project. The following gives a brief description of the procedures for sound level measurements:

- Microphones for sound level meters were placed five (5) feet above the ground for long-term noise measurements
- Sound level meters were calibrated before each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Temperature and sky conditions were observed and documented

Appendix B includes photos, field sheets, and measured noise data.

4.2 Stationary Noise Source Modeling

On-site stationary noise source impacts are analyzed using SoundPLAN™ noise modeling software. SoundPLAN™ is a standards-based program that incorporates more than twenty national and international noise modeling guidelines.

Projected noise levels from SoundPLAN™ are based on the following key parameters:

- Developing three-dimensional noise models of the project,
- Predicting the project noise levels at the selected community locations and
- Comparing the predicted noise with the existing community ambient noise levels at the receptor locations.

The sides of buildings, walls, etc. were modeled as reflective surfaces and as diffractive bodies.

Most of the area surrounding the project site consists of roadways, residential properties, and vacant land and has been run as a hard site (Ground Factor=0). The elevation profile for the project site is derived from Google Earth and all the receptors are placed at 5 feet above ground level.

Sound Power and Sound Pressure Level

Sound power level is the acoustic energy emitted by a source that produces a sound pressure level at some distance. While the sound power level of a source is fixed, the sound pressure level depends upon the distance from the source and the acoustic characteristics of the area in which it is located.

SoundPLAN requires that the source noise level be input using sound power level and which must be back-calculated based on a measured sound pressure level. The sound power level is calculated using SoundPLAN software by calibrating the source noise level to equal the sound pressure level at an equal distance from the source in which the referenced measurement was taken.

4.2.1 Parking Lot Noise

Parking lot noise would occur from vehicles entering and exiting the site, idling, exhaust, doors slamming, tires screeching, general loading activities, people talking, and the occasional

horn honking. Parking lot noise would occur throughout the site and is assessed by using referenced noise levels in the SoundPLAN model. Parking lot noise is based on the type of vehicle and the number of movements per hour. Referenced noise levels for parking lot activities are based on the SoundPLAN™ standard *Parkplatzlärmstudie 2007*. Key inputs for parking lot noise include the size of the area source, number of movements per hour, type of vehicles, and number of parking spaces within each lot.

4.2.2 HVAC Noise

The project proposes to install one HVAC unit per dwelling unit on the roofs of each of the apartment buildings and one HVAC unit per dwelling unit at ground level for each of the townhome buildings. HVAC noise levels are referenced from the manufacturers' specification sheets for the proposed HVAC unit models, provided by the project applicant. Table 6 below provides the referenced noise levels for on-site HVAC noise.

Table 6
Referenced Noise Levels – HVAC Units

Project Noise Source	Distance from Source (feet)	Noise Level (dBA Leq)[1]
HVAC Units	1.0	76.0

[1] Noise level is representative of a single unit.

To estimate the future noise levels during typical operational conditions, noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the HVAC units are operating continuously during daytime hours and at 30 minutes per hour during nighttime hours (50 percent usage factor).

4.2.3 Dog Park Noise

The proposed project includes two dog parks within the apartment building portion of the site. Dog Park-1 is located near the western end of the project site, and Dog Park-2 is located at the northwest corner of the project site. Noise resulting from the dog parks is assessed using referenced noise levels measured by RK. Table 7 indicates the referenced dog park noise levels used in this analysis.

Table 7
Referenced Noise Levels – Dog Parks

Project Noise Source	Distance from Source (feet)	Noise Level (dBA Leq)[1]
Dog Park	13.0	60.4

[1] Noise level is representative of a single dog park.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the dog parks are operating continuously during daytime hours, when in reality they will likely operate only intermittently throughout the day.

4.2.4 Pool Noise

The proposed project includes two open-air swimming pools. Swimming Pool-1 is located within the apartment building portion of the project site, and Swimming Pool-2 is located within the townhomes portion of the project site. Pool noise is assessed using noise levels referenced from the SoundPLAN™ modeling software emission spectra library. Table 8 indicates the referenced pool noise levels used in this analysis.

Table 8
Referenced Noise Levels – Pools[1]

Project Noise Source	Referenced Emission Spectra	Design Guide Value
Swimming Pool	Big play and sports areas w. spectator[2]	70.0 dBA at boundary of the area[3]

[1] Source: SoundPLAN emission spectra library.

[2] SoundPLAN Description: Group of people and sports without musical instruments and without machines. Suggested Uses: Large play and sports areas with spectator areas with grandstand, large open-air swimming pools etc., places for public entertainment.

[3] Noise level is representative of a single swimming pool.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the pools are operating continuously during daytime hours, when in reality they will likely operate only intermittently throughout the day.

4.2.5 Multisport Court Noise

The proposed project includes two outdoor multisport courts located near the center of the apartment building portion of the project site. Multisport court noise is assessed using noise levels referenced from the SoundPLAN ™ modeling software emission spectra library. Table 9 indicates the referenced multisport court noise levels used in this analysis.

Table 9
Referenced Noise Levels – Multisport Courts[1]

Project Noise Source	Referenced Emission Spectra	Design Guide Value
Multisport Court	Small play and sports areas w. spectator[2]	65.0 dBA at boundary of the area[3]

[1] Source: SoundPLAN emission spectra library.

[2] SoundPLAN Description: Group of people and sports without musical instruments and without machines. Suggested Uses: Small play and sports areas with spectator area, large children's playgrounds, small open-air swimming pools.

[3] Noise level is representative of a single court.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the multisport courts are operating continuously during daytime hours, when in reality they will likely operate only intermittently throughout the day.

4.2.6 Sports Lawn Noise

The proposed project includes three outdoor sports lawns. Sports Lawn-1 and Sports Lawn-2 are located near the center of the apartment building portion of the project site. Sports Lawn-3 is located near the center of the townhomes portion of the project site. Sports Lawn noise is assessed using noise levels referenced from the SoundPLAN ™ modeling software emission spectra library. Table 10 indicates the referenced sports lawn noise levels used in this analysis.

Table 10
Referenced Noise Levels – Sports Lawns[1]

Project Noise Source	Referenced Emission Spectra	Design Guide Value
Sports Lawn	Small play and sports areas w. spectator[2]	65.0 dBA at boundary of the area[3]

[1] Source: SoundPLAN emission spectra library.

[2] SoundPLAN Description: Group of people and sports without musical instruments and without machines. Suggested Uses: Small play and sports areas with spectator area, large children's playgrounds, small open-air swimming pools.

[3] Noise level is representative of a single lawn.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations. Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the sports lawns are operating continuously during daytime hours, when in reality they will likely operate only intermittently throughout the day.

4.2.7 Playground Noise

The proposed project includes two outdoor playgrounds. Playground-1 is located near the center of the apartment building portion of the project site, and Playground-2 is located near the center of the townhomes portion of the project site. Playground noise is assessed using noise levels referenced from the SoundPLAN ™ modeling software emission spectra library. Table 11 indicates the referenced playground noise levels used in this analysis.

Table 11
Referenced Noise Levels –Playgrounds[1]

Project Noise Source	Referenced Emission Spectra	Design Guide Value
Playground	Small play and sports areas w. spectator[2]	65.0 dBA at boundary of the area[3]

[1] Source: SoundPLAN emission spectra library.

[2] SoundPLAN Description: Group of people and sports without musical instruments and without machines. Suggested Uses: Small play and sports areas with spectator area, large children's playgrounds, small open-air swimming pools.

[3] Noise level is representative of a single playground.

To estimate the future noise levels during typical operational conditions, referenced noise levels are input into SoundPLAN and projected to the nearest sensitive receptor locations.

Adjusted noise levels are based on the distance of the receptor location relative to the noise source, local topography, and physical barriers including buildings and sound walls. The noise levels assume that the playgrounds are operating continuously during daytime hours, when in reality they will likely operate only intermittently throughout the day.

4.3 Traffic Noise Modeling

Traffic noise from vehicular traffic was projected using a version of the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the key input parameters. The following outlines the key adjustments made to the computer model for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outer most travel lanes on each side of the roadway)
- Average Daily Traffic (ADT) Volumes, Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

The following outlines key adjustments to the computer model for the project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

Table 12 shows the roadway parameters and traffic volume data that were utilized for this study.

Table 12
Roadway Parameters

Roadway	Segment	Existing ADT[1]	Posted Speed (MPH)	Site Conditions
1. W. Lancaster Blvd.	W. Avenue I to W. Lancaster Blvd.	9,300	50	Hard
2. 30th St. W.	East of 30th St. W.	12,876	50	Hard

[1] Traffic volume data compiled from intersection turning movement counts collected on May 10, 2023.

Table 13 indicates the vehicle distribution and truck mix utilized for all roadways in this study area.

Table 13
Vehicle Distribution (Truck Mix) for Arterial Roadways[1]

Motor-Vehicle Type	Daytime % (7 AM - 7 PM)	Evening % (7 PM - 10 PM)	Night % (10 PM - 7 AM)	Total % of Traffic Flow
Automobiles	69.5	12.9	9.6	92
Medium Trucks	1.44	0.06	1.5	3
Heavy Trucks	2.4	0.1	2.5	5

[1] Vehicle distribution based on typical mix for Arterial Roadways.

4.4 Interior Noise Modeling

The interior noise level is the difference between the projected exterior noise level at the structure's façade and the noise reduction provided by the structure itself. Typical building construction will provide a conservative 12 dBA noise level reduction with a "windows open" condition and a very conservative 20 dBA noise level reduction with "windows closed". The interior noise level is estimated by subtracting the building shell design from the estimated exterior noise level.

The interior noise analysis is based on industry standards for building noise reduction established by the Federal Highway Administration (FHWA), the 2013 Caltrans Technical Noise Supplement to the Traffic Noise Analysis Protocol (TeNS), the California Office of Noise Control Catalog of STC and IIC Ratings for Wall and Floor/Ceiling Assemblies, and the California Building Standards Code, Title 24.

The TeNS manual shows that the noise reduction due to building exteriors with ordinary sash windows (windows closed) is at least 20 decibels. By providing upgraded STC rated

windows, the project design is considered adequate to meet interior noise standards. The building's exterior walls will be constructed per the latest building code insulation requirements and provide occupants with the most protection from exterior noise. Insulated exterior walls, designed per the latest California Building Standards, would provide a minimum of STC 35-40. Windows, on the other hand, are one of the acoustically weakest parts of the structure. Therefore, for a conservative estimate of preliminary interior noise, the building's noise reduction potential is limited to the STC of the windows.

4.5 Construction Noise Modeling

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, and baseline parameters for the project site. This study evaluates the potential exterior noise impacts during each phase of construction.

Noise levels were projected from the center of proposed construction activity to the nearest sensitive receptor property line, a distance of approximately 455 feet. While some construction noise activity may occur closer than 455 feet from the nearest property line, noise levels are averaged over an 8-hour workday period for purposes of assessing impacts. The methodology used for assessing construction noise impacts is consistent with the Federal Transit Administration Transit Noise and Vibration Impact Assessment Manual, September 2018[4].

Construction phasing and equipment usage assumptions are referenced from the *Desert Meadows Residential Project Air Quality, Greenhouse Gas, and Energy Impact Study, City of Lancaster, CA,* performed by RK Engineering Group.

4.6 Construction Vibration Modeling

The construction vibration assessment is based on the methodology set forth within the Caltrans Transportation and Construction Induced Vibration Guidance Manual. The vibration impacts from vibratory rollers and compactors, heavy truck loading, and bulldozer activity are analyzed. All vibratory activity is analyzed as a continuous and/or frequent event and is required to comply with the applicable guidance threshold criteria. It is expected that vibration levels will be highest during the paving phase. No impact pile driving is expected as part of this project.

[4] Federal Transit Administration. Transit Nosie and Vibration Impact Assessment Manual. September 2018. Section 7.1. Construction Noise Assessment.

Vibratory impacts were calculated from the site area property line to the closest sensitive receptors and structures using the reference vibration levels, soil conditions, and the reference equation *PPV= PPV ref (25/D)^n (in/sec)* (from Caltrans Manual) where:

PPV = reference measurement at 25 feet from vibration source
D = distance from equipment to property line
n= vibration attenuation rate through ground (n=1.0 was utilized for this study)

RK engineering group, inc.
rkengineer.com

5.0 Existing Noise Environment

The existing noise environment for the project site and surrounding areas has been established based on noise measurement data collected by RK. The project setting is residential, and the primary environmental noise impacting the project site is roadway noise from adjacent streets.

5.1 Noise Measurement Results

To determine the existing noise level environment, RK conducted four (4) 1-hour noise measurements near the adjacent residential noise receptors.

Noise levels were measured on April 25, 2023, using Piccolo-II Type 2 integrating-averaging sound level meters. The information was utilized to establish the noise characteristics of the existing ambient environment.

The noise monitoring locations were selected based on the proximity and location of adjacent sensitive receptors. Exhibit C graphically illustrates the location of the noise measurements.

- Noise Monitoring Location 1 (L-1) was taken near the southeast corner of the project site, approximately 70 feet north of the centerline of West Lancaster Boulevard and approximately 1,242 feet east of the centerline of 30th Street West. Ambient noise sources during the measurement period consisted of bird/nature activity, wind, and roadway activity along West Lancaster Boulevard and 30th Street West.

- Noise Monitoring Location 2 (L-2) was taken near the southwest corner of the project site, approximately 70 feet north of the centerline of West Lancaster Boulevard and approximately 280 feet east of the centerline of 30th Street West. Ambient noise sources during the measurement period consisted of bird/nature activity, wind, and roadway activity along West Lancaster Boulevard and 30th Street West.

- Noise Monitoring Location 3 (L-3) was taken near the southwest corner of the project site, approximately 157 feet north of the centerline of West Lancaster Boulevard and 64 feet east of the centerline of 30th Street West. Ambient noise sources during the measurement period consisted of bird/nature activity, wind, and roadway activity along West Lancaster Boulevard and 30th Street West.

- Noise Monitoring Location 4 (L-4) was taken near the northwest corner of the project site, approximately 824 feet north of the centerline of West Lancaster Boulevard and 61 feet east of the centerline of 30th Street West. Ambient noise sources during the measurement period consisted of bird/nature activity, wind, and roadway activity along West Lancaster Boulevard and 30th Street West.

Noise measurements were conducted at the above-selected locations to determine the existing ambient noise environment and nearby surrounding sensitive receptors.

Results of the short-term ambient noise measurements are shown in Tables 14 through 17. Appendix B includes photographs, field sheets, and measured noise data.

Table 14
Short-Term Noise Measurement Results (dBA) – L-1[1]

Start Time	Leq	Lmax	Lmin	L_2	L_8	L_{25}	L_{50}
10:56 AM	63.5	88.1	42.4	71.0	68.3	62.8	57.0

[1] L-1 was measured on 4/25/23.

Table 15
Short-Term Noise Measurement Results (dBA) – L-2[1]

Start Time	Leq	Lmax	Lmin	L_2	L_8	L_{25}	L_{50}
11:01 AM	65.1	94.0	44.0	69.0	65.0	60.6	55.2

[1] L-2 was measured on 4/25/23.

Table 16
Short-Term Noise Measurement Results (dBA) – L-3[1]

Start Time	Leq	Lmax	Lmin	L_2	L_8	L_{25}	L_{50}
11:05 AM	63.8	85.6	43.2	72.9	67.6	60.6	56.5

[1] L-3 was measured on 4/25/23.

Table 17
Short-Term Noise Measurement Results (dBA) – L-4[1]

Start Time	Leq	Lmax	Lmin	L_2	L_8	L_{25}	L_{50}
11:11 AM	63.6	85.0	40.5	73.4	69.1	60.9	51.5

[1] L-4 was measured on 4/25/23.

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6.0 Operational Noise Impacts

A noise impact analysis has been performed to determine whether the proposed project would result in a substantial increase in ambient noise levels in the vicinity of the site. Additionally, the noise analysis examines whether the project can meet the City of Lancaster and State of California requirements for residential exterior and interior noise exposure.

6.1 Stationary Source Noise Impacts

The City of Lancaster General Plan establishes residential noise standards for the maximum allowable interior and exterior community noise equivalent levels (CNEL). SoundPLAN™ noise modeling software is used to predict project-related noise impacts at each of the sensitive receptor locations during daytime and nighttime hours. Noise impacts are then compared to the City's noise standards by converting the daytime and nighttime noise levels to the CNEL at each sensitive receptor location.

This analysis considers all project noise sources operating simultaneously during the daytime (7:00 p.m. to 10:00 p.m.). The result is a worst-case assessment of future daytime noise levels, as not all noise sources would typically be in use at the same time.

This analysis considers parking lot noise and HVAC noise operating simultaneously during nighttime hours (10:00 p.m. to 7:00 a.m.). All HVAC equipment is assumed to run for 30 minutes of an hour (50 percent usage factor) during nighttime hours. It is assumed that the use of on-site amenities, such as dog parks, pools, multisport courts, sports lawns, and playgrounds, will be restricted to daytime hours only. Hence, this study excludes on-site amenities from the nighttime noise impacts analysis.

The results of the daytime and nighttime noise impact analysis are graphically illustrated in Exhibit D. Exhibits E and F illustrate the daytime and nighttime noise contours, respectively.

The project's daytime, nighttime, and CNEL noise level impacts to off-site sensitive receptors (adjacent homes) are shown in Table 18 below. Appendix C provides the SoundPLAN calculation worksheets and CNEL calculation worksheets.

Table 18
Off-Site Stationary Noise Impacts[1]

Receptor[2]	Daytime Exterior Noise Level (dBA)	Nighttime Exterior Noise Level (dBA)	24-Hour Exterior Noise Level (dBA CNEL)[3]	General Plan Exterior Noise Standard (dBA CNEL)	Exceeds Standard (?)
Receptor-1	47.2	44.7	52.0	65.0	**No**
Receptor-2	48.0	45.6	52.8		**No**
Receptor-3	47.4	45.1	52.3		**No**
Receptor-4	46.4	44.1	51.3		**No**
Receptor-5	46.5	44.1	51.3		**No**
Receptor-6	46.1	43.7	50.9		**No**
Receptor-7	47.3	44.9	52.1		**No**
Receptor-8	47.8	45.4	52.6		**No**
Receptor-9	48.0	45.6	52.8		**No**
Receptor-10	48.2	45.7	53.0		**No**
Receptor-11	47.7	45.1	52.4		**No**
Receptor-12	44.2	41.7	49.0		**No**
Receptor-13	48.4	46.0	53.2		**No**
Receptor-14	49.7	47.2	54.5		**No**
Receptor-15	47.6	45.4	52.6		**No**
Receptor-16	47.8	45.6	52.8		**No**
Receptor-17	48.0	45.8	53.0		**No**
Receptor-18	47.8	45.7	52.9		**No**
Receptor-19	47.8	45.9	53.0		**No**
Receptor-20	48.6	46.5	53.7		**No**
Receptor-21	48.0	45.9	53.1		**No**
Receptor-22	47.6	45.5	52.7		**No**
Receptor-23	46.6	44.7	51.8		**No**
Receptor-24	45.1	43.3	50.4		**No**
Receptor-25	44.8	43.1	50.2		**No**
Receptor-26	43.8	41.7	48.9		**No**

1. Table 18 shows the project's noise level impact from stationary sources (i.e., parking lot, mechanical HVAC equipment, outdoor recreation areas, etc.) to the adjacent off-site sensitive receptors (residential homes).
2. See Exhibit D for a map of receptor locations.
3. CNEL noise levels include a five (5) decibel penalty to sound levels in the evening from 7:00 to 10:00 PM and a ten (10) decibel penalty to sound levels in the night before 7:00 AM and after 10:00 PM.

6.2 Traffic Noise Impacts

The project is not expected to cause a substantial increase in ambient noise levels in the vicinity of the site as a result of increased traffic volumes along adjacent roadways. Typically, it takes a doubling of traffic volume along a roadway to cause a significant increase in ambient noise levels of more than 3 dBA.

The project is expected to generate approximately 2,940 average daily trips (ADT)[5]. Per the City's General Plan 2030 Environmental Impact Report, West Lancaster Boulevard is projected to have a future ADT of approximately 9,700 to 14,000, and 30th Street West is projected to have a future ADT of approximately 6,600 to 7,600[6]. Hence, the amount of traffic generated by the project will not double the amount of traffic along West Lancaster Boulevard or 30th Street West, either directly or cumulatively, and therefore the increase in roadway noise levels as a result of the project will be less than significant.

6.3 Noise/Land Use Compatibility

The project proposes to site new residential developments that will be set back approximately 65 feet from the centerline of West Lancaster Boulevard and approximately 55 feet from the centerline of 30th Street West. Traffic noise from these roadways will be the primary source of noise impacting the project site and may expose future residents to noise levels above the City of Lancaster land use compatibility threshold for residential land uses.

6.3.1 Exterior Noise/Land Use Compatibility

A noise/land use compatibility assessment has been prepared to help determine whether existing exterior noise levels affecting the project site exceed the City's noise/land use compatibility threshold for residential land uses. Exterior ambient noise levels are assessed at the first-row building façades facing West Lancaster Boulevard and 30th Street West, as well as all common outdoor recreational areas (such as on-site pools, multisport courts, sports lawns, and playgrounds). Exterior ambient noise levels are not typically required to meet the noise compatibility standards for balconies and patios of multifamily housing projects.

Table 19 shows the results of the traffic noise/land use compatibility assessment. Roadway noise calculation worksheets are provided in Appendix D.

[5] ADT volumes are referenced from the Desert Meadows Residential Project traffic scoping agreement.
[6] Source: City of Lancaster General Plan 2030 Environmental Impact Report Appendix C – Traffic Impact Analysis.

Table 19
Exterior Noise/Land Use Compatibility (dBA CNEL)

Receptor Location		Future Exterior Noise Levels[1]	Exterior Residential Noise Standard (dBA CNEL)[2]	Noise Level Exceeds Standard (?)
First row building façades facing Lancaster Blvd.	First Floor	69.7	65.0	**Yes**
	Second Floor	69.7		**Yes**
	Third Floor	69.5		**Yes**
First row building façades facing 30th St. W.	First Floor	72.1		**Yes**
	Second Floor	72.0		**Yes**
	Third Floor	71.9		**Yes**
Outdoor recreation areas – Apartments		62.1		**No**
Outdoor recreation areas – Townhomes		60.9		**No**

[1] Future exterior noise levels include a 3 dBA increase to account for future traffic growth.
[2] Source: City of Lancaster General Plan 2030 Public Health and Safety Element, Table 3-1.

As shown in Table 19, future ambient noise levels are not expected to exceed the City's exterior residential noise standard at the common outdoor recreation and habitable areas on the site. However, the first-row residential dwellings facing Lancaster Boulevard and 30th Street may be exposed to noise levels that exceed the City's exterior residential noise standard. Therefore, additional analysis and building enhancements are required to ensure the project meets the applicable interior noise standards.

6.3.2 Interior Noise/Land Use Compatibility

The project must show that interior noise levels at the project site will not exceed the City's noise/land use compatibility threshold for residential land uses. A preliminary interior noise analysis has been performed for the first row of habitable dwellings facing the adjacent roadways using a typical "windows open" and "windows closed" condition. A "windows open" condition assumes 12 dBA of noise attenuation from the exterior noise level. A "windows closed" condition" assumes 20 dBA of noise attenuation from the exterior noise level.

Table 20 indicates the future interior noise levels along the adjacent roadways.

Table 20
Future Interior Noise Levels (dBA CNEL)

Exterior Façade Study Location	Exterior Noise Level at Building Façade (dBA CNEL)[1]	Interior Noise Standard (dBA CNEL)[1]	Required Building Shell Noise Reduction (dBA CNEL)	Interior Noise Level w/ Standard Windows (STC ~ 25)		Required STC Rating
				"Windows Open" [2]	"Windows Closed" [3]	
1st row of habitable dwellings facing W. Lancaster Blvd.	69.7	45.0	24.7	57.7	49.7	28.0
1st row of habitable dwellings Facing 30th St. W.	72.1		27.1	60.1	52.1	30.0

[1] Worst-case future exterior noise level.
[2] Source: City of Lancaster General Plan 2030 Public Health and Safety Element, Table 3-1.
[3] A minimum of 12 dBA noise reduction is assumed with the "windows open" condition.
[4] A minimum of 20 dBA noise reduction is assumed with the "windows closed" condition.

The project is expected to require a "windows closed" condition, upgraded building construction, and upgraded STC-rated windows for all residential units facing West Lancaster Boulevard and 30th Street West in order to meet the City of Lancaster land use compatibility threshold for residential interior noise. To accommodate windows closed conditions, all units facing the adjacent roadways shall be equipped with adequate fresh air ventilation.

Exterior walls, designed per the latest California Building Standards are typically rated between STC 35-40. In order to ensure adequate noise attenuation is provided from the building shell, exterior walls should be designed to meet the required sound attenuation targets. Attic vents and other openings should be baffled and oriented away from facing the adjacent roadways.

Prior to issuance of building permits, the project proponent should demonstrate to the City Building Department that the proposed building shell and window assemblies will achieve exterior to interior noise reduction necessary to meet the State of California and City of Lancaster requirements.

Furthermore, the project shall comply with California Title 24 insulation building requirements for multi-family dwelling units for common separating assemblies (e.g., floor/ceiling assemblies and demising walls).

6.4 Airport Noise Compatibility

The General William J. Fox Airfield, located in Lancaster, California, is the nearest airport to the proposed project site at a distance of approximately 3.25 miles. The project site is not located within the vicinity of the General William J. Fox Airfield or any others' private airstrip or airport land use plan, nor is it within two miles of a public or private use airport. Therefore, the project will have no impact on airport-adjacent land uses.

6.5 Project Design Features

The following recommendations are provided to help ensure the proposed project meets the City of Lancaster and State of California requirements for residential interior noise exposure:

DF-1 All rooftop HVAC equipment shall be shielded from the line of sight of adjacent properties behind rooftop parapet walls. All ground-level HVAC equipment shall be fully shielded behind noise barrier walls from the line of sight of adjacent properties.

DF-2 The project should incorporate building construction techniques and insulation that is consistent with California Title 24 Building Standards to achieve the minimum interior noise standard of 45 dBA CNEL for all residential units.

DF-3 A "windows closed" condition with upgraded windows and sliding glass doors is expected to be required for all residential units facing West Lancaster Boulevard and 30th Street West in order to meet the interior noise standard. See Section 6.3.2, Table 20, for details regarding window STC requirements.

DF-4 For proper acoustical performance, all exterior windows, doors, and sliding glass doors should have a positive seal and leaks/cracks must be kept to a minimum. Attic vents and opening should be oriented away from the adjacent roadways.

7.0 Construction Noise and Vibration Impacts

Temporary construction noise and vibration impacts have been assessed from the project site to the surrounding adjacent land uses. The degree of construction noise will vary depending on the type of construction activity taking place and the location of the activity relative to the surrounding properties.

During the construction period, the contractors will be required to comply with the City of Lancaster Code of Ordinances Chapter 8.24 – Noise regulations which indicates that noise associated with construction and demolition activity is exempt from the City's noise standards, provided that the following provisions are met:

> Except as otherwise provided in this chapter, a person at any time on Sunday or any day between the hours of eight p.m. and seven a.m. shall not perform any construction or repair work of any kind upon any building or structure or perform any earth excavating, filling or moving where any of the foregoing entails the use of any air compressor, jack hammer, power-driven drill, riveting machine, excavator, diesel-powered truck, tractor or other earth-moving equipment, hard hammers on steel or iron or any other machine tool, device or equipment which makes loud noises within five hundred (500) feet of an occupied dwelling, apartment, hotel, mobile home, or other place of residence.

Although construction activity is exempt from the noise standards in the City's Code of Ordinances, the Federal Transit Administration (FTA) has provided guidelines for assessment of construction noise impacts in the *Transit Noise And Vibration Impact Assessment Manual.* For the purposes of this study, expected construction noise levels will be analyzed using the construction noise criteria provided by the FTA.

7.1 Typical Construction Noise Levels

Table 21 shows typical construction noise levels compiled by the Environmental Protection Agency (EPA) for common-type construction equipment. Typical construction noise levels are used to estimate potential project construction noise levels at the adjacent sensitive receptors.

Table 21
Typical Construction Noise Levels[1]

Type	Noise Levels (dBA) at 50 Feet
Earth Moving	
Compactors (Rollers)	73 - 76
Front Loaders	73 - 84
Backhoes	73 - 92
Tractors	75 - 95
Scrapers, Graders	78 - 92
Pavers	85 - 87
Trucks	81 - 94
Materials Handling	
Concrete Mixers	72 - 87
Concrete Pumps	81 - 83
Cranes (Movable)	72 - 86
Cranes (Derrick)	85 - 87
Stationary	
Pumps	68 - 71
Generators	71 - 83
Compressors	75 - 86
Impact Equipment	
Pneumatic Wrenches	82 - 87
Jack Hammers, Rock Drills	80 - 99
Pile Drivers (Peak)	95-105
Other	
Vibrators	68 - 82
Saws	71 - 82

[1] Referenced Noise Levels from the Environmental Protection Agency (EPA)

7.2 Construction Noise Impact Analysis

This assessment analyzes potential noise impacts during all expected phases of construction, including site preparation, grading, building construction, paving, and architectural coating. Noise levels are calculated based on an average distance of equipment over an 8-hour period to the nearest adjacent property.

The project's estimated construction noise levels have been calculated using the Federal Highway Administration Roadway Construction Noise Model Version 1.1. Table 22 shows the noise level impacts at 455 feet.

Construction noise calculation worksheets are provided in Appendix E.

Table 22
Project Construction Noise Levels – at 455 Feet

Phase	Equipment	Quantity	Equipment Noise Level at 455 ft (dBA Leq)	Combined Noise Level (dBA Leq)
Site Preparation	Rubber Tired Dozers	3	62.5	72.4
	Tractors/Loaders/Backhoes	4	64.8	
Grading	Graders	1	65.8	73.0
	Excavators	2	615	
	Tractors/Loaders/Backhoes	2	64.8	
	Scrapers	2	64.4	
	Rubber Tired Dozers	1	62.5	
Building Construction	Forklifts	3	55.8	71.2
	Generator Sets	1	61.4	
	Cranes	1	61.4	
	Welders	1	54.8	
	Tractors/Loaders/Backhoes	3	64.8	
Paving	Pavers	2	58.0	66.9
	Paving Equipment	2	58.0	
	Rollers	2	60.8	
Architectural Coating	Air Compressors	1	58.5	58.5
Worst Case Construction Phase Noise Level - Leq (dBA)				73.0
FTA Daytime General Assessment Construction Noise Criteria – Leq (dBA)[1]				**90.0**

[1]Source: *Transit Noise and Vibration Impact Assessment Manual, Section 7 Noise and Vibration during Construction,* by the Federal Transit Administration.

The project is expected to generate a maximum noise level of 73.0 dBA. Based on the above table, the project's construction-related noise levels will not exceed the FTA General Assessment Construction Noise Criteria threshold.

7.3 Construction Vibration

To determine the vibratory impacts during construction, reference construction equipment vibration levels were utilized and then extrapolated to the façade of the nearest adjacent structures. The nearest adjacent structures to the project site are Receptors 13 through 26, located a minimum of 117 feet south of the project site's southern boundary. All structures surrounding the project site are "new structures". No historical or fragile buildings are known to be located within the vicinity of the site.

The construction of the proposed project is not expected to require the use of substantial vibration-inducing equipment or activities, such as pile drivers or blasting. The main sources of vibration impacts during the construction of the project would be the operation of equipment such as bulldozer activity during site preparation, loading trucks during grading and excavation, and vibratory rollers during paving.

The construction vibration assessment utilizes the referenced vibration levels and methodology set forth within the Transit Noise and Vibration Impact Assessment Manual, Federal Transit Administration, September 2018. Table 23 shows the FTA-referenced vibration levels.

Table 23
Typical Construction Vibration Levels[1]

Equipment	Peak Particle Velocity (PPV) (inches/second) at 25 feet	Approximate Vibration Level (LV) at 25 feet
Piledriver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Piledriver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
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

[1] Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

Table 24 shows the project's construction-related vibration analysis at the nearest structures to the project construction area. Construction impacts are assessed at 117 feet from the nearest adjacent structure.

Table 24
Construction Vibration Impact Analysis

Construction Activity	Distance to Nearest Structure (ft)	Duration	Calculated Vibration Level - PPV (in/sec)	Damage Potential Level	Annoyance Criteria Level
Large Bulldozer	117	Continuous/Frequent	0.016	Extremely fragile historic buildings, ruins, ancient monuments	Barely Perceptible
Vibratory Roller	117	Continuous/Frequent	0.038	Extremely fragile historic buildings, ruins, ancient monuments	Barely Perceptible
Loaded Trucks	117	Continuous/Frequent	0.014	Extremely fragile historic buildings, ruins, ancient monuments	Barely Perceptible

Based on the table above, project-related construction activity is not expected to cause any potential damage to the nearest structures. Construction vibration calculation worksheets are shown in Appendix E.

7.4 Construction Project Design Features

The following recommended project design features include standard rules and requirements, best practices, and recognized design guidelines for reducing noise levels. Design features are assumed to be part of the conditions of the project and integrated into the site design and construction management plan.

Construction Design Features

DF-6 The project shall comply with City of Lancaster Municipal Code requirements, and all construction will take place Monday through Saturday, between the hours of 7:00 AM to 8:00 PM. No construction will occur on Sundays or federal holidays.

DF-7 Provide public notifications and signage in readily visible locations along the perimeter of construction sites that indicate the dates and duration of

construction activities, as well as provide a telephone number where neighbors can enquire about the construction process and register complaints to a designated construction noise disturbance coordinator.

DF-8 All construction equipment shall be equipped with mufflers and other suitable noise attenuation devices (e.g., engine shields).

DF-9 Establish an electric connection to the site to avoid the use of diesel- and gas-powered generators, to the extent feasible.

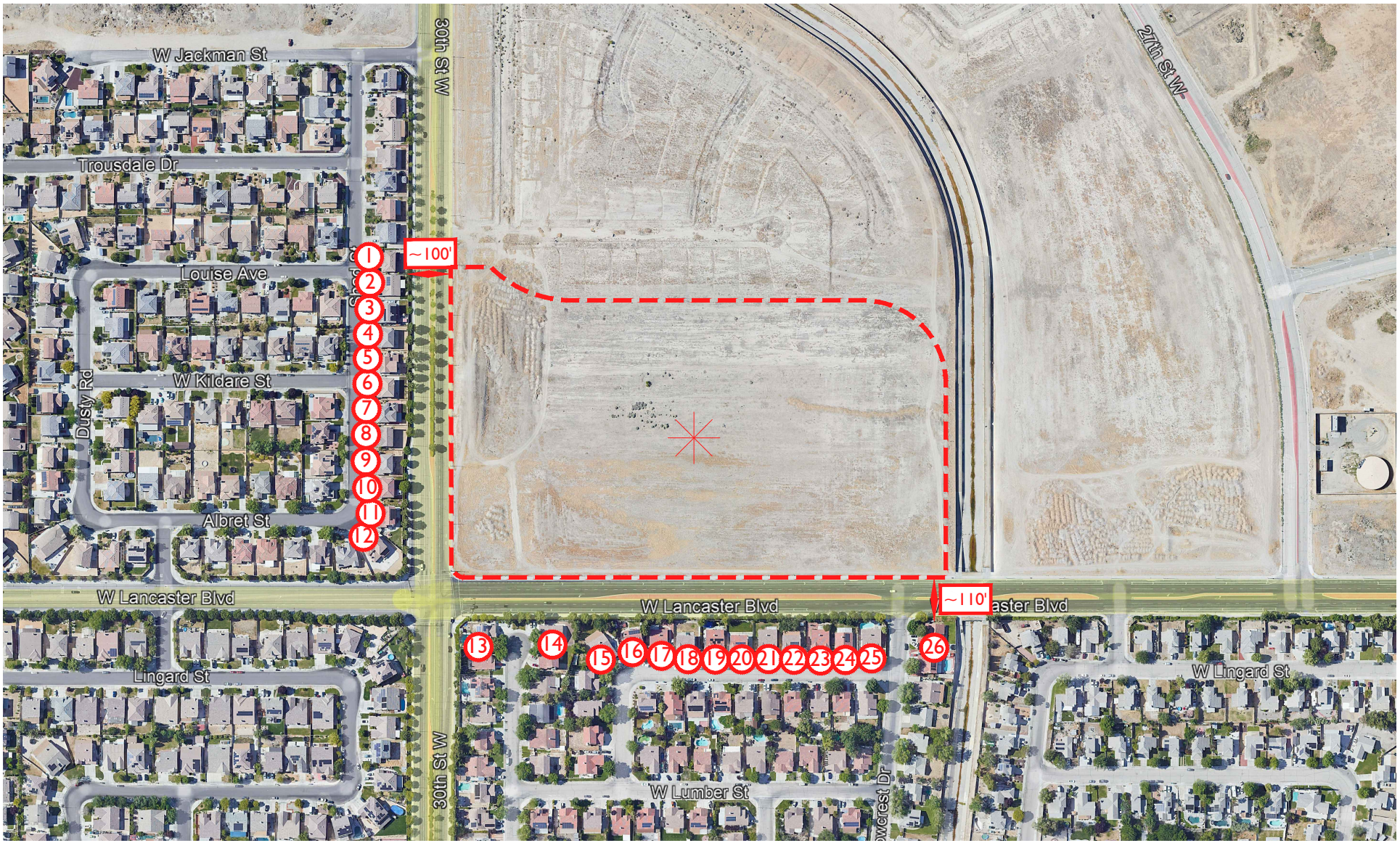
DF-10 Locate staging area, generators, and stationary construction equipment as far from the adjacent residential homes as feasible.

DF-11 Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.

Exhibits

Exhibit A

Location Map



Legend:

- = Project Site Boundary
- = Project Site
- = Sensitive Receptor Location

N

Exhibit B

Site Plan



N

Exhibit C

Noise Monitoring Locations



Legend:

- = Project Site Boundary
- = Project Site
- 1 = Noise Monitoring Location

N

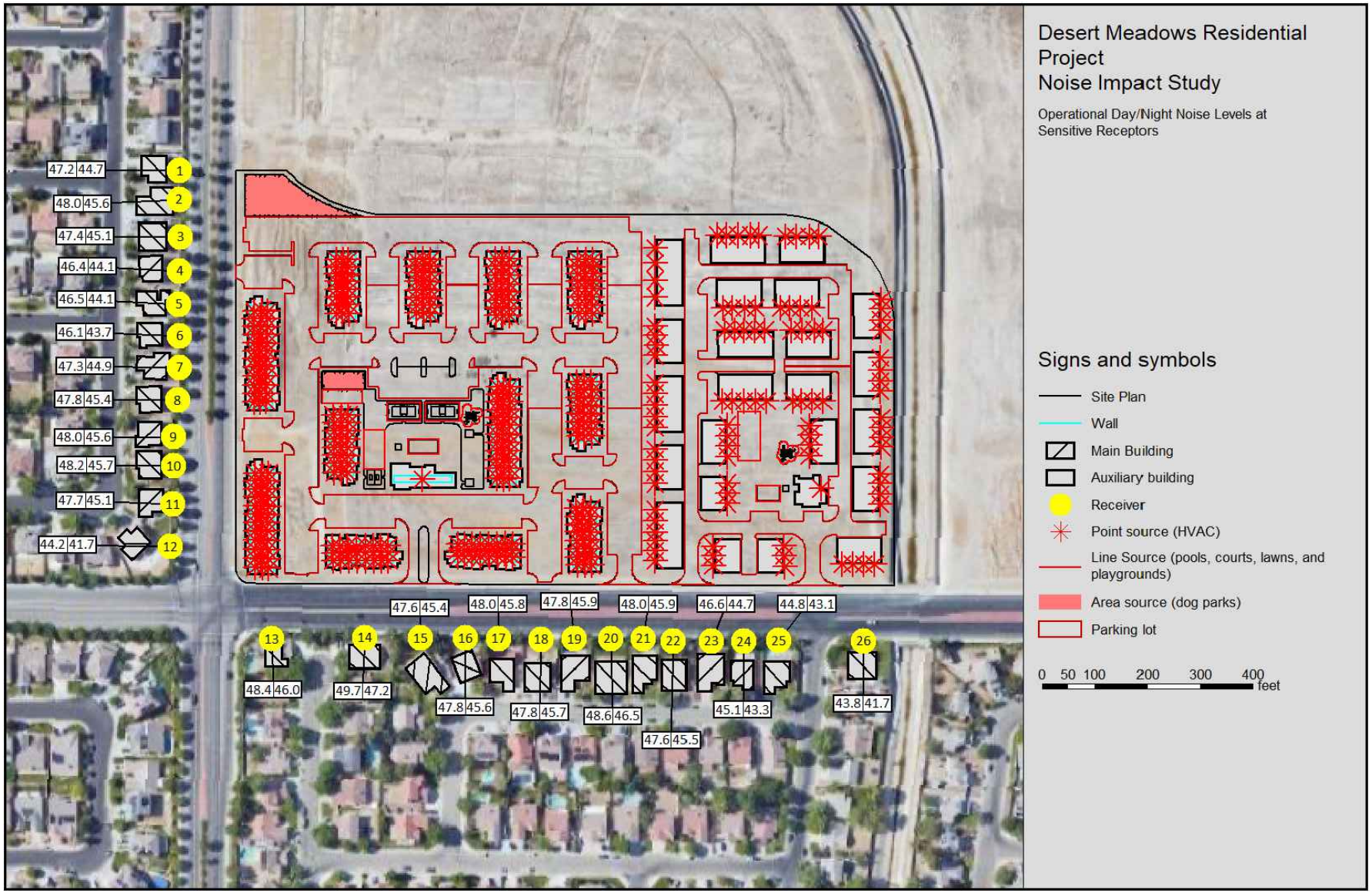
3093-2023-02

DESERT MEADOWS RESIDENTIAL PROJECT NOISE IMPACT STUDY, City of Lancaster, CA

RK engineering group, inc.

Exhibit D

Operational Day/Night Noise Levels (dBA)



N

Exhibit E

Operational Noise Contours - Daytime



N

Exhibit F

Operational Noise Contours - Nighttime



N

Appendices

Appendix A

City of Lancaster
General Plan 2030 Public Health and Safety Element - Noise
and Code of Ordinances Chapter 8.24 – Noise Regulations

4.2.1(g)

Require that street and storm drain flood control systems be designed to accommodate identified storm flows.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees

4.2.1(h)

Ensure that major creeks, channels, and basins are kept clear of obstruction, and are regularly maintained.

Status:	Existing program
Responsibility:	Public Works Department and County Flood Control District
Time Frame:	Ongoing
Funding Source:	Department budgets, Drainage Benefit Assessment District

4.2.1(i)

Coordinate with the Environmental Protection Agency (EPA) to develop an urban storm water management ordinance.

Status:	New program
Responsibility:	Public Works Department
Time Frame:	Priority 3
Funding Source:	Department budget

Noise

Noise has been an accepted part of modern life and the urbanization process. However, noise has been gaining increasing social attention and concern due to its effects on human health and welfare. Noise analysis is now considered to be an integral part of the planning process designed to protect the quality of life of area residents. Within the Lancaster General Plan study area, major noise sources include air installations (Edwards Air Force Base, Air Force Plant 42, Palmdale Regional Airport and Fox Field); roadways (automobiles and trucks along city streets and state highways); Union Pacific Railroad; and industrial and construction activities. A major focus of this section of the Plan for Public Health and Safety is to define "quiet," and to set standards which will ensure an appropriately quiet environment for the

various land uses proposed within the Lancaster General Plan study area, recognizing the varying noise-sensitivity of these uses.

OBJECTIVE 4.3

Promote noise compatible land use relationships by implementing the noise standards identified in Table 3-1 to be utilized for design purposes in new development, and establishing a program to attenuate existing noise problem.

Table 3-1
Noise Compatible Land Use Objectives

Land Use	Maximum Exterior CNEL	Maximum Interior CNEL
Rural, Single Family, Multiple Family Residential	65 dBA	45 dBA
Schools:		
Classrooms	65 dBA	45 dBA
Playgrounds	70 dBA	--
Libraries	--	50 dBA
Hospitals/Convalescent Facilities:		
Living Areas	--	50 dBA
Sleeping Areas	--	40 dBA
Commercial and Industrial	70 dBA	--
Office Areas	--	50 dBA

Policy 4.3.1:

Ensure that noise-sensitive land uses and noise generators are located and designed in such a manner that City noise objectives will be achieved.

Specific Actions:

4.3.1(a)

Where new development is proposed for areas within which the exterior or interior noise levels outlined in Table III-1 of Objective 4.3 are likely to be exceeded by existing or planned land uses, require a detailed noise attenuation study to be prepared by a qualified acoustical engineer, in order to determine appropriate mitigation and ways to incorporate such mitigation into project design.

Status:	Existing program
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Developers cost

4.3.1(b)

Enforce California Noise Insulation Standards which apply to new multiple family development within a 60 CNEL noise contour adjacent to roads, transit lines, and manufacturing areas to ensure that the units have been designed to limit interior noise levels in habitable rooms to 45 CNEL with doors and windows closed.

Status:	Existing program
Responsibility:	Public Works Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees

4.3.1(c)

Advise school districts on potential noise conflicts when siting new schools.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget

4.3.1(d)

When proposed projects include uses that could be potentially significant noise generators, require noise analyses to be prepared by an acoustical expert, including specific recommendations for mitigation when: 1) the project is located in close proximity to noise sensitive land uses or land which is planned for noise sensitive land uses, or 2) the proposed noise source could violate the noise provisions of the General Plan or Municipal Code.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees

4.3.1(e)

For purposes of consistency, require that noise reports incorporate the following methodology:

- Assume three (3) dBA attenuation with doubling of distance for the natural attenuation of noise emanating from roadways (with the exception of freeways where a 4.5 dBA attenuation with doubling of distance may be utilized).

- Use the daily design capacity of roadways as outlined in the City of Lancaster Transportation Master Plan and the posted speed limit to quantify the design noise levels adjacent to master planned transportation routes for mitigation purposes.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget, development review fees

4.3.1(f)

Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design.

- Consideration shall be given to the location of truck routes, effects of truck mix, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.

- Traffic volumes and speed through residential neighborhoods shall be minimized.

- Street or street improvements that exceed the ultimate right-of-way width specified in the City of Lancaster Transportation Master Plan shall be required to evaluate potential noise impacts on existing and future land uses in the area.

- The City will work closely with Caltrans in the early stages of freeway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City.

Status:	Expand existing program
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Department budgets

4.3.1(g)

In areas where existing residential development is heavily impacted by noise from various sources which cannot be mitigated, consider alternative land uses as a potential mitigation measure.

Status:	Existing program
Responsibility:	Planning and Redevelopment Agency
Time Frame:	Ongoing
Funding Source:	Department budgets

4.3.1(h)

Ensure that new commercial and industrial activities (including the placement of mechanical equipment) are designed so that activities comply with the maximum noise level standards at the property line of adjacent uses, thereby minimizing impacts on adjacent uses (see Table III-1).

Status:	Existing program
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Department budgets, development review fees

4.3.1(i)

Through application of zoning ordinance requirements, ensure that the design and placement of air conditioning units and pool equipment within residential areas is accomplished in a manner which does not intrude upon the peace and quiet of adjacent noise sensitive areas.

Status:	Existing program
Responsibility:	Public Works and Planning Departments
Time Frame:	Ongoing
Funding Source:	Department budgets, development review fees

Policy 4.3.2:

Wherever feasible, manage the generation of single event noise levels (SENL) from motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities such that SENL levels are no greater than 15 dBA above the noise objectives included in the Plan for Public Health and Safety.

Specific Actions:

4.3.2(a)

Review and respond to any proposals from military or civilian air installations involving new flight patterns, more intense operations over the City, or relocation or extension of runways which would create the potential for noise impacts on sensitive land uses within the City in a manner consistent with other noise policies contained herein.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget

4.3.2(b)

Work with the Air Force, Los Angeles World Airports, and other appropriate agencies to maintain noise-reducing flight procedures for airplanes and helicopters, such as maintaining predetermined flight altitudes, using less noise sensitive flight paths, or flying during less sensitive hours.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget

4.3.2(c)

Participate in the planning activities of SCAG and the Los Angeles World Airports relative to the expansion of activities (and the assessment of their impacts) at Palmdale Regional Airport and the potential development of lands owned by the Los Angeles World Airports east of Plant 42.

Status:	Existing program
Responsibility:	Planning Department
Time Frame:	Ongoing
Funding Source:	Department budget

4.3.2(d)

As a condition of approval, limit non-emergency construction activities to daylight hours between sunrise and 8:00 pm.

Status:	Existing program.
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Department budgets, development review fees

Policy 4.3.3:

Ensure that the provision of noise attenuation does not create significant negative visual impacts.

Specific Actions:

4.3.3(a)

In reviewing noise impacts, utilize site and architectural design features to mitigate impacts on sensitive land uses in conjunction with the provision of noise barriers. Design techniques to be considered in mitigating potential noise impacts include:

SITE DESIGN

- The use of building setbacks, landscaping and walls and dedication of noise easements to increase the distance between the noise source and receiver.
- The location of uses and orientation of buildings which are compatible with higher noise levels adjacent to noise generators or in clusters to shield more noise sensitive areas and uses.
- The placement of noise tolerant land uses, such as parking areas, between the noise source and receiver.
- The placement of noise tolerant structures such as garages or carports to shield noise-sensitive areas.

- Clustering of office, commercial, or multiple family residential structures to reduce interior open space noise levels.

ARCHITECTURAL DESIGN

- The use of dense building materials.
- Tight fitting doors, ceilings, and floors.
- The use of noise reducing windows and the placement of entry doors on the side of the building facing away from the major roadway.
- Avoid balconies and patio areas facing major transportation routes.

Status:	Existing program
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Department budgets, development review fees

4.3.3(b)

Whenever feasible, require the use of noise barriers (walls, berms, or a combination thereof) to reduce significant noise impacts.

- Noise barriers must be massive enough to prevent significant noise transmission and high enough to shield the receiver from the noise source.
- The barrier must be carefully constructed so that there are no cracks or openings.
- The barrier must interrupt the line-of-sight between the noise source and the noise receiver.
- The effects of flanking should be minimized by bending the barrier back from the noise source at the end of the barrier. (Flanking is a term used to describe the manner by which the performance of a noise barrier is compromised by noise passing around the end of the barrier).
- Require landscaping treatment to be provided in conjunction with noise barriers to provide visual relief and to reduce aesthetic impacts.

Status:	Existing program
Responsibility:	Planning and Public Works Departments
Time Frame:	Ongoing
Funding Source:	Department budgets, development review fees

For related policies and specific actions, refer to the Community Design section of the Plan for Physical Development.

Air Installation Land Use Compatibility

The General Plan study area is affected by three air installations. These are U.S. Air Force Plant 42 (Palmdale Regional Airport), Fox Field, and Edwards Air Force Base. Accident potential and aircraft noise are major considerations in the planning process for lands surrounding these facilities.

The major purpose of this section is to ensure the safety of Lancaster residents and workers, as well as those persons using area airport facilities. It is the intent of the City of Lancaster that the Air Installation Land Use Compatibility policies contained herein fulfill State requirements for preparation of airport land use plans.

OBJECTIVE 4.4

Ensure compatibility between land uses in the City of Lancaster and air operations from U.S. Air Force Plant 42 (Palmdale Regional Airport), Fox Field, and Edwards Air Force Base.

Policy 4.4.1:

Limit the type and intensity of development surrounding Air Force Plant 42, consistent with the recommendations of the Joint Land Use Committee's study and the 2002 AICUZ Report for Plant 42.

Specific Actions:

4.4.1(a)

Limit the intensity of development within the accident potential zone (APZ) consistent with the Joint Land Use Study and the 2002 AICUZ Report for Plant 42.

Residential Uses: not to exceed one dwelling unit per two and one-half acres (0.4 du/ac).

Non-Residential Uses: no more than an average of 25 persons per acre per hour during a 24 hour period. No more than 50 persons per acre at

Chapter 8.24 - NOISE REGULATIONS

8.24.010 - Declaration of policy.

It is declared to be the policy of the city to prohibit unnecessary, excessive and annoying noises from all sources subject to its police power. At certain levels noises are detrimental to the health and welfare of the citizenry, and, in the public interests, such noise levels shall be systematically proscribed.

(Prior code § 4-1.1)

8.24.020 - Definitions.

Unless the context otherwise clearly indicates, the words and phrases used in this chapter are defined as follows:

"Commercial purpose" means and includes the use, operation or maintenance of any sound-amplifying equipment for the purpose of advertising any business, or any goods, or any services, or for the purpose of attracting the attention of the public to, or advertising for, or soliciting patronage or customers to or for any performance, show, entertainment, exhibition or event, for the purpose of demonstrating any such sound equipment.

"Day" means the time period from seven a.m. to eight p.m.

"Impulsive sound" means a short-duration sound (such as might be produced by the impact of a drop hammer or a pile driver) with one second or less duration.

"Motor vehicles" means and includes, but is not limited to, automobiles, trucks, motorcycles, mini-bikes and go-carts.

"Night" means the time period from eight p.m. to seven a.m.

"Noncommercial purpose" means the use, operation or maintenance of any sound equipment for other than a commercial purpose. "Noncommercial purpose" means and includes, but shall not be limited to, philanthropic, political, patriotic and charitable purposes.

"Person" means a person, firm, association, co-partnership, joint venture, corporation, or any entity, public or private, in nature.

"Sound" means the sensation perceived by the sense of hearing. For the purpose of this chapter, the terms "sound" and "noise" shall be used synonymously.

"Sound-amplifying equipment" means any machine or device for the amplification of the human voice, music or any other sound, but shall not include:

1. Warning devices on emergency vehicles;
2. Horns, burglar and fire alarms, or other warning devices expressly authorized by law.

"Sound truck" means any motor vehicle, or any other vehicle, regardless of motive power, whether in motion or stationary, which carries, is equipped with, or which has mounted thereon or attached thereto any sound-amplifying equipment for commercial, political and charitable purposes.

(Prior code § 4-1.2)

(Ord. No. 916, § 1, 2-10-09)

8.24.030 - Loud, unnecessary and unusual noises prohibited.

Notwithstanding any other provision of this chapter, and in addition thereto, no person shall make, cause or suffer, or permit to be made upon any premises owned, occupied or controlled by him/her any unnecessary noises or sounds which are physically annoying to persons of ordinary sensitiveness which are so harsh or so prolonged or unnatural or unusual in their use, time, or place as to occasion physical discomfort to the inhabitants of any neighborhood. All animals shall be so maintained.

(Ord. 791 § 1, 2001: Ord. 693 § 1 (part), 1995: prior code § 4-1.3)

8.24.040 - Loud, unnecessary and unusual noises prohibited—Construction and building.

Except as otherwise provided in this chapter, a person at any time on Sunday or any day between the hours of eight p.m. and seven a.m. shall not perform any construction or repair work of any kind upon any building or structure or perform any earth excavating, filling or moving where any of the foregoing entails the use of any air compressor, jack hammer, power-driven drill, riveting machine, excavator, diesel-powered truck, tractor or other earth-moving equipment, hard hammers on steel or iron or any other machine tool, device or equipment which makes loud noises within five hundred (500) feet of an occupied dwelling, apartment, hotel, mobile home or other place of residence.

(Ord. 693 § 1 (part), 1995: prior code § 4-1.4)

Code of Ordinances

(Ord. No. 916, § 2, 2-10-09)

8.24.050 - Exceptions.

A. The provisions of Section 8.24.040 do not apply to any person who performs the construction, repair, excavation or moving work pursuant to the express written permission of the city engineer to perform such work at times prohibited in Section 8.24.040. Upon receipt of an application stating the reasons for the request, the city engineer may grant such permission if he finds that:

1. The work proposed to be done is effected with the public interest; or
2. Hardship or injustice or unreasonable delay would result with the interruption thereof with the hours and days specified in Section 8.24.040; or
3. The building or structure involved is devoted or intended to be devoted to a use immediately incident to public interest.

B. The provisions of Section 8.24.040 do not apply to the construction, repair or excavation during prohibited hours as may be necessary to restore property to a safe condition following a public calamity or work required to protect persons or property from imminent exposure to danger or work by private or public utility companies when restoring utility service.

(Prior code § 4-1.5)

8.24.060 - Violation—Penalty.

Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof, shall be fined in the amount not exceeding one thousand dollars ($1,000.00) or be imprisoned in the county jail for a period not exceeding six months, or by both such fine and imprisonment. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

(Prior code § 4-1.6)

8.24.070 - Injunctions.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provision of this chapter shall be deemed and is declared to be a public nuisance, and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

(Prior code § 4-1.7)

‹ 8.20.160 - Severability.
Code of Ordinances
Chapter 8.28 - PROPERTY MAINTENANCE* ›

Appendix B

Field Data and Photos

Field Sheet

Project: Desert Meadows Residential **Engineer:** B. Morrison **Date:** 04/25/2023 **JN:** 3093-2023-02

Measurement Address: Northeast corner of W. Lancaster Blvd. and 30th St. W. **City:** Lancaster, CA **Site No.:** 1

Sound Level Meter: Piccolo II
Serial # P0222082204
P0222082205
P0221010801
P0221010802

Calibrator:
BSWA
Serial # 500732

Calibration Record:

	Input, dB/	Time
1	94.0	10:46 AM
2	94.0	10:49 AM
3	94.0	10:48 AM
4	94.0	10:50 AM
5	/	/

Conditions:
Temp: 77 Deg. F.
Windspeed: 10 m.p.h.
Direction: SW
Skies: Clear

Meter Settings:
☑ A-WTD ☐ C-WTD
☐ LINEAR ☐ IMPULSE
☑ SLOW ☐ FAST
☐ 1/1 OCT ☐ 1/3 OCT
☐ ___ MINUTE INTERVALS
☑ L(N) PERCENTILE VALUES

Notes:
All noise level measurements were taken over a duration of 60 minutes. Ambient noise sources during the measurement period consisted of bird/nature activity, wind, and roadway activity along W. Lancaster Blvd. and 30th St. W.

Measurement Type:
☐ Long-term
☑ Short-term

		Start Time	Stop Time	Leq	Lmax	Lmin	L2	L8	L25	L50
Interval	1	10:56 AM	11:56 AM	63.5	88.1	42.4	71.0	68.3	62.8	57.0
		Comments: Measurement was taken near the southeast corner of the project site, approximately 70 feet north of the centerline of West Lancaster Boulevard and approximately 1,242 feet east of the centerline of 30th Street West.								
	2	11:01 AM	12:01 PM	65.1	94.0	44.0	69.0	65.0	60.6	55.2
		Comments: Measurement was taken near the southwest corner of the project site, approximately 70 feet north of the centerline of West Lancaster Boulevard and approximately 280 feet east of the centerline of 30th Street West.								
	3	11:05 AM	12:05 PM	63.8	85.6	43.2	72.9	67.6	60.6	56.5
		Comments: Measurement was taken near the southwest corner of the project site, approximately 157 feet north of the centerline of West Lancaster Boulevard and approximately 64 feet east of the centerline of 30th Street West.								
	4	11:11 AM	12:11 PM	63.6	85.0	40.5	73.4	69.1	60.9	51.5
		Comments: Measurement was taken near the northwest corner of the project site, approximately 824 feet north of the centerline of West Lancaster Boulevard and approximately 61 feet east of the centerline of 30th Street West.								
	5									
		Comments:								



1 = Noise Monitoring Location

RK engineering group, inc.

Field Sheet - Photos

Project: Desert Meadows Residential	**Engineer:** B. Morrison	**Date:**	04/25/2023
		JN:	3093-2023-02
Measurement Address:	**City:**	**Site No.:**	
Northeast corner of W. Lancaster Blvd. and 30th St. W.	Lancaster, CA		



RK engineering group, inc.

Field Sheet - Photos

Project: Desert Meadows Residential	**Engineer:** B. Morrison	**Date:**	04/25/2023
		JN:	3093-2023-02
Measurement Address:	**City:**	**Site No.:**	
Northeast corner of W. Lancaster Blvd. and 30th St. W.	Lancaster, CA		



RK engineering group, inc.

Field Sheet - Photos

Project: Desert Meadows Residential	**Engineer:** B. Morrison	**Date:** 04/25/2023 **JN:** 3093-2023-02
Measurement Address: Northeast corner of W. Lancaster Blvd. and 30th St. W.	**City:** Lancaster, CA	**Site No.:**



RK engineering group, inc.

Field Sheet - Photos

Project: Desert Meadows Residential	**Engineer:** B. Morrison	**Date:**	04/25/2023
		JN:	3093-2023-02
Measurement Address:	**City:**	**Site No.:**	
Northeast corner of W. Lancaster Blvd. and 30th St. W.	Lancaster, CA		



RK engineering group, inc.

Appendix C

SoundPLAN Calculation Worksheets
and Future CNEL Calculation Worksheets

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
1 1.Fl		47.2	44.7
AP_1	-	26.6	23.6
AP_1	-	27.1	24.1
AP_1	-	26.6	23.6
AP_1	-	27.1	24.1
AP_1	-	25.0	22.0
AP_1	-	23.8	20.8
AP_1	-	24.4	21.3
AP_1	-	22.0	18.9
AP_1	-	23.3	20.3
AP_1	-	24.4	21.4
AP_1	-	24.1	21.1
AP_1	-	25.2	22.2
AP_1	-	26.6	23.6
AP_1	-	26.6	23.6
AP_1	-	27.2	24.1
AP_1	-	27.8	24.8
AP_1	-	27.4	24.4
AP_1	-	27.2	24.2
AP_1	-	26.8	23.8
AP_1	-	25.9	22.9
AP_1	-	25.2	22.2
AP_1	-	24.3	21.3
AP_1	-	24.1	21.1
AP_1	-	24.5	21.5
AP_2	-	19.4	16.4
AP_2	-	23.1	20.1
AP_2	-	23.0	20.0
AP_2	-	23.7	20.7
AP_2	-	23.6	20.6
AP_2	-	22.9	19.9
AP_2	-	21.9	18.9
AP_2	-	22.1	19.0
AP_2	-	22.7	19.6
AP_2	-	23.7	20.7
AP_2	-	24.2	21.2
AP_2	-	24.0	21.0
AP_2	-	24.1	21.1
AP_2	-	22.8	19.8
AP_2	-	22.5	19.5
AP_2	-	22.7	19.7
AP_2	-	23.4	20.4
AP_2	-	23.0	20.0
AP_2	-	22.8	19.8
AP_2	-	23.2	20.2
AP_2	-	24.1	21.1
AP_2	-	24.4	21.4
AP_2	-	22.9	19.8
AP_2	-	22.9	19.9
AP_3	-	19.6	16.5
AP_3	-	22.7	19.7
AP_3	-	22.8	19.8
AP_3	-	22.3	19.3
AP_3	-	21.1	18.1
AP_3	-	21.2	18.2
AP_3	-	21.4	18.4
AP_3	-	20.9	17.9
AP_3	-	21.6	18.6
AP_3	-	22.7	19.7
AP_3	-	23.3	20.3
AP_3	-	22.1	19.1
AP_3	-	21.4	18.4
AP_3	-	21.0	18.0
AP_3	-	21.6	18.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_3	-	21.8	18.8
AP_3	-	22.3	19.3
AP_3	-	21.7	18.7
AP_3	-	21.0	18.0
AP_3	-	21.3	18.3
AP_3	-	21.7	18.7
AP_3	-	23.6	20.6
AP_3	-	21.5	18.5
AP_3	-	21.6	18.6
AP_4	-	18.7	15.7
AP_4	-	19.3	16.2
AP_4	-	19.5	16.5
AP_4	-	18.8	15.8
AP_4	-	18.5	15.5
AP_4	-	18.3	15.3
AP_4	-	18.1	15.1
AP_4	-	18.5	15.5
AP_4	-	19.3	16.3
AP_4	-	20.9	17.9
AP_4	-	19.8	16.8
AP_4	-	19.3	16.3
AP_4	-	19.0	15.9
AP_4	-	18.8	15.8
AP_4	-	18.2	15.2
AP_4	-	18.7	15.7
AP_4	-	19.5	16.5
AP_4	-	18.4	15.4
AP_4	-	18.9	15.9
AP_4	-	19.0	16.0
AP_4	-	19.4	16.4
AP_4	-	20.2	17.1
AP_4	-	20.9	17.9
AP_4	-	19.4	16.4
AP_5	-	11.6	8.6
AP_5	-	13.0	10.0
AP_5	-	13.5	10.5
AP_5	-	13.1	10.1
AP_5	-	13.2	10.2
AP_5	-	13.1	10.0
AP_5	-	13.9	10.9
AP_5	-	13.8	10.8
AP_5	-	14.6	11.6
AP_5	-	14.0	11.0
AP_5	-	13.3	10.3
AP_5	-	13.6	10.6
AP_5	-	14.1	11.1
AP_5	-	13.9	10.9
AP_5	-	12.7	9.7
AP_5	-	12.9	9.9
AP_5	-	13.2	10.2
AP_5	-	13.8	10.8
AP_5	-	14.7	11.7
AP_5	-	15.0	11.9
AP_5	-	13.7	10.7
AP_5	-	13.6	10.6
AP_5	-	14.7	11.7
AP_5	-	14.7	11.7
AP_6	-	10.4	7.4
AP_6	-	4.7	1.7
AP_6	-	12.1	9.1
AP_6	-	11.8	8.8
AP_6	-	12.2	9.2
AP_6	-	12.6	9.6
AP_6	-	12.4	9.3
AP_6	-	13.8	10.8

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	13.9	10.9
AP_6	-	13.0	10.0
AP_6	-	12.8	9.8
AP_6	-	13.7	10.7
AP_6	-	14.7	11.7
AP_6	-	14.0	11.0
AP_6	-	14.0	11.0
AP_6	-	13.5	10.5
AP_6	-	13.7	10.7
AP_6	-	13.5	10.5
AP_6	-	12.2	9.2
AP_6	-	12.8	9.8
AP_6	-	11.8	8.8
AP_6	-	12.5	9.4
AP_6	-	10.6	7.6
AP_6	-	6.6	3.5
AP_6	-	9.6	6.6
AP_6	-	11.6	8.6
AP_6	-	11.3	8.3
AP_6	-	13.0	9.9
AP_6	-	12.6	9.6
AP_6	-	13.5	10.5
AP_6	-	13.9	10.8
AP_6	-	13.7	10.7
AP_6	-	14.0	11.0
AP_6	-	13.2	10.2
AP_6	-	14.5	11.5
AP_6	-	14.8	11.7
AP_7	-	16.0	13.0
AP_7	-	14.0	11.0
AP_7	-	14.3	11.3
AP_7	-	14.2	11.2
AP_7	-	15.3	12.3
AP_7	-	15.4	12.3
AP_7	-	12.5	9.5
AP_7	-	13.2	10.2
AP_7	-	16.3	13.3
AP_7	-	13.8	10.8
AP_7	-	15.8	12.8
AP_7	-	16.2	13.2
AP_7	-	17.0	14.0
AP_7	-	17.0	13.9
AP_7	-	17.0	14.0
AP_7	-	14.5	11.5
AP_7	-	14.2	11.2
AP_7	-	18.0	15.0
AP_7	-	17.1	14.1
AP_7	-	17.5	14.5
AP_7	-	16.6	13.6
AP_7	-	16.5	13.5
AP_7	-	16.2	13.2
AP_7	-	15.8	12.8
AP_8	-	24.7	21.6
AP_8	-	24.6	21.6
AP_8	-	24.2	21.2
AP_8	-	25.0	22.0
AP_8	-	24.0	21.0
AP_8	-	24.2	21.2
AP_8	-	23.3	20.3
AP_8	-	25.0	22.0
AP_8	-	24.9	21.9
AP_8	-	24.5	21.5
AP_8	-	24.2	21.2
AP_8	-	25.2	22.2
AP_8	-	22.9	19.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	24.1	21.1
AP_8	-	25.2	22.2
AP_8	-	25.4	22.4
AP_8	-	24.6	21.6
AP_8	-	24.7	21.7
AP_8	-	23.9	20.9
AP_8	-	24.6	21.6
AP_8	-	24.1	21.1
AP_8	-	24.1	21.1
AP_8	-	25.0	22.0
AP_8	-	25.0	22.0
AP_8	-	22.8	19.8
AP_8	-	25.6	22.5
AP_8	-	25.1	22.1
AP_8	-	24.4	21.4
AP_8	-	24.9	21.9
AP_8	-	24.2	21.2
AP_8	-	24.5	21.5
AP_8	-	24.2	21.2
AP_8	-	21.8	18.8
AP_8	-	23.4	20.4
AP_8	-	24.8	21.8
AP_8	-	24.4	21.4
AP_9	-	10.9	7.9
AP_9	-	10.6	7.6
AP_9	-	15.6	12.6
AP_9	-	12.1	9.1
AP_9	-	15.8	12.8
AP_9	-	16.5	13.5
AP_9	-	15.8	12.8
AP_9	-	17.0	14.0
AP_9	-	17.3	14.3
AP_9	-	19.7	16.7
AP_9	-	19.4	16.4
AP_9	-	19.7	16.7
AP_9	-	19.8	16.8
AP_9	-	19.3	16.3
AP_9	-	19.0	16.0
AP_9	-	18.9	15.9
AP_9	-	18.5	15.5
AP_9	-	18.9	15.9
AP_9	-	16.8	13.8
AP_9	-	18.7	15.7
AP_9	-	14.7	11.7
AP_9	-	17.4	14.4
AP_9	-	13.5	10.5
AP_9	-	10.9	7.9
AP_9	-	8.8	5.7
AP_9	-	18.2	15.2
AP_9	-	11.7	8.7
AP_9	-	19.7	16.7
AP_9	-	19.0	16.0
AP_9	-	18.9	15.9
AP_9	-	19.8	16.8
AP_9	-	19.4	16.4
AP_9	-	19.1	16.1
AP_9	-	19.4	16.4
AP_9	-	18.3	15.3
AP_9	-	18.3	15.3
AP_10	-	11.0	8.0
AP_10	-	11.1	8.1
AP_10	-	10.9	7.9
AP_10	-	13.3	10.3
AP_10	-	11.8	8.8
AP_10	-	13.3	10.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	8.3	5.2
AP_10	-	10.1	7.0
AP_10	-	10.7	7.7
AP_10	-	9.7	6.7
AP_10	-	11.3	8.3
AP_10	-	10.9	7.9
AP_10	-	11.1	8.1
AP_10	-	11.2	8.2
AP_10	-	11.5	8.5
AP_10	-	11.8	8.8
AP_10	-	7.5	4.5
AP_10	-	10.4	7.4
AP_10	-	11.3	8.3
AP_10	-	13.3	10.3
AP_10	-	11.1	8.1
AP_10	-	11.7	8.6
AP_10	-	11.4	8.4
AP_10	-	11.3	8.2
AP_11	-	11.3	8.2
AP_11	-	10.0	7.0
AP_11	-	11.0	7.9
AP_11	-	15.8	12.8
AP_11	-	16.5	13.5
AP_11	-	14.6	11.6
AP_11	-	7.0	4.0
AP_11	-	16.2	13.2
AP_11	-	16.5	13.5
AP_11	-	16.2	13.2
AP_11	-	14.1	11.1
AP_11	-	12.6	9.6
AP_11	-	16.5	13.4
AP_11	-	16.9	13.9
AP_11	-	16.5	13.5
AP_11	-	17.7	14.7
AP_11	-	17.6	14.6
AP_11	-	18.0	15.0
AP_11	-	17.0	14.0
AP_11	-	14.7	11.7
AP_11	-	15.6	12.6
AP_11	-	15.6	12.6
AP_11	-	14.0	11.0
AP_11	-	4.3	1.3
AP_12	-	9.8	6.8
AP_12	-	7.8	4.8
AP_12	-	5.2	2.2
AP_12	-	12.3	9.2
AP_12	-	12.7	9.7
AP_12	-	12.0	9.0
AP_12	-	13.3	10.3
AP_12	-	13.0	10.0
AP_12	-	12.6	9.5
AP_12	-	12.0	9.0
AP_12	-	12.3	9.3
AP_12	-	12.7	9.7
AP_12	-	12.3	9.3
AP_12	-	10.2	7.2
AP_12	-	10.1	7.0
AP_12	-	5.1	2.1
AP_12	-	5.1	2.1
AP_12	-	10.3	7.2
AP_12	-	10.1	7.1
AP_12	-	9.5	6.5
AP_12	-	12.1	9.1
AP_12	-	13.4	10.4
AP_12	-	13.3	10.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_12	-	12.9	9.8
AP_Clubhouse	-	19.5	16.5
Apartments Parking Lot	-	40.9	40.6
Apartments Pool	-	12.3	-57.7
Dog Park 1	-	24.1	-57.4
Dog Park 2	-	36.3	-45.2
Multisport Court 1	-	6.3	-58.7
Multisport Court 2	-	4.0	-61.0
Playground 1 (Apartments)	-	0.9	-64.1
Playground 2 (Townhomes)	-	-6.9	-71.9
Sports Lawn 1 (Apartments)	-	1.2	-63.8
Sports Lawn 2 (Apartments)	-	6.6	-58.4
Sports Lawn 3 (Townhomes)	-	-8.5	-73.5
TH_1	-	18.3	15.3
TH_1	-	11.9	8.9
TH_1	-	4.3	1.3
TH_1	-	4.3	1.3
TH_2	-	14.9	11.8
TH_2	-	15.0	12.0
TH_2	-	15.3	12.3
TH_2	-	14.6	11.6
TH_2	-	14.7	11.7
TH_3	-	13.6	10.6
TH_3	-	14.3	11.3
TH_3	-	12.0	8.9
TH_3	-	13.0	9.9
TH_4	-	-7.7	-10.7
TH_4	-	-7.7	-10.7
TH_4	-	-7.7	-10.7
TH_4	-	-7.6	-10.7
TH_5	-	-1.2	-4.3
TH_5	-	-6.6	-9.6
TH_5	-	-1.4	-4.4
TH_5	-	-6.4	-9.4
TH_6	-	-5.5	-8.5
TH_6	-	4.3	1.3
TH_6	-	-0.3	-3.3
TH_6	-	-5.8	-8.8
TH_7	-	3.4	0.4
TH_7	-	4.8	1.8
TH_7	-	3.3	0.2
TH_7	-	3.8	0.8
TH_8	-	3.3	0.3
TH_8	-	2.3	-0.7
TH_8	-	2.4	-0.6
TH_8	-	5.5	2.5
TH_8	-	5.7	2.7
TH_9	-	4.3	1.3
TH_9	-	4.2	1.2
TH_9	-	3.6	0.5
TH_9	-	3.7	0.7
TH_10	-	-7.9	-10.9
TH_10	-	-7.9	-10.9
TH_10	-	-7.8	-10.8
TH_10	-	-7.9	-10.9
TH_11	-	-7.2	-10.3
TH_11	-	-7.1	-10.1
TH_11	-	-6.8	-9.9
TH_11	-	-7.0	-10.0
TH_12	-	-0.6	-3.6
TH_12	-	-0.9	-3.9
TH_12	-	-5.9	-8.9
TH_12	-	-6.0	-9.0
TH_12	-	-1.5	-4.5
TH_13	-	5.8	2.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_13	-	5.6	2.5
TH_13	-	3.4	0.4
TH_13	-	3.4	0.4
TH_13	-	3.4	0.4
TH_14	-	-6.3	-9.3
TH_14	-	-6.2	-9.2
TH_14	-	-6.2	-9.2
TH_14	-	-6.1	-9.1
TH_15	-	1.7	-1.3
TH_15	-	1.8	-1.2
TH_15	-	2.0	-1.0
TH_15	-	0.9	-2.1
TH_16	-	-6.6	-9.6
TH_16	-	-6.5	-9.5
TH_16	-	-6.6	-9.6
TH_17	-	2.6	-0.4
TH_17	-	2.6	-0.4
TH_17	-	2.6	-0.4
TH_17	-	2.5	-0.5
TH_17	-	1.8	-1.2
TH_17	-	0.7	-2.4
TH_18	-	-0.3	-3.3
TH_18	-	-0.3	-3.3
TH_18	-	-0.3	-3.3
TH_19	-	-7.6	-10.6
TH_19	-	-7.6	-10.6
TH_19	-	-4.7	-7.7
TH_20	-	-8.5	-11.5
TH_20	-	-8.4	-11.4
TH_20	-	-8.7	-11.7
TH_20	-	-8.6	-11.6
TH_21	-	-8.3	-11.3
TH_21	-	-8.3	-11.3
TH_21	-	-8.4	-11.4
TH_21	-	-8.4	-11.4
TH_22	-	-8.1	-11.1
TH_22	-	-8.1	-11.1
TH_22	-	-8.0	-11.0
TH_22	-	-8.2	-11.2
TH_23	-	2.6	-0.4
TH_23	-	2.5	-0.5
TH_23	-	1.9	-1.1
TH_23	-	1.4	-1.7
TH_Pool Building	-	-0.4	-3.5
Townhomes Parking Lot	-	17.7	17.3
Townhomes Pool	-	-6.3	-76.3
2 1.Fl		48.0	45.6
AP_1	-	27.4	24.3
AP_1	-	25.2	22.2
AP_1	-	27.0	24.0
AP_1	-	26.4	23.3
AP_1	-	26.3	23.2
AP_1	-	25.2	22.2
AP_1	-	24.5	21.5
AP_1	-	23.8	20.8
AP_1	-	25.2	22.2
AP_1	-	24.7	21.7
AP_1	-	25.8	22.8
AP_1	-	26.4	23.4
AP_1	-	27.4	24.4
AP_1	-	27.2	24.2
AP_1	-	26.2	23.2
AP_1	-	26.5	23.5
AP_1	-	26.5	23.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_1	-	26.1	23.1
AP_1	-	27.0	24.0
AP_1	-	26.7	23.7
AP_1	-	26.3	23.2
AP_1	-	25.6	22.6
AP_1	-	24.6	21.6
AP_1	-	24.9	21.9
AP_2	-	22.3	19.3
AP_2	-	23.5	20.5
AP_2	-	24.0	21.0
AP_2	-	23.0	20.0
AP_2	-	21.3	18.3
AP_2	-	21.2	18.2
AP_2	-	20.8	17.8
AP_2	-	20.6	17.6
AP_2	-	23.1	20.1
AP_2	-	24.1	21.0
AP_2	-	24.3	21.3
AP_2	-	22.9	19.8
AP_2	-	21.6	18.6
AP_2	-	21.6	18.6
AP_2	-	21.9	18.8
AP_2	-	21.7	18.7
AP_2	-	22.5	19.5
AP_2	-	22.3	19.3
AP_2	-	21.7	18.6
AP_2	-	22.2	19.2
AP_2	-	22.9	19.9
AP_2	-	24.0	21.0
AP_2	-	24.6	21.6
AP_2	-	23.3	20.3
AP_3	-	21.9	18.9
AP_3	-	22.8	19.8
AP_3	-	22.5	19.4
AP_3	-	21.5	18.5
AP_3	-	20.6	17.6
AP_3	-	19.2	16.2
AP_3	-	18.9	15.9
AP_3	-	19.7	16.7
AP_3	-	21.9	18.9
AP_3	-	23.6	20.6
AP_3	-	22.3	19.3
AP_3	-	21.8	18.8
AP_3	-	21.4	18.4
AP_3	-	19.4	16.4
AP_3	-	19.7	16.7
AP_3	-	20.4	17.4
AP_3	-	21.0	18.0
AP_3	-	19.8	16.8
AP_3	-	19.6	16.6
AP_3	-	21.3	18.3
AP_3	-	22.2	19.2
AP_3	-	21.9	18.9
AP_3	-	23.9	20.9
AP_3	-	21.9	18.9
AP_4	-	20.3	17.3
AP_4	-	19.6	16.6
AP_4	-	18.7	15.7
AP_4	-	18.5	15.5
AP_4	-	18.1	15.1
AP_4	-	17.0	14.0
AP_4	-	16.5	13.5
AP_4	-	16.4	13.4
AP_4	-	20.7	17.7
AP_4	-	20.0	17.0

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	19.1	16.1
AP_4	-	18.9	15.9
AP_4	-	18.4	15.4
AP_4	-	17.2	14.2
AP_4	-	16.9	13.9
AP_4	-	17.3	14.2
AP_4	-	18.3	15.3
AP_4	-	17.0	14.0
AP_4	-	17.3	14.3
AP_4	-	18.2	15.2
AP_4	-	19.0	16.0
AP_4	-	19.4	16.4
AP_4	-	20.4	17.4
AP_4	-	20.1	17.1
AP_5	-	8.3	5.3
AP_5	-	12.3	9.3
AP_5	-	12.5	9.4
AP_5	-	12.8	9.8
AP_5	-	12.6	9.6
AP_5	-	13.0	9.9
AP_5	-	13.9	10.8
AP_5	-	13.9	10.9
AP_5	-	14.6	11.6
AP_5	-	14.0	10.9
AP_5	-	13.1	10.1
AP_5	-	12.9	9.9
AP_5	-	13.0	10.0
AP_5	-	12.6	9.6
AP_5	-	11.3	8.2
AP_5	-	8.7	5.7
AP_5	-	10.9	7.9
AP_5	-	11.4	8.4
AP_5	-	13.1	10.1
AP_5	-	13.1	10.0
AP_5	-	13.0	10.0
AP_5	-	13.0	10.0
AP_5	-	13.9	10.9
AP_5	-	14.7	11.7
AP_6	-	8.9	5.8
AP_6	-	4.2	1.2
AP_6	-	11.8	8.8
AP_6	-	11.3	8.3
AP_6	-	12.9	9.8
AP_6	-	13.2	10.2
AP_6	-	12.9	9.9
AP_6	-	17.2	14.2
AP_6	-	14.8	11.8
AP_6	-	16.9	13.9
AP_6	-	17.3	14.3
AP_6	-	16.8	13.8
AP_6	-	19.4	16.3
AP_6	-	17.2	14.2
AP_6	-	15.5	12.5
AP_6	-	17.1	14.1
AP_6	-	15.5	12.5
AP_6	-	15.6	12.6
AP_6	-	13.2	10.2
AP_6	-	13.6	10.6
AP_6	-	11.9	8.9
AP_6	-	12.1	9.1
AP_6	-	9.8	6.8
AP_6	-	6.0	3.0
AP_6	-	8.5	5.5
AP_6	-	10.8	7.8
AP_6	-	10.4	7.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	13.5	10.5
AP_6	-	12.4	9.4
AP_6	-	15.7	12.7
AP_6	-	14.0	11.0
AP_6	-	15.7	12.7
AP_6	-	17.1	14.1
AP_6	-	15.8	12.8
AP_6	-	19.7	16.7
AP_6	-	17.5	14.5
AP_7	-	14.1	11.1
AP_7	-	13.1	10.1
AP_7	-	13.7	10.6
AP_7	-	15.9	12.9
AP_7	-	12.7	9.7
AP_7	-	12.7	9.7
AP_7	-	9.5	6.4
AP_7	-	11.9	8.9
AP_7	-	16.0	13.0
AP_7	-	13.5	10.5
AP_7	-	14.4	11.4
AP_7	-	15.5	12.5
AP_7	-	16.0	13.0
AP_7	-	16.8	13.8
AP_7	-	15.5	12.5
AP_7	-	14.8	11.8
AP_7	-	14.4	11.4
AP_7	-	17.3	14.3
AP_7	-	16.7	13.6
AP_7	-	16.4	13.3
AP_7	-	16.0	13.0
AP_7	-	16.3	13.3
AP_7	-	16.0	13.0
AP_7	-	15.5	12.5
AP_8	-	26.3	23.3
AP_8	-	25.9	22.9
AP_8	-	26.2	23.2
AP_8	-	26.6	23.6
AP_8	-	26.2	23.2
AP_8	-	25.8	22.7
AP_8	-	26.4	23.4
AP_8	-	25.5	22.5
AP_8	-	25.8	22.8
AP_8	-	24.1	21.1
AP_8	-	24.7	21.7
AP_8	-	25.0	22.0
AP_8	-	26.3	23.3
AP_8	-	27.6	24.6
AP_8	-	26.3	23.3
AP_8	-	26.7	23.7
AP_8	-	26.4	23.3
AP_8	-	26.4	23.4
AP_8	-	25.8	22.8
AP_8	-	26.2	23.2
AP_8	-	24.6	21.6
AP_8	-	25.2	22.2
AP_8	-	25.0	22.0
AP_8	-	25.6	22.6
AP_8	-	26.6	23.6
AP_8	-	27.0	24.0
AP_8	-	27.5	24.5
AP_8	-	25.7	22.7
AP_8	-	26.1	23.1
AP_8	-	26.3	23.3
AP_8	-	26.3	23.3
AP_8	-	25.3	22.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	24.3	21.2
AP_8	-	24.8	21.8
AP_8	-	26.0	23.0
AP_8	-	25.1	22.1
AP_9	-	14.0	11.0
AP_9	-	11.3	8.3
AP_9	-	15.9	12.9
AP_9	-	14.7	11.7
AP_9	-	16.1	13.1
AP_9	-	16.1	13.1
AP_9	-	16.1	13.1
AP_9	-	18.2	15.2
AP_9	-	18.1	15.1
AP_9	-	20.8	17.8
AP_9	-	20.4	17.4
AP_9	-	20.6	17.6
AP_9	-	20.7	17.7
AP_9	-	20.1	17.1
AP_9	-	20.0	17.0
AP_9	-	19.7	16.7
AP_9	-	19.5	16.5
AP_9	-	19.5	16.5
AP_9	-	18.5	15.5
AP_9	-	18.4	15.4
AP_9	-	15.3	12.3
AP_9	-	17.8	14.8
AP_9	-	14.1	11.1
AP_9	-	11.6	8.6
AP_9	-	9.4	6.4
AP_9	-	18.4	15.4
AP_9	-	14.2	11.2
AP_9	-	20.2	17.2
AP_9	-	20.0	17.0
AP_9	-	20.7	17.7
AP_9	-	20.7	17.7
AP_9	-	19.8	16.7
AP_9	-	19.6	16.6
AP_9	-	19.7	16.7
AP_9	-	18.6	15.6
AP_9	-	19.4	16.4
AP_10	-	13.0	10.0
AP_10	-	11.5	8.5
AP_10	-	11.3	8.3
AP_10	-	15.5	12.5
AP_10	-	13.6	10.6
AP_10	-	14.0	11.0
AP_10	-	8.7	5.7
AP_10	-	13.1	10.1
AP_10	-	13.4	10.3
AP_10	-	12.4	9.4
AP_10	-	12.6	9.6
AP_10	-	11.3	8.3
AP_10	-	13.6	10.6
AP_10	-	13.8	10.8
AP_10	-	13.6	10.6
AP_10	-	14.0	11.0
AP_10	-	8.1	5.1
AP_10	-	11.8	8.8
AP_10	-	12.5	9.5
AP_10	-	15.5	12.5
AP_10	-	13.6	10.5
AP_10	-	13.8	10.8
AP_10	-	13.6	10.6
AP_10	-	13.4	10.4
AP_11	-	11.9	8.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	6.5	3.5
AP_11	-	6.6	3.6
AP_11	-	11.7	8.7
AP_11	-	13.9	10.9
AP_11	-	14.1	11.1
AP_11	-	4.7	1.7
AP_11	-	11.8	8.8
AP_11	-	11.7	8.7
AP_11	-	12.7	9.7
AP_11	-	11.7	8.7
AP_11	-	11.5	8.5
AP_11	-	12.8	9.8
AP_11	-	13.0	10.0
AP_11	-	11.7	8.6
AP_11	-	14.6	11.6
AP_11	-	13.9	10.8
AP_11	-	14.6	11.6
AP_11	-	13.0	10.0
AP_11	-	8.8	5.8
AP_11	-	8.7	5.6
AP_11	-	11.1	8.1
AP_11	-	11.0	8.0
AP_11	-	4.4	1.4
AP_12	-	12.9	9.9
AP_12	-	6.8	3.8
AP_12	-	6.8	3.8
AP_12	-	16.2	13.2
AP_12	-	15.7	12.7
AP_12	-	15.7	12.7
AP_12	-	18.0	15.0
AP_12	-	17.7	14.7
AP_12	-	15.7	12.7
AP_12	-	16.0	13.0
AP_12	-	16.3	13.3
AP_12	-	16.7	13.7
AP_12	-	12.9	9.9
AP_12	-	12.6	9.6
AP_12	-	12.4	9.4
AP_12	-	5.9	2.9
AP_12	-	8.1	5.1
AP_12	-	12.2	9.2
AP_12	-	12.5	9.5
AP_12	-	12.0	9.0
AP_12	-	13.1	10.1
AP_12	-	16.8	13.8
AP_12	-	18.3	15.3
AP_12	-	17.3	14.3
AP_Clubhouse	-	13.6	10.6
Apartments Parking Lot	-	42.4	42.1
Apartments Pool	-	11.9	-58.1
Dog Park 1	-	23.0	-58.5
Dog Park 2	-	36.9	-44.6
Multisport Court 1	-	9.3	-55.7
Multisport Court 2	-	7.1	-57.9
Playground 1 (Apartments)	-	3.6	-61.4
Playground 2 (Townhomes)	-	-8.1	-73.1
Sports Lawn 1 (Apartments)	-	-3.2	-68.2
Sports Lawn 2 (Apartments)	-	4.2	-60.8
Sports Lawn 3 (Townhomes)	-	-9.0	-74.0
TH_1	-	18.4	15.4
TH_1	-	7.8	4.8
TH_1	-	4.2	1.2
TH_1	-	4.1	1.1
TH_2	-	15.0	12.0
TH_2	-	15.1	12.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_2	-	15.4	12.4
TH_2	-	14.7	11.7
TH_2	-	14.8	11.8
TH_3	-	13.7	10.7
TH_3	-	14.4	11.4
TH_3	-	12.0	9.0
TH_3	-	13.0	10.0
TH_4	-	-7.6	-10.6
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.6
TH_4	-	-7.5	-10.5
TH_5	-	0.8	-2.2
TH_5	-	-6.4	-9.4
TH_5	-	-0.2	-3.2
TH_5	-	-6.2	-9.3
TH_6	-	-5.3	-8.3
TH_6	-	3.9	0.9
TH_6	-	-0.3	-3.3
TH_6	-	-5.6	-8.6
TH_7	-	4.0	1.0
TH_7	-	5.2	2.2
TH_7	-	2.3	-0.7
TH_7	-	3.3	0.3
TH_8	-	1.6	-1.4
TH_8	-	2.6	-0.4
TH_8	-	2.7	-0.3
TH_8	-	4.3	1.3
TH_8	-	4.9	1.9
TH_9	-	4.3	1.3
TH_9	-	4.2	1.2
TH_9	-	3.9	0.9
TH_9	-	4.0	1.0
TH_10	-	-7.8	-10.8
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.7
TH_11	-	-7.1	-10.1
TH_11	-	-6.9	-9.9
TH_11	-	-6.6	-9.7
TH_11	-	-6.8	-9.8
TH_12	-	-6.3	-9.3
TH_12	-	-6.1	-9.1
TH_12	-	1.3	-1.7
TH_12	-	-5.8	-8.8
TH_12	-	-6.0	-9.0
TH_13	-	5.9	2.9
TH_13	-	5.7	2.7
TH_13	-	3.4	0.4
TH_13	-	3.4	0.4
TH_13	-	3.3	0.2
TH_14	-	-6.0	-9.0
TH_14	-	-6.0	-9.0
TH_14	-	-5.9	-8.9
TH_14	-	-5.8	-8.9
TH_15	-	1.9	-1.1
TH_15	-	2.2	-0.8
TH_15	-	2.1	-0.9
TH_15	-	1.1	-2.0
TH_16	-	-6.3	-9.3
TH_16	-	-6.2	-9.2
TH_16	-	-6.3	-9.3
TH_17	-	2.8	-0.2
TH_17	-	2.9	-0.1
TH_17	-	2.9	-0.1
TH_17	-	2.7	-0.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_17	-	1.6	-1.4
TH_17	-	2.0	-1.0
TH_18	-	-0.1	-3.1
TH_18	-	-0.1	-3.1
TH_18	-	-0.1	-3.1
TH_19	-	-7.3	-10.3
TH_19	-	-7.4	-10.4
TH_19	-	-1.3	-4.3
TH_20	-	-8.3	-11.3
TH_20	-	-8.1	-11.1
TH_20	-	-8.5	-11.5
TH_20	-	-8.4	-11.4
TH_21	-	-8.1	-11.1
TH_21	-	-8.1	-11.1
TH_21	-	-8.2	-11.2
TH_21	-	-8.2	-11.2
TH_22	-	-7.9	-10.9
TH_22	-	-7.9	-11.0
TH_22	-	-7.9	-10.9
TH_22	-	-8.0	-11.0
TH_23	-	2.2	-0.8
TH_23	-	1.6	-1.4
TH_23	-	2.2	-0.8
TH_23	-	1.2	-1.8
TH_Pool Building	-	-0.4	-3.4
Townhomes Parking Lot	-	18.7	18.3
Townhomes Pool	-	-6.5	-76.5
3 1.Fl		47.4	45.1
AP_1	-	24.3	21.3
AP_1	-	25.0	22.0
AP_1	-	24.8	21.8
AP_1	-	25.5	22.5
AP_1	-	24.5	21.5
AP_1	-	24.9	21.9
AP_1	-	26.4	23.4
AP_1	-	24.7	21.7
AP_1	-	25.1	22.1
AP_1	-	26.4	23.4
AP_1	-	25.2	22.2
AP_1	-	24.7	21.7
AP_1	-	24.6	21.6
AP_1	-	24.3	21.3
AP_1	-	25.3	22.3
AP_1	-	26.1	23.0
AP_1	-	26.4	23.4
AP_1	-	25.4	22.4
AP_1	-	24.8	21.8
AP_1	-	24.5	21.5
AP_1	-	24.7	21.7
AP_1	-	25.0	22.0
AP_1	-	26.1	23.1
AP_1	-	25.4	22.4
AP_2	-	21.8	18.8
AP_2	-	20.7	17.6
AP_2	-	19.3	16.3
AP_2	-	17.6	14.6
AP_2	-	17.3	14.3
AP_2	-	17.3	14.2
AP_2	-	17.3	14.3
AP_2	-	18.3	15.3
AP_2	-	22.6	19.6
AP_2	-	21.1	18.1
AP_2	-	20.2	17.2
AP_2	-	17.9	14.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	17.7	14.7
AP_2	-	17.6	14.6
AP_2	-	17.7	14.7
AP_2	-	19.0	16.0
AP_2	-	19.7	16.7
AP_2	-	17.8	14.8
AP_2	-	17.8	14.7
AP_2	-	17.8	14.8
AP_2	-	17.8	14.8
AP_2	-	20.9	17.9
AP_2	-	21.4	18.4
AP_2	-	23.1	20.1
AP_3	-	21.9	18.9
AP_3	-	20.5	17.5
AP_3	-	19.2	16.2
AP_3	-	17.5	14.5
AP_3	-	16.4	13.3
AP_3	-	15.3	12.3
AP_3	-	16.0	13.0
AP_3	-	15.3	12.3
AP_3	-	22.8	19.8
AP_3	-	20.4	17.4
AP_3	-	19.9	16.9
AP_3	-	18.6	15.6
AP_3	-	16.5	13.5
AP_3	-	16.2	13.1
AP_3	-	15.4	12.4
AP_3	-	15.4	12.4
AP_3	-	16.5	13.5
AP_3	-	15.5	12.4
AP_3	-	15.5	12.5
AP_3	-	16.2	13.2
AP_3	-	19.1	16.0
AP_3	-	19.4	16.4
AP_3	-	21.6	18.6
AP_3	-	22.2	19.2
AP_4	-	19.3	16.3
AP_4	-	17.2	14.2
AP_4	-	15.2	12.2
AP_4	-	14.5	11.5
AP_4	-	14.1	11.1
AP_4	-	13.0	10.0
AP_4	-	12.7	9.7
AP_4	-	12.7	9.7
AP_4	-	19.4	16.4
AP_4	-	17.2	14.2
AP_4	-	15.5	12.5
AP_4	-	14.9	11.9
AP_4	-	14.8	11.8
AP_4	-	13.3	10.3
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	13.0	9.9
AP_4	-	13.3	10.3
AP_4	-	15.3	12.3
AP_4	-	14.9	11.9
AP_4	-	15.7	12.7
AP_4	-	17.2	14.2
AP_4	-	19.6	16.5
AP_5	-	8.1	5.1
AP_5	-	12.2	9.2
AP_5	-	12.6	9.6
AP_5	-	13.3	10.3
AP_5	-	13.0	10.0

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_5	-	13.4	10.3
AP_5	-	14.7	11.6
AP_5	-	14.5	11.5
AP_5	-	15.1	12.0
AP_5	-	14.5	11.5
AP_5	-	13.6	10.6
AP_5	-	13.2	10.2
AP_5	-	13.2	10.2
AP_5	-	13.2	10.2
AP_5	-	12.3	9.3
AP_5	-	10.8	7.8
AP_5	-	10.8	7.8
AP_5	-	11.1	8.1
AP_5	-	13.3	10.3
AP_5	-	13.5	10.5
AP_5	-	14.2	11.1
AP_5	-	14.0	11.0
AP_5	-	14.4	11.4
AP_5	-	14.6	11.6
AP_6	-	12.3	9.3
AP_6	-	6.5	3.4
AP_6	-	13.4	10.4
AP_6	-	12.7	9.7
AP_6	-	14.3	11.3
AP_6	-	16.5	13.4
AP_6	-	14.5	11.5
AP_6	-	15.5	12.5
AP_6	-	15.4	12.4
AP_6	-	16.0	13.0
AP_6	-	16.0	13.0
AP_6	-	15.9	12.9
AP_6	-	15.7	12.6
AP_6	-	16.0	13.0
AP_6	-	16.3	13.3
AP_6	-	17.1	14.1
AP_6	-	16.9	13.9
AP_6	-	17.2	14.2
AP_6	-	15.1	12.1
AP_6	-	15.4	12.4
AP_6	-	13.4	10.4
AP_6	-	14.1	11.1
AP_6	-	11.9	8.9
AP_6	-	9.9	6.9
AP_6	-	11.1	8.1
AP_6	-	13.8	10.8
AP_6	-	12.5	9.5
AP_6	-	15.6	12.6
AP_6	-	14.5	11.5
AP_6	-	15.9	12.8
AP_6	-	16.6	13.6
AP_6	-	17.4	14.4
AP_6	-	17.3	14.3
AP_6	-	16.8	13.8
AP_6	-	14.7	11.7
AP_6	-	16.0	13.0
AP_7	-	11.8	8.8
AP_7	-	11.0	8.0
AP_7	-	10.3	7.3
AP_7	-	13.7	10.7
AP_7	-	13.1	10.1
AP_7	-	14.3	11.3
AP_7	-	13.9	10.9
AP_7	-	14.0	11.0
AP_7	-	16.3	13.3
AP_7	-	14.9	11.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	14.4	11.4
AP_7	-	14.3	11.3
AP_7	-	14.8	11.8
AP_7	-	13.4	10.4
AP_7	-	12.6	9.6
AP_7	-	7.1	4.1
AP_7	-	10.5	7.5
AP_7	-	14.0	11.0
AP_7	-	12.3	9.3
AP_7	-	13.4	10.4
AP_7	-	14.6	11.6
AP_7	-	16.0	13.0
AP_7	-	16.4	13.4
AP_7	-	17.0	14.0
AP_8	-	26.6	23.6
AP_8	-	26.3	23.3
AP_8	-	27.5	24.5
AP_8	-	26.2	23.2
AP_8	-	26.7	23.7
AP_8	-	26.8	23.8
AP_8	-	27.0	24.0
AP_8	-	25.1	22.0
AP_8	-	24.9	21.9
AP_8	-	25.3	22.3
AP_8	-	25.1	22.1
AP_8	-	27.5	24.5
AP_8	-	26.9	23.9
AP_8	-	27.8	24.8
AP_8	-	26.9	23.9
AP_8	-	27.2	24.2
AP_8	-	27.2	24.2
AP_8	-	26.6	23.6
AP_8	-	26.0	23.0
AP_8	-	26.5	23.4
AP_8	-	24.9	21.9
AP_8	-	25.3	22.2
AP_8	-	26.6	23.6
AP_8	-	27.3	24.3
AP_8	-	28.2	25.2
AP_8	-	26.8	23.8
AP_8	-	27.5	24.5
AP_8	-	25.9	22.9
AP_8	-	26.6	23.5
AP_8	-	25.2	22.2
AP_8	-	27.0	24.0
AP_8	-	24.9	21.8
AP_8	-	24.1	21.1
AP_8	-	25.0	22.0
AP_8	-	26.8	23.8
AP_8	-	25.8	22.8
AP_9	-	12.5	9.5
AP_9	-	10.8	7.8
AP_9	-	16.2	13.2
AP_9	-	15.1	12.1
AP_9	-	17.8	14.8
AP_9	-	19.7	16.7
AP_9	-	18.6	15.6
AP_9	-	20.0	17.0
AP_9	-	19.7	16.7
AP_9	-	20.0	17.0
AP_9	-	19.5	16.5
AP_9	-	20.0	17.0
AP_9	-	19.9	16.9
AP_9	-	19.9	16.9
AP_9	-	20.7	17.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
AP_9	-	20.1	17.1
AP_9	-	20.3	17.3
AP_9	-	20.8	17.8
AP_9	-	19.4	16.4
AP_9	-	20.0	17.0
AP_9	-	16.1	13.1
AP_9	-	18.3	15.3
AP_9	-	13.4	10.4
AP_9	-	12.5	9.5
AP_9	-	13.4	10.4
AP_9	-	19.2	16.2
AP_9	-	16.2	13.2
AP_9	-	20.3	17.3
AP_9	-	21.2	18.2
AP_9	-	20.3	17.3
AP_9	-	20.3	17.3
AP_9	-	19.6	16.6
AP_9	-	20.0	17.0
AP_9	-	20.1	17.1
AP_9	-	19.7	16.6
AP_9	-	19.7	16.7
AP_10	-	15.5	12.5
AP_10	-	17.7	14.7
AP_10	-	18.7	15.7
AP_10	-	17.0	14.0
AP_10	-	14.8	11.8
AP_10	-	17.1	14.1
AP_10	-	16.9	13.9
AP_10	-	14.4	11.4
AP_10	-	14.3	11.3
AP_10	-	13.7	10.7
AP_10	-	17.0	14.0
AP_10	-	17.8	14.8
AP_10	-	14.7	11.7
AP_10	-	14.7	11.7
AP_10	-	14.4	11.4
AP_10	-	14.8	11.8
AP_10	-	13.8	10.8
AP_10	-	15.3	12.3
AP_10	-	17.6	14.6
AP_10	-	16.7	13.7
AP_10	-	15.5	12.5
AP_10	-	14.6	11.6
AP_10	-	14.4	11.4
AP_10	-	14.2	11.2
AP_11	-	8.0	5.0
AP_11	-	4.5	1.5
AP_11	-	4.8	1.7
AP_11	-	8.1	5.1
AP_11	-	8.7	5.7
AP_11	-	9.4	6.4
AP_11	-	5.3	2.3
AP_11	-	8.6	5.6
AP_11	-	9.3	6.3
AP_11	-	9.2	6.2
AP_11	-	7.8	4.8
AP_11	-	6.8	3.8
AP_11	-	9.2	6.2
AP_11	-	8.6	5.6
AP_11	-	9.5	6.5
AP_11	-	9.8	6.8
AP_11	-	9.8	6.8
AP_11	-	9.8	6.8
AP_11	-	9.7	6.7
AP_11	-	8.7	5.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	7.3	4.3
AP_11	-	7.8	4.8
AP_11	-	7.8	4.8
AP_11	-	5.2	2.2
AP_12	-	10.9	7.9
AP_12	-	4.4	1.4
AP_12	-	7.0	4.0
AP_12	-	11.1	8.1
AP_12	-	11.2	8.2
AP_12	-	11.6	8.6
AP_12	-	9.7	6.6
AP_12	-	7.9	4.9
AP_12	-	10.8	7.8
AP_12	-	8.4	5.4
AP_12	-	11.0	8.0
AP_12	-	10.9	7.9
AP_12	-	11.4	8.4
AP_12	-	9.7	6.7
AP_12	-	9.9	6.9
AP_12	-	7.4	4.4
AP_12	-	9.8	6.8
AP_12	-	11.8	8.8
AP_12	-	9.6	6.6
AP_12	-	9.9	6.9
AP_12	-	11.8	8.8
AP_12	-	12.6	9.6
AP_12	-	11.4	8.4
AP_12	-	9.8	6.8
AP_Clubhouse	-	17.0	14.0
Apartments Parking Lot	-	42.0	41.6
Apartments Pool	-	7.0	-63.0
Dog Park 1	-	15.3	-66.2
Dog Park 2	-	35.6	-45.9
Multisport Court 1	-	0.4	-64.6
Multisport Court 2	-	7.0	-58.0
Playground 1 (Apartments)	-	7.4	-57.6
Playground 2 (Townhomes)	-	-8.8	-73.8
Sports Lawn 1 (Apartments)	-	-2.7	-67.7
Sports Lawn 2 (Apartments)	-	-1.5	-66.5
Sports Lawn 3 (Townhomes)	-	-9.2	-74.2
TH_1	-	18.3	15.3
TH_1	-	4.6	1.5
TH_1	-	3.3	0.3
TH_1	-	3.5	0.5
TH_2	-	14.9	11.9
TH_2	-	15.0	12.0
TH_2	-	15.3	12.3
TH_2	-	14.6	11.6
TH_2	-	14.7	11.7
TH_3	-	13.7	10.6
TH_3	-	14.3	11.3
TH_3	-	12.0	9.0
TH_3	-	13.0	10.0
TH_4	-	-7.6	-10.6
TH_4	-	-7.5	-10.5
TH_4	-	-7.6	-10.6
TH_4	-	-7.5	-10.5
TH_5	-	-0.1	-3.1
TH_5	-	-6.4	-9.4
TH_5	-	-1.1	-4.1
TH_5	-	-3.6	-6.6
TH_6	-	-5.1	-8.1
TH_6	-	2.0	-1.0
TH_6	-	-1.0	-4.0
TH_6	-	-5.5	-8.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_7	-	3.2	0.2
TH_7	-	5.1	2.1
TH_7	-	2.3	-0.7
TH_7	-	3.0	-0.1
TH_8	-	0.9	-2.1
TH_8	-	1.7	-1.3
TH_8	-	1.6	-1.4
TH_8	-	1.0	-2.0
TH_8	-	0.9	-2.1
TH_9	-	3.5	0.5
TH_9	-	3.3	0.3
TH_9	-	3.0	0.0
TH_9	-	3.1	0.1
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.7
TH_10	-	-7.6	-10.6
TH_10	-	-7.7	-10.7
TH_11	-	-1.8	-4.9
TH_11	-	-6.8	-9.9
TH_11	-	-4.2	-7.2
TH_11	-	-6.7	-9.7
TH_12	-	-2.2	-5.2
TH_12	-	-6.0	-9.0
TH_12	-	4.3	1.3
TH_12	-	-5.7	-8.7
TH_12	-	-5.9	-8.9
TH_13	-	5.2	2.2
TH_13	-	5.9	2.9
TH_13	-	3.4	0.4
TH_13	-	3.3	0.3
TH_13	-	3.3	0.3
TH_14	-	-5.9	-8.9
TH_14	-	-5.8	-8.8
TH_14	-	-5.8	-8.8
TH_14	-	-5.7	-8.7
TH_15	-	2.2	-0.8
TH_15	-	2.9	-0.1
TH_15	-	2.8	-0.2
TH_15	-	2.0	-1.0
TH_16	-	-6.2	-9.2
TH_16	-	-6.0	-9.1
TH_16	-	-6.1	-9.1
TH_17	-	3.1	0.0
TH_17	-	3.0	0.0
TH_17	-	3.0	0.0
TH_17	-	2.4	-0.6
TH_17	-	1.5	-1.5
TH_17	-	1.3	-1.7
TH_18	-	0.0	-3.0
TH_18	-	0.0	-3.0
TH_18	-	0.0	-3.0
TH_19	-	-7.2	-10.2
TH_19	-	-7.2	-10.3
TH_19	-	0.4	-2.7
TH_20	-	-8.1	-11.1
TH_20	-	-8.0	-11.0
TH_20	-	-8.3	-11.4
TH_20	-	-8.2	-11.2
TH_21	-	-8.0	-11.0
TH_21	-	-8.0	-11.0
TH_21	-	-8.1	-11.1
TH_21	-	-8.1	-11.1
TH_22	-	-7.8	-10.8
TH_22	-	-7.9	-10.9
TH_22	-	-7.8	-10.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_22	-	-7.9	-10.9
TH_23	-	1.6	-1.4
TH_23	-	1.4	-1.6
TH_23	-	2.2	-0.8
TH_23	-	0.2	-2.8
TH_Pool Building	-	-0.9	-3.9
Townhomes Parking Lot	-	16.7	16.3
Townhomes Pool	-	-6.7	-76.7
4 1.Fl		46.4	44.1
AP_1	-	24.3	21.3
AP_1	-	23.3	20.3
AP_1	-	24.2	21.2
AP_1	-	24.2	21.2
AP_1	-	24.3	21.3
AP_1	-	24.3	21.3
AP_1	-	24.3	21.3
AP_1	-	24.3	21.3
AP_1	-	24.9	21.9
AP_1	-	24.8	21.8
AP_1	-	24.7	21.7
AP_1	-	24.6	21.6
AP_1	-	24.5	21.5
AP_1	-	24.5	21.4
AP_1	-	24.4	21.4
AP_1	-	24.3	21.3
AP_1	-	24.8	21.8
AP_1	-	24.3	21.3
AP_1	-	24.4	21.4
AP_1	-	24.5	21.5
AP_1	-	24.6	21.6
AP_1	-	24.7	21.7
AP_1	-	24.7	21.7
AP_1	-	24.7	21.7
AP_2	-	17.6	14.6
AP_2	-	17.4	14.4
AP_2	-	17.3	14.3
AP_2	-	17.3	14.3
AP_2	-	17.3	14.3
AP_2	-	17.2	14.2
AP_2	-	17.3	14.3
AP_2	-	17.9	14.9
AP_2	-	18.5	15.5
AP_2	-	17.8	14.8
AP_2	-	17.7	14.7
AP_2	-	17.7	14.6
AP_2	-	17.6	14.6
AP_2	-	17.6	14.6
AP_2	-	17.7	14.6
AP_2	-	17.8	14.7
AP_2	-	17.8	14.8
AP_2	-	17.8	14.8
AP_2	-	17.7	14.7
AP_2	-	17.8	14.7
AP_2	-	17.8	14.8
AP_2	-	17.8	14.8
AP_2	-	18.0	15.0
AP_2	-	18.6	15.6
AP_3	-	18.6	15.6
AP_3	-	18.5	15.5
AP_3	-	19.0	16.0
AP_3	-	16.1	13.1
AP_3	-	16.1	13.1
AP_3	-	15.3	12.3
AP_3	-	16.0	13.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_3	-	15.3	12.2
AP_3	-	19.2	16.2
AP_3	-	18.6	15.6
AP_3	-	19.1	16.1
AP_3	-	17.6	14.6
AP_3	-	17.6	14.5
AP_3	-	16.1	13.1
AP_3	-	16.1	13.1
AP_3	-	15.4	12.4
AP_3	-	15.4	12.4
AP_3	-	15.4	12.4
AP_3	-	15.5	12.4
AP_3	-	17.5	14.5
AP_3	-	17.6	14.6
AP_3	-	17.6	14.6
AP_3	-	20.2	17.2
AP_3	-	19.2	16.2
AP_4	-	12.8	9.8
AP_4	-	12.7	9.7
AP_4	-	12.7	9.7
AP_4	-	12.7	9.7
AP_4	-	12.6	9.6
AP_4	-	12.7	9.7
AP_4	-	12.7	9.6
AP_4	-	12.6	9.6
AP_4	-	13.0	10.0
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	12.9	9.9
AP_4	-	13.0	9.9
AP_4	-	13.0	10.0
AP_4	-	13.0	10.0
AP_4	-	13.1	10.1
AP_5	-	11.3	8.3
AP_5	-	12.6	9.6
AP_5	-	12.3	9.3
AP_5	-	11.6	8.6
AP_5	-	10.9	7.8
AP_5	-	10.3	7.3
AP_5	-	10.7	7.7
AP_5	-	10.1	7.1
AP_5	-	10.4	7.4
AP_5	-	10.0	6.9
AP_5	-	9.8	6.7
AP_5	-	11.0	8.0
AP_5	-	12.6	9.6
AP_5	-	12.9	9.9
AP_5	-	12.9	9.9
AP_5	-	12.4	9.4
AP_5	-	12.5	9.5
AP_5	-	13.3	10.3
AP_5	-	13.8	10.8
AP_5	-	13.0	10.0
AP_5	-	12.0	9.0
AP_5	-	11.1	8.1
AP_5	-	9.3	6.3
AP_5	-	10.5	7.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	10.2	7.2
AP_6	-	7.2	4.2
AP_6	-	10.2	7.2
AP_6	-	10.3	7.3
AP_6	-	9.7	6.7
AP_6	-	8.0	5.0
AP_6	-	8.9	5.9
AP_6	-	7.8	4.8
AP_6	-	7.9	4.9
AP_6	-	7.7	4.7
AP_6	-	7.7	4.7
AP_6	-	6.8	3.8
AP_6	-	7.7	4.7
AP_6	-	7.9	4.9
AP_6	-	8.5	5.5
AP_6	-	7.8	4.7
AP_6	-	8.4	5.4
AP_6	-	8.3	5.3
AP_6	-	10.1	7.0
AP_6	-	9.2	6.2
AP_6	-	11.0	8.0
AP_6	-	10.7	7.7
AP_6	-	10.7	7.7
AP_6	-	9.7	6.7
AP_6	-	10.1	7.1
AP_6	-	11.2	8.2
AP_6	-	10.5	7.5
AP_6	-	9.9	6.9
AP_6	-	11.0	8.0
AP_6	-	8.5	5.5
AP_6	-	9.3	6.2
AP_6	-	8.7	5.7
AP_6	-	8.6	5.6
AP_6	-	8.6	5.6
AP_6	-	7.8	4.8
AP_6	-	7.9	4.9
AP_7	-	9.3	6.3
AP_7	-	8.2	5.2
AP_7	-	8.1	5.1
AP_7	-	11.0	7.9
AP_7	-	13.3	10.3
AP_7	-	12.3	9.3
AP_7	-	12.0	9.0
AP_7	-	12.0	9.0
AP_7	-	13.9	10.9
AP_7	-	11.6	8.6
AP_7	-	11.9	8.9
AP_7	-	13.2	10.2
AP_7	-	12.7	9.7
AP_7	-	10.8	7.8
AP_7	-	10.9	7.9
AP_7	-	7.9	4.9
AP_7	-	7.5	4.5
AP_7	-	10.8	7.8
AP_7	-	10.7	7.7
AP_7	-	11.0	8.0
AP_7	-	12.2	9.2
AP_7	-	13.8	10.8
AP_7	-	13.6	10.6
AP_7	-	14.4	11.4
AP_8	-	25.4	22.4
AP_8	-	24.6	21.6
AP_8	-	27.6	24.6
AP_8	-	25.8	22.8
AP_8	-	28.1	25.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	23.9	20.9
AP_8	-	27.7	24.7
AP_8	-	24.9	21.9
AP_8	-	24.0	20.9
AP_8	-	23.2	20.2
AP_8	-	23.5	20.5
AP_8	-	25.4	22.4
AP_8	-	28.1	25.1
AP_8	-	28.1	25.1
AP_8	-	26.1	23.1
AP_8	-	27.5	24.5
AP_8	-	24.6	21.5
AP_8	-	25.5	22.5
AP_8	-	23.8	20.8
AP_8	-	23.9	20.9
AP_8	-	24.4	21.4
AP_8	-	23.5	20.5
AP_8	-	24.7	21.7
AP_8	-	24.9	21.9
AP_8	-	28.1	25.1
AP_8	-	27.5	24.5
AP_8	-	27.5	24.5
AP_8	-	24.7	21.7
AP_8	-	27.1	24.0
AP_8	-	23.8	20.8
AP_8	-	24.4	21.4
AP_8	-	22.7	19.7
AP_8	-	22.5	19.4
AP_8	-	22.7	19.7
AP_8	-	24.9	21.9
AP_8	-	24.6	21.6
AP_9	-	17.5	14.5
AP_9	-	16.7	13.7
AP_9	-	17.6	14.6
AP_9	-	17.6	14.6
AP_9	-	16.9	13.8
AP_9	-	18.6	15.6
AP_9	-	18.6	15.6
AP_9	-	19.4	16.4
AP_9	-	19.5	16.5
AP_9	-	20.2	17.2
AP_9	-	19.3	16.3
AP_9	-	20.1	17.1
AP_9	-	20.4	17.4
AP_9	-	20.5	17.5
AP_9	-	20.6	17.6
AP_9	-	20.6	17.6
AP_9	-	18.9	15.9
AP_9	-	20.0	17.0
AP_9	-	19.6	16.6
AP_9	-	18.9	15.9
AP_9	-	17.9	14.9
AP_9	-	19.5	16.5
AP_9	-	17.6	14.6
AP_9	-	16.9	13.9
AP_9	-	16.9	13.9
AP_9	-	19.3	16.3
AP_9	-	17.7	14.7
AP_9	-	20.1	17.1
AP_9	-	18.9	15.9
AP_9	-	20.0	17.0
AP_9	-	20.1	17.1
AP_9	-	20.0	16.9
AP_9	-	19.8	16.8
AP_9	-	19.9	16.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_9	-	20.5	17.5
AP_9	-	20.5	17.5
AP_10	-	10.4	7.4
AP_10	-	10.3	7.3
AP_10	-	13.1	10.1
AP_10	-	11.9	8.9
AP_10	-	14.0	11.0
AP_10	-	12.0	9.0
AP_10	-	8.1	5.1
AP_10	-	12.0	9.0
AP_10	-	12.2	9.2
AP_10	-	12.5	9.5
AP_10	-	11.0	8.0
AP_10	-	10.1	7.1
AP_10	-	14.0	11.0
AP_10	-	12.9	9.9
AP_10	-	12.6	9.6
AP_10	-	13.4	10.4
AP_10	-	8.1	5.1
AP_10	-	11.7	8.7
AP_10	-	10.9	7.9
AP_10	-	12.8	9.8
AP_10	-	13.1	10.1
AP_10	-	12.8	9.8
AP_10	-	13.1	10.1
AP_10	-	12.4	9.4
AP_11	-	5.9	2.9
AP_11	-	3.1	0.1
AP_11	-	2.1	-0.9
AP_11	-	5.3	2.3
AP_11	-	6.7	3.7
AP_11	-	6.8	3.8
AP_11	-	3.2	0.1
AP_11	-	6.5	3.5
AP_11	-	7.0	4.0
AP_11	-	6.6	3.6
AP_11	-	5.3	2.3
AP_11	-	3.4	0.4
AP_11	-	6.3	3.3
AP_11	-	6.7	3.7
AP_11	-	6.6	3.6
AP_11	-	7.8	4.8
AP_11	-	7.9	4.9
AP_11	-	7.9	4.9
AP_11	-	7.0	3.9
AP_11	-	5.2	2.2
AP_11	-	4.4	1.4
AP_11	-	5.3	2.3
AP_11	-	5.3	2.3
AP_11	-	3.0	0.0
AP_12	-	2.6	-0.4
AP_12	-	3.0	0.0
AP_12	-	-1.2	-4.2
AP_12	-	4.3	1.3
AP_12	-	4.4	1.4
AP_12	-	3.7	0.7
AP_12	-	5.9	2.9
AP_12	-	4.3	1.3
AP_12	-	5.0	1.9
AP_12	-	4.4	1.4
AP_12	-	5.1	2.1
AP_12	-	5.1	2.1
AP_12	-	3.6	0.6
AP_12	-	3.9	0.9
AP_12	-	1.5	-1.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_12	-	-1.1	-4.2
AP_12	-	2.8	-0.2
AP_12	-	1.6	-1.4
AP_12	-	2.6	-0.4
AP_12	-	3.6	0.6
AP_12	-	4.4	1.4
AP_12	-	5.1	2.1
AP_12	-	5.9	2.9
AP_12	-	5.9	2.9
AP_Clubhouse	-	9.6	6.6
Apartments Parking Lot	-	41.1	40.8
Apartments Pool	-	0.8	-69.2
Dog Park 1	-	11.3	-70.2
Dog Park 2	-	34.0	-47.5
Multisport Court 1	-	-2.8	-67.8
Multisport Court 2	-	-0.7	-65.7
Playground 1 (Apartments)	-	-1.1	-66.1
Playground 2 (Townhomes)	-	-10.0	-75.0
Sports Lawn 1 (Apartments)	-	-4.9	-69.9
Sports Lawn 2 (Apartments)	-	-4.2	-69.2
Sports Lawn 3 (Townhomes)	-	-11.0	-76.0
TH_1	-	5.1	2.1
TH_1	-	3.3	0.3
TH_1	-	3.2	0.2
TH_1	-	3.2	0.2
TH_2	-	2.7	-0.3
TH_2	-	1.8	-1.2
TH_2	-	2.6	-0.5
TH_2	-	-1.2	-4.2
TH_2	-	-1.3	-4.3
TH_3	-	1.2	-1.9
TH_3	-	0.6	-2.4
TH_3	-	-2.0	-5.0
TH_3	-	0.4	-2.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_5	-	1.3	-1.7
TH_5	-	2.0	-1.0
TH_5	-	-4.3	-7.3
TH_5	-	2.4	-0.6
TH_6	-	2.1	-0.9
TH_6	-	2.0	-1.0
TH_6	-	-3.7	-6.8
TH_6	-	0.4	-2.6
TH_7	-	3.4	0.4
TH_7	-	5.9	2.9
TH_7	-	2.8	-0.2
TH_7	-	4.3	1.3
TH_8	-	0.9	-2.1
TH_8	-	1.1	-1.9
TH_8	-	1.0	-2.0
TH_8	-	1.0	-2.0
TH_8	-	0.8	-2.2
TH_9	-	3.3	0.3
TH_9	-	3.3	0.3
TH_9	-	3.0	0.0
TH_9	-	3.1	0.1
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.7
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_11	-	-1.8	-4.8
TH_11	-	-6.8	-9.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_11	-	-1.8	-4.8
TH_11	-	-6.6	-9.6
TH_12	-	-0.9	-3.9
TH_12	-	-6.0	-9.0
TH_12	-	2.0	-1.0
TH_12	-	-5.6	-8.6
TH_12	-	-5.8	-8.8
TH_13	-	4.0	0.9
TH_13	-	6.9	3.9
TH_13	-	3.1	0.1
TH_13	-	2.5	-0.5
TH_13	-	3.8	0.8
TH_14	-	-5.8	-8.8
TH_14	-	-5.7	-8.7
TH_14	-	-5.7	-8.7
TH_14	-	-5.6	-8.6
TH_15	-	1.4	-1.7
TH_15	-	1.7	-1.3
TH_15	-	1.1	-1.9
TH_15	-	1.6	-1.5
TH_16	-	-6.0	-9.0
TH_16	-	-5.9	-8.9
TH_16	-	-5.9	-9.0
TH_17	-	1.5	-1.5
TH_17	-	1.2	-1.8
TH_17	-	1.5	-1.5
TH_17	-	-1.4	-4.4
TH_17	-	-2.3	-5.3
TH_17	-	-2.4	-5.4
TH_18	-	-1.1	-4.1
TH_18	-	-1.0	-4.0
TH_18	-	-1.1	-4.1
TH_19	-	-7.0	-10.0
TH_19	-	-7.1	-10.1
TH_19	-	-1.0	-4.1
TH_20	-	-8.0	-11.0
TH_20	-	-7.8	-10.8
TH_20	-	-8.2	-11.2
TH_20	-	-8.1	-11.1
TH_21	-	-7.9	-10.9
TH_21	-	-7.9	-11.0
TH_21	-	-8.0	-11.0
TH_21	-	-8.0	-11.0
TH_22	-	-7.8	-10.8
TH_22	-	-7.8	-10.8
TH_22	-	-7.7	-10.8
TH_22	-	-7.8	-10.8
TH_23	-	-0.3	-3.3
TH_23	-	-0.4	-3.5
TH_23	-	1.9	-1.1
TH_23	-	0.4	-2.6
TH_Pool Building	-	-0.6	-3.6
Townhomes Parking Lot	-	14.4	14.0
Townhomes Pool	-	-7.9	-77.9
5	1.Fl	46.5	44.1
AP_1	-	17.8	14.8
AP_1	-	13.5	10.5
AP_1	-	17.0	14.0
AP_1	-	16.9	13.9
AP_1	-	24.6	21.6
AP_1	-	24.4	21.4
AP_1	-	24.3	21.3
AP_1	-	23.2	20.2
AP_1	-	24.5	21.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_1	-	24.7	21.7
AP_1	-	24.7	21.7
AP_1	-	24.7	21.7
AP_1	-	18.5	15.5
AP_1	-	17.7	14.7
AP_1	-	17.0	14.0
AP_1	-	15.0	12.0
AP_1	-	14.9	11.9
AP_1	-	18.1	15.0
AP_1	-	18.2	15.2
AP_1	-	18.0	15.0
AP_1	-	24.6	21.6
AP_1	-	24.6	21.6
AP_1	-	24.6	21.6
AP_1	-	25.3	22.3
AP_2	-	18.5	15.5
AP_2	-	17.7	14.7
AP_2	-	17.0	13.9
AP_2	-	14.9	11.9
AP_2	-	13.6	10.6
AP_2	-	13.4	10.4
AP_2	-	13.4	10.4
AP_2	-	11.8	8.8
AP_2	-	19.0	16.0
AP_2	-	18.4	15.4
AP_2	-	17.6	14.5
AP_2	-	14.8	11.8
AP_2	-	13.8	10.8
AP_2	-	13.6	10.6
AP_2	-	13.6	10.6
AP_2	-	11.9	8.9
AP_2	-	11.9	8.9
AP_2	-	13.6	10.6
AP_2	-	13.6	10.6
AP_2	-	13.8	10.8
AP_2	-	14.0	11.0
AP_2	-	17.6	14.6
AP_2	-	18.7	15.6
AP_2	-	19.2	16.2
AP_3	-	18.6	15.6
AP_3	-	16.6	13.5
AP_3	-	13.2	10.2
AP_3	-	12.0	8.9
AP_3	-	11.6	8.6
AP_3	-	11.7	8.7
AP_3	-	12.6	9.6
AP_3	-	9.9	6.9
AP_3	-	19.2	16.2
AP_3	-	16.6	13.6
AP_3	-	13.4	10.4
AP_3	-	12.0	9.0
AP_3	-	11.9	8.9
AP_3	-	11.8	8.8
AP_3	-	12.0	9.0
AP_3	-	9.8	6.8
AP_3	-	9.8	6.8
AP_3	-	11.3	8.3
AP_3	-	11.4	8.3
AP_3	-	11.8	8.8
AP_3	-	11.9	8.9
AP_3	-	12.2	9.2
AP_3	-	19.8	16.8
AP_3	-	19.2	16.2
AP_4	-	11.6	8.6
AP_4	-	9.9	6.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	9.3	6.3
AP_4	-	9.2	6.2
AP_4	-	9.1	6.1
AP_4	-	9.1	6.0
AP_4	-	9.1	6.0
AP_4	-	7.2	4.2
AP_4	-	11.3	8.3
AP_4	-	10.8	7.8
AP_4	-	9.5	6.5
AP_4	-	9.4	6.3
AP_4	-	9.3	6.3
AP_4	-	9.2	6.2
AP_4	-	9.2	6.2
AP_4	-	7.2	4.2
AP_4	-	7.2	4.2
AP_4	-	9.2	6.2
AP_4	-	9.2	6.2
AP_4	-	9.3	6.2
AP_4	-	9.4	6.4
AP_4	-	9.5	6.5
AP_4	-	10.8	7.8
AP_4	-	11.3	8.3
AP_5	-	6.3	3.3
AP_5	-	11.3	8.3
AP_5	-	10.0	7.0
AP_5	-	7.7	4.7
AP_5	-	7.2	4.2
AP_5	-	7.0	4.0
AP_5	-	7.0	4.0
AP_5	-	8.3	5.3
AP_5	-	8.4	5.4
AP_5	-	7.0	4.0
AP_5	-	5.7	2.7
AP_5	-	5.8	2.7
AP_5	-	8.2	5.2
AP_5	-	10.2	7.2
AP_5	-	10.1	7.1
AP_5	-	5.8	2.7
AP_5	-	5.8	2.8
AP_5	-	10.0	7.0
AP_5	-	10.1	7.1
AP_5	-	10.2	7.1
AP_5	-	6.1	3.1
AP_5	-	5.9	2.9
AP_5	-	5.8	2.8
AP_5	-	8.6	5.6
AP_6	-	8.2	5.2
AP_6	-	7.0	4.0
AP_6	-	8.1	5.1
AP_6	-	8.6	5.6
AP_6	-	8.2	5.2
AP_6	-	8.2	5.2
AP_6	-	8.2	5.1
AP_6	-	8.1	5.1
AP_6	-	8.2	5.2
AP_6	-	9.2	6.2
AP_6	-	9.0	6.0
AP_6	-	9.2	6.2
AP_6	-	10.0	7.0
AP_6	-	9.8	6.8
AP_6	-	8.5	5.5
AP_6	-	8.9	5.9
AP_6	-	8.6	5.5
AP_6	-	8.5	5.5
AP_6	-	8.5	5.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	8.6	5.5
AP_6	-	8.5	5.5
AP_6	-	8.5	5.5
AP_6	-	9.1	6.0
AP_6	-	8.6	5.6
AP_6	-	9.7	6.7
AP_6	-	8.6	5.6
AP_6	-	9.2	6.2
AP_6	-	8.7	5.7
AP_6	-	8.7	5.6
AP_6	-	8.7	5.7
AP_6	-	8.7	5.7
AP_6	-	8.7	5.6
AP_6	-	9.0	6.0
AP_6	-	8.6	5.6
AP_6	-	10.7	7.7
AP_6	-	9.4	6.4
AP_7	-	13.0	10.0
AP_7	-	12.0	9.0
AP_7	-	12.0	9.0
AP_7	-	13.2	10.2
AP_7	-	15.5	12.5
AP_7	-	14.6	11.6
AP_7	-	12.7	9.6
AP_7	-	11.7	8.7
AP_7	-	14.0	11.0
AP_7	-	12.7	9.7
AP_7	-	14.1	11.1
AP_7	-	15.6	12.6
AP_7	-	15.4	12.4
AP_7	-	14.7	11.7
AP_7	-	14.7	11.7
AP_7	-	12.1	9.1
AP_7	-	13.4	10.4
AP_7	-	14.6	11.6
AP_7	-	14.7	11.7
AP_7	-	15.5	12.5
AP_7	-	16.0	12.9
AP_7	-	15.2	12.2
AP_7	-	15.0	12.0
AP_7	-	15.3	12.3
AP_8	-	27.0	23.9
AP_8	-	27.1	24.1
AP_8	-	27.5	24.5
AP_8	-	27.1	24.1
AP_8	-	27.9	24.8
AP_8	-	27.2	24.2
AP_8	-	28.3	25.3
AP_8	-	27.4	24.4
AP_8	-	27.3	24.3
AP_8	-	25.5	22.4
AP_8	-	25.8	22.7
AP_8	-	27.5	24.5
AP_8	-	27.7	24.7
AP_8	-	27.8	24.8
AP_8	-	27.3	24.3
AP_8	-	27.5	24.5
AP_8	-	27.2	24.1
AP_8	-	27.1	24.1
AP_8	-	27.0	24.0
AP_8	-	27.2	24.2
AP_8	-	26.9	23.9
AP_8	-	27.1	24.1
AP_8	-	25.3	22.3
AP_8	-	26.8	23.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	27.2	24.2
AP_8	-	27.3	24.3
AP_8	-	27.3	24.3
AP_8	-	27.0	24.0
AP_8	-	27.1	24.1
AP_8	-	26.8	23.8
AP_8	-	27.0	24.0
AP_8	-	26.3	23.3
AP_8	-	26.1	23.1
AP_8	-	26.3	23.3
AP_8	-	26.7	23.7
AP_8	-	26.7	23.7
AP_9	-	19.1	16.1
AP_9	-	18.3	15.3
AP_9	-	20.1	17.1
AP_9	-	19.1	16.1
AP_9	-	21.5	18.5
AP_9	-	21.6	18.6
AP_9	-	21.3	18.3
AP_9	-	21.3	18.3
AP_9	-	21.5	18.5
AP_9	-	22.0	19.0
AP_9	-	21.0	18.0
AP_9	-	21.9	18.9
AP_9	-	22.2	19.2
AP_9	-	22.1	19.1
AP_9	-	22.3	19.3
AP_9	-	22.2	19.2
AP_9	-	21.6	18.6
AP_9	-	21.6	18.6
AP_9	-	21.4	18.3
AP_9	-	21.7	18.7
AP_9	-	20.6	17.6
AP_9	-	21.7	18.7
AP_9	-	19.4	16.4
AP_9	-	18.5	15.4
AP_9	-	18.4	15.4
AP_9	-	21.1	18.1
AP_9	-	20.6	17.6
AP_9	-	22.1	19.1
AP_9	-	21.4	18.3
AP_9	-	22.3	19.3
AP_9	-	22.0	19.0
AP_9	-	22.3	19.3
AP_9	-	22.2	19.2
AP_9	-	22.6	19.6
AP_9	-	22.1	19.1
AP_9	-	22.1	19.1
AP_10	-	17.2	14.1
AP_10	-	20.3	17.3
AP_10	-	18.6	15.6
AP_10	-	19.8	16.8
AP_10	-	20.7	17.7
AP_10	-	19.7	16.7
AP_10	-	17.3	14.3
AP_10	-	19.5	16.5
AP_10	-	17.8	14.8
AP_10	-	19.8	16.8
AP_10	-	20.5	17.5
AP_10	-	17.2	14.2
AP_10	-	19.6	16.6
AP_10	-	19.8	16.8
AP_10	-	17.5	14.4
AP_10	-	17.9	14.9
AP_10	-	16.9	13.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_10	-	16.0	12.9
AP_10	-	20.1	17.1
AP_10	-	19.5	16.4
AP_10	-	19.0	16.0
AP_10	-	18.7	15.7
AP_10	-	18.9	15.9
AP_10	-	18.9	15.9
AP_11	-	7.5	4.5
AP_11	-	7.7	4.7
AP_11	-	7.2	4.2
AP_11	-	8.3	5.2
AP_11	-	8.5	5.5
AP_11	-	8.4	5.4
AP_11	-	3.8	0.8
AP_11	-	9.5	6.5
AP_11	-	9.9	6.9
AP_11	-	8.8	5.8
AP_11	-	8.8	5.7
AP_11	-	4.0	1.0
AP_11	-	8.8	5.8
AP_11	-	9.8	6.8
AP_11	-	10.5	7.5
AP_11	-	10.5	7.5
AP_11	-	10.9	7.9
AP_11	-	10.9	7.9
AP_11	-	10.4	7.4
AP_11	-	9.1	6.1
AP_11	-	8.3	5.3
AP_11	-	5.2	2.2
AP_11	-	6.0	3.0
AP_11	-	3.7	0.7
AP_12	-	6.4	3.4
AP_12	-	5.6	2.6
AP_12	-	2.3	-0.7
AP_12	-	7.4	4.4
AP_12	-	7.6	4.6
AP_12	-	6.4	3.4
AP_12	-	9.0	6.0
AP_12	-	7.7	4.7
AP_12	-	8.0	5.0
AP_12	-	8.0	5.0
AP_12	-	8.3	5.3
AP_12	-	8.2	5.2
AP_12	-	7.0	4.0
AP_12	-	6.5	3.5
AP_12	-	5.2	2.2
AP_12	-	2.5	-0.5
AP_12	-	4.9	1.8
AP_12	-	5.3	2.3
AP_12	-	6.5	3.5
AP_12	-	7.4	4.4
AP_12	-	7.4	4.4
AP_12	-	7.9	4.9
AP_12	-	8.3	5.3
AP_12	-	9.1	6.1
AP_Clubhouse	-	17.2	14.2
Apartments Parking Lot	-	40.1	39.8
Apartments Pool	-	2.7	-67.3
Dog Park 1	-	17.6	-63.9
Dog Park 2	-	32.8	-48.7
Multisport Court 1	-	-2.2	-67.2
Multisport Court 2	-	-1.2	-66.2
Playground 1 (Apartments)	-	-0.9	-65.9
Playground 2 (Townhomes)	-	-12.2	-77.2
Sports Lawn 1 (Apartments)	-	-3.2	-68.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
Sports Lawn 2 (Apartments)	-	-0.8	-65.8
Sports Lawn 3 (Townhomes)	-	-13.4	-78.4
TH_1	-	3.5	0.5
TH_1	-	2.5	-0.5
TH_1	-	2.2	-0.8
TH_1	-	2.3	-0.7
TH_2	-	-5.4	-8.4
TH_2	-	-5.3	-8.3
TH_2	-	2.2	-0.8
TH_2	-	0.2	-2.8
TH_2	-	-3.9	-6.9
TH_3	-	-5.7	-8.7
TH_3	-	0.3	-2.7
TH_3	-	-6.7	-9.7
TH_3	-	-6.2	-9.2
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_5	-	2.7	-0.3
TH_5	-	2.8	-0.2
TH_5	-	3.0	-0.1
TH_5	-	2.9	-0.1
TH_6	-	1.9	-1.1
TH_6	-	-0.1	-3.1
TH_6	-	1.2	-1.9
TH_6	-	1.8	-1.2
TH_7	-	2.6	-0.4
TH_7	-	3.7	0.7
TH_7	-	1.9	-1.1
TH_7	-	2.3	-0.7
TH_8	-	-0.7	-3.7
TH_8	-	-0.7	-3.7
TH_8	-	-0.7	-3.7
TH_8	-	-0.7	-3.7
TH_8	-	-0.7	-3.7
TH_9	-	1.2	-1.8
TH_9	-	1.1	-1.9
TH_9	-	0.9	-2.2
TH_9	-	1.0	-2.1
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.5	-10.5
TH_10	-	-7.6	-10.6
TH_11	-	-6.8	-9.8
TH_11	-	-6.7	-9.7
TH_11	-	-3.2	-6.2
TH_11	-	-6.5	-9.5
TH_12	-	-2.1	-5.1
TH_12	-	-5.8	-8.8
TH_12	-	-0.4	-3.4
TH_12	-	-5.5	-8.5
TH_12	-	-5.6	-8.6
TH_13	-	1.8	-1.2
TH_13	-	3.5	0.5
TH_13	-	1.8	-1.2
TH_13	-	0.3	-2.7
TH_13	-	1.8	-1.2
TH_14	-	-5.6	-8.6
TH_14	-	-0.9	-3.9
TH_14	-	-5.5	-8.5
TH_14	-	-5.4	-8.5
TH_15	-	1.8	-1.2
TH_15	-	2.1	-0.9
TH_15	-	1.1	-1.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_15	-	0.1	-2.9
TH_16	-	-5.8	-8.8
TH_16	-	-5.7	-8.7
TH_16	-	-5.7	-8.7
TH_17	-	1.8	-1.2
TH_17	-	1.1	-1.9
TH_17	-	1.9	-1.1
TH_17	-	0.7	-2.3
TH_17	-	0.7	-2.3
TH_17	-	0.6	-2.4
TH_18	-	-0.2	-3.2
TH_18	-	-0.7	-3.7
TH_18	-	-0.7	-3.7
TH_19	-	-6.8	-9.8
TH_19	-	-6.8	-9.8
TH_19	-	-1.0	-4.0
TH_20	-	-7.8	-10.8
TH_20	-	-7.6	-10.7
TH_20	-	-8.0	-11.0
TH_20	-	-7.9	-10.9
TH_21	-	-7.8	-10.8
TH_21	-	-7.8	-10.8
TH_21	-	-7.8	-10.8
TH_21	-	-7.9	-10.9
TH_22	-	-7.7	-10.7
TH_22	-	-7.7	-10.7
TH_22	-	-7.6	-10.6
TH_22	-	-7.7	-10.7
TH_23	-	-1.7	-4.7
TH_23	-	-1.7	-4.7
TH_23	-	0.3	-2.7
TH_23	-	-1.2	-4.2
TH_Pool Building	-	-1.5	-4.5
Townhomes Parking Lot	-	13.2	12.8
Townhomes Pool	-	-7.7	-77.7
6 1.Fl		46.1	43.7
AP_1	-	11.6	8.6
AP_1	-	14.6	11.6
AP_1	-	11.7	8.7
AP_1	-	11.8	8.8
AP_1	-	13.3	10.3
AP_1	-	14.1	11.1
AP_1	-	15.2	12.2
AP_1	-	18.9	15.9
AP_1	-	21.5	18.5
AP_1	-	18.9	15.9
AP_1	-	16.2	13.2
AP_1	-	14.9	11.9
AP_1	-	15.0	12.0
AP_1	-	16.0	13.0
AP_1	-	15.2	12.2
AP_1	-	15.1	12.1
AP_1	-	15.0	12.0
AP_1	-	16.0	12.9
AP_1	-	15.9	12.9
AP_1	-	15.9	12.9
AP_1	-	14.7	11.7
AP_1	-	15.3	12.3
AP_1	-	18.9	15.9
AP_1	-	22.5	19.5
AP_2	-	14.5	11.5
AP_2	-	12.7	9.7
AP_2	-	11.5	8.5
AP_2	-	11.6	8.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	11.7	8.6
AP_2	-	12.8	9.7
AP_2	-	12.8	9.8
AP_2	-	12.8	9.8
AP_2	-	14.0	11.0
AP_2	-	13.0	10.0
AP_2	-	11.9	8.9
AP_2	-	12.0	9.0
AP_2	-	13.0	10.0
AP_2	-	13.0	10.0
AP_2	-	13.1	10.0
AP_2	-	12.2	9.2
AP_2	-	12.2	9.2
AP_2	-	12.2	9.1
AP_2	-	12.1	9.1
AP_2	-	13.0	10.0
AP_2	-	13.0	10.0
AP_2	-	13.1	10.1
AP_2	-	13.1	10.1
AP_2	-	14.3	11.3
AP_3	-	9.5	6.5
AP_3	-	10.2	7.2
AP_3	-	10.3	7.2
AP_3	-	12.3	9.3
AP_3	-	12.2	9.2
AP_3	-	10.5	7.4
AP_3	-	10.7	7.7
AP_3	-	10.9	7.9
AP_3	-	9.9	6.9
AP_3	-	9.9	6.9
AP_3	-	11.4	8.4
AP_3	-	12.3	9.3
AP_3	-	12.3	9.3
AP_3	-	12.4	9.4
AP_3	-	11.4	8.4
AP_3	-	11.6	8.6
AP_3	-	11.7	8.7
AP_3	-	13.4	10.4
AP_3	-	12.9	9.9
AP_3	-	12.1	9.1
AP_3	-	11.4	8.4
AP_3	-	9.9	6.8
AP_3	-	9.8	6.8
AP_3	-	9.8	6.8
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.6	4.6
AP_4	-	7.6	4.6
AP_4	-	7.6	4.6
AP_4	-	7.6	4.6
AP_4	-	7.6	4.6
AP_4	-	7.6	4.6
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_4	-	7.5	4.5
AP_5	-	11.2	8.2
AP_5	-	12.2	9.2
AP_5	-	7.6	4.6
AP_5	-	6.1	3.1
AP_5	-	7.5	4.5
AP_5	-	7.5	4.4
AP_5	-	7.4	4.4
AP_5	-	7.4	4.4
AP_5	-	7.5	4.5
AP_5	-	7.5	4.5
AP_5	-	6.2	3.2
AP_5	-	6.2	3.2
AP_5	-	6.2	3.2
AP_5	-	8.0	5.0
AP_5	-	10.5	7.5
AP_5	-	8.9	5.9
AP_5	-	7.8	4.8
AP_5	-	10.5	7.5
AP_5	-	8.0	5.0
AP_5	-	6.6	3.6
AP_5	-	6.6	3.6
AP_5	-	6.2	3.2
AP_5	-	6.2	3.2
AP_5	-	7.5	4.5
AP_6	-	9.1	6.1
AP_6	-	9.0	6.0
AP_6	-	8.5	5.5
AP_6	-	8.5	5.5
AP_6	-	10.4	7.4
AP_6	-	8.6	5.6
AP_6	-	10.3	7.3
AP_6	-	8.5	5.5
AP_6	-	8.6	5.6
AP_6	-	9.5	6.5
AP_6	-	8.5	5.5
AP_6	-	10.0	7.0
AP_6	-	10.6	7.6
AP_6	-	9.8	6.8
AP_6	-	9.0	5.9
AP_6	-	9.0	6.0
AP_6	-	9.0	6.0
AP_6	-	9.0	6.0
AP_6	-	10.5	7.5
AP_6	-	9.0	5.9
AP_6	-	8.8	5.8
AP_6	-	10.5	7.5
AP_6	-	9.6	6.6
AP_6	-	10.3	7.3
AP_6	-	9.5	6.5
AP_6	-	10.5	7.4
AP_6	-	10.2	7.1
AP_6	-	9.1	6.1
AP_6	-	10.4	7.4
AP_6	-	9.1	6.1
AP_6	-	9.1	6.1
AP_6	-	9.1	6.1
AP_6	-	9.1	6.1
AP_6	-	9.1	6.1
AP_6	-	11.2	8.2
AP_6	-	9.4	6.4
AP_7	-	13.8	10.8
AP_7	-	12.8	9.8

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	12.7	9.7
AP_7	-	13.4	10.4
AP_7	-	16.9	13.9
AP_7	-	15.6	12.6
AP_7	-	15.4	12.4
AP_7	-	14.4	11.4
AP_7	-	14.7	11.7
AP_7	-	15.4	12.4
AP_7	-	15.1	12.1
AP_7	-	15.4	12.4
AP_7	-	13.5	10.5
AP_7	-	15.3	12.3
AP_7	-	15.4	12.4
AP_7	-	13.4	10.4
AP_7	-	14.6	11.6
AP_7	-	15.2	12.2
AP_7	-	15.3	12.3
AP_7	-	14.9	11.9
AP_7	-	13.8	10.8
AP_7	-	14.5	11.5
AP_7	-	14.5	11.5
AP_7	-	16.9	13.8
AP_8	-	27.4	24.4
AP_8	-	27.6	24.6
AP_8	-	27.9	24.9
AP_8	-	27.4	24.4
AP_8	-	28.4	25.4
AP_8	-	27.8	24.8
AP_8	-	28.7	25.6
AP_8	-	28.2	25.2
AP_8	-	28.0	25.0
AP_8	-	26.5	23.5
AP_8	-	28.0	25.0
AP_8	-	26.9	23.9
AP_8	-	29.3	26.2
AP_8	-	28.3	25.3
AP_8	-	27.6	24.6
AP_8	-	27.7	24.7
AP_8	-	27.7	24.7
AP_8	-	27.6	24.6
AP_8	-	27.7	24.7
AP_8	-	27.8	24.8
AP_8	-	27.7	24.7
AP_8	-	27.9	24.9
AP_8	-	27.5	24.5
AP_8	-	27.8	24.8
AP_8	-	28.5	25.5
AP_8	-	27.6	24.6
AP_8	-	27.4	24.4
AP_8	-	27.4	24.4
AP_8	-	27.4	24.4
AP_8	-	27.4	24.4
AP_8	-	27.5	24.5
AP_8	-	27.0	24.0
AP_8	-	26.9	23.9
AP_8	-	27.1	24.1
AP_8	-	27.6	24.6
AP_8	-	27.6	24.6
AP_9	-	18.7	15.7
AP_9	-	18.2	15.1
AP_9	-	20.3	17.3
AP_9	-	18.7	15.7
AP_9	-	19.8	16.8
AP_9	-	20.5	17.5
AP_9	-	21.4	18.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	20.2	17.2
AP_9	-	20.4	17.3
AP_9	-	21.4	18.4
AP_9	-	20.0	17.0
AP_9	-	21.3	18.3
AP_9	-	22.2	19.2
AP_9	-	21.7	18.7
AP_9	-	21.5	18.5
AP_9	-	21.4	18.4
AP_9	-	21.7	18.7
AP_9	-	20.6	17.6
AP_9	-	20.2	17.1
AP_9	-	20.0	17.0
AP_9	-	20.1	17.1
AP_9	-	20.2	17.2
AP_9	-	19.0	16.0
AP_9	-	18.3	15.3
AP_9	-	15.2	12.2
AP_9	-	20.1	17.1
AP_9	-	19.8	16.7
AP_9	-	20.1	17.1
AP_9	-	20.2	17.2
AP_9	-	21.0	18.0
AP_9	-	20.0	17.0
AP_9	-	22.4	19.4
AP_9	-	21.8	18.8
AP_9	-	21.5	18.5
AP_9	-	21.7	18.7
AP_9	-	22.3	19.3
AP_10	-	19.2	16.2
AP_10	-	15.5	12.5
AP_10	-	11.7	8.7
AP_10	-	20.3	17.3
AP_10	-	20.8	17.8
AP_10	-	20.3	17.3
AP_10	-	9.3	6.3
AP_10	-	21.9	18.9
AP_10	-	19.3	16.3
AP_10	-	21.6	18.6
AP_10	-	19.0	16.0
AP_10	-	15.4	12.4
AP_10	-	20.8	17.8
AP_10	-	21.7	18.7
AP_10	-	20.4	17.4
AP_10	-	20.5	17.5
AP_10	-	13.3	10.3
AP_10	-	17.1	14.1
AP_10	-	18.6	15.6
AP_10	-	19.2	16.2
AP_10	-	20.6	17.6
AP_10	-	19.3	16.2
AP_10	-	20.0	17.0
AP_10	-	21.4	18.4
AP_11	-	9.8	6.8
AP_11	-	12.7	9.7
AP_11	-	13.3	10.3
AP_11	-	11.5	8.5
AP_11	-	11.3	8.3
AP_11	-	11.2	8.2
AP_11	-	12.2	9.2
AP_11	-	11.2	8.2
AP_11	-	8.8	5.8
AP_11	-	11.4	8.4
AP_11	-	13.1	10.1
AP_11	-	14.1	11.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	11.3	8.3
AP_11	-	11.1	8.1
AP_11	-	9.1	6.1
AP_11	-	9.0	6.0
AP_11	-	9.0	6.0
AP_11	-	9.1	6.1
AP_11	-	8.8	5.8
AP_11	-	11.2	8.2
AP_11	-	13.2	10.2
AP_11	-	13.1	10.1
AP_11	-	12.7	9.7
AP_11	-	8.8	5.8
AP_12	-	7.0	4.0
AP_12	-	6.7	3.7
AP_12	-	2.7	-0.3
AP_12	-	7.8	4.8
AP_12	-	7.5	4.5
AP_12	-	7.3	4.3
AP_12	-	8.0	5.0
AP_12	-	7.9	4.9
AP_12	-	7.4	4.4
AP_12	-	8.0	5.0
AP_12	-	8.3	5.3
AP_12	-	8.2	5.2
AP_12	-	7.5	4.5
AP_12	-	7.5	4.5
AP_12	-	6.4	3.4
AP_12	-	4.2	1.2
AP_12	-	5.4	2.4
AP_12	-	5.8	2.8
AP_12	-	7.0	4.0
AP_12	-	7.6	4.6
AP_12	-	8.0	5.0
AP_12	-	7.9	4.9
AP_12	-	8.3	5.3
AP_12	-	8.0	5.0
AP_Clubhouse	-	18.3	15.3
Apartments Parking Lot	-	39.1	38.8
Apartments Pool	-	3.4	-66.6
Dog Park 1	-	21.0	-60.5
Dog Park 2	-	29.8	-51.7
Multisport Court 1	-	-1.6	-66.6
Multisport Court 2	-	-0.4	-65.4
Playground 1 (Apartments)	-	-0.5	-65.5
Playground 2 (Townhomes)	-	-12.1	-77.1
Sports Lawn 1 (Apartments)	-	-3.5	-68.5
Sports Lawn 2 (Apartments)	-	3.8	-61.2
Sports Lawn 3 (Townhomes)	-	-13.3	-78.3
TH_1	-	1.8	-1.2
TH_1	-	1.7	-1.3
TH_1	-	1.7	-1.3
TH_1	-	1.7	-1.3
TH_2	-	-5.6	-8.6
TH_2	-	-5.4	-8.4
TH_2	-	-1.4	-4.4
TH_2	-	-0.8	-3.8
TH_2	-	-5.8	-8.8
TH_3	-	-6.5	-9.5
TH_3	-	-0.9	-3.9
TH_3	-	-6.8	-9.8
TH_3	-	-6.7	-9.7
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_5	-	1.9	-1.1
TH_5	-	2.0	-1.0
TH_5	-	2.1	-0.9
TH_5	-	2.1	-0.9
TH_6	-	1.0	-2.0
TH_6	-	-0.9	-3.9
TH_6	-	0.3	-2.7
TH_6	-	1.0	-2.0
TH_7	-	2.8	-0.2
TH_7	-	4.0	1.0
TH_7	-	2.5	-0.5
TH_7	-	2.6	-0.5
TH_8	-	-0.5	-3.6
TH_8	-	-0.5	-3.6
TH_8	-	-0.5	-3.6
TH_8	-	-0.5	-3.5
TH_8	-	-0.6	-3.6
TH_9	-	1.4	-1.6
TH_9	-	1.3	-1.7
TH_9	-	1.1	-2.0
TH_9	-	1.2	-1.8
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.5	-10.6
TH_10	-	-7.6	-10.6
TH_11	-	-6.7	-9.7
TH_11	-	-6.6	-9.6
TH_11	-	-3.1	-6.1
TH_11	-	-2.9	-5.9
TH_12	-	-2.0	-5.0
TH_12	-	-2.7	-5.7
TH_12	-	-0.2	-3.2
TH_12	-	-2.8	-5.9
TH_12	-	-5.6	-8.6
TH_13	-	2.0	-1.1
TH_13	-	2.1	-0.9
TH_13	-	3.8	0.8
TH_13	-	2.9	-0.1
TH_13	-	3.8	0.7
TH_14	-	-5.5	-8.5
TH_14	-	-0.8	-3.8
TH_14	-	-5.4	-8.4
TH_14	-	-5.4	-8.4
TH_15	-	1.6	-1.4
TH_15	-	1.0	-2.0
TH_15	-	0.4	-2.6
TH_15	-	2.5	-0.5
TH_16	-	-5.6	-8.6
TH_16	-	-5.6	-8.6
TH_16	-	-5.6	-8.6
TH_17	-	2.1	-0.9
TH_17	-	1.0	-2.0
TH_17	-	1.6	-1.4
TH_17	-	1.0	-2.0
TH_17	-	0.9	-2.1
TH_17	-	0.9	-2.2
TH_18	-	1.0	-2.0
TH_18	-	-0.5	-3.5
TH_18	-	-0.5	-3.5
TH_19	-	-6.6	-9.6
TH_19	-	-1.3	-4.3
TH_19	-	-0.7	-3.7
TH_20	-	-7.7	-10.7
TH_20	-	-7.5	-10.5
TH_20	-	-7.9	-10.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_20	-	-7.8	-10.8
TH_21	-	-7.7	-10.7
TH_21	-	-7.7	-10.7
TH_21	-	-7.8	-10.8
TH_21	-	-7.8	-10.8
TH_22	-	-7.6	-10.6
TH_22	-	-7.7	-10.7
TH_22	-	-7.6	-10.6
TH_22	-	-7.7	-10.7
TH_23	-	-1.5	-4.5
TH_23	-	-1.5	-4.5
TH_23	-	0.0	-3.0
TH_23	-	-1.1	-4.1
TH_Pool Building	-	-1.3	-4.3
Townhomes Parking Lot	-	13.5	13.2
Townhomes Pool	-	-7.3	-77.3
7 1.Fl		47.3	44.9
AP_1	-	14.8	11.8
AP_1	-	13.9	10.9
AP_1	-	13.8	10.7
AP_1	-	13.9	10.9
AP_1	-	12.8	9.8
AP_1	-	12.1	9.1
AP_1	-	11.2	8.2
AP_1	-	11.0	8.0
AP_1	-	15.8	12.8
AP_1	-	14.6	11.6
AP_1	-	13.4	10.4
AP_1	-	13.5	10.5
AP_1	-	13.7	10.7
AP_1	-	13.8	10.8
AP_1	-	13.9	10.9
AP_1	-	14.0	10.9
AP_1	-	13.9	10.9
AP_1	-	13.8	10.8
AP_1	-	13.7	10.7
AP_1	-	13.6	10.6
AP_1	-	13.5	10.5
AP_1	-	14.6	11.6
AP_1	-	14.4	11.4
AP_1	-	15.9	12.9
AP_2	-	15.7	12.7
AP_2	-	14.9	11.8
AP_2	-	14.0	11.0
AP_2	-	13.3	10.2
AP_2	-	13.4	10.4
AP_2	-	14.0	11.0
AP_2	-	13.3	10.3
AP_2	-	12.9	9.9
AP_2	-	16.2	13.2
AP_2	-	15.5	12.5
AP_2	-	14.6	11.6
AP_2	-	13.5	10.5
AP_2	-	13.6	10.6
AP_2	-	13.8	10.8
AP_2	-	14.0	11.0
AP_2	-	10.4	7.4
AP_2	-	11.5	8.5
AP_2	-	11.9	8.9
AP_2	-	13.5	10.5
AP_2	-	14.0	11.0
AP_2	-	14.6	11.6
AP_2	-	15.0	12.0
AP_2	-	15.6	12.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	16.1	13.1
AP_3	-	11.2	8.2
AP_3	-	10.1	7.1
AP_3	-	10.2	7.2
AP_3	-	10.2	7.2
AP_3	-	10.6	7.6
AP_3	-	10.1	7.1
AP_3	-	10.0	7.0
AP_3	-	8.0	5.0
AP_3	-	11.0	8.0
AP_3	-	9.8	6.8
AP_3	-	10.2	7.2
AP_3	-	10.2	7.2
AP_3	-	10.6	7.6
AP_3	-	10.1	7.1
AP_3	-	10.0	7.0
AP_3	-	8.1	5.1
AP_3	-	8.1	5.1
AP_3	-	10.1	7.1
AP_3	-	10.1	7.1
AP_3	-	10.1	7.1
AP_3	-	10.6	7.6
AP_3	-	10.9	7.8
AP_3	-	9.7	6.7
AP_3	-	11.0	8.0
AP_4	-	7.4	4.4
AP_4	-	7.3	4.3
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	8.5	5.5
AP_4	-	8.5	5.4
AP_4	-	9.0	6.0
AP_4	-	8.7	5.7
AP_4	-	7.4	4.4
AP_4	-	7.4	4.4
AP_4	-	7.5	4.5
AP_4	-	8.8	5.8
AP_4	-	8.6	5.6
AP_4	-	8.7	5.7
AP_4	-	10.5	7.5
AP_4	-	8.8	5.8
AP_4	-	9.0	6.0
AP_4	-	10.5	7.5
AP_4	-	10.7	7.7
AP_4	-	10.8	7.7
AP_4	-	8.7	5.7
AP_4	-	8.8	5.8
AP_4	-	7.4	4.4
AP_4	-	8.1	5.1
AP_5	-	12.7	9.7
AP_5	-	10.1	7.0
AP_5	-	8.7	5.7
AP_5	-	8.8	5.7
AP_5	-	7.6	4.6
AP_5	-	7.6	4.6
AP_5	-	7.6	4.6
AP_5	-	7.5	4.5
AP_5	-	7.6	4.6
AP_5	-	7.6	4.6
AP_5	-	7.6	4.6
AP_5	-	6.3	3.3
AP_5	-	6.3	3.3
AP_5	-	9.4	6.4
AP_5	-	11.5	8.5
AP_5	-	16.0	12.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	15.4	12.4
AP_5	-	13.5	10.5
AP_5	-	6.7	3.7
AP_5	-	6.7	3.7
AP_5	-	6.7	3.7
AP_5	-	6.4	3.4
AP_5	-	6.4	3.4
AP_5	-	7.6	4.6
AP_6	-	14.2	11.1
AP_6	-	13.7	10.7
AP_6	-	14.7	11.7
AP_6	-	14.3	11.3
AP_6	-	14.6	11.6
AP_6	-	12.0	9.0
AP_6	-	12.1	9.1
AP_6	-	10.1	7.0
AP_6	-	10.5	7.5
AP_6	-	8.8	5.8
AP_6	-	9.6	6.6
AP_6	-	10.9	7.9
AP_6	-	11.1	8.1
AP_6	-	9.5	6.5
AP_6	-	11.6	8.6
AP_6	-	10.7	7.6
AP_6	-	12.8	9.8
AP_6	-	11.5	8.5
AP_6	-	13.8	10.8
AP_6	-	14.1	11.1
AP_6	-	14.4	11.4
AP_6	-	14.4	11.4
AP_6	-	14.0	11.0
AP_6	-	14.1	11.1
AP_6	-	14.4	11.4
AP_6	-	14.0	11.0
AP_6	-	14.3	11.3
AP_6	-	14.0	11.0
AP_6	-	13.4	10.3
AP_6	-	14.4	11.4
AP_6	-	14.1	11.1
AP_6	-	13.4	10.4
AP_6	-	9.3	6.3
AP_6	-	10.9	7.9
AP_6	-	11.3	8.3
AP_6	-	9.6	6.6
AP_7	-	17.1	14.1
AP_7	-	13.5	10.5
AP_7	-	15.4	12.4
AP_7	-	15.9	12.9
AP_7	-	21.1	18.1
AP_7	-	23.2	20.2
AP_7	-	22.6	19.6
AP_7	-	25.6	22.6
AP_7	-	23.5	20.5
AP_7	-	27.5	24.5
AP_7	-	23.4	20.4
AP_7	-	18.8	15.8
AP_7	-	18.2	15.2
AP_7	-	15.9	12.9
AP_7	-	15.9	12.9
AP_7	-	17.4	14.4
AP_7	-	15.8	12.8
AP_7	-	17.2	14.2
AP_7	-	18.3	15.2
AP_7	-	18.4	15.4
AP_7	-	16.1	13.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	20.1	17.0
AP_7	-	23.7	20.7
AP_7	-	26.2	23.2
AP_8	-	28.0	25.0
AP_8	-	27.9	24.9
AP_8	-	28.3	25.3
AP_8	-	27.9	24.9
AP_8	-	28.4	25.4
AP_8	-	28.2	25.2
AP_8	-	28.6	25.6
AP_8	-	28.9	25.9
AP_8	-	28.5	25.5
AP_8	-	28.5	25.5
AP_8	-	28.7	25.7
AP_8	-	29.1	26.1
AP_8	-	29.7	26.6
AP_8	-	28.5	25.5
AP_8	-	28.1	25.1
AP_8	-	28.4	25.4
AP_8	-	28.1	25.1
AP_8	-	27.9	24.9
AP_8	-	28.2	25.2
AP_8	-	28.2	25.2
AP_8	-	28.4	25.4
AP_8	-	28.5	25.5
AP_8	-	28.4	25.4
AP_8	-	29.8	26.8
AP_8	-	29.2	26.2
AP_8	-	28.1	25.1
AP_8	-	28.9	25.9
AP_8	-	27.8	24.8
AP_8	-	27.7	24.7
AP_8	-	28.0	25.0
AP_8	-	28.0	25.0
AP_8	-	27.4	24.4
AP_8	-	27.6	24.6
AP_8	-	27.7	24.7
AP_8	-	29.9	26.9
AP_8	-	27.3	24.3
AP_9	-	20.4	17.3
AP_9	-	19.0	16.0
AP_9	-	23.0	20.0
AP_9	-	21.3	18.3
AP_9	-	23.2	20.2
AP_9	-	24.1	21.0
AP_9	-	23.5	20.5
AP_9	-	23.1	20.1
AP_9	-	23.4	20.4
AP_9	-	23.8	20.7
AP_9	-	23.2	20.2
AP_9	-	23.9	20.9
AP_9	-	24.3	21.3
AP_9	-	24.5	21.5
AP_9	-	23.7	20.7
AP_9	-	24.2	21.1
AP_9	-	23.6	20.6
AP_9	-	23.8	20.8
AP_9	-	23.9	20.9
AP_9	-	24.0	21.0
AP_9	-	22.1	19.1
AP_9	-	22.5	19.5
AP_9	-	20.2	17.2
AP_9	-	18.2	15.2
AP_9	-	16.4	13.4
AP_9	-	21.1	18.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	21.1	18.0
AP_9	-	23.4	20.4
AP_9	-	22.4	19.4
AP_9	-	24.2	21.2
AP_9	-	23.5	20.5
AP_9	-	24.4	21.4
AP_9	-	24.6	21.5
AP_9	-	24.8	21.8
AP_9	-	24.3	21.3
AP_9	-	24.4	21.3
AP_10	-	17.7	14.6
AP_10	-	17.5	14.5
AP_10	-	16.9	13.9
AP_10	-	21.3	18.3
AP_10	-	21.6	18.5
AP_10	-	19.1	16.1
AP_10	-	15.5	12.5
AP_10	-	24.2	21.2
AP_10	-	24.0	21.0
AP_10	-	24.5	21.5
AP_10	-	18.7	15.7
AP_10	-	17.9	14.9
AP_10	-	22.7	19.6
AP_10	-	23.0	20.0
AP_10	-	24.3	21.3
AP_10	-	24.5	21.5
AP_10	-	14.0	11.0
AP_10	-	17.8	14.8
AP_10	-	20.5	17.5
AP_10	-	22.6	19.6
AP_10	-	22.7	19.6
AP_10	-	22.3	19.3
AP_10	-	22.8	19.8
AP_10	-	24.7	21.6
AP_11	-	14.4	11.4
AP_11	-	13.1	10.1
AP_11	-	13.0	10.0
AP_11	-	17.7	14.7
AP_11	-	16.8	13.8
AP_11	-	16.5	13.4
AP_11	-	13.5	10.5
AP_11	-	17.1	14.1
AP_11	-	16.6	13.6
AP_11	-	17.1	14.1
AP_11	-	17.0	14.0
AP_11	-	14.4	11.4
AP_11	-	17.6	14.6
AP_11	-	16.9	13.9
AP_11	-	18.2	15.2
AP_11	-	17.9	14.9
AP_11	-	17.6	14.5
AP_11	-	17.3	14.3
AP_11	-	17.0	14.0
AP_11	-	17.3	14.3
AP_11	-	17.6	14.6
AP_11	-	16.6	13.6
AP_11	-	17.2	14.2
AP_11	-	11.6	8.6
AP_12	-	7.6	4.6
AP_12	-	7.0	4.0
AP_12	-	4.4	1.4
AP_12	-	8.5	5.5
AP_12	-	8.5	5.5
AP_12	-	7.9	4.9
AP_12	-	11.2	8.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_12	-	9.9	6.9
AP_12	-	9.4	6.4
AP_12	-	10.1	7.1
AP_12	-	8.7	5.7
AP_12	-	10.3	7.3
AP_12	-	8.3	5.3
AP_12	-	7.7	4.7
AP_12	-	7.6	4.6
AP_12	-	4.6	1.6
AP_12	-	6.5	3.5
AP_12	-	6.6	3.6
AP_12	-	7.8	4.8
AP_12	-	7.8	4.8
AP_12	-	8.3	5.3
AP_12	-	8.3	5.3
AP_12	-	10.5	7.5
AP_12	-	11.5	8.5
AP_Clubhouse	-	21.7	18.7
Apartments Parking Lot	-	39.9	39.6
Apartments Pool	-	3.5	-66.5
Dog Park 1	-	16.4	-65.1
Dog Park 2	-	29.2	-52.3
Multisport Court 1	-	-0.3	-65.3
Multisport Court 2	-	0.4	-64.6
Playground 1 (Apartments)	-	-0.1	-65.1
Playground 2 (Townhomes)	-	-12.2	-77.2
Sports Lawn 1 (Apartments)	-	-3.0	-68.0
Sports Lawn 2 (Apartments)	-	2.4	-62.6
Sports Lawn 3 (Townhomes)	-	-13.2	-78.2
TH_1	-	1.8	-1.2
TH_1	-	1.8	-1.2
TH_1	-	1.8	-1.2
TH_1	-	1.7	-1.3
TH_2	-	-5.6	-8.6
TH_2	-	-5.4	-8.4
TH_2	-	-1.4	-4.4
TH_2	-	-2.1	-5.2
TH_2	-	-5.8	-8.8
TH_3	-	-6.5	-9.5
TH_3	-	-3.1	-6.1
TH_3	-	-6.8	-9.8
TH_3	-	-6.7	-9.7
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_4	-	-7.5	-10.5
TH_5	-	1.8	-1.2
TH_5	-	1.9	-1.1
TH_5	-	2.1	-0.9
TH_5	-	2.0	-1.0
TH_6	-	1.8	-1.2
TH_6	-	-0.3	-3.3
TH_6	-	0.9	-2.1
TH_6	-	1.7	-1.3
TH_7	-	4.0	1.0
TH_7	-	1.4	-1.6
TH_7	-	2.6	-0.4
TH_7	-	2.7	-0.4
TH_8	-	1.3	-1.7
TH_8	-	-1.7	-4.7
TH_8	-	0.6	-2.4
TH_8	-	1.4	-1.6
TH_8	-	-0.5	-3.5
TH_9	-	-2.7	-5.7
TH_9	-	-0.2	-3.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_9	-	-0.4	-3.4
TH_9	-	-0.3	-3.3
TH_10	-	-7.5	-10.5
TH_10	-	-7.5	-10.5
TH_10	-	-7.5	-10.5
TH_10	-	-7.5	-10.5
TH_11	-	-2.6	-5.6
TH_11	-	-0.2	-3.2
TH_11	-	-5.4	-8.4
TH_11	-	-2.7	-5.7
TH_12	-	-4.6	-7.6
TH_12	-	-4.3	-7.3
TH_12	-	-0.1	-3.1
TH_12	-	0.1	-2.9
TH_12	-	0.4	-2.6
TH_13	-	2.0	-1.0
TH_13	-	2.1	-0.9
TH_13	-	4.4	1.4
TH_13	-	4.2	1.1
TH_13	-	2.0	-1.0
TH_14	-	-5.3	-8.3
TH_14	-	-0.9	-3.9
TH_14	-	-0.5	-3.6
TH_14	-	-5.3	-8.3
TH_15	-	1.3	-1.7
TH_15	-	1.2	-1.8
TH_15	-	2.8	-0.2
TH_15	-	3.0	-0.1
TH_16	-	-5.4	-8.4
TH_16	-	-5.4	-8.4
TH_16	-	-5.4	-8.5
TH_17	-	1.9	-1.1
TH_17	-	1.3	-1.7
TH_17	-	1.0	-2.0
TH_17	-	1.2	-1.8
TH_17	-	1.2	-1.8
TH_17	-	1.6	-1.4
TH_18	-	1.2	-1.8
TH_18	-	-0.3	-3.3
TH_18	-	-0.3	-3.3
TH_19	-	-6.4	-9.5
TH_19	-	-0.5	-3.5
TH_19	-	-0.4	-3.4
TH_20	-	-7.5	-10.5
TH_20	-	-7.4	-10.4
TH_20	-	-7.8	-10.8
TH_20	-	-7.6	-10.7
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.7
TH_21	-	-7.7	-10.7
TH_22	-	-7.5	-10.5
TH_22	-	-7.6	-10.6
TH_22	-	-7.5	-10.5
TH_22	-	-7.6	-10.6
TH_23	-	-1.4	-4.4
TH_23	-	-1.3	-4.4
TH_23	-	0.1	-2.9
TH_23	-	-0.9	-3.9
TH_Pool Building	-	-1.8	-4.8
Townhomes Parking Lot	-	14.5	14.1
Townhomes Pool	-	-7.2	-77.2
8	1.Fl	47.8	45.4
AP_1	-	13.6	10.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_1	-	11.9	8.9
AP_1	-	13.8	10.8
AP_1	-	13.9	10.8
AP_1	-	13.5	10.5
AP_1	-	13.6	10.6
AP_1	-	13.4	10.4
AP_1	-	13.7	10.7
AP_1	-	15.8	12.7
AP_1	-	14.7	11.7
AP_1	-	13.5	10.4
AP_1	-	13.6	10.6
AP_1	-	13.7	10.7
AP_1	-	13.8	10.8
AP_1	-	13.9	10.9
AP_1	-	13.5	10.5
AP_1	-	14.3	11.2
AP_1	-	13.9	10.9
AP_1	-	13.8	10.8
AP_1	-	13.7	10.7
AP_1	-	13.5	10.5
AP_1	-	14.7	11.7
AP_1	-	15.7	12.7
AP_1	-	15.9	12.9
AP_2	-	13.2	10.2
AP_2	-	13.2	10.2
AP_2	-	13.7	10.7
AP_2	-	13.6	10.6
AP_2	-	13.3	10.3
AP_2	-	12.5	9.5
AP_2	-	11.7	8.6
AP_2	-	11.2	8.2
AP_2	-	14.5	11.5
AP_2	-	14.0	10.9
AP_2	-	13.7	10.7
AP_2	-	13.0	9.9
AP_2	-	12.9	9.9
AP_2	-	12.9	9.9
AP_2	-	13.6	10.6
AP_2	-	12.1	9.1
AP_2	-	12.9	9.8
AP_2	-	13.4	10.4
AP_2	-	13.0	10.0
AP_2	-	12.9	9.9
AP_2	-	12.9	9.9
AP_2	-	13.0	10.0
AP_2	-	13.9	10.9
AP_2	-	14.9	11.9
AP_3	-	13.6	10.6
AP_3	-	13.1	10.1
AP_3	-	12.4	9.3
AP_3	-	12.7	9.6
AP_3	-	11.7	8.7
AP_3	-	11.3	8.3
AP_3	-	9.8	6.7
AP_3	-	6.2	3.2
AP_3	-	14.2	11.2
AP_3	-	12.7	9.7
AP_3	-	12.4	9.4
AP_3	-	12.2	9.2
AP_3	-	11.8	8.8
AP_3	-	10.7	7.7
AP_3	-	9.8	6.8
AP_3	-	8.5	5.5
AP_3	-	8.5	5.5
AP_3	-	9.2	6.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_3	-	10.6	7.6
AP_3	-	10.6	7.6
AP_3	-	11.7	8.7
AP_3	-	12.5	9.5
AP_3	-	12.8	9.8
AP_3	-	14.1	11.0
AP_4	-	9.1	6.1
AP_4	-	7.8	4.8
AP_4	-	7.9	4.8
AP_4	-	7.9	4.9
AP_4	-	7.9	4.9
AP_4	-	8.0	5.0
AP_4	-	7.6	4.6
AP_4	-	6.2	3.2
AP_4	-	9.2	6.2
AP_4	-	7.9	4.9
AP_4	-	8.0	5.0
AP_4	-	8.0	5.0
AP_4	-	8.0	5.0
AP_4	-	8.1	5.1
AP_4	-	8.1	5.1
AP_4	-	6.4	3.4
AP_4	-	6.5	3.5
AP_4	-	8.1	5.1
AP_4	-	8.1	5.1
AP_4	-	8.0	5.0
AP_4	-	8.0	5.0
AP_4	-	8.0	5.0
AP_4	-	7.9	4.9
AP_4	-	10.1	7.1
AP_5	-	11.0	8.0
AP_5	-	9.9	6.9
AP_5	-	8.1	5.1
AP_5	-	8.3	5.3
AP_5	-	10.2	7.2
AP_5	-	8.8	5.8
AP_5	-	8.8	5.8
AP_5	-	9.3	6.3
AP_5	-	9.5	6.5
AP_5	-	9.0	6.0
AP_5	-	9.0	6.0
AP_5	-	10.0	7.0
AP_5	-	8.6	5.5
AP_5	-	11.7	8.7
AP_5	-	9.0	5.9
AP_5	-	8.8	5.8
AP_5	-	8.8	5.8
AP_5	-	10.3	7.3
AP_5	-	12.0	9.0
AP_5	-	10.4	7.4
AP_5	-	7.2	4.2
AP_5	-	6.9	3.9
AP_5	-	9.1	6.1
AP_5	-	9.5	6.5
AP_6	-	9.0	6.0
AP_6	-	8.9	5.9
AP_6	-	9.1	6.0
AP_6	-	9.0	6.0
AP_6	-	9.1	6.1
AP_6	-	11.7	8.7
AP_6	-	10.3	7.3
AP_6	-	12.1	9.0
AP_6	-	13.6	10.6
AP_6	-	14.3	11.3
AP_6	-	14.1	11.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	14.1	11.0
AP_6	-	14.5	11.5
AP_6	-	15.2	12.1
AP_6	-	14.5	11.5
AP_6	-	14.9	11.9
AP_6	-	13.0	9.9
AP_6	-	13.0	10.0
AP_6	-	10.4	7.4
AP_6	-	10.7	7.7
AP_6	-	9.4	6.4
AP_6	-	9.5	6.5
AP_6	-	9.4	6.3
AP_6	-	9.3	6.3
AP_6	-	9.5	6.5
AP_6	-	9.6	6.6
AP_6	-	9.5	6.5
AP_6	-	10.7	7.6
AP_6	-	9.6	6.6
AP_6	-	10.2	7.2
AP_6	-	10.7	7.7
AP_6	-	13.1	10.1
AP_6	-	15.1	12.1
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_6	-	14.8	11.8
AP_7	-	19.0	16.0
AP_7	-	23.9	20.9
AP_7	-	27.7	24.6
AP_7	-	27.4	24.4
AP_7	-	27.1	24.1
AP_7	-	27.6	24.6
AP_7	-	28.0	25.0
AP_7	-	28.3	25.3
AP_7	-	28.2	25.2
AP_7	-	29.5	26.5
AP_7	-	27.2	24.2
AP_7	-	27.0	24.0
AP_7	-	27.3	24.3
AP_7	-	27.5	24.5
AP_7	-	24.0	21.0
AP_7	-	21.0	18.0
AP_7	-	21.4	18.4
AP_7	-	23.8	20.8
AP_7	-	26.7	23.7
AP_7	-	27.1	24.1
AP_7	-	26.9	23.9
AP_7	-	26.8	23.7
AP_7	-	27.8	24.8
AP_7	-	29.4	26.4
AP_8	-	27.3	24.3
AP_8	-	27.7	24.7
AP_8	-	27.6	24.6
AP_8	-	27.4	24.4
AP_8	-	27.7	24.7
AP_8	-	28.0	25.0
AP_8	-	28.6	25.6
AP_8	-	28.7	25.7
AP_8	-	28.3	25.3
AP_8	-	28.7	25.7
AP_8	-	28.8	25.8
AP_8	-	28.7	25.7
AP_8	-	29.0	26.0
AP_8	-	28.6	25.6
AP_8	-	27.5	24.5
AP_8	-	27.9	24.8

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	27.9	24.9
AP_8	-	27.7	24.7
AP_8	-	28.1	25.1
AP_8	-	28.0	25.0
AP_8	-	28.5	25.5
AP_8	-	28.1	25.0
AP_8	-	28.6	25.6
AP_8	-	28.5	25.5
AP_8	-	28.6	25.6
AP_8	-	28.2	25.2
AP_8	-	28.3	25.3
AP_8	-	27.7	24.7
AP_8	-	27.6	24.6
AP_8	-	27.7	24.7
AP_8	-	27.6	24.6
AP_8	-	27.4	24.4
AP_8	-	27.7	24.7
AP_8	-	27.8	24.8
AP_8	-	27.9	24.9
AP_8	-	27.6	24.6
AP_9	-	22.7	19.7
AP_9	-	21.7	18.7
AP_9	-	24.5	21.5
AP_9	-	24.7	21.6
AP_9	-	24.1	21.1
AP_9	-	22.6	19.6
AP_9	-	22.8	19.8
AP_9	-	22.3	19.2
AP_9	-	23.0	19.9
AP_9	-	22.2	19.2
AP_9	-	22.3	19.3
AP_9	-	23.4	20.4
AP_9	-	24.0	20.9
AP_9	-	24.0	21.0
AP_9	-	23.1	20.0
AP_9	-	23.3	20.3
AP_9	-	23.1	20.1
AP_9	-	22.8	19.8
AP_9	-	23.6	20.6
AP_9	-	23.6	20.6
AP_9	-	24.4	21.4
AP_9	-	24.2	21.2
AP_9	-	23.7	20.7
AP_9	-	21.9	18.9
AP_9	-	22.2	19.2
AP_9	-	23.2	20.2
AP_9	-	23.7	20.7
AP_9	-	23.9	20.9
AP_9	-	23.0	20.0
AP_9	-	22.6	19.6
AP_9	-	23.4	20.4
AP_9	-	22.8	19.8
AP_9	-	23.8	20.8
AP_9	-	23.3	20.3
AP_9	-	24.3	21.3
AP_9	-	23.7	20.7
AP_10	-	13.8	10.8
AP_10	-	11.9	8.9
AP_10	-	10.5	7.5
AP_10	-	15.5	12.5
AP_10	-	19.5	16.5
AP_10	-	18.3	15.3
AP_10	-	11.6	8.6
AP_10	-	18.9	15.9
AP_10	-	18.5	15.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	18.3	15.3
AP_10	-	17.1	14.1
AP_10	-	13.7	10.6
AP_10	-	17.6	14.6
AP_10	-	18.3	15.3
AP_10	-	20.5	17.5
AP_10	-	19.0	16.0
AP_10	-	12.4	9.4
AP_10	-	14.9	11.9
AP_10	-	15.6	12.6
AP_10	-	16.0	13.0
AP_10	-	16.7	13.7
AP_10	-	16.4	13.4
AP_10	-	16.9	13.8
AP_10	-	20.6	17.5
AP_11	-	18.4	15.4
AP_11	-	19.1	16.1
AP_11	-	18.7	15.7
AP_11	-	21.1	18.0
AP_11	-	18.9	15.9
AP_11	-	16.9	13.8
AP_11	-	19.2	16.2
AP_11	-	21.4	18.4
AP_11	-	21.5	18.5
AP_11	-	19.5	16.5
AP_11	-	19.3	16.3
AP_11	-	19.0	16.0
AP_11	-	21.1	18.1
AP_11	-	21.6	18.6
AP_11	-	21.6	18.6
AP_11	-	21.7	18.7
AP_11	-	21.5	18.5
AP_11	-	22.0	18.9
AP_11	-	21.4	18.4
AP_11	-	22.1	19.1
AP_11	-	22.1	19.1
AP_11	-	21.8	18.8
AP_11	-	21.1	18.1
AP_11	-	18.7	15.6
AP_12	-	13.4	10.4
AP_12	-	13.9	10.9
AP_12	-	9.6	6.6
AP_12	-	13.3	10.3
AP_12	-	13.3	10.3
AP_12	-	13.4	10.4
AP_12	-	15.5	12.5
AP_12	-	14.6	11.6
AP_12	-	14.0	11.0
AP_12	-	12.8	9.8
AP_12	-	13.3	10.3
AP_12	-	14.6	11.6
AP_12	-	13.7	10.7
AP_12	-	14.3	11.3
AP_12	-	14.1	11.1
AP_12	-	14.0	11.0
AP_12	-	14.6	11.6
AP_12	-	13.9	10.8
AP_12	-	14.4	11.4
AP_12	-	13.9	10.9
AP_12	-	13.4	10.4
AP_12	-	13.5	10.4
AP_12	-	14.3	11.3
AP_12	-	15.7	12.7
AP_Clubhouse	-	19.7	16.7
Apartments Parking Lot	-	40.2	39.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Apartments Pool	-	5.8	-64.2
Dog Park 1	-	16.8	-64.7
Dog Park 2	-	25.8	-55.7
Multisport Court 1	-	-0.1	-65.1
Multisport Court 2	-	-0.7	-65.7
Playground 1 (Apartments)	-	-1.9	-66.9
Playground 2 (Townhomes)	-	-12.0	-77.0
Sports Lawn 1 (Apartments)	-	-2.4	-67.4
Sports Lawn 2 (Apartments)	-	2.0	-63.0
Sports Lawn 3 (Townhomes)	-	-13.0	-78.0
TH_1	-	1.9	-1.1
TH_1	-	1.8	-1.2
TH_1	-	1.9	-1.1
TH_1	-	1.8	-1.2
TH_2	-	-5.8	-8.9
TH_2	-	-5.7	-8.7
TH_2	-	-5.5	-8.5
TH_2	-	-3.3	-6.4
TH_2	-	-6.0	-9.0
TH_3	-	-6.7	-9.7
TH_3	-	-4.8	-7.9
TH_3	-	-7.0	-10.0
TH_3	-	-6.9	-9.9
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.6
TH_4	-	-7.6	-10.7
TH_4	-	-7.7	-10.7
TH_5	-	2.1	-0.9
TH_5	-	2.2	-0.8
TH_5	-	2.2	-0.8
TH_5	-	2.2	-0.8
TH_6	-	-1.4	-4.4
TH_6	-	2.5	-0.5
TH_6	-	0.4	-2.6
TH_6	-	0.5	-2.5
TH_7	-	4.3	1.3
TH_7	-	5.4	2.4
TH_7	-	2.9	-0.1
TH_7	-	4.2	1.2
TH_8	-	1.5	-1.5
TH_8	-	0.1	-2.9
TH_8	-	-5.8	-8.8
TH_8	-	-5.6	-8.6
TH_8	-	-5.5	-8.5
TH_9	-	-1.3	-4.3
TH_9	-	-2.2	-5.2
TH_9	-	-0.7	-3.7
TH_9	-	-2.5	-5.5
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_11	-	-0.1	-3.1
TH_11	-	0.0	-3.0
TH_11	-	0.7	-2.4
TH_11	-	0.6	-2.4
TH_12	-	-1.5	-4.5
TH_12	-	-1.7	-4.7
TH_12	-	-2.7	-5.7
TH_12	-	-2.3	-5.3
TH_12	-	-1.9	-4.9
TH_13	-	2.1	-0.9
TH_13	-	2.1	-0.9
TH_13	-	2.3	-0.7
TH_13	-	0.7	-2.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_13	-	2.2	-0.9
TH_14	-	-5.3	-8.3
TH_14	-	0.0	-3.0
TH_14	-	-0.6	-3.6
TH_14	-	-5.3	-8.3
TH_15	-	5.5	2.5
TH_15	-	4.4	1.4
TH_15	-	5.9	2.9
TH_15	-	5.9	2.9
TH_16	-	-5.4	-8.4
TH_16	-	-5.4	-8.4
TH_16	-	-5.4	-8.4
TH_17	-	2.7	-0.3
TH_17	-	2.7	-0.3
TH_17	-	2.7	-0.3
TH_17	-	3.6	0.6
TH_17	-	3.5	0.5
TH_17	-	2.5	-0.5
TH_18	-	3.6	0.6
TH_18	-	1.3	-1.7
TH_18	-	2.9	-0.1
TH_19	-	-6.4	-9.4
TH_19	-	1.7	-1.3
TH_19	-	1.0	-2.0
TH_20	-	-7.4	-10.5
TH_20	-	-3.0	-6.0
TH_20	-	-7.7	-10.7
TH_20	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.7	-10.7
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_23	-	-1.2	-4.2
TH_23	-	-1.0	-4.0
TH_23	-	0.3	-2.7
TH_23	-	-1.2	-4.2
TH_Pool Building	-	-1.1	-4.1
Townhomes Parking Lot	-	14.6	14.2
Townhomes Pool	-	-5.1	-75.1
9	1.Fl	48.0	45.6
AP_1	-	13.6	10.6
AP_1	-	11.8	8.8
AP_1	-	13.7	10.7
AP_1	-	13.8	10.8
AP_1	-	13.5	10.5
AP_1	-	13.4	10.4
AP_1	-	13.2	10.2
AP_1	-	13.1	10.1
AP_1	-	15.7	12.7
AP_1	-	15.2	12.2
AP_1	-	14.2	11.2
AP_1	-	13.6	10.6
AP_1	-	13.8	10.7
AP_1	-	13.9	10.8
AP_1	-	13.9	10.9
AP_1	-	11.7	8.7
AP_1	-	13.8	10.8
AP_1	-	13.9	10.9
AP_1	-	13.9	10.8
AP_1	-	13.7	10.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
AP_1	-	14.2	11.2
AP_1	-	14.6	11.6
AP_1	-	15.7	12.7
AP_1	-	15.7	12.7
AP_2	-	13.2	10.2
AP_2	-	13.1	10.1
AP_2	-	13.1	10.1
AP_2	-	13.2	10.2
AP_2	-	12.1	9.1
AP_2	-	11.8	8.8
AP_2	-	11.8	8.8
AP_2	-	8.3	5.3
AP_2	-	14.3	11.2
AP_2	-	13.3	10.3
AP_2	-	13.3	10.3
AP_2	-	12.9	9.9
AP_2	-	12.7	9.7
AP_2	-	11.9	8.9
AP_2	-	10.9	7.8
AP_2	-	10.8	7.8
AP_2	-	10.8	7.8
AP_2	-	11.0	7.9
AP_2	-	12.0	8.9
AP_2	-	12.7	9.7
AP_2	-	12.7	9.6
AP_2	-	13.4	10.4
AP_2	-	14.6	11.6
AP_2	-	14.6	11.6
AP_3	-	12.6	9.6
AP_3	-	12.6	9.6
AP_3	-	11.6	8.5
AP_3	-	11.0	8.0
AP_3	-	10.4	7.4
AP_3	-	10.1	7.1
AP_3	-	10.2	7.1
AP_3	-	6.5	3.5
AP_3	-	12.1	9.1
AP_3	-	12.0	9.0
AP_3	-	11.2	8.2
AP_3	-	11.0	8.0
AP_3	-	10.9	7.9
AP_3	-	10.1	7.1
AP_3	-	9.0	6.0
AP_3	-	6.6	3.6
AP_3	-	8.9	5.9
AP_3	-	9.0	6.0
AP_3	-	10.5	7.5
AP_3	-	10.9	7.9
AP_3	-	11.0	8.0
AP_3	-	11.3	8.3
AP_3	-	10.9	7.9
AP_3	-	13.4	10.4
AP_4	-	9.5	6.5
AP_4	-	9.5	6.5
AP_4	-	8.4	5.4
AP_4	-	8.6	5.5
AP_4	-	8.8	5.7
AP_4	-	9.1	6.1
AP_4	-	8.9	5.9
AP_4	-	4.7	1.6
AP_4	-	10.7	7.7
AP_4	-	9.6	6.6
AP_4	-	8.5	5.5
AP_4	-	8.7	5.7
AP_4	-	8.9	5.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	9.2	6.2
AP_4	-	9.0	6.0
AP_4	-	7.8	4.8
AP_4	-	8.1	5.1
AP_4	-	9.0	6.0
AP_4	-	9.3	6.2
AP_4	-	8.9	5.9
AP_4	-	8.7	5.7
AP_4	-	8.5	5.5
AP_4	-	9.2	6.2
AP_4	-	10.5	7.5
AP_5	-	8.6	5.6
AP_5	-	8.7	5.7
AP_5	-	12.1	9.1
AP_5	-	13.6	10.6
AP_5	-	13.6	10.6
AP_5	-	13.6	10.5
AP_5	-	13.5	10.5
AP_5	-	13.5	10.5
AP_5	-	13.7	10.7
AP_5	-	13.7	10.7
AP_5	-	13.7	10.7
AP_5	-	13.7	10.7
AP_5	-	12.2	9.2
AP_5	-	13.0	10.0
AP_5	-	13.0	10.0
AP_5	-	12.9	9.9
AP_5	-	12.9	9.9
AP_5	-	12.9	9.9
AP_5	-	13.1	10.1
AP_5	-	13.0	10.0
AP_5	-	12.9	9.9
AP_5	-	12.3	9.3
AP_5	-	13.8	10.8
AP_5	-	13.9	10.9
AP_6	-	13.7	10.7
AP_6	-	13.6	10.6
AP_6	-	13.9	10.9
AP_6	-	13.8	10.8
AP_6	-	14.0	11.0
AP_6	-	14.1	11.1
AP_6	-	14.0	11.0
AP_6	-	14.1	11.1
AP_6	-	14.1	11.1
AP_6	-	14.1	11.1
AP_6	-	14.1	11.0
AP_6	-	14.1	11.1
AP_6	-	14.5	11.5
AP_6	-	14.5	11.5
AP_6	-	14.5	11.5
AP_6	-	14.5	11.5
AP_6	-	14.5	11.5
AP_6	-	14.5	11.5
AP_6	-	14.4	11.4
AP_6	-	14.5	11.5
AP_6	-	14.2	11.2
AP_6	-	14.3	11.3
AP_6	-	14.1	11.1
AP_6	-	14.0	11.0
AP_6	-	14.2	11.2
AP_6	-	14.4	11.4
AP_6	-	14.3	11.3
AP_6	-	14.6	11.6
AP_6	-	14.5	11.5
AP_6	-	14.7	11.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_6	-	14.7	11.7
AP_7	-	28.1	25.1
AP_7	-	27.9	24.9
AP_7	-	27.8	24.7
AP_7	-	27.6	24.6
AP_7	-	27.3	24.3
AP_7	-	27.2	24.2
AP_7	-	27.7	24.6
AP_7	-	27.7	24.6
AP_7	-	27.6	24.6
AP_7	-	27.7	24.7
AP_7	-	27.3	24.3
AP_7	-	27.4	24.4
AP_7	-	27.5	24.5
AP_7	-	27.6	24.6
AP_7	-	27.7	24.7
AP_7	-	27.7	24.7
AP_7	-	27.5	24.5
AP_7	-	27.5	24.5
AP_7	-	27.4	24.4
AP_7	-	27.3	24.3
AP_7	-	27.2	24.2
AP_7	-	27.1	24.1
AP_7	-	27.4	24.4
AP_7	-	27.6	24.6
AP_8	-	27.0	24.0
AP_8	-	27.2	24.2
AP_8	-	27.0	24.0
AP_8	-	26.9	23.9
AP_8	-	27.1	24.1
AP_8	-	27.5	24.5
AP_8	-	27.2	24.2
AP_8	-	28.5	25.5
AP_8	-	27.9	24.9
AP_8	-	28.7	25.6
AP_8	-	28.5	25.4
AP_8	-	29.9	26.9
AP_8	-	28.0	24.9
AP_8	-	28.0	25.0
AP_8	-	27.3	24.3
AP_8	-	27.3	24.3
AP_8	-	27.5	24.5
AP_8	-	27.2	24.2
AP_8	-	27.9	24.9
AP_8	-	27.8	24.8
AP_8	-	28.4	25.4
AP_8	-	27.6	24.6
AP_8	-	28.6	25.6
AP_8	-	30.0	27.0
AP_8	-	28.1	25.1
AP_8	-	27.8	24.8
AP_8	-	27.8	24.8
AP_8	-	27.3	24.3
AP_8	-	27.6	24.6
AP_8	-	27.3	24.3
AP_8	-	27.4	24.3
AP_8	-	27.1	24.0
AP_8	-	27.7	24.6
AP_8	-	27.5	24.5
AP_8	-	28.7	25.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	27.6	24.6
AP_9	-	25.1	22.1
AP_9	-	22.3	19.3
AP_9	-	24.7	21.7
AP_9	-	25.2	22.2
AP_9	-	24.2	21.2
AP_9	-	24.1	21.1
AP_9	-	23.9	20.9
AP_9	-	22.5	19.5
AP_9	-	23.5	20.5
AP_9	-	22.4	19.3
AP_9	-	22.4	19.4
AP_9	-	24.3	21.3
AP_9	-	24.2	21.2
AP_9	-	24.3	21.2
AP_9	-	23.3	20.3
AP_9	-	22.7	19.7
AP_9	-	24.0	21.0
AP_9	-	23.8	20.8
AP_9	-	24.8	21.7
AP_9	-	24.1	21.1
AP_9	-	25.5	22.5
AP_9	-	25.1	22.0
AP_9	-	25.5	22.5
AP_9	-	24.6	21.6
AP_9	-	24.2	21.2
AP_9	-	25.5	22.4
AP_9	-	25.0	22.0
AP_9	-	24.4	21.4
AP_9	-	25.1	22.0
AP_9	-	23.4	20.4
AP_9	-	23.6	20.6
AP_9	-	23.3	20.3
AP_9	-	24.7	21.7
AP_9	-	23.7	20.7
AP_9	-	23.6	20.6
AP_9	-	24.2	21.2
AP_10	-	13.7	10.7
AP_10	-	11.9	8.9
AP_10	-	11.4	8.4
AP_10	-	14.0	11.0
AP_10	-	15.7	12.7
AP_10	-	15.8	12.8
AP_10	-	12.6	9.6
AP_10	-	15.7	12.7
AP_10	-	15.7	12.7
AP_10	-	15.6	12.6
AP_10	-	14.0	11.0
AP_10	-	12.8	9.8
AP_10	-	13.8	10.8
AP_10	-	15.5	12.5
AP_10	-	15.5	12.5
AP_10	-	15.5	12.5
AP_10	-	13.5	10.5
AP_10	-	13.6	10.6
AP_10	-	12.7	9.7
AP_10	-	13.9	10.9
AP_10	-	12.6	9.6
AP_10	-	13.9	10.9
AP_10	-	13.5	10.5
AP_10	-	14.8	11.7
AP_11	-	13.9	10.9
AP_11	-	13.9	10.9
AP_11	-	13.4	10.4
AP_11	-	15.0	12.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_11	-	13.5	10.5
AP_11	-	13.7	10.7
AP_11	-	12.6	9.6
AP_11	-	13.4	10.4
AP_11	-	14.9	11.9
AP_11	-	12.4	9.4
AP_11	-	14.3	11.3
AP_11	-	13.3	10.3
AP_11	-	14.7	11.7
AP_11	-	14.8	11.8
AP_11	-	14.5	11.5
AP_11	-	14.1	11.1
AP_11	-	13.9	10.9
AP_11	-	13.8	10.7
AP_11	-	13.8	10.7
AP_11	-	14.1	11.1
AP_11	-	14.5	11.5
AP_11	-	13.9	10.9
AP_11	-	13.3	10.3
AP_11	-	12.9	9.9
AP_12	-	13.8	10.8
AP_12	-	14.2	11.2
AP_12	-	13.1	10.1
AP_12	-	14.6	11.6
AP_12	-	13.5	10.5
AP_12	-	13.8	10.8
AP_12	-	13.1	10.1
AP_12	-	12.5	9.5
AP_12	-	12.5	9.4
AP_12	-	14.0	11.0
AP_12	-	13.7	10.7
AP_12	-	13.3	10.3
AP_12	-	14.6	11.6
AP_12	-	14.8	11.8
AP_12	-	14.6	11.6
AP_12	-	12.5	9.5
AP_12	-	13.1	10.1
AP_12	-	14.9	11.9
AP_12	-	15.2	12.1
AP_12	-	14.8	11.8
AP_12	-	14.5	11.4
AP_12	-	14.0	11.0
AP_12	-	13.4	10.4
AP_12	-	13.9	10.9
AP_Clubhouse	-	19.7	16.7
Apartments Parking Lot	-	40.8	40.5
Apartments Pool	-	5.2	-64.8
Dog Park 1	-	21.6	-59.9
Dog Park 2	-	25.0	-56.5
Multisport Court 1	-	2.2	-62.8
Multisport Court 2	-	1.9	-63.1
Playground 1 (Apartments)	-	0.7	-64.3
Playground 2 (Townhomes)	-	-10.0	-75.0
Sports Lawn 1 (Apartments)	-	-0.1	-65.1
Sports Lawn 2 (Apartments)	-	12.6	-52.4
Sports Lawn 3 (Townhomes)	-	-10.7	-75.7
TH_1	-	2.0	-1.0
TH_1	-	1.9	-1.1
TH_1	-	2.6	-0.4
TH_1	-	2.0	-1.0
TH_2	-	-6.0	-9.0
TH_2	-	-5.9	-8.9
TH_2	-	-5.7	-8.7
TH_2	-	-6.3	-9.3
TH_2	-	-6.2	-9.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_3	-	-6.8	-9.9
TH_3	-	-6.7	-9.7
TH_3	-	-7.1	-10.2
TH_3	-	-7.0	-10.0
TH_4	-	-7.7	-10.7
TH_4	-	-7.7	-10.7
TH_4	-	-7.7	-10.7
TH_4	-	-7.7	-10.8
TH_5	-	5.7	2.7
TH_5	-	5.8	2.8
TH_5	-	5.8	2.7
TH_5	-	5.8	2.8
TH_6	-	4.3	1.3
TH_6	-	1.2	-1.8
TH_6	-	3.9	0.9
TH_6	-	5.9	2.9
TH_7	-	15.3	12.3
TH_7	-	6.9	3.9
TH_7	-	15.5	12.5
TH_7	-	6.4	3.3
TH_8	-	1.5	-1.5
TH_8	-	-1.5	-4.5
TH_8	-	-5.9	-8.9
TH_8	-	-5.7	-8.7
TH_8	-	-5.6	-8.6
TH_9	-	-0.1	-3.1
TH_9	-	-6.6	-9.6
TH_9	-	-1.2	-4.2
TH_9	-	-6.8	-9.8
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_11	-	2.1	-0.9
TH_11	-	2.2	-0.8
TH_11	-	3.2	0.2
TH_11	-	3.3	0.3
TH_12	-	1.1	-2.0
TH_12	-	0.7	-2.4
TH_12	-	-1.2	-4.2
TH_12	-	-0.5	-3.5
TH_12	-	0.1	-2.9
TH_13	-	3.7	0.7
TH_13	-	3.7	0.7
TH_13	-	4.8	1.8
TH_13	-	2.2	-0.9
TH_13	-	3.7	0.7
TH_14	-	-5.2	-8.2
TH_14	-	-5.2	-8.2
TH_14	-	4.6	1.6
TH_14	-	-5.1	-8.1
TH_15	-	4.6	1.6
TH_15	-	3.1	0.1
TH_15	-	3.3	0.3
TH_15	-	3.0	0.0
TH_16	-	-0.7	-3.7
TH_16	-	-5.3	-8.3
TH_16	-	-5.3	-8.4
TH_17	-	3.0	-0.1
TH_17	-	3.6	0.6
TH_17	-	2.5	-0.5
TH_17	-	3.5	0.4
TH_17	-	3.4	0.4
TH_17	-	3.4	0.4
TH_18	-	2.9	-0.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_18	-	1.4	-1.6
TH_18	-	2.9	-0.1
TH_19	-	1.4	-1.6
TH_19	-	1.9	-1.1
TH_19	-	1.2	-1.8
TH_20	-	-7.4	-10.4
TH_20	-	-2.9	-5.9
TH_20	-	-7.6	-10.7
TH_20	-	-7.5	-10.5
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_23	-	0.5	-2.6
TH_23	-	0.5	-2.5
TH_23	-	2.0	-1.0
TH_23	-	0.4	-2.6
TH_Pool Building	-	0.4	-2.6
Townhomes Parking Lot	-	18.4	18.1
Townhomes Pool	-	-5.1	-75.1
10 1.Fl		48.2	45.7
AP_1	-	13.4	10.4
AP_1	-	11.5	8.5
AP_1	-	13.5	10.5
AP_1	-	11.3	8.3
AP_1	-	13.3	10.3
AP_1	-	13.2	10.2
AP_1	-	13.1	10.0
AP_1	-	14.6	11.5
AP_1	-	16.0	13.0
AP_1	-	15.2	12.2
AP_1	-	14.5	11.5
AP_1	-	13.4	10.4
AP_1	-	13.6	10.5
AP_1	-	13.6	10.6
AP_1	-	13.7	10.7
AP_1	-	11.4	8.4
AP_1	-	12.4	9.4
AP_1	-	13.7	10.7
AP_1	-	13.7	10.6
AP_1	-	13.6	10.6
AP_1	-	14.6	11.5
AP_1	-	15.1	12.1
AP_1	-	16.0	13.0
AP_1	-	15.7	12.7
AP_2	-	13.3	10.3
AP_2	-	13.3	10.3
AP_2	-	13.5	10.5
AP_2	-	16.0	13.0
AP_2	-	13.0	10.0
AP_2	-	12.9	9.9
AP_2	-	11.5	8.5
AP_2	-	8.8	5.8
AP_2	-	14.3	11.3
AP_2	-	15.4	12.4
AP_2	-	16.1	13.1
AP_2	-	16.2	13.2
AP_2	-	15.1	12.1
AP_2	-	13.2	10.2
AP_2	-	11.8	8.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_2	-	9.2	6.2
AP_2	-	12.0	9.0
AP_2	-	11.7	8.7
AP_2	-	11.9	8.9
AP_2	-	15.3	12.3
AP_2	-	15.4	12.4
AP_2	-	15.7	12.7
AP_2	-	15.6	12.6
AP_2	-	14.3	11.3
AP_3	-	16.2	13.1
AP_3	-	17.8	14.8
AP_3	-	19.0	16.0
AP_3	-	20.1	17.0
AP_3	-	20.4	17.4
AP_3	-	21.0	18.0
AP_3	-	20.0	17.0
AP_3	-	18.4	15.4
AP_3	-	16.3	13.3
AP_3	-	18.5	15.5
AP_3	-	20.5	17.5
AP_3	-	20.1	17.1
AP_3	-	21.5	18.5
AP_3	-	20.5	17.5
AP_3	-	19.9	16.9
AP_3	-	18.6	15.6
AP_3	-	21.0	18.0
AP_3	-	20.9	17.9
AP_3	-	20.6	17.6
AP_3	-	21.4	18.4
AP_3	-	21.4	18.4
AP_3	-	18.7	15.7
AP_3	-	17.9	14.9
AP_3	-	15.9	12.9
AP_4	-	18.6	15.6
AP_4	-	19.0	16.0
AP_4	-	19.2	16.2
AP_4	-	19.3	16.3
AP_4	-	18.9	15.9
AP_4	-	19.0	16.0
AP_4	-	18.5	15.5
AP_4	-	13.5	10.5
AP_4	-	19.5	16.5
AP_4	-	19.2	16.2
AP_4	-	18.9	15.9
AP_4	-	19.2	16.2
AP_4	-	19.5	16.5
AP_4	-	19.9	16.9
AP_4	-	19.1	16.1
AP_4	-	16.8	13.8
AP_4	-	16.8	13.8
AP_4	-	18.3	15.2
AP_4	-	19.9	16.9
AP_4	-	19.9	16.8
AP_4	-	19.1	16.1
AP_4	-	19.4	16.4
AP_4	-	19.0	15.9
AP_4	-	19.5	16.5
AP_5	-	8.5	5.5
AP_5	-	8.6	5.6
AP_5	-	12.0	9.0
AP_5	-	13.5	10.5
AP_5	-	13.5	10.5
AP_5	-	13.5	10.5
AP_5	-	13.1	10.0
AP_5	-	11.9	8.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	12.1	9.1
AP_5	-	13.3	10.3
AP_5	-	13.6	10.6
AP_5	-	13.6	10.6
AP_5	-	12.1	9.1
AP_5	-	12.9	9.9
AP_5	-	12.9	9.9
AP_5	-	12.8	9.8
AP_5	-	12.8	9.8
AP_5	-	12.9	9.8
AP_5	-	13.0	10.0
AP_5	-	12.9	9.9
AP_5	-	12.2	9.2
AP_5	-	13.7	10.7
AP_5	-	13.3	10.3
AP_5	-	12.2	9.2
AP_6	-	13.6	10.6
AP_6	-	13.5	10.5
AP_6	-	13.8	10.8
AP_6	-	13.7	10.7
AP_6	-	13.9	10.9
AP_6	-	13.7	10.7
AP_6	-	13.9	10.9
AP_6	-	11.8	8.8
AP_6	-	12.1	9.0
AP_6	-	11.7	8.7
AP_6	-	11.8	8.8
AP_6	-	10.5	7.5
AP_6	-	11.0	8.0
AP_6	-	12.2	9.2
AP_6	-	12.3	9.3
AP_6	-	12.3	9.3
AP_6	-	13.8	10.8
AP_6	-	12.6	9.6
AP_6	-	14.3	11.3
AP_6	-	14.4	11.4
AP_6	-	14.1	11.1
AP_6	-	14.2	11.2
AP_6	-	14.0	11.0
AP_6	-	13.9	10.9
AP_6	-	14.2	11.1
AP_6	-	14.4	11.3
AP_6	-	14.2	11.2
AP_6	-	14.6	11.6
AP_6	-	14.5	11.4
AP_6	-	14.0	11.0
AP_6	-	14.6	11.6
AP_6	-	12.9	9.9
AP_6	-	12.5	9.5
AP_6	-	12.5	9.5
AP_6	-	11.2	8.2
AP_6	-	12.3	9.3
AP_7	-	28.8	25.8
AP_7	-	27.7	24.7
AP_7	-	27.6	24.6
AP_7	-	28.0	25.0
AP_7	-	28.7	25.7
AP_7	-	26.0	23.0
AP_7	-	26.1	23.0
AP_7	-	25.6	22.6
AP_7	-	26.1	23.1
AP_7	-	26.7	23.7
AP_7	-	26.1	23.1
AP_7	-	28.3	25.3
AP_7	-	27.9	24.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	27.4	24.4
AP_7	-	27.5	24.5
AP_7	-	29.3	26.3
AP_7	-	29.5	26.5
AP_7	-	27.2	24.2
AP_7	-	27.2	24.2
AP_7	-	27.2	24.2
AP_7	-	27.5	24.5
AP_7	-	25.5	22.5
AP_7	-	26.8	23.8
AP_7	-	26.6	23.5
AP_8	-	26.3	23.3
AP_8	-	26.6	23.6
AP_8	-	25.4	22.4
AP_8	-	25.3	22.3
AP_8	-	25.4	22.4
AP_8	-	27.0	24.0
AP_8	-	26.6	23.6
AP_8	-	28.0	25.0
AP_8	-	27.2	24.2
AP_8	-	29.7	26.7
AP_8	-	28.6	25.6
AP_8	-	28.3	25.3
AP_8	-	26.4	23.4
AP_8	-	26.2	23.2
AP_8	-	26.5	23.5
AP_8	-	26.3	23.3
AP_8	-	27.0	23.9
AP_8	-	26.7	23.7
AP_8	-	27.4	24.4
AP_8	-	27.2	24.2
AP_8	-	28.5	25.5
AP_8	-	27.4	24.4
AP_8	-	29.1	26.1
AP_8	-	28.4	25.4
AP_8	-	26.2	23.2
AP_8	-	27.0	24.0
AP_8	-	26.3	23.3
AP_8	-	26.8	23.8
AP_8	-	27.1	24.1
AP_8	-	27.0	24.0
AP_8	-	26.8	23.8
AP_8	-	26.7	23.7
AP_8	-	27.7	24.7
AP_8	-	27.1	24.1
AP_8	-	29.2	26.2
AP_8	-	28.8	25.8
AP_9	-	24.0	21.0
AP_9	-	23.9	20.9
AP_9	-	24.8	21.8
AP_9	-	24.7	21.7
AP_9	-	25.1	22.0
AP_9	-	25.2	22.2
AP_9	-	25.4	22.4
AP_9	-	25.1	22.1
AP_9	-	25.4	22.4
AP_9	-	25.0	22.0
AP_9	-	25.1	22.1
AP_9	-	25.6	22.6
AP_9	-	26.4	23.4
AP_9	-	26.0	23.0
AP_9	-	25.6	22.6
AP_9	-	25.4	22.4
AP_9	-	25.6	22.6
AP_9	-	25.3	22.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	25.4	22.4
AP_9	-	25.2	22.2
AP_9	-	24.8	21.8
AP_9	-	25.4	22.4
AP_9	-	24.8	21.8
AP_9	-	24.4	21.4
AP_9	-	24.5	21.5
AP_9	-	25.0	22.0
AP_9	-	24.7	21.7
AP_9	-	25.2	22.2
AP_9	-	25.2	22.2
AP_9	-	25.1	22.1
AP_9	-	25.1	22.1
AP_9	-	25.0	21.9
AP_9	-	26.1	23.1
AP_9	-	25.3	22.2
AP_9	-	26.4	23.4
AP_9	-	26.4	23.4
AP_10	-	17.4	14.4
AP_10	-	17.4	14.4
AP_10	-	15.6	12.6
AP_10	-	17.4	14.4
AP_10	-	17.9	14.9
AP_10	-	18.0	15.0
AP_10	-	15.3	12.3
AP_10	-	18.0	15.0
AP_10	-	17.7	14.7
AP_10	-	18.0	15.0
AP_10	-	16.7	13.7
AP_10	-	16.0	13.0
AP_10	-	17.8	14.8
AP_10	-	17.2	14.2
AP_10	-	17.9	14.9
AP_10	-	18.0	14.9
AP_10	-	15.6	12.6
AP_10	-	15.8	12.8
AP_10	-	15.5	12.5
AP_10	-	15.1	12.1
AP_10	-	14.1	11.0
AP_10	-	15.0	12.0
AP_10	-	15.8	12.8
AP_10	-	15.8	12.8
AP_11	-	13.9	10.9
AP_11	-	14.5	11.4
AP_11	-	14.8	11.8
AP_11	-	15.5	12.5
AP_11	-	14.9	11.9
AP_11	-	15.1	12.1
AP_11	-	13.5	10.5
AP_11	-	14.9	11.9
AP_11	-	15.2	12.2
AP_11	-	15.4	12.4
AP_11	-	15.8	12.8
AP_11	-	14.0	11.0
AP_11	-	14.9	11.9
AP_11	-	15.5	12.5
AP_11	-	16.4	13.4
AP_11	-	15.9	12.9
AP_11	-	16.6	13.6
AP_11	-	15.5	12.5
AP_11	-	15.4	12.4
AP_11	-	14.9	11.9
AP_11	-	15.9	12.9
AP_11	-	15.6	12.6
AP_11	-	15.4	12.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	14.1	11.1
AP_12	-	8.4	5.4
AP_12	-	7.4	4.4
AP_12	-	7.1	4.0
AP_12	-	7.5	4.5
AP_12	-	7.3	4.3
AP_12	-	7.3	4.3
AP_12	-	7.6	4.6
AP_12	-	7.4	4.3
AP_12	-	7.3	4.3
AP_12	-	7.3	4.3
AP_12	-	7.6	4.6
AP_12	-	7.6	4.6
AP_12	-	7.5	4.5
AP_12	-	8.7	5.7
AP_12	-	8.1	5.1
AP_12	-	7.2	4.2
AP_12	-	7.2	4.2
AP_12	-	8.1	5.1
AP_12	-	8.8	5.8
AP_12	-	7.6	4.6
AP_12	-	7.6	4.6
AP_12	-	7.6	4.6
AP_12	-	7.6	4.6
AP_12	-	7.6	4.6
AP_Clubhouse	-	14.1	11.1
Apartments Parking Lot	-	40.6	40.3
Apartments Pool	-	4.0	-66.0
Dog Park 1	-	29.3	-52.2
Dog Park 2	-	24.8	-56.7
Multisport Court 1	-	0.6	-64.4
Multisport Court 2	-	1.6	-63.4
Playground 1 (Apartments)	-	0.7	-64.3
Playground 2 (Townhomes)	-	-11.2	-76.2
Sports Lawn 1 (Apartments)	-	-0.4	-65.4
Sports Lawn 2 (Apartments)	-	13.6	-51.4
Sports Lawn 3 (Townhomes)	-	-11.5	-76.5
TH_1	-	3.7	0.7
TH_1	-	3.2	0.2
TH_1	-	6.1	3.1
TH_1	-	3.9	0.9
TH_2	-	-6.2	-9.2
TH_2	-	-6.0	-9.0
TH_2	-	-5.9	-8.9
TH_2	-	-6.5	-9.5
TH_2	-	-6.3	-9.4
TH_3	-	-7.0	-10.0
TH_3	-	-6.8	-9.8
TH_3	-	-7.3	-10.3
TH_3	-	-7.1	-10.2
TH_4	-	-7.8	-10.8
TH_4	-	-7.7	-10.7
TH_4	-	-7.8	-10.8
TH_4	-	-7.8	-10.8
TH_5	-	3.7	0.7
TH_5	-	5.6	2.6
TH_5	-	3.9	0.9
TH_5	-	5.7	2.7
TH_6	-	2.2	-0.9
TH_6	-	-1.1	-4.1
TH_6	-	2.5	-0.5
TH_6	-	4.7	1.7
TH_7	-	6.9	3.9
TH_7	-	4.8	1.8
TH_7	-	4.7	1.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_7	-	3.1	0.1
TH_8	-	-3.1	-6.1
TH_8	-	-4.2	-7.2
TH_8	-	-6.0	-9.0
TH_8	-	-5.8	-8.8
TH_8	-	-5.7	-8.7
TH_9	-	-2.9	-5.9
TH_9	-	-6.7	-9.7
TH_9	-	-3.2	-6.2
TH_9	-	-6.9	-9.9
TH_10	-	-7.6	-10.6
TH_10	-	-7.6	-10.6
TH_10	-	-7.7	-10.7
TH_10	-	-7.6	-10.7
TH_11	-	2.1	-0.9
TH_11	-	2.2	-0.9
TH_11	-	3.2	0.2
TH_11	-	3.2	0.2
TH_12	-	1.0	-2.0
TH_12	-	0.6	-2.4
TH_12	-	-1.2	-4.2
TH_12	-	1.1	-1.9
TH_12	-	0.1	-2.9
TH_13	-	3.6	0.6
TH_13	-	3.6	0.6
TH_13	-	5.2	2.1
TH_13	-	4.3	1.3
TH_13	-	3.6	0.6
TH_14	-	-5.2	-8.2
TH_14	-	-5.2	-8.2
TH_14	-	0.9	-2.1
TH_14	-	1.0	-2.0
TH_15	-	2.6	-0.4
TH_15	-	2.5	-0.5
TH_15	-	2.7	-0.3
TH_15	-	6.3	3.3
TH_16	-	-2.0	-5.0
TH_16	-	-5.3	-8.3
TH_16	-	-5.3	-8.3
TH_17	-	1.5	-1.5
TH_17	-	1.5	-1.5
TH_17	-	-0.1	-3.1
TH_17	-	1.5	-1.6
TH_17	-	1.5	-1.6
TH_17	-	1.4	-1.6
TH_18	-	1.5	-1.5
TH_18	-	0.0	-3.0
TH_18	-	1.5	-1.5
TH_19	-	-0.2	-3.2
TH_19	-	-0.6	-3.6
TH_19	-	-0.6	-3.6
TH_20	-	-7.3	-10.3
TH_20	-	-1.8	-4.9
TH_20	-	-7.6	-10.6
TH_20	-	-7.4	-10.4
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_23	-	-0.1	-3.1
TH_23	-	-0.1	-3.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_23	-	1.4	-1.6
TH_23	-	-0.1	-3.1
TH_Pool Building	-	-0.9	-3.9
Townhomes Parking Lot	-	15.2	14.8
Townhomes Pool	-	-7.1	-77.1
11 1.Fl		47.7	45.1
AP_1	-	14.5	11.5
AP_1	-	12.8	9.8
AP_1	-	15.2	12.2
AP_1	-	12.5	9.5
AP_1	-	14.3	11.3
AP_1	-	17.0	14.0
AP_1	-	19.1	16.1
AP_1	-	21.2	18.2
AP_1	-	21.4	18.4
AP_1	-	18.7	15.7
AP_1	-	17.6	14.6
AP_1	-	16.3	13.3
AP_1	-	14.5	11.5
AP_1	-	14.7	11.7
AP_1	-	16.0	13.0
AP_1	-	12.8	9.8
AP_1	-	14.2	11.2
AP_1	-	16.0	13.0
AP_1	-	15.4	12.4
AP_1	-	14.5	11.5
AP_1	-	17.6	14.6
AP_1	-	18.6	15.6
AP_1	-	20.5	17.5
AP_1	-	20.2	17.1
AP_2	-	22.3	19.3
AP_2	-	21.6	18.6
AP_2	-	21.2	18.2
AP_2	-	22.0	19.0
AP_2	-	22.9	19.9
AP_2	-	22.8	19.8
AP_2	-	20.3	17.3
AP_2	-	19.7	16.7
AP_2	-	21.9	18.9
AP_2	-	22.8	19.8
AP_2	-	22.6	19.6
AP_2	-	23.3	20.3
AP_2	-	23.3	20.3
AP_2	-	22.0	19.0
AP_2	-	22.8	19.8
AP_2	-	20.3	17.3
AP_2	-	22.3	19.3
AP_2	-	23.1	20.1
AP_2	-	22.8	19.8
AP_2	-	22.5	19.5
AP_2	-	23.1	20.1
AP_2	-	23.8	20.7
AP_2	-	23.1	20.1
AP_2	-	22.2	19.2
AP_3	-	22.8	19.8
AP_3	-	22.9	19.9
AP_3	-	22.9	19.9
AP_3	-	22.2	19.2
AP_3	-	20.8	17.8
AP_3	-	20.0	17.0
AP_3	-	17.3	14.3
AP_3	-	14.4	11.4
AP_3	-	24.4	21.4
AP_3	-	22.9	19.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_3	-	22.9	19.8
AP_3	-	21.7	18.7
AP_3	-	21.1	18.1
AP_3	-	18.9	15.9
AP_3	-	18.0	15.0
AP_3	-	13.7	10.7
AP_3	-	14.8	11.7
AP_3	-	16.6	13.6
AP_3	-	19.0	15.9
AP_3	-	21.1	18.1
AP_3	-	22.0	19.0
AP_3	-	22.3	19.3
AP_3	-	23.2	20.2
AP_3	-	23.8	20.8
AP_4	-	16.1	13.1
AP_4	-	16.3	13.3
AP_4	-	16.2	13.2
AP_4	-	15.0	11.9
AP_4	-	13.0	10.0
AP_4	-	12.6	9.6
AP_4	-	11.1	8.1
AP_4	-	8.2	5.2
AP_4	-	18.2	15.2
AP_4	-	16.3	13.2
AP_4	-	16.2	13.2
AP_4	-	14.2	11.2
AP_4	-	14.0	11.0
AP_4	-	12.6	9.6
AP_4	-	11.2	8.2
AP_4	-	9.6	6.6
AP_4	-	9.1	6.1
AP_4	-	11.9	8.9
AP_4	-	12.7	9.7
AP_4	-	13.8	10.8
AP_4	-	14.2	11.2
AP_4	-	14.3	11.3
AP_4	-	16.7	13.7
AP_4	-	18.3	15.3
AP_5	-	6.4	3.4
AP_5	-	6.4	3.4
AP_5	-	6.4	3.4
AP_5	-	7.8	4.8
AP_5	-	7.8	4.8
AP_5	-	7.8	4.8
AP_5	-	7.8	4.8
AP_5	-	7.5	4.5
AP_5	-	7.7	4.7
AP_5	-	7.9	4.9
AP_5	-	7.9	4.9
AP_5	-	7.9	4.8
AP_5	-	6.5	3.5
AP_5	-	6.5	3.5
AP_5	-	6.9	3.9
AP_5	-	6.8	3.8
AP_5	-	6.8	3.8
AP_5	-	6.8	3.8
AP_5	-	6.9	3.9
AP_5	-	6.9	3.9
AP_5	-	6.6	3.6
AP_5	-	7.9	4.9
AP_5	-	8.1	5.1
AP_5	-	6.4	3.3
AP_6	-	10.8	7.8
AP_6	-	11.8	8.8
AP_6	-	9.3	6.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	9.2	6.2
AP_6	-	9.4	6.4
AP_6	-	9.8	6.8
AP_6	-	9.4	6.4
AP_6	-	9.0	6.0
AP_6	-	9.4	6.4
AP_6	-	9.1	6.1
AP_6	-	9.0	6.0
AP_6	-	9.1	6.1
AP_6	-	9.5	6.5
AP_6	-	9.5	6.5
AP_6	-	9.4	6.4
AP_6	-	9.4	6.4
AP_6	-	10.2	7.2
AP_6	-	9.4	6.4
AP_6	-	10.3	7.3
AP_6	-	10.9	7.9
AP_6	-	11.4	8.4
AP_6	-	10.2	7.2
AP_6	-	11.7	8.7
AP_6	-	13.6	10.6
AP_6	-	14.3	11.3
AP_6	-	12.3	9.3
AP_6	-	12.4	9.4
AP_6	-	11.6	8.6
AP_6	-	10.8	7.8
AP_6	-	9.5	6.5
AP_6	-	10.6	7.6
AP_6	-	9.5	6.5
AP_6	-	9.5	6.5
AP_6	-	9.5	6.5
AP_6	-	9.6	6.6
AP_6	-	9.6	6.6
AP_7	-	25.6	22.6
AP_7	-	23.7	20.7
AP_7	-	22.2	19.2
AP_7	-	21.1	18.0
AP_7	-	18.8	15.8
AP_7	-	19.7	16.6
AP_7	-	23.6	20.6
AP_7	-	23.9	20.9
AP_7	-	21.0	18.0
AP_7	-	26.2	23.2
AP_7	-	19.0	16.0
AP_7	-	19.7	16.7
AP_7	-	21.3	18.3
AP_7	-	21.9	18.8
AP_7	-	22.4	19.3
AP_7	-	26.6	23.6
AP_7	-	25.5	22.5
AP_7	-	23.9	20.9
AP_7	-	20.1	17.1
AP_7	-	18.7	15.7
AP_7	-	21.1	18.1
AP_7	-	19.8	16.8
AP_7	-	23.4	20.4
AP_7	-	24.6	21.6
AP_8	-	25.3	22.3
AP_8	-	25.3	22.3
AP_8	-	25.0	22.0
AP_8	-	24.9	21.9
AP_8	-	25.0	22.0
AP_8	-	26.5	23.5
AP_8	-	25.6	22.6
AP_8	-	28.6	25.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	27.3	24.2
AP_8	-	25.8	22.7
AP_8	-	28.1	25.1
AP_8	-	25.8	22.8
AP_8	-	25.4	22.4
AP_8	-	25.7	22.7
AP_8	-	25.3	22.2
AP_8	-	25.9	22.9
AP_8	-	26.5	23.5
AP_8	-	25.5	22.5
AP_8	-	27.7	24.6
AP_8	-	26.7	23.6
AP_8	-	27.8	24.8
AP_8	-	27.5	24.5
AP_8	-	28.3	25.3
AP_8	-	25.8	22.8
AP_8	-	25.2	22.2
AP_8	-	25.7	22.7
AP_8	-	25.3	22.3
AP_8	-	26.9	23.9
AP_8	-	26.3	23.3
AP_8	-	27.2	24.2
AP_8	-	26.7	23.7
AP_8	-	26.4	23.4
AP_8	-	27.4	24.3
AP_8	-	27.5	24.5
AP_8	-	27.0	24.0
AP_8	-	28.0	25.0
AP_9	-	25.5	22.5
AP_9	-	26.0	23.0
AP_9	-	24.8	21.8
AP_9	-	25.2	22.2
AP_9	-	24.8	21.8
AP_9	-	25.1	22.0
AP_9	-	25.0	22.0
AP_9	-	26.2	23.2
AP_9	-	25.7	22.7
AP_9	-	26.1	23.1
AP_9	-	26.2	23.2
AP_9	-	25.9	22.9
AP_9	-	27.4	24.4
AP_9	-	26.4	23.4
AP_9	-	25.8	22.8
AP_9	-	26.5	23.5
AP_9	-	25.7	22.7
AP_9	-	25.9	22.9
AP_9	-	25.4	22.4
AP_9	-	25.4	22.4
AP_9	-	25.5	22.5
AP_9	-	25.1	22.1
AP_9	-	25.7	22.7
AP_9	-	27.2	24.2
AP_9	-	27.6	24.6
AP_9	-	24.9	21.9
AP_9	-	25.9	22.9
AP_9	-	25.3	22.3
AP_9	-	25.3	22.3
AP_9	-	25.8	22.8
AP_9	-	25.4	22.4
AP_9	-	25.7	22.7
AP_9	-	26.2	23.2
AP_9	-	25.6	22.6
AP_9	-	27.5	24.5
AP_9	-	27.0	24.0
AP_10	-	17.6	14.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_10	-	17.5	14.5
AP_10	-	16.1	13.1
AP_10	-	16.2	13.2
AP_10	-	17.6	14.6
AP_10	-	17.7	14.7
AP_10	-	15.5	12.5
AP_10	-	23.3	20.3
AP_10	-	23.1	20.1
AP_10	-	22.3	19.3
AP_10	-	15.4	12.4
AP_10	-	15.4	12.3
AP_10	-	20.3	17.3
AP_10	-	20.7	17.7
AP_10	-	21.9	18.9
AP_10	-	23.3	20.3
AP_10	-	14.4	11.4
AP_10	-	13.1	10.0
AP_10	-	13.3	10.3
AP_10	-	19.2	16.2
AP_10	-	19.5	16.5
AP_10	-	19.8	16.8
AP_10	-	20.0	17.0
AP_10	-	22.5	19.5
AP_11	-	7.4	4.4
AP_11	-	7.5	4.4
AP_11	-	10.9	7.9
AP_11	-	11.9	8.9
AP_11	-	11.4	8.3
AP_11	-	10.4	7.4
AP_11	-	11.7	8.7
AP_11	-	8.7	5.7
AP_11	-	8.6	5.6
AP_11	-	11.3	8.3
AP_11	-	12.0	9.0
AP_11	-	10.2	7.2
AP_11	-	11.9	8.9
AP_11	-	10.3	7.3
AP_11	-	10.3	7.3
AP_11	-	11.0	8.0
AP_11	-	11.6	8.6
AP_11	-	11.6	8.6
AP_11	-	11.7	8.7
AP_11	-	11.7	8.7
AP_11	-	12.8	9.7
AP_11	-	15.5	12.5
AP_11	-	16.4	13.4
AP_11	-	15.6	12.6
AP_12	-	7.9	4.9
AP_12	-	7.9	4.9
AP_12	-	7.9	4.9
AP_12	-	8.1	5.0
AP_12	-	7.8	4.8
AP_12	-	7.8	4.8
AP_12	-	8.1	5.1
AP_12	-	7.9	4.9
AP_12	-	7.8	4.8
AP_12	-	7.8	4.8
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.1	5.0
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.2	5.1
AP_12	-	8.1	5.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.1	5.1
AP_12	-	8.2	5.1
AP_12	-	8.2	5.2
AP_Clubhouse	-	18.6	15.6
Apartments Parking Lot	-	39.7	39.4
Apartments Pool	-	2.6	-67.4
Dog Park 1	-	30.3	-51.2
Dog Park 2	-	23.2	-58.3
Multisport Court 1	-	-1.0	-66.0
Multisport Court 2	-	-0.6	-65.6
Playground 1 (Apartments)	-	-1.5	-66.5
Playground 2 (Townhomes)	-	-11.7	-76.7
Sports Lawn 1 (Apartments)	-	-1.3	-66.3
Sports Lawn 2 (Apartments)	-	12.3	-52.7
Sports Lawn 3 (Townhomes)	-	-13.2	-78.2
TH_1	-	3.5	0.5
TH_1	-	3.3	0.3
TH_1	-	4.7	1.7
TH_1	-	3.3	0.3
TH_2	-	-5.1	-8.1
TH_2	-	-4.9	-8.0
TH_2	-	-4.8	-7.8
TH_2	-	-5.4	-8.4
TH_2	-	-5.3	-8.3
TH_3	-	-7.2	-10.2
TH_3	-	-5.7	-8.7
TH_3	-	-7.4	-10.4
TH_3	-	-7.3	-10.3
TH_4	-	-7.9	-10.9
TH_4	-	-7.8	-10.8
TH_4	-	-7.9	-10.9
TH_4	-	-7.9	-10.9
TH_5	-	0.9	-2.1
TH_5	-	3.0	0.0
TH_5	-	2.4	-0.6
TH_5	-	3.9	0.9
TH_6	-	-0.1	-3.1
TH_6	-	-3.1	-6.1
TH_6	-	1.6	-1.4
TH_6	-	2.4	-0.6
TH_7	-	2.7	-0.3
TH_7	-	2.2	-0.8
TH_7	-	1.9	-1.1
TH_7	-	2.1	-0.9
TH_8	-	-5.7	-8.7
TH_8	-	-6.3	-9.3
TH_8	-	-6.1	-9.1
TH_8	-	-6.0	-9.0
TH_8	-	-5.8	-8.8
TH_9	-	-3.9	-6.9
TH_9	-	-6.8	-9.8
TH_9	-	-7.1	-10.1
TH_9	-	-7.0	-10.0
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.7
TH_10	-	-7.7	-10.8
TH_10	-	-7.7	-10.7
TH_11	-	2.3	-0.7
TH_11	-	2.4	-0.6
TH_11	-	2.5	-0.5
TH_11	-	0.6	-2.4
TH_12	-	-1.5	-4.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_12	-	-1.7	-4.7
TH_12	-	-2.8	-5.8
TH_12	-	-2.4	-5.4
TH_12	-	-2.0	-5.0
TH_13	-	2.0	-1.0
TH_13	-	2.0	-1.0
TH_13	-	2.2	-0.8
TH_13	-	0.6	-2.4
TH_13	-	2.1	-0.9
TH_14	-	-5.2	-8.2
TH_14	-	-5.2	-8.2
TH_14	-	-0.6	-3.6
TH_14	-	-0.6	-3.6
TH_15	-	1.6	-1.4
TH_15	-	2.6	-0.4
TH_15	-	1.6	-1.4
TH_15	-	1.7	-1.3
TH_16	-	-1.8	-4.8
TH_16	-	-5.3	-8.3
TH_16	-	-1.7	-4.7
TH_17	-	1.7	-1.3
TH_17	-	1.7	-1.3
TH_17	-	0.1	-2.9
TH_17	-	1.7	-1.3
TH_17	-	1.7	-1.3
TH_17	-	1.7	-1.3
TH_18	-	1.8	-1.2
TH_18	-	1.8	-1.2
TH_18	-	1.8	-1.2
TH_19	-	-0.3	-3.3
TH_19	-	-0.4	-3.4
TH_19	-	-0.4	-3.4
TH_20	-	-4.1	-7.1
TH_20	-	-1.6	-4.6
TH_20	-	-7.4	-10.4
TH_20	-	-7.3	-10.3
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_21	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_22	-	-7.6	-10.6
TH_23	-	-1.2	-4.2
TH_23	-	-1.1	-4.2
TH_23	-	0.3	-2.7
TH_23	-	-1.2	-4.2
TH_Pool Building	-	-0.9	-3.9
Townhomes Parking Lot	-	15.1	14.7
Townhomes Pool	-	-6.6	-76.6
12 1.Fl		44.2	41.7
AP_1	-	16.5	13.5
AP_1	-	10.0	7.0
AP_1	-	9.1	6.1
AP_1	-	9.9	6.9
AP_1	-	13.1	10.1
AP_1	-	12.2	9.2
AP_1	-	12.0	9.0
AP_1	-	12.2	9.2
AP_1	-	13.5	10.5
AP_1	-	13.6	10.6
AP_1	-	13.7	10.7
AP_1	-	12.7	9.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_1	-	12.9	9.9
AP_1	-	16.9	13.8
AP_1	-	10.0	7.0
AP_1	-	11.1	8.1
AP_1	-	10.8	7.8
AP_1	-	17.2	14.2
AP_1	-	13.3	10.3
AP_1	-	13.4	10.4
AP_1	-	13.8	10.8
AP_1	-	13.7	10.7
AP_1	-	13.6	10.6
AP_1	-	14.0	11.0
AP_2	-	17.4	14.4
AP_2	-	16.0	13.0
AP_2	-	17.0	14.0
AP_2	-	16.2	13.2
AP_2	-	16.1	13.1
AP_2	-	15.9	12.8
AP_2	-	15.4	12.3
AP_2	-	12.0	9.0
AP_2	-	18.8	15.8
AP_2	-	19.7	16.7
AP_2	-	18.0	14.9
AP_2	-	14.6	11.6
AP_2	-	14.3	11.3
AP_2	-	13.4	10.3
AP_2	-	12.5	9.5
AP_2	-	11.9	8.9
AP_2	-	8.6	5.6
AP_2	-	12.4	9.4
AP_2	-	6.6	3.6
AP_2	-	9.3	6.3
AP_2	-	14.7	11.7
AP_2	-	17.7	14.7
AP_2	-	19.8	16.8
AP_2	-	20.2	17.1
AP_3	-	10.1	7.0
AP_3	-	12.3	9.3
AP_3	-	13.0	10.0
AP_3	-	12.3	9.3
AP_3	-	12.7	9.6
AP_3	-	10.6	7.6
AP_3	-	9.9	6.9
AP_3	-	7.6	4.6
AP_3	-	10.3	7.3
AP_3	-	13.2	10.2
AP_3	-	12.9	9.9
AP_3	-	14.5	11.5
AP_3	-	13.7	10.7
AP_3	-	11.0	8.0
AP_3	-	8.9	5.9
AP_3	-	7.5	4.5
AP_3	-	2.0	-1.0
AP_3	-	9.0	5.9
AP_3	-	9.1	6.1
AP_3	-	13.3	10.3
AP_3	-	14.2	11.2
AP_3	-	13.0	10.0
AP_3	-	11.6	8.5
AP_3	-	11.4	8.4
AP_4	-	5.7	2.7
AP_4	-	6.2	3.2
AP_4	-	6.2	3.2
AP_4	-	6.2	3.2
AP_4	-	4.9	1.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_4	-	4.1	1.1
AP_4	-	2.7	-0.3
AP_4	-	0.2	-2.8
AP_4	-	7.1	4.1
AP_4	-	6.3	3.3
AP_4	-	6.3	3.3
AP_4	-	5.6	2.6
AP_4	-	5.0	2.0
AP_4	-	5.0	2.0
AP_4	-	3.0	-0.1
AP_4	-	0.4	-2.6
AP_4	-	2.7	-0.4
AP_4	-	3.0	0.0
AP_4	-	4.0	1.0
AP_4	-	5.6	2.6
AP_4	-	5.6	2.6
AP_4	-	6.3	3.3
AP_4	-	7.5	4.5
AP_4	-	7.1	4.1
AP_5	-	3.6	0.6
AP_5	-	3.7	0.6
AP_5	-	5.0	2.0
AP_5	-	5.0	2.0
AP_5	-	5.0	2.0
AP_5	-	5.0	2.0
AP_5	-	5.0	2.0
AP_5	-	3.3	0.3
AP_5	-	3.5	0.5
AP_5	-	5.1	2.1
AP_5	-	5.1	2.1
AP_5	-	5.1	2.0
AP_5	-	5.0	2.0
AP_5	-	3.7	0.7
AP_5	-	4.1	1.0
AP_5	-	5.3	2.3
AP_5	-	5.3	2.3
AP_5	-	4.0	1.0
AP_5	-	4.1	1.1
AP_5	-	4.1	1.1
AP_5	-	5.1	2.1
AP_5	-	5.9	2.9
AP_5	-	4.8	1.8
AP_5	-	3.5	0.5
AP_6	-	7.2	4.2
AP_6	-	8.2	5.1
AP_6	-	6.4	3.4
AP_6	-	7.9	4.8
AP_6	-	6.5	3.5
AP_6	-	6.6	3.6
AP_6	-	6.5	3.5
AP_6	-	6.7	3.6
AP_6	-	6.6	3.6
AP_6	-	6.8	3.7
AP_6	-	6.7	3.7
AP_6	-	5.9	2.8
AP_6	-	5.0	2.0
AP_6	-	7.1	4.1
AP_6	-	7.0	4.0
AP_6	-	7.1	4.1
AP_6	-	7.0	4.0
AP_6	-	7.0	4.0
AP_6	-	6.9	3.8
AP_6	-	6.9	3.9
AP_6	-	7.4	4.4
AP_6	-	6.8	3.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_6	-	8.8	5.8
AP_6	-	9.3	6.3
AP_6	-	8.9	5.9
AP_6	-	8.8	5.8
AP_6	-	9.2	6.2
AP_6	-	7.0	4.0
AP_6	-	6.9	3.9
AP_6	-	7.1	4.1
AP_6	-	7.0	4.0
AP_6	-	7.1	4.1
AP_6	-	7.2	4.2
AP_6	-	7.1	4.1
AP_6	-	5.2	2.2
AP_6	-	7.2	4.2
AP_7	-	15.8	12.8
AP_7	-	11.7	8.6
AP_7	-	9.9	6.9
AP_7	-	10.6	7.6
AP_7	-	12.5	9.5
AP_7	-	13.9	10.9
AP_7	-	11.6	8.6
AP_7	-	12.4	9.4
AP_7	-	14.1	11.1
AP_7	-	14.2	11.2
AP_7	-	13.1	10.1
AP_7	-	12.7	9.7
AP_7	-	12.6	9.6
AP_7	-	12.4	9.4
AP_7	-	14.5	11.5
AP_7	-	17.9	14.9
AP_7	-	18.3	15.3
AP_7	-	16.9	13.8
AP_7	-	12.4	9.4
AP_7	-	13.5	10.5
AP_7	-	13.5	10.5
AP_7	-	13.5	10.4
AP_7	-	14.0	11.0
AP_7	-	12.9	9.9
AP_8	-	22.9	19.9
AP_8	-	23.2	20.2
AP_8	-	22.8	19.8
AP_8	-	22.7	19.7
AP_8	-	22.8	19.8
AP_8	-	23.6	20.6
AP_8	-	23.9	20.8
AP_8	-	23.6	20.6
AP_8	-	24.0	21.0
AP_8	-	22.4	19.4
AP_8	-	22.0	18.9
AP_8	-	22.4	19.4
AP_8	-	24.4	21.4
AP_8	-	24.0	21.0
AP_8	-	23.9	20.8
AP_8	-	24.4	21.4
AP_8	-	23.5	20.5
AP_8	-	23.2	20.2
AP_8	-	23.2	20.2
AP_8	-	23.8	20.8
AP_8	-	24.0	20.9
AP_8	-	23.7	20.7
AP_8	-	22.2	19.2
AP_8	-	22.7	19.7
AP_8	-	24.3	21.3
AP_8	-	24.1	21.1
AP_8	-	24.4	21.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	24.1	21.1
AP_8	-	24.5	21.5
AP_8	-	22.9	19.9
AP_8	-	24.2	21.2
AP_8	-	23.2	20.2
AP_8	-	24.0	21.0
AP_8	-	23.6	20.6
AP_8	-	21.6	18.6
AP_8	-	24.4	21.4
AP_9	-	23.2	20.2
AP_9	-	23.4	20.4
AP_9	-	23.4	20.4
AP_9	-	23.4	20.4
AP_9	-	23.9	20.9
AP_9	-	23.0	20.0
AP_9	-	23.6	20.6
AP_9	-	23.0	20.0
AP_9	-	22.9	19.9
AP_9	-	23.2	20.2
AP_9	-	23.2	20.1
AP_9	-	23.3	20.3
AP_9	-	23.6	20.5
AP_9	-	23.5	20.5
AP_9	-	23.4	20.4
AP_9	-	23.5	20.5
AP_9	-	23.5	20.5
AP_9	-	23.3	20.3
AP_9	-	24.0	21.0
AP_9	-	24.2	21.1
AP_9	-	24.1	21.1
AP_9	-	24.3	21.3
AP_9	-	23.6	20.6
AP_9	-	24.2	21.2
AP_9	-	24.3	21.3
AP_9	-	24.2	21.2
AP_9	-	24.4	21.4
AP_9	-	24.5	21.4
AP_9	-	24.7	21.7
AP_9	-	23.4	20.4
AP_9	-	23.8	20.7
AP_9	-	23.5	20.5
AP_9	-	23.4	20.4
AP_9	-	23.4	20.4
AP_9	-	25.6	22.6
AP_9	-	23.5	20.5
AP_10	-	20.3	17.3
AP_10	-	20.2	17.2
AP_10	-	17.5	14.5
AP_10	-	21.2	18.2
AP_10	-	21.1	18.1
AP_10	-	21.0	18.0
AP_10	-	17.9	14.9
AP_10	-	20.7	17.7
AP_10	-	20.5	17.5
AP_10	-	20.9	17.9
AP_10	-	20.3	17.3
AP_10	-	20.0	16.9
AP_10	-	21.1	18.1
AP_10	-	20.9	17.9
AP_10	-	20.6	17.5
AP_10	-	19.7	16.7
AP_10	-	17.9	14.9
AP_10	-	18.1	15.1
AP_10	-	20.0	17.0
AP_10	-	21.1	18.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	21.0	18.0
AP_10	-	20.9	17.9
AP_10	-	20.4	17.4
AP_10	-	20.0	17.0
AP_11	-	10.7	7.7
AP_11	-	10.7	7.7
AP_11	-	10.7	7.7
AP_11	-	6.6	3.6
AP_11	-	6.5	3.5
AP_11	-	6.6	3.6
AP_11	-	10.7	7.6
AP_11	-	7.3	4.3
AP_11	-	7.2	4.2
AP_11	-	6.4	3.4
AP_11	-	9.1	6.1
AP_11	-	10.7	7.7
AP_11	-	6.5	3.5
AP_11	-	6.4	3.4
AP_11	-	6.4	3.4
AP_11	-	7.7	4.7
AP_11	-	7.9	4.9
AP_11	-	6.4	3.4
AP_11	-	6.4	3.4
AP_11	-	6.5	3.5
AP_11	-	6.6	3.5
AP_11	-	9.1	6.1
AP_11	-	9.2	6.2
AP_11	-	9.1	6.1
AP_12	-	5.5	2.5
AP_12	-	5.6	2.6
AP_12	-	5.6	2.6
AP_12	-	5.7	2.7
AP_12	-	5.5	2.5
AP_12	-	5.5	2.5
AP_12	-	5.8	2.8
AP_12	-	5.6	2.6
AP_12	-	5.5	2.5
AP_12	-	5.5	2.5
AP_12	-	5.8	2.7
AP_12	-	5.8	2.8
AP_12	-	5.7	2.7
AP_12	-	5.7	2.7
AP_12	-	5.7	2.7
AP_12	-	5.8	2.7
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_12	-	5.8	2.8
AP_Clubhouse	-	14.2	11.2
Apartments Parking Lot	-	35.9	35.6
Apartments Pool	-	1.1	-68.9
Dog Park 1	-	21.5	-60.0
Dog Park 2	-	19.4	-62.1
Multisport Court 1	-	-2.6	-67.6
Multisport Court 2	-	-2.2	-67.2
Playground 1 (Apartments)	-	-3.7	-68.7
Playground 2 (Townhomes)	-	-13.9	-78.9
Sports Lawn 1 (Apartments)	-	-0.4	-65.4
Sports Lawn 2 (Apartments)	-	3.1	-61.9
Sports Lawn 3 (Townhomes)	-	-15.8	-80.8
TH_1	-	-1.6	-4.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_1	-	-1.7	-4.8
TH_1	-	-0.1	-3.1
TH_1	-	-1.7	-4.7
TH_2	-	-9.1	-12.1
TH_2	-	-9.0	-12.0
TH_2	-	-8.9	-11.9
TH_2	-	-9.4	-12.4
TH_2	-	-9.3	-12.3
TH_3	-	-9.9	-12.9
TH_3	-	-9.7	-12.7
TH_3	-	-10.1	-13.1
TH_3	-	-10.0	-13.0
TH_4	-	-10.5	-13.5
TH_4	-	-10.4	-13.4
TH_4	-	-10.5	-13.5
TH_4	-	-10.6	-13.6
TH_5	-	-0.3	-3.3
TH_5	-	0.2	-2.8
TH_5	-	-0.4	-3.4
TH_5	-	1.0	-2.0
TH_6	-	-2.8	-5.8
TH_6	-	-5.8	-8.8
TH_6	-	-0.1	-3.1
TH_6	-	-0.3	-3.3
TH_7	-	-0.2	-3.2
TH_7	-	-0.7	-3.7
TH_7	-	-0.2	-3.2
TH_7	-	-0.7	-3.7
TH_8	-	-4.0	-7.0
TH_8	-	-8.9	-11.9
TH_8	-	-8.8	-11.8
TH_8	-	-8.6	-11.6
TH_8	-	-8.5	-11.5
TH_9	-	-9.3	-12.3
TH_9	-	-9.4	-12.4
TH_9	-	-9.7	-12.7
TH_9	-	-9.6	-12.6
TH_10	-	-10.2	-13.2
TH_10	-	-10.3	-13.3
TH_10	-	-10.3	-13.3
TH_10	-	-10.3	-13.3
TH_11	-	-0.8	-3.8
TH_11	-	0.4	-2.6
TH_11	-	-0.2	-3.2
TH_11	-	1.2	-1.8
TH_12	-	-4.2	-7.2
TH_12	-	-4.4	-7.4
TH_12	-	-5.4	-8.4
TH_12	-	-5.0	-8.0
TH_12	-	-4.6	-7.6
TH_13	-	-0.6	-3.6
TH_13	-	-0.6	-3.6
TH_13	-	0.2	-2.8
TH_13	-	-2.0	-5.0
TH_13	-	-0.5	-3.5
TH_14	-	-7.7	-10.7
TH_14	-	-7.7	-10.7
TH_14	-	-7.7	-10.7
TH_14	-	-3.2	-6.2
TH_15	-	0.1	-2.9
TH_15	-	0.1	-3.0
TH_15	-	-0.3	-3.3
TH_15	-	-0.8	-3.9
TH_16	-	-7.6	-10.6
TH_16	-	-7.8	-10.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_16	-	-4.3	-7.3
TH_17	-	-0.8	-3.9
TH_17	-	-0.7	-3.7
TH_17	-	-2.4	-5.4
TH_17	-	-0.7	-3.7
TH_17	-	-0.6	-3.6
TH_17	-	-0.6	-3.6
TH_18	-	-0.2	-3.2
TH_18	-	-0.3	-3.3
TH_18	-	-0.3	-3.3
TH_19	-	-2.3	-5.3
TH_19	-	-2.4	-5.4
TH_19	-	-8.1	-11.1
TH_20	-	-4.0	-7.0
TH_20	-	-4.1	-7.1
TH_20	-	-3.9	-6.9
TH_20	-	-3.9	-6.9
TH_21	-	-10.0	-13.1
TH_21	-	-10.0	-13.0
TH_21	-	-10.0	-13.0
TH_21	-	-10.0	-13.0
TH_22	-	-10.1	-13.2
TH_22	-	-10.1	-13.1
TH_22	-	-10.2	-13.2
TH_22	-	-10.0	-13.0
TH_23	-	-3.8	-6.8
TH_23	-	-3.2	-6.2
TH_23	-	-2.3	-5.3
TH_23	-	-3.9	-6.9
TH_Pool Building	-	-4.3	-7.3
Townhomes Parking Lot	-	13.0	12.6
Townhomes Pool	-	-9.9	-79.9
13 1.Fl		48.4	46.0
AP_1	-	19.5	16.5
AP_1	-	17.5	14.5
AP_1	-	18.6	15.6
AP_1	-	18.4	15.4
AP_1	-	20.6	17.6
AP_1	-	20.6	17.6
AP_1	-	20.6	17.6
AP_1	-	20.7	17.7
AP_1	-	22.3	19.3
AP_1	-	22.3	19.3
AP_1	-	21.5	18.5
AP_1	-	20.5	17.5
AP_1	-	20.5	17.5
AP_1	-	20.5	17.5
AP_1	-	20.4	17.4
AP_1	-	17.5	14.5
AP_1	-	15.1	12.1
AP_1	-	19.9	16.9
AP_1	-	20.4	17.4
AP_1	-	21.1	18.1
AP_1	-	22.6	19.6
AP_1	-	22.5	19.5
AP_1	-	22.4	19.4
AP_1	-	22.4	19.4
AP_2	-	19.0	16.0
AP_2	-	17.3	14.3
AP_2	-	15.6	12.6
AP_2	-	12.4	9.4
AP_2	-	13.3	10.3
AP_2	-	13.7	10.7
AP_2	-	15.3	12.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_2	-	15.7	12.6
AP_2	-	18.5	15.5
AP_2	-	18.5	15.5
AP_2	-	18.2	15.2
AP_2	-	16.6	13.5
AP_2	-	17.2	14.1
AP_2	-	15.3	12.3
AP_2	-	15.4	12.4
AP_2	-	15.4	12.4
AP_2	-	14.4	11.4
AP_2	-	17.2	14.1
AP_2	-	17.3	14.3
AP_2	-	17.6	14.5
AP_2	-	18.5	15.4
AP_2	-	18.5	15.5
AP_2	-	18.5	15.5
AP_2	-	18.5	15.5
AP_3	-	15.3	12.3
AP_3	-	13.8	10.8
AP_3	-	13.8	10.8
AP_3	-	12.1	9.0
AP_3	-	12.9	9.9
AP_3	-	12.2	9.2
AP_3	-	11.5	8.5
AP_3	-	12.6	9.5
AP_3	-	15.0	12.0
AP_3	-	15.8	12.8
AP_3	-	14.5	11.5
AP_3	-	13.2	10.2
AP_3	-	13.0	10.0
AP_3	-	12.4	9.4
AP_3	-	11.8	8.8
AP_3	-	10.9	7.9
AP_3	-	7.9	4.9
AP_3	-	9.8	6.8
AP_3	-	12.7	9.7
AP_3	-	12.8	9.8
AP_3	-	14.3	11.3
AP_3	-	15.2	12.2
AP_3	-	15.2	12.2
AP_3	-	15.2	12.1
AP_4	-	12.4	9.3
AP_4	-	11.7	8.7
AP_4	-	11.7	8.7
AP_4	-	11.5	8.5
AP_4	-	11.0	8.0
AP_4	-	10.0	7.0
AP_4	-	8.3	5.3
AP_4	-	6.6	3.6
AP_4	-	12.5	9.5
AP_4	-	12.5	9.5
AP_4	-	11.7	8.7
AP_4	-	11.1	8.0
AP_4	-	9.7	6.7
AP_4	-	10.2	7.2
AP_4	-	9.2	6.1
AP_4	-	6.6	3.6
AP_4	-	8.0	5.0
AP_4	-	9.2	6.1
AP_4	-	8.7	5.7
AP_4	-	10.2	7.1
AP_4	-	10.1	7.1
AP_4	-	11.2	8.2
AP_4	-	11.8	8.8
AP_4	-	11.7	8.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_5	-	11.8	8.8
AP_5	-	12.0	9.0
AP_5	-	12.5	9.5
AP_5	-	11.4	8.4
AP_5	-	11.3	8.2
AP_5	-	11.8	8.8
AP_5	-	10.8	7.8
AP_5	-	7.5	4.5
AP_5	-	6.7	3.7
AP_5	-	11.1	8.1
AP_5	-	10.1	7.1
AP_5	-	11.6	8.6
AP_5	-	11.6	8.6
AP_5	-	12.9	9.9
AP_5	-	12.0	9.0
AP_5	-	12.7	9.7
AP_5	-	11.8	8.8
AP_5	-	12.3	9.3
AP_5	-	12.2	9.2
AP_5	-	13.0	10.0
AP_5	-	12.0	9.0
AP_5	-	10.3	7.3
AP_5	-	9.6	6.6
AP_5	-	9.9	6.9
AP_6	-	14.3	11.3
AP_6	-	14.5	11.5
AP_6	-	14.0	11.0
AP_6	-	14.4	11.4
AP_6	-	13.5	10.5
AP_6	-	13.0	10.0
AP_6	-	13.6	10.6
AP_6	-	11.5	8.5
AP_6	-	12.9	9.9
AP_6	-	9.7	6.7
AP_6	-	11.6	8.6
AP_6	-	5.4	2.4
AP_6	-	7.1	4.1
AP_6	-	10.6	7.6
AP_6	-	11.9	8.9
AP_6	-	12.2	9.1
AP_6	-	13.6	10.6
AP_6	-	13.1	10.1
AP_6	-	13.9	10.9
AP_6	-	13.7	10.7
AP_6	-	14.2	11.2
AP_6	-	14.4	11.4
AP_6	-	14.8	11.8
AP_6	-	15.0	12.0
AP_6	-	15.2	12.2
AP_6	-	14.6	11.6
AP_6	-	14.9	11.8
AP_6	-	14.4	11.4
AP_6	-	14.5	11.5
AP_6	-	13.9	10.9
AP_6	-	13.6	10.6
AP_6	-	13.2	10.2
AP_6	-	12.3	9.3
AP_6	-	12.5	9.5
AP_6	-	9.7	6.7
AP_6	-	11.0	8.0
AP_7	-	28.4	25.4
AP_7	-	27.5	24.5
AP_7	-	26.7	23.7
AP_7	-	24.9	21.9
AP_7	-	25.0	22.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	25.0	22.0
AP_7	-	25.4	22.4
AP_7	-	25.7	22.7
AP_7	-	25.1	22.1
AP_7	-	24.8	21.8
AP_7	-	25.1	22.1
AP_7	-	26.6	23.6
AP_7	-	27.1	24.1
AP_7	-	27.0	24.0
AP_7	-	27.5	24.5
AP_7	-	27.4	24.4
AP_7	-	27.0	24.0
AP_7	-	26.8	23.8
AP_7	-	26.9	23.8
AP_7	-	27.0	24.0
AP_7	-	27.4	24.3
AP_7	-	27.3	24.3
AP_7	-	24.9	21.9
AP_7	-	24.7	21.7
AP_8	-	16.2	13.2
AP_8	-	14.9	11.9
AP_8	-	17.0	14.0
AP_8	-	14.7	11.7
AP_8	-	15.2	12.1
AP_8	-	14.7	11.7
AP_8	-	15.7	12.7
AP_8	-	17.1	14.0
AP_8	-	16.9	13.8
AP_8	-	20.9	17.9
AP_8	-	21.0	18.0
AP_8	-	19.9	16.9
AP_8	-	11.8	8.8
AP_8	-	14.6	11.6
AP_8	-	18.6	15.6
AP_8	-	16.6	13.6
AP_8	-	15.2	12.2
AP_8	-	17.4	14.4
AP_8	-	16.0	13.0
AP_8	-	15.9	12.9
AP_8	-	19.3	16.3
AP_8	-	19.5	16.5
AP_8	-	12.2	9.2
AP_8	-	17.9	14.9
AP_8	-	17.1	14.1
AP_8	-	11.4	8.4
AP_8	-	15.7	12.7
AP_8	-	18.9	15.9
AP_8	-	10.8	7.8
AP_8	-	18.0	15.0
AP_8	-	19.3	16.3
AP_8	-	19.1	16.1
AP_8	-	13.6	10.6
AP_8	-	19.4	16.4
AP_8	-	13.1	10.1
AP_8	-	13.6	10.6
AP_9	-	24.6	21.6
AP_9	-	24.6	21.6
AP_9	-	24.9	21.8
AP_9	-	24.8	21.8
AP_9	-	24.6	21.6
AP_9	-	24.9	21.9
AP_9	-	24.5	21.5
AP_9	-	25.9	22.9
AP_9	-	25.4	22.4
AP_9	-	24.9	21.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	26.6	23.6
AP_9	-	24.2	21.2
AP_9	-	24.2	21.2
AP_9	-	24.9	21.9
AP_9	-	24.0	21.0
AP_9	-	24.6	21.6
AP_9	-	24.9	21.9
AP_9	-	24.7	21.7
AP_9	-	24.6	21.5
AP_9	-	24.8	21.8
AP_9	-	24.6	21.6
AP_9	-	24.3	21.3
AP_9	-	24.8	21.8
AP_9	-	24.9	21.8
AP_9	-	25.1	22.1
AP_9	-	24.1	21.1
AP_9	-	24.1	21.1
AP_9	-	24.0	21.0
AP_9	-	24.2	21.2
AP_9	-	23.6	20.6
AP_9	-	24.2	21.2
AP_9	-	23.8	20.8
AP_9	-	24.6	21.6
AP_9	-	24.0	21.0
AP_9	-	24.3	21.3
AP_9	-	25.1	22.1
AP_10	-	28.8	25.8
AP_10	-	28.0	24.9
AP_10	-	26.4	23.4
AP_10	-	29.4	26.4
AP_10	-	29.5	26.5
AP_10	-	29.2	26.2
AP_10	-	26.1	23.0
AP_10	-	28.5	25.4
AP_10	-	28.4	25.4
AP_10	-	29.6	26.6
AP_10	-	28.2	25.2
AP_10	-	28.1	25.1
AP_10	-	29.8	26.8
AP_10	-	29.6	26.6
AP_10	-	30.0	27.0
AP_10	-	29.2	26.2
AP_10	-	28.0	25.0
AP_10	-	27.7	24.7
AP_10	-	27.3	24.3
AP_10	-	29.2	26.2
AP_10	-	30.2	27.2
AP_10	-	29.9	26.9
AP_10	-	29.9	26.9
AP_10	-	29.7	26.7
AP_11	-	24.9	21.9
AP_11	-	25.3	22.3
AP_11	-	23.2	20.2
AP_11	-	23.3	20.2
AP_11	-	24.5	21.5
AP_11	-	24.8	21.8
AP_11	-	22.6	19.6
AP_11	-	23.7	20.7
AP_11	-	22.9	19.8
AP_11	-	24.3	21.3
AP_11	-	23.0	20.0
AP_11	-	23.1	20.1
AP_11	-	23.9	20.9
AP_11	-	23.8	20.8
AP_11	-	23.8	20.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	23.6	20.6
AP_11	-	23.8	20.8
AP_11	-	24.0	21.0
AP_11	-	22.6	19.6
AP_11	-	22.9	19.9
AP_11	-	21.7	18.7
AP_11	-	22.3	19.3
AP_11	-	22.4	19.3
AP_11	-	21.7	18.6
AP_12	-	16.4	13.4
AP_12	-	17.1	14.1
AP_12	-	16.7	13.6
AP_12	-	18.6	15.6
AP_12	-	18.9	15.9
AP_12	-	18.0	15.0
AP_12	-	17.8	14.7
AP_12	-	13.6	10.6
AP_12	-	18.8	15.7
AP_12	-	18.7	15.7
AP_12	-	19.9	16.9
AP_12	-	19.4	16.4
AP_12	-	18.3	15.2
AP_12	-	17.3	14.3
AP_12	-	17.0	14.0
AP_12	-	17.4	14.4
AP_12	-	17.5	14.5
AP_12	-	17.1	14.1
AP_12	-	17.7	14.7
AP_12	-	18.4	15.4
AP_12	-	19.1	16.1
AP_12	-	20.1	17.0
AP_12	-	19.5	16.5
AP_12	-	18.1	15.1
AP_Clubhouse	-	18.5	15.4
Apartments Parking Lot	-	41.3	41.0
Apartments Pool	-	-0.3	-70.3
Dog Park 1	-	22.6	-58.9
Dog Park 2	-	16.4	-65.1
Multisport Court 1	-	3.4	-61.6
Multisport Court 2	-	-1.2	-66.2
Playground 1 (Apartments)	-	-2.6	-67.6
Playground 2 (Townhomes)	-	-8.7	-73.7
Sports Lawn 1 (Apartments)	-	7.5	-57.5
Sports Lawn 2 (Apartments)	-	6.6	-58.4
Sports Lawn 3 (Townhomes)	-	-10.6	-75.6
TH_1	-	3.4	0.4
TH_1	-	4.9	1.8
TH_1	-	3.6	0.6
TH_1	-	4.5	1.5
TH_2	-	-8.7	-11.7
TH_2	-	-6.1	-9.1
TH_2	-	-6.0	-9.0
TH_2	-	-8.9	-11.9
TH_2	-	-8.8	-11.8
TH_3	-	-9.4	-12.4
TH_3	-	-9.2	-12.2
TH_3	-	-9.6	-12.6
TH_3	-	-9.5	-12.5
TH_4	-	-9.7	-12.7
TH_4	-	-9.6	-12.7
TH_4	-	-9.8	-12.8
TH_4	-	-9.9	-12.9
TH_5	-	2.8	-0.2
TH_5	-	1.9	-1.1
TH_5	-	-2.5	-5.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_5	-	1.1	-1.9
TH_6	-	2.7	-0.3
TH_6	-	-0.7	-3.7
TH_6	-	1.1	-1.9
TH_6	-	3.2	0.2
TH_7	-	0.9	-2.1
TH_7	-	1.6	-1.4
TH_7	-	2.2	-0.8
TH_7	-	2.6	-0.4
TH_8	-	-7.6	-10.6
TH_8	-	1.0	-2.0
TH_8	-	-3.7	-6.7
TH_8	-	-7.9	-10.9
TH_8	-	-7.7	-10.7
TH_9	-	-8.5	-11.5
TH_9	-	-8.6	-11.7
TH_9	-	-8.9	-11.9
TH_9	-	-8.8	-11.8
TH_10	-	-9.3	-12.3
TH_10	-	-9.3	-12.4
TH_10	-	-9.5	-12.5
TH_10	-	-9.4	-12.4
TH_11	-	5.1	2.1
TH_11	-	5.2	2.2
TH_11	-	4.4	1.4
TH_11	-	5.6	2.6
TH_12	-	0.1	-3.0
TH_12	-	0.1	-2.9
TH_12	-	3.0	0.0
TH_12	-	1.4	-1.6
TH_12	-	1.0	-2.0
TH_13	-	6.1	3.1
TH_13	-	3.1	0.1
TH_13	-	7.7	4.7
TH_13	-	15.1	12.1
TH_13	-	7.3	4.3
TH_14	-	-6.4	-9.4
TH_14	-	-6.5	-9.5
TH_14	-	-6.6	-9.6
TH_14	-	-6.7	-9.7
TH_15	-	3.0	0.0
TH_15	-	2.3	-0.7
TH_15	-	4.1	1.1
TH_15	-	5.5	2.5
TH_16	-	-6.0	-9.0
TH_16	-	-6.4	-9.4
TH_16	-	-6.3	-9.3
TH_17	-	2.7	-0.3
TH_17	-	3.0	0.0
TH_17	-	2.4	-0.6
TH_17	-	3.1	0.1
TH_17	-	4.0	1.0
TH_17	-	15.8	12.8
TH_18	-	13.9	10.9
TH_18	-	4.1	1.1
TH_18	-	9.3	6.3
TH_19	-	2.8	-0.3
TH_19	-	-1.5	-4.5
TH_19	-	-6.0	-9.0
TH_20	-	12.0	9.0
TH_20	-	12.1	9.0
TH_20	-	11.6	8.6
TH_20	-	11.8	8.8
TH_21	-	-8.9	-11.9
TH_21	-	-8.9	-11.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_21	-	-8.8	-11.8
TH_21	-	-8.8	-11.8
TH_22	-	-9.0	-12.0
TH_22	-	-9.1	-12.1
TH_22	-	-9.1	-12.1
TH_22	-	-8.9	-11.9
TH_23	-	1.5	-1.6
TH_23	-	1.6	-1.4
TH_23	-	1.8	-1.2
TH_23	-	0.9	-2.1
TH_Pool Building	-	-3.4	-6.4
Townhomes Parking Lot	-	20.9	20.5
Townhomes Pool	-	-4.0	-74.0
14 1.Fl		49.7	47.2
AP_1	-	15.8	12.8
AP_1	-	12.2	9.2
AP_1	-	14.2	11.1
AP_1	-	12.3	9.3
AP_1	-	17.9	14.9
AP_1	-	18.8	15.8
AP_1	-	19.0	16.0
AP_1	-	18.6	15.6
AP_1	-	18.2	15.2
AP_1	-	18.1	15.1
AP_1	-	17.1	14.1
AP_1	-	17.4	14.4
AP_1	-	16.8	13.8
AP_1	-	15.5	12.5
AP_1	-	14.7	11.7
AP_1	-	12.1	9.1
AP_1	-	11.7	8.7
AP_1	-	16.2	13.2
AP_1	-	16.6	13.6
AP_1	-	16.6	13.6
AP_1	-	15.7	12.7
AP_1	-	16.0	13.0
AP_1	-	16.8	13.8
AP_1	-	17.6	14.6
AP_2	-	19.5	16.4
AP_2	-	19.3	16.3
AP_2	-	19.2	16.2
AP_2	-	19.6	16.6
AP_2	-	19.3	16.3
AP_2	-	18.3	15.3
AP_2	-	18.1	15.1
AP_2	-	16.1	13.0
AP_2	-	20.7	17.7
AP_2	-	19.8	16.8
AP_2	-	19.6	16.6
AP_2	-	19.1	16.1
AP_2	-	19.2	16.1
AP_2	-	19.6	16.6
AP_2	-	17.8	14.8
AP_2	-	17.5	14.5
AP_2	-	16.8	13.8
AP_2	-	18.3	15.3
AP_2	-	17.8	14.8
AP_2	-	18.0	15.0
AP_2	-	19.5	16.5
AP_2	-	20.3	17.3
AP_2	-	20.5	17.5
AP_2	-	20.7	17.7
AP_3	-	19.7	16.7
AP_3	-	19.2	16.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_3	-	18.9	15.9
AP_3	-	17.3	14.3
AP_3	-	17.0	14.0
AP_3	-	16.5	13.5
AP_3	-	15.5	12.4
AP_3	-	15.1	12.1
AP_3	-	20.1	17.1
AP_3	-	19.9	16.8
AP_3	-	19.2	16.2
AP_3	-	18.6	15.6
AP_3	-	18.2	15.2
AP_3	-	16.6	13.6
AP_3	-	15.9	12.9
AP_3	-	14.9	11.9
AP_3	-	14.8	11.8
AP_3	-	16.4	13.4
AP_3	-	18.4	15.3
AP_3	-	18.2	15.2
AP_3	-	18.5	15.5
AP_3	-	19.5	16.5
AP_3	-	20.2	17.2
AP_3	-	20.0	17.0
AP_4	-	18.7	15.7
AP_4	-	17.9	14.9
AP_4	-	17.8	14.8
AP_4	-	16.4	13.4
AP_4	-	16.5	13.4
AP_4	-	14.2	11.2
AP_4	-	12.0	9.0
AP_4	-	12.1	9.0
AP_4	-	19.3	16.2
AP_4	-	19.0	16.0
AP_4	-	17.8	14.8
AP_4	-	17.0	14.0
AP_4	-	16.9	13.9
AP_4	-	15.4	12.4
AP_4	-	13.5	10.5
AP_4	-	11.9	8.9
AP_4	-	12.3	9.3
AP_4	-	15.1	12.1
AP_4	-	15.5	12.5
AP_4	-	17.7	14.7
AP_4	-	17.9	14.9
AP_4	-	18.1	15.1
AP_4	-	18.4	15.4
AP_4	-	19.1	16.1
AP_5	-	19.5	16.5
AP_5	-	16.7	13.7
AP_5	-	16.8	13.8
AP_5	-	16.0	13.0
AP_5	-	14.7	11.7
AP_5	-	13.4	10.4
AP_5	-	10.9	7.9
AP_5	-	10.8	7.8
AP_5	-	10.7	7.7
AP_5	-	13.5	10.5
AP_5	-	13.7	10.7
AP_5	-	14.6	11.5
AP_5	-	15.4	12.4
AP_5	-	16.5	13.5
AP_5	-	18.0	14.9
AP_5	-	18.7	15.7
AP_5	-	18.8	15.8
AP_5	-	18.5	15.5
AP_5	-	16.8	13.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	16.4	13.4
AP_5	-	13.9	10.9
AP_5	-	13.8	10.8
AP_5	-	13.5	10.5
AP_5	-	12.8	9.7
AP_6	-	22.5	19.5
AP_6	-	22.6	19.6
AP_6	-	23.1	20.0
AP_6	-	22.8	19.8
AP_6	-	22.9	19.9
AP_6	-	22.1	19.1
AP_6	-	22.3	19.3
AP_6	-	20.0	16.9
AP_6	-	20.9	17.9
AP_6	-	18.3	15.3
AP_6	-	18.9	15.9
AP_6	-	17.5	14.5
AP_6	-	16.1	13.0
AP_6	-	20.4	17.4
AP_6	-	22.0	19.0
AP_6	-	21.6	18.6
AP_6	-	22.7	19.7
AP_6	-	22.6	19.6
AP_6	-	23.4	20.4
AP_6	-	23.0	20.0
AP_6	-	23.4	20.4
AP_6	-	23.2	20.2
AP_6	-	23.2	20.2
AP_6	-	23.0	20.0
AP_6	-	23.8	20.8
AP_6	-	23.3	20.3
AP_6	-	23.6	20.6
AP_6	-	23.1	20.1
AP_6	-	23.6	20.6
AP_6	-	23.1	20.1
AP_6	-	23.3	20.2
AP_6	-	23.1	20.0
AP_6	-	22.3	19.3
AP_6	-	22.9	19.9
AP_6	-	16.1	13.1
AP_6	-	21.2	18.2
AP_7	-	28.0	25.0
AP_7	-	27.1	24.0
AP_7	-	26.9	23.9
AP_7	-	26.6	23.6
AP_7	-	26.0	22.9
AP_7	-	25.8	22.8
AP_7	-	25.3	22.3
AP_7	-	25.0	22.0
AP_7	-	25.4	22.4
AP_7	-	24.7	21.7
AP_7	-	26.2	23.2
AP_7	-	26.4	23.3
AP_7	-	26.0	23.0
AP_7	-	26.5	23.5
AP_7	-	27.4	24.4
AP_7	-	27.6	24.6
AP_7	-	26.5	23.5
AP_7	-	27.1	24.1
AP_7	-	26.6	23.6
AP_7	-	26.7	23.7
AP_7	-	26.6	23.6
AP_7	-	25.8	22.8
AP_7	-	25.9	22.9
AP_7	-	23.2	20.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	19.0	16.0
AP_8	-	19.9	16.9
AP_8	-	18.2	15.2
AP_8	-	18.7	15.7
AP_8	-	16.4	13.4
AP_8	-	19.6	16.6
AP_8	-	17.6	14.6
AP_8	-	21.5	18.5
AP_8	-	20.6	17.6
AP_8	-	19.7	16.7
AP_8	-	20.6	17.6
AP_8	-	14.9	11.9
AP_8	-	16.7	13.7
AP_8	-	18.0	15.0
AP_8	-	17.4	14.4
AP_8	-	18.4	15.4
AP_8	-	19.9	16.9
AP_8	-	19.9	16.9
AP_8	-	20.1	17.1
AP_8	-	19.5	16.5
AP_8	-	22.1	19.1
AP_8	-	20.6	17.6
AP_8	-	19.7	16.7
AP_8	-	15.1	12.1
AP_8	-	17.8	14.8
AP_8	-	17.2	14.2
AP_8	-	17.1	14.1
AP_8	-	20.5	17.5
AP_8	-	18.4	15.4
AP_8	-	21.1	18.1
AP_8	-	19.7	16.7
AP_8	-	21.4	18.3
AP_8	-	19.8	16.8
AP_8	-	19.5	16.5
AP_8	-	18.6	15.6
AP_8	-	20.6	17.6
AP_9	-	25.5	22.5
AP_9	-	25.5	22.4
AP_9	-	25.7	22.7
AP_9	-	25.6	22.6
AP_9	-	25.6	22.6
AP_9	-	25.3	22.3
AP_9	-	25.4	22.4
AP_9	-	25.6	22.6
AP_9	-	25.5	22.5
AP_9	-	24.7	21.7
AP_9	-	24.6	21.6
AP_9	-	23.5	20.5
AP_9	-	21.3	18.3
AP_9	-	24.5	21.5
AP_9	-	25.1	22.1
AP_9	-	25.0	22.0
AP_9	-	25.7	22.6
AP_9	-	25.5	22.5
AP_9	-	25.1	22.1
AP_9	-	25.3	22.3
AP_9	-	25.1	22.1
AP_9	-	24.9	21.9
AP_9	-	25.3	22.3
AP_9	-	25.2	22.2
AP_9	-	24.6	21.6
AP_9	-	24.3	21.3
AP_9	-	24.1	21.1
AP_9	-	24.6	21.6
AP_9	-	24.5	21.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	25.0	22.0
AP_9	-	24.9	21.9
AP_9	-	25.2	22.2
AP_9	-	25.1	22.1
AP_9	-	24.9	21.9
AP_9	-	20.8	17.8
AP_9	-	23.0	20.0
AP_10	-	29.1	26.1
AP_10	-	29.6	26.6
AP_10	-	29.9	26.9
AP_10	-	29.5	26.5
AP_10	-	29.5	26.4
AP_10	-	29.3	26.3
AP_10	-	31.2	28.2
AP_10	-	29.3	26.3
AP_10	-	29.6	26.6
AP_10	-	29.4	26.4
AP_10	-	29.2	26.2
AP_10	-	29.7	26.7
AP_10	-	29.5	26.5
AP_10	-	29.5	26.5
AP_10	-	29.9	26.9
AP_10	-	29.9	26.9
AP_10	-	30.8	27.8
AP_10	-	29.3	26.3
AP_10	-	29.0	26.0
AP_10	-	29.3	26.3
AP_10	-	29.3	26.3
AP_10	-	29.3	26.3
AP_10	-	29.3	26.3
AP_10	-	31.4	28.4
AP_11	-	28.2	25.2
AP_11	-	28.1	25.0
AP_11	-	27.8	24.8
AP_11	-	28.9	25.9
AP_11	-	28.4	25.4
AP_11	-	28.2	25.2
AP_11	-	26.5	23.5
AP_11	-	28.7	25.7
AP_11	-	28.2	25.1
AP_11	-	28.8	25.8
AP_11	-	28.7	25.6
AP_11	-	28.2	25.2
AP_11	-	28.9	25.9
AP_11	-	28.6	25.6
AP_11	-	28.2	25.2
AP_11	-	27.7	24.7
AP_11	-	26.9	23.9
AP_11	-	26.9	23.8
AP_11	-	28.0	25.0
AP_11	-	29.1	26.1
AP_11	-	29.2	26.2
AP_11	-	28.5	25.4
AP_11	-	27.1	24.1
AP_11	-	26.2	23.2
AP_12	-	21.3	18.2
AP_12	-	21.0	17.9
AP_12	-	20.6	17.6
AP_12	-	22.2	19.2
AP_12	-	20.8	17.8
AP_12	-	21.7	18.7
AP_12	-	20.9	17.9
AP_12	-	18.3	15.3
AP_12	-	20.9	17.9
AP_12	-	20.8	17.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_12	-	22.3	19.3
AP_12	-	22.0	19.0
AP_12	-	21.9	18.9
AP_12	-	22.2	19.2
AP_12	-	21.8	18.8
AP_12	-	20.8	17.8
AP_12	-	20.2	17.2
AP_12	-	22.5	19.5
AP_12	-	22.4	19.4
AP_12	-	21.5	18.4
AP_12	-	22.5	19.5
AP_12	-	22.4	19.4
AP_12	-	21.3	18.3
AP_12	-	20.9	17.9
AP_Clubhouse	-	21.7	18.7
Apartments Parking Lot	-	41.5	41.2
Apartments Pool	-	4.2	-65.8
Dog Park 1	-	17.0	-64.5
Dog Park 2	-	12.8	-68.7
Multisport Court 1	-	2.7	-62.3
Multisport Court 2	-	7.9	-57.1
Playground 1 (Apartments)	-	6.9	-58.1
Playground 2 (Townhomes)	-	-6.7	-71.7
Sports Lawn 1 (Apartments)	-	4.3	-60.7
Sports Lawn 2 (Apartments)	-	0.3	-64.7
Sports Lawn 3 (Townhomes)	-	-9.7	-74.7
TH_1	-	8.4	5.4
TH_1	-	8.2	5.2
TH_1	-	7.1	4.1
TH_1	-	8.1	5.1
TH_2	-	-4.2	-7.2
TH_2	-	-3.2	-6.2
TH_2	-	-2.5	-5.6
TH_2	-	-4.4	-7.4
TH_2	-	-4.3	-7.3
TH_3	-	-4.8	-7.8
TH_3	-	-4.7	-7.7
TH_3	-	-5.1	-8.1
TH_3	-	-5.0	-8.0
TH_4	-	-8.5	-11.5
TH_4	-	-8.4	-11.5
TH_4	-	-8.6	-11.6
TH_4	-	-8.7	-11.7
TH_5	-	6.2	3.2
TH_5	-	2.7	-0.3
TH_5	-	0.5	-2.5
TH_5	-	3.3	0.3
TH_6	-	3.9	0.9
TH_6	-	3.4	0.3
TH_6	-	3.0	0.0
TH_6	-	6.4	3.4
TH_7	-	7.0	4.0
TH_7	-	7.4	4.4
TH_7	-	3.8	0.8
TH_7	-	4.9	1.9
TH_8	-	-2.5	-5.5
TH_8	-	3.9	0.9
TH_8	-	3.9	0.9
TH_8	-	-4.1	-7.1
TH_8	-	-3.9	-6.9
TH_9	-	-4.7	-7.7
TH_9	-	-4.9	-7.9
TH_9	-	2.7	-0.3
TH_9	-	1.9	-1.1
TH_10	-	-7.9	-10.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_10	-	-8.1	-11.1
TH_10	-	-8.2	-11.2
TH_10	-	-8.1	-11.1
TH_11	-	6.3	3.3
TH_11	-	6.4	3.4
TH_11	-	3.9	0.9
TH_11	-	6.8	3.8
TH_12	-	1.0	-2.1
TH_12	-	0.4	-2.6
TH_12	-	6.2	3.2
TH_12	-	1.4	-1.6
TH_12	-	6.5	3.5
TH_13	-	8.0	5.0
TH_13	-	5.4	2.4
TH_13	-	8.8	5.8
TH_13	-	8.6	5.6
TH_13	-	8.3	5.3
TH_14	-	-4.6	-7.6
TH_14	-	-4.7	-7.8
TH_14	-	-4.9	-7.9
TH_14	-	-5.0	-8.0
TH_15	-	4.3	1.3
TH_15	-	5.9	2.9
TH_15	-	4.7	1.7
TH_15	-	7.3	4.3
TH_16	-	-4.0	-7.0
TH_16	-	-3.1	-6.1
TH_16	-	-4.5	-7.5
TH_17	-	7.8	4.8
TH_17	-	6.4	3.4
TH_17	-	8.8	5.8
TH_17	-	5.3	2.3
TH_17	-	7.3	4.3
TH_17	-	17.9	14.9
TH_18	-	15.7	12.7
TH_18	-	6.2	3.1
TH_18	-	11.1	8.1
TH_19	-	4.2	1.2
TH_19	-	-4.8	-7.8
TH_19	-	-4.2	-7.2
TH_20	-	13.5	10.5
TH_20	-	13.6	10.6
TH_20	-	13.0	10.0
TH_20	-	13.3	10.3
TH_21	-	-7.5	-10.5
TH_21	-	-7.4	-10.4
TH_21	-	-7.4	-10.4
TH_21	-	-7.3	-10.3
TH_22	-	-7.6	-10.6
TH_22	-	-7.7	-10.7
TH_22	-	-7.7	-10.7
TH_22	-	-7.5	-10.5
TH_23	-	2.9	-0.1
TH_23	-	3.0	0.0
TH_23	-	2.9	-0.1
TH_23	-	3.0	0.0
TH_Pool Building	-	0.3	-2.7
Townhomes Parking Lot	-	23.0	22.6
Townhomes Pool	-	-2.4	-72.4
15 1.Fl		47.6	45.4
AP_1	-	16.3	13.3
AP_1	-	15.5	12.5
AP_1	-	15.5	12.5
AP_1	-	15.6	12.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_1	-	16.3	13.3
AP_1	-	16.7	13.7
AP_1	-	14.4	11.4
AP_1	-	14.7	11.6
AP_1	-	19.2	16.2
AP_1	-	18.4	15.4
AP_1	-	15.7	12.7
AP_1	-	15.8	12.7
AP_1	-	15.5	12.5
AP_1	-	15.4	12.4
AP_1	-	15.2	12.2
AP_1	-	14.2	11.2
AP_1	-	12.4	9.4
AP_1	-	13.7	10.7
AP_1	-	13.6	10.6
AP_1	-	18.1	15.0
AP_1	-	18.5	15.4
AP_1	-	18.5	15.5
AP_1	-	16.2	13.2
AP_1	-	16.2	13.2
AP_2	-	13.6	10.6
AP_2	-	14.4	11.4
AP_2	-	14.2	11.1
AP_2	-	14.2	11.2
AP_2	-	14.0	11.0
AP_2	-	14.5	11.5
AP_2	-	14.1	11.0
AP_2	-	13.7	10.6
AP_2	-	13.8	10.8
AP_2	-	13.8	10.8
AP_2	-	14.2	11.2
AP_2	-	14.2	11.2
AP_2	-	13.0	10.0
AP_2	-	14.3	11.3
AP_2	-	14.3	11.3
AP_2	-	13.7	10.7
AP_2	-	14.1	11.1
AP_2	-	14.4	11.4
AP_2	-	14.2	11.2
AP_2	-	13.4	10.4
AP_2	-	12.7	9.7
AP_2	-	13.1	10.1
AP_2	-	13.9	10.9
AP_2	-	13.9	10.9
AP_3	-	14.1	11.1
AP_3	-	14.0	11.0
AP_3	-	16.8	13.8
AP_3	-	18.2	15.2
AP_3	-	18.3	15.2
AP_3	-	17.9	14.9
AP_3	-	18.4	15.4
AP_3	-	19.7	16.6
AP_3	-	20.2	17.2
AP_3	-	19.8	16.8
AP_3	-	19.1	16.1
AP_3	-	20.3	17.3
AP_3	-	20.0	17.0
AP_3	-	19.9	16.9
AP_3	-	20.2	17.1
AP_3	-	19.5	16.5
AP_3	-	17.4	14.4
AP_3	-	18.7	15.7
AP_3	-	19.7	16.7
AP_3	-	20.0	17.0
AP_3	-	20.7	17.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
AP_3	-	21.6	18.6
AP_3	-	21.9	18.9
AP_3	-	22.3	19.3
AP_4	-	12.9	9.9
AP_4	-	13.2	10.2
AP_4	-	12.4	9.4
AP_4	-	12.0	9.0
AP_4	-	11.5	8.5
AP_4	-	11.2	8.2
AP_4	-	10.3	7.3
AP_4	-	7.9	4.8
AP_4	-	13.3	10.3
AP_4	-	13.0	10.0
AP_4	-	12.6	9.6
AP_4	-	13.0	10.0
AP_4	-	12.5	9.5
AP_4	-	11.9	8.8
AP_4	-	10.8	7.8
AP_4	-	8.2	5.2
AP_4	-	9.0	6.0
AP_4	-	11.5	8.4
AP_4	-	12.5	9.5
AP_4	-	12.7	9.6
AP_4	-	12.6	9.6
AP_4	-	12.8	9.8
AP_4	-	13.1	10.1
AP_4	-	13.2	10.2
AP_5	-	16.4	13.4
AP_5	-	15.8	12.8
AP_5	-	17.0	14.0
AP_5	-	17.0	14.0
AP_5	-	15.9	12.9
AP_5	-	14.8	11.8
AP_5	-	13.2	10.2
AP_5	-	12.7	9.7
AP_5	-	11.6	8.6
AP_5	-	13.2	10.2
AP_5	-	15.5	12.5
AP_5	-	16.7	13.7
AP_5	-	17.1	14.1
AP_5	-	17.0	14.0
AP_5	-	16.5	13.4
AP_5	-	17.0	14.0
AP_5	-	17.1	14.1
AP_5	-	17.1	14.1
AP_5	-	16.8	13.7
AP_5	-	17.1	14.1
AP_5	-	17.0	14.0
AP_5	-	16.1	13.1
AP_5	-	15.1	12.1
AP_5	-	10.9	7.9
AP_6	-	17.7	14.7
AP_6	-	17.3	14.3
AP_6	-	16.3	13.3
AP_6	-	16.7	13.7
AP_6	-	15.8	12.8
AP_6	-	16.6	13.6
AP_6	-	15.8	12.8
AP_6	-	17.1	14.1
AP_6	-	16.3	13.3
AP_6	-	15.5	12.5
AP_6	-	14.0	11.0
AP_6	-	16.9	13.9
AP_6	-	14.9	11.9
AP_6	-	14.5	11.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	16.2	13.2
AP_6	-	17.4	14.4
AP_6	-	16.5	13.5
AP_6	-	16.4	13.4
AP_6	-	17.3	14.3
AP_6	-	16.9	13.9
AP_6	-	17.7	14.7
AP_6	-	17.2	14.2
AP_6	-	17.7	14.7
AP_6	-	18.5	15.5
AP_6	-	18.9	15.9
AP_6	-	17.7	14.7
AP_6	-	18.5	15.5
AP_6	-	16.8	13.8
AP_6	-	16.8	13.8
AP_6	-	16.9	13.9
AP_6	-	16.8	13.8
AP_6	-	16.7	13.7
AP_6	-	18.1	15.1
AP_6	-	17.5	14.5
AP_6	-	12.8	9.8
AP_6	-	16.5	13.5
AP_7	-	22.2	19.2
AP_7	-	22.4	19.4
AP_7	-	21.7	18.7
AP_7	-	21.1	18.1
AP_7	-	21.0	18.0
AP_7	-	21.2	18.2
AP_7	-	17.5	14.5
AP_7	-	15.4	12.4
AP_7	-	19.8	16.8
AP_7	-	16.1	13.1
AP_7	-	19.4	16.4
AP_7	-	20.5	17.5
AP_7	-	21.3	18.3
AP_7	-	21.5	18.4
AP_7	-	20.8	17.8
AP_7	-	21.3	18.2
AP_7	-	20.1	17.1
AP_7	-	20.3	17.3
AP_7	-	20.7	17.7
AP_7	-	20.8	17.8
AP_7	-	19.5	16.5
AP_7	-	18.6	15.6
AP_7	-	19.3	16.2
AP_7	-	15.6	12.6
AP_8	-	16.1	13.1
AP_8	-	15.4	12.4
AP_8	-	16.1	13.1
AP_8	-	16.1	13.1
AP_8	-	16.4	13.4
AP_8	-	15.1	12.1
AP_8	-	16.5	13.5
AP_8	-	15.9	12.8
AP_8	-	15.8	12.8
AP_8	-	14.8	11.8
AP_8	-	15.7	12.7
AP_8	-	13.4	10.4
AP_8	-	16.5	13.4
AP_8	-	16.2	13.1
AP_8	-	15.9	12.9
AP_8	-	16.3	13.3
AP_8	-	15.8	12.8
AP_8	-	15.7	12.7
AP_8	-	15.6	12.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	16.2	13.2
AP_8	-	15.7	12.7
AP_8	-	15.9	12.9
AP_8	-	14.8	11.8
AP_8	-	13.7	10.6
AP_8	-	16.1	13.1
AP_8	-	16.1	13.0
AP_8	-	16.1	13.0
AP_8	-	15.6	12.6
AP_8	-	15.8	12.8
AP_8	-	16.2	13.2
AP_8	-	15.8	12.8
AP_8	-	16.1	13.0
AP_8	-	15.8	12.7
AP_8	-	16.1	13.0
AP_8	-	11.7	8.7
AP_8	-	14.9	11.9
AP_9	-	18.9	15.9
AP_9	-	18.0	15.0
AP_9	-	19.1	16.1
AP_9	-	19.0	16.0
AP_9	-	19.7	16.7
AP_9	-	21.8	18.8
AP_9	-	21.6	18.6
AP_9	-	22.1	19.1
AP_9	-	21.9	18.9
AP_9	-	20.8	17.8
AP_9	-	22.3	19.3
AP_9	-	19.8	16.8
AP_9	-	17.6	14.6
AP_9	-	20.4	17.4
AP_9	-	21.8	18.8
AP_9	-	21.4	18.4
AP_9	-	21.6	18.6
AP_9	-	21.7	18.7
AP_9	-	20.3	17.3
AP_9	-	20.7	17.6
AP_9	-	18.7	15.6
AP_9	-	19.1	16.1
AP_9	-	17.9	14.9
AP_9	-	17.7	14.7
AP_9	-	17.2	14.2
AP_9	-	17.6	14.6
AP_9	-	17.2	14.2
AP_9	-	20.1	17.1
AP_9	-	19.2	16.2
AP_9	-	20.2	17.2
AP_9	-	20.3	17.3
AP_9	-	21.0	18.0
AP_9	-	20.8	17.8
AP_9	-	21.3	18.3
AP_9	-	16.7	13.7
AP_9	-	20.8	17.8
AP_10	-	26.6	23.6
AP_10	-	26.4	23.4
AP_10	-	26.4	23.4
AP_10	-	27.4	24.4
AP_10	-	27.2	24.2
AP_10	-	27.1	24.0
AP_10	-	27.7	24.7
AP_10	-	28.5	25.5
AP_10	-	26.7	23.7
AP_10	-	27.9	24.9
AP_10	-	26.8	23.8
AP_10	-	27.6	24.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	27.3	24.3
AP_10	-	27.3	24.3
AP_10	-	27.9	24.9
AP_10	-	28.3	25.3
AP_10	-	27.5	24.5
AP_10	-	28.2	25.1
AP_10	-	27.9	24.9
AP_10	-	27.1	24.1
AP_10	-	26.6	23.6
AP_10	-	26.8	23.8
AP_10	-	27.7	24.7
AP_10	-	28.2	25.2
AP_11	-	27.5	24.5
AP_11	-	27.6	24.6
AP_11	-	28.5	25.5
AP_11	-	26.6	23.6
AP_11	-	26.2	23.2
AP_11	-	25.8	22.8
AP_11	-	26.9	23.9
AP_11	-	27.0	24.0
AP_11	-	26.6	23.6
AP_11	-	26.9	23.9
AP_11	-	27.1	24.1
AP_11	-	28.0	25.0
AP_11	-	26.6	23.6
AP_11	-	26.0	23.0
AP_11	-	26.8	23.8
AP_11	-	26.7	23.7
AP_11	-	26.4	23.4
AP_11	-	25.7	22.6
AP_11	-	25.9	22.9
AP_11	-	26.2	23.2
AP_11	-	26.7	23.7
AP_11	-	27.2	24.2
AP_11	-	28.5	25.5
AP_11	-	27.1	24.1
AP_12	-	22.3	19.3
AP_12	-	22.8	19.8
AP_12	-	23.3	20.3
AP_12	-	22.9	19.9
AP_12	-	22.5	19.5
AP_12	-	22.5	19.5
AP_12	-	18.8	15.8
AP_12	-	18.2	15.2
AP_12	-	21.8	18.8
AP_12	-	21.7	18.6
AP_12	-	22.6	19.6
AP_12	-	21.4	18.4
AP_12	-	23.0	20.0
AP_12	-	23.1	20.1
AP_12	-	23.5	20.5
AP_12	-	23.8	20.8
AP_12	-	24.2	21.2
AP_12	-	24.0	20.9
AP_12	-	23.2	20.2
AP_12	-	23.0	20.0
AP_12	-	23.0	20.0
AP_12	-	22.6	19.6
AP_12	-	21.8	18.8
AP_12	-	20.8	17.8
AP_Clubhouse	-	27.4	24.3
Apartments Parking Lot	-	41.0	40.7
Apartments Pool	-	8.0	-62.0
Dog Park 1	-	19.9	-61.6
Dog Park 2	-	7.1	-74.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
Multisport Court 1	-	3.2	-61.8
Multisport Court 2	-	4.0	-61.0
Playground 1 (Apartments)	-	8.9	-56.1
Playground 2 (Townhomes)	-	-7.6	-72.6
Sports Lawn 1 (Apartments)	-	9.4	-55.6
Sports Lawn 2 (Apartments)	-	3.2	-61.8
Sports Lawn 3 (Townhomes)	-	-9.7	-74.7
TH_1	-	5.5	2.5
TH_1	-	5.4	2.4
TH_1	-	6.0	3.0
TH_1	-	5.6	2.6
TH_2	-	-5.6	-8.6
TH_2	-	-5.5	-8.5
TH_2	-	-5.4	-8.4
TH_2	-	-5.8	-8.9
TH_2	-	-5.7	-8.8
TH_3	-	-6.3	-9.3
TH_3	-	-6.1	-9.1
TH_3	-	-6.5	-9.5
TH_3	-	-6.4	-9.4
TH_4	-	-7.8	-10.8
TH_4	-	-7.7	-10.7
TH_4	-	-6.7	-9.7
TH_4	-	-8.0	-11.0
TH_5	-	6.9	3.9
TH_5	-	3.4	0.4
TH_5	-	1.6	-1.4
TH_5	-	3.8	0.8
TH_6	-	6.2	3.2
TH_6	-	5.2	2.2
TH_6	-	6.4	3.4
TH_6	-	6.2	3.2
TH_7	-	6.4	3.4
TH_7	-	7.5	4.4
TH_7	-	5.9	2.9
TH_7	-	6.8	3.8
TH_8	-	1.4	-1.6
TH_8	-	2.1	-0.9
TH_8	-	2.1	-0.9
TH_8	-	-2.8	-5.8
TH_8	-	-2.6	-5.7
TH_9	-	-4.3	-7.3
TH_9	-	-4.5	-7.5
TH_9	-	1.3	-1.7
TH_9	-	1.5	-1.5
TH_10	-	-7.0	-10.1
TH_10	-	-7.1	-10.1
TH_10	-	-7.4	-10.4
TH_10	-	-7.3	-10.3
TH_11	-	7.5	4.5
TH_11	-	7.4	4.4
TH_11	-	4.8	1.8
TH_11	-	7.7	4.7
TH_12	-	2.4	-0.6
TH_12	-	4.9	1.9
TH_12	-	6.4	3.4
TH_12	-	1.3	-1.7
TH_12	-	6.6	3.5
TH_13	-	7.8	4.8
TH_13	-	8.3	5.3
TH_13	-	6.0	3.0
TH_13	-	5.3	2.3
TH_13	-	7.9	4.8
TH_14	-	-2.0	-5.0
TH_14	-	-1.2	-4.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_14	-	-3.7	-6.7
TH_14	-	-3.9	-6.9
TH_15	-	7.5	4.5
TH_15	-	9.0	5.9
TH_15	-	5.7	2.7
TH_15	-	5.8	2.8
TH_16	-	-2.7	-5.7
TH_16	-	-3.3	-6.3
TH_16	-	-3.2	-6.2
TH_17	-	13.6	10.6
TH_17	-	9.2	6.2
TH_17	-	13.1	10.1
TH_17	-	8.9	5.9
TH_17	-	17.5	14.5
TH_17	-	19.4	16.4
TH_18	-	17.0	13.9
TH_18	-	12.3	9.3
TH_18	-	12.5	9.5
TH_19	-	5.1	2.1
TH_19	-	-3.5	-6.5
TH_19	-	-2.9	-5.9
TH_20	-	14.5	11.5
TH_20	-	14.6	11.6
TH_20	-	14.0	11.0
TH_20	-	14.3	11.3
TH_21	-	-6.5	-9.5
TH_21	-	-6.4	-9.5
TH_21	-	-6.4	-9.4
TH_21	-	-6.3	-9.3
TH_22	-	-6.7	-9.7
TH_22	-	-6.8	-9.8
TH_22	-	-6.8	-9.8
TH_22	-	-6.6	-9.6
TH_23	-	3.5	0.5
TH_23	-	3.6	0.6
TH_23	-	3.5	0.4
TH_23	-	3.4	0.4
TH_Pool Building	-	1.1	-1.9
Townhomes Parking Lot	-	24.5	24.2
Townhomes Pool	-	0.8	-69.2
16 1.Fl		47.8	45.6
AP_1	-	15.7	12.7
AP_1	-	13.6	10.6
AP_1	-	15.6	12.6
AP_1	-	15.5	12.5
AP_1	-	16.2	13.1
AP_1	-	17.3	14.3
AP_1	-	17.4	14.3
AP_1	-	17.3	14.3
AP_1	-	17.3	14.2
AP_1	-	17.5	14.5
AP_1	-	17.1	14.1
AP_1	-	16.2	13.2
AP_1	-	15.8	12.8
AP_1	-	14.7	11.7
AP_1	-	14.1	11.1
AP_1	-	12.8	9.8
AP_1	-	12.9	9.9
AP_1	-	12.9	9.9
AP_1	-	13.4	10.4
AP_1	-	14.4	11.4
AP_1	-	15.0	12.0
AP_1	-	17.1	14.1
AP_1	-	17.3	14.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_1	-	17.1	14.1
AP_2	-	16.3	13.3
AP_2	-	16.2	13.2
AP_2	-	14.9	11.9
AP_2	-	13.8	10.8
AP_2	-	13.2	10.2
AP_2	-	14.3	11.3
AP_2	-	14.1	11.1
AP_2	-	13.9	10.9
AP_2	-	15.9	12.9
AP_2	-	14.8	11.8
AP_2	-	16.7	13.7
AP_2	-	16.3	13.3
AP_2	-	15.2	12.2
AP_2	-	15.7	12.7
AP_2	-	12.7	9.7
AP_2	-	12.0	9.0
AP_2	-	11.4	8.3
AP_2	-	14.3	11.3
AP_2	-	14.6	11.6
AP_2	-	15.5	12.4
AP_2	-	15.9	12.8
AP_2	-	15.6	12.6
AP_2	-	16.7	13.7
AP_2	-	16.8	13.8
AP_3	-	13.0	10.0
AP_3	-	11.7	8.7
AP_3	-	11.1	8.1
AP_3	-	11.5	8.5
AP_3	-	13.0	10.0
AP_3	-	13.8	10.8
AP_3	-	13.2	10.2
AP_3	-	12.8	9.8
AP_3	-	13.6	10.5
AP_3	-	11.4	8.4
AP_3	-	9.3	6.3
AP_3	-	11.2	8.2
AP_3	-	13.0	10.0
AP_3	-	13.9	10.9
AP_3	-	13.5	10.5
AP_3	-	11.2	8.2
AP_3	-	11.9	8.9
AP_3	-	12.7	9.7
AP_3	-	11.2	8.2
AP_3	-	12.4	9.4
AP_3	-	11.8	8.8
AP_3	-	12.9	9.9
AP_3	-	11.0	8.0
AP_3	-	7.8	4.8
AP_4	-	9.3	6.3
AP_4	-	11.8	8.8
AP_4	-	9.4	6.4
AP_4	-	9.3	6.3
AP_4	-	9.5	6.5
AP_4	-	9.5	6.5
AP_4	-	8.8	5.8
AP_4	-	9.4	6.4
AP_4	-	9.6	6.6
AP_4	-	9.6	6.6
AP_4	-	11.5	8.5
AP_4	-	10.5	7.5
AP_4	-	10.8	7.8
AP_4	-	11.8	8.8
AP_4	-	11.9	8.9
AP_4	-	9.5	6.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	12.2	9.2
AP_4	-	12.8	9.8
AP_4	-	12.2	9.2
AP_4	-	11.7	8.7
AP_4	-	11.0	8.0
AP_4	-	9.2	6.2
AP_4	-	10.0	7.0
AP_4	-	8.9	5.9
AP_5	-	19.3	16.2
AP_5	-	18.1	15.1
AP_5	-	17.5	14.5
AP_5	-	17.5	14.5
AP_5	-	16.5	13.5
AP_5	-	16.2	13.2
AP_5	-	14.7	11.7
AP_5	-	13.1	10.1
AP_5	-	13.7	10.7
AP_5	-	14.3	11.3
AP_5	-	15.9	12.9
AP_5	-	17.2	14.2
AP_5	-	17.6	14.6
AP_5	-	18.6	15.5
AP_5	-	19.3	16.3
AP_5	-	20.2	17.1
AP_5	-	20.1	17.1
AP_5	-	20.2	17.2
AP_5	-	19.8	16.8
AP_5	-	18.5	15.5
AP_5	-	17.5	14.5
AP_5	-	16.1	13.1
AP_5	-	15.2	12.2
AP_5	-	13.3	10.3
AP_6	-	17.6	14.6
AP_6	-	17.5	14.5
AP_6	-	18.7	15.7
AP_6	-	17.2	14.2
AP_6	-	19.3	16.3
AP_6	-	18.2	15.2
AP_6	-	18.5	15.5
AP_6	-	17.8	14.7
AP_6	-	19.3	16.3
AP_6	-	17.5	14.4
AP_6	-	18.5	15.5
AP_6	-	16.8	13.8
AP_6	-	15.1	12.1
AP_6	-	18.2	15.2
AP_6	-	19.4	16.4
AP_6	-	17.7	14.7
AP_6	-	19.0	16.0
AP_6	-	19.1	16.1
AP_6	-	18.5	15.5
AP_6	-	19.6	16.6
AP_6	-	18.9	15.9
AP_6	-	18.2	15.2
AP_6	-	17.2	14.2
AP_6	-	17.5	14.5
AP_6	-	17.1	14.0
AP_6	-	18.2	15.2
AP_6	-	18.8	15.8
AP_6	-	18.6	15.6
AP_6	-	18.4	15.4
AP_6	-	19.5	16.5
AP_6	-	18.7	15.7
AP_6	-	19.1	16.1
AP_6	-	18.7	15.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_6	-	18.7	15.7
AP_6	-	15.6	12.6
AP_6	-	19.2	16.2
AP_7	-	25.9	22.9
AP_7	-	25.7	22.7
AP_7	-	25.1	22.1
AP_7	-	24.7	21.7
AP_7	-	23.6	20.6
AP_7	-	23.2	20.2
AP_7	-	19.6	16.6
AP_7	-	17.3	14.3
AP_7	-	20.0	17.0
AP_7	-	19.7	16.7
AP_7	-	22.7	19.7
AP_7	-	22.7	19.7
AP_7	-	23.4	20.4
AP_7	-	24.9	21.9
AP_7	-	25.7	22.7
AP_7	-	25.8	22.8
AP_7	-	24.8	21.8
AP_7	-	24.8	21.8
AP_7	-	23.3	20.3
AP_7	-	22.8	19.8
AP_7	-	22.7	19.6
AP_7	-	22.3	19.3
AP_7	-	23.0	20.0
AP_7	-	20.4	17.3
AP_8	-	17.9	14.8
AP_8	-	17.6	14.6
AP_8	-	20.1	17.1
AP_8	-	19.1	16.1
AP_8	-	21.1	18.1
AP_8	-	16.4	13.4
AP_8	-	21.4	18.4
AP_8	-	12.0	9.0
AP_8	-	15.0	12.0
AP_8	-	10.4	7.4
AP_8	-	11.5	8.5
AP_8	-	10.0	7.0
AP_8	-	21.6	18.5
AP_8	-	20.7	17.7
AP_8	-	18.9	15.9
AP_8	-	19.8	16.8
AP_8	-	17.7	14.7
AP_8	-	17.9	14.9
AP_8	-	15.5	12.5
AP_8	-	17.0	14.0
AP_8	-	11.4	8.4
AP_8	-	12.0	9.0
AP_8	-	10.5	7.5
AP_8	-	8.0	5.0
AP_8	-	20.6	17.6
AP_8	-	19.8	16.8
AP_8	-	20.2	17.2
AP_8	-	18.5	15.5
AP_8	-	19.5	16.5
AP_8	-	17.0	14.0
AP_8	-	18.1	15.1
AP_8	-	17.0	13.9
AP_8	-	11.4	8.4
AP_8	-	13.0	9.9
AP_8	-	8.2	5.1
AP_8	-	8.3	5.3
AP_9	-	16.1	13.1
AP_9	-	16.0	13.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	16.0	13.0
AP_9	-	15.9	12.9
AP_9	-	17.5	14.5
AP_9	-	19.7	16.7
AP_9	-	19.3	16.3
AP_9	-	21.1	18.1
AP_9	-	20.0	17.0
AP_9	-	19.5	16.5
AP_9	-	21.2	18.2
AP_9	-	18.5	15.4
AP_9	-	18.2	15.2
AP_9	-	20.3	17.3
AP_9	-	20.9	17.8
AP_9	-	21.0	18.0
AP_9	-	18.9	15.9
AP_9	-	19.8	16.8
AP_9	-	17.3	14.3
AP_9	-	19.0	16.0
AP_9	-	15.9	12.9
AP_9	-	16.3	13.3
AP_9	-	15.5	12.5
AP_9	-	15.8	12.8
AP_9	-	15.4	12.4
AP_9	-	15.6	12.6
AP_9	-	15.3	12.2
AP_9	-	17.4	14.4
AP_9	-	16.8	13.8
AP_9	-	19.4	16.4
AP_9	-	18.7	15.7
AP_9	-	19.5	16.5
AP_9	-	20.4	17.4
AP_9	-	20.3	17.3
AP_9	-	14.6	11.6
AP_9	-	19.6	16.6
AP_10	-	25.6	22.6
AP_10	-	26.3	23.3
AP_10	-	27.0	24.0
AP_10	-	26.8	23.8
AP_10	-	27.5	24.5
AP_10	-	26.7	23.6
AP_10	-	26.8	23.8
AP_10	-	26.5	23.5
AP_10	-	26.9	23.9
AP_10	-	27.9	24.9
AP_10	-	27.3	24.3
AP_10	-	26.9	23.9
AP_10	-	27.9	24.9
AP_10	-	27.6	24.6
AP_10	-	27.8	24.8
AP_10	-	26.6	23.6
AP_10	-	26.7	23.7
AP_10	-	27.7	24.7
AP_10	-	27.8	24.8
AP_10	-	28.2	25.2
AP_10	-	27.0	24.0
AP_10	-	27.3	24.3
AP_10	-	27.2	24.2
AP_10	-	26.1	23.1
AP_11	-	26.1	23.1
AP_11	-	26.3	23.2
AP_11	-	26.4	23.4
AP_11	-	26.6	23.6
AP_11	-	26.2	23.2
AP_11	-	26.3	23.3
AP_11	-	26.5	23.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_11	-	26.6	23.6
AP_11	-	27.5	24.5
AP_11	-	26.0	23.0
AP_11	-	26.4	23.4
AP_11	-	26.5	23.5
AP_11	-	26.4	23.4
AP_11	-	26.9	23.9
AP_11	-	26.7	23.7
AP_11	-	27.7	24.7
AP_11	-	26.4	23.4
AP_11	-	26.6	23.6
AP_11	-	26.8	23.8
AP_11	-	26.4	23.4
AP_11	-	26.1	23.1
AP_11	-	26.3	23.3
AP_11	-	26.5	23.5
AP_11	-	26.5	23.5
AP_12	-	24.8	21.8
AP_12	-	24.9	21.9
AP_12	-	25.2	22.2
AP_12	-	24.3	21.3
AP_12	-	23.9	20.8
AP_12	-	24.8	21.8
AP_12	-	20.6	17.6
AP_12	-	20.6	17.6
AP_12	-	23.3	20.3
AP_12	-	24.1	21.0
AP_12	-	23.8	20.8
AP_12	-	23.0	20.0
AP_12	-	24.8	21.8
AP_12	-	25.1	22.1
AP_12	-	25.1	22.1
AP_12	-	25.9	22.9
AP_12	-	25.8	22.8
AP_12	-	25.7	22.7
AP_12	-	25.8	22.8
AP_12	-	24.8	21.8
AP_12	-	24.3	21.3
AP_12	-	22.9	19.9
AP_12	-	23.1	20.1
AP_12	-	22.3	19.2
AP_Clubhouse	-	25.0	22.0
Apartments Parking Lot	-	41.2	40.9
Apartments Pool	-	9.5	-60.5
Dog Park 1	-	20.7	-60.8
Dog Park 2	-	11.7	-69.8
Multisport Court 1	-	4.4	-60.6
Multisport Court 2	-	-0.7	-65.7
Playground 1 (Apartments)	-	-0.2	-65.2
Playground 2 (Townhomes)	-	-7.5	-72.5
Sports Lawn 1 (Apartments)	-	10.5	-54.5
Sports Lawn 2 (Apartments)	-	2.6	-62.4
Sports Lawn 3 (Townhomes)	-	-9.2	-74.2
TH_1	-	5.8	2.8
TH_1	-	7.4	4.4
TH_1	-	7.7	4.7
TH_1	-	9.2	6.2
TH_2	-	-4.8	-7.8
TH_2	-	-3.6	-6.6
TH_2	-	-2.6	-5.6
TH_2	-	-5.0	-8.0
TH_2	-	-4.9	-7.9
TH_3	-	-7.1	-10.1
TH_3	-	-5.3	-8.3
TH_3	-	-7.4	-10.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_3	-	-7.3	-10.3
TH_4	-	-7.1	-10.2
TH_4	-	-7.0	-10.1
TH_4	-	-7.3	-10.3
TH_4	-	-7.4	-10.4
TH_5	-	4.7	1.7
TH_5	-	2.2	-0.8
TH_5	-	0.4	-2.6
TH_5	-	0.0	-3.0
TH_6	-	5.8	2.8
TH_6	-	4.1	1.1
TH_6	-	3.7	0.7
TH_6	-	3.9	0.9
TH_7	-	7.7	4.7
TH_7	-	7.7	4.7
TH_7	-	8.3	5.3
TH_7	-	7.6	4.6
TH_8	-	-3.4	-6.4
TH_8	-	2.6	-0.4
TH_8	-	3.4	0.4
TH_8	-	-0.2	-3.2
TH_8	-	-4.8	-7.8
TH_9	-	-5.7	-8.7
TH_9	-	-5.9	-8.9
TH_9	-	-0.3	-3.3
TH_9	-	0.0	-3.0
TH_10	-	-6.3	-9.3
TH_10	-	-6.4	-9.4
TH_10	-	-6.7	-9.8
TH_10	-	-6.5	-9.5
TH_11	-	7.7	4.7
TH_11	-	7.6	4.6
TH_11	-	3.9	0.9
TH_11	-	6.7	3.7
TH_12	-	5.4	2.4
TH_12	-	6.5	3.5
TH_12	-	7.1	4.1
TH_12	-	6.0	3.0
TH_12	-	7.7	4.7
TH_13	-	9.6	6.6
TH_13	-	9.8	6.8
TH_13	-	9.7	6.7
TH_13	-	8.3	5.3
TH_13	-	9.2	6.2
TH_14	-	-2.4	-5.4
TH_14	-	-2.6	-5.6
TH_14	-	-2.8	-5.8
TH_14	-	-3.0	-6.0
TH_15	-	7.9	4.9
TH_15	-	8.7	5.7
TH_15	-	6.5	3.5
TH_15	-	7.9	4.9
TH_16	-	-1.5	-4.5
TH_16	-	-0.9	-3.9
TH_16	-	-0.8	-3.8
TH_17	-	14.4	11.3
TH_17	-	10.1	7.1
TH_17	-	12.3	9.2
TH_17	-	11.5	8.5
TH_17	-	20.1	17.1
TH_17	-	20.8	17.8
TH_18	-	18.1	15.1
TH_18	-	13.5	10.5
TH_18	-	11.0	8.0
TH_19	-	5.8	2.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_19	-	-0.8	-3.8
TH_19	-	-1.7	-4.7
TH_20	-	15.4	12.4
TH_20	-	15.6	12.6
TH_20	-	14.9	11.9
TH_20	-	15.2	12.1
TH_21	-	-5.7	-8.7
TH_21	-	-5.6	-8.6
TH_21	-	-5.5	-8.5
TH_21	-	-5.5	-8.5
TH_22	-	-5.9	-9.0
TH_22	-	-6.0	-9.0
TH_22	-	-6.0	-9.1
TH_22	-	-5.8	-8.8
TH_23	-	4.0	1.0
TH_23	-	5.0	2.0
TH_23	-	3.9	0.9
TH_23	-	3.7	0.7
TH_Pool Building	-	-0.1	-3.1
Townhomes Parking Lot	-	26.5	26.1
Townhomes Pool	-	2.8	-67.2
17 1.Fl		48.0	45.8
AP_1	-	16.0	13.0
AP_1	-	14.6	11.6
AP_1	-	15.5	12.5
AP_1	-	15.0	12.0
AP_1	-	16.7	13.7
AP_1	-	16.8	13.7
AP_1	-	17.3	14.3
AP_1	-	17.6	14.6
AP_1	-	18.2	15.2
AP_1	-	18.1	15.1
AP_1	-	17.6	14.6
AP_1	-	16.7	13.7
AP_1	-	16.6	13.6
AP_1	-	15.7	12.7
AP_1	-	15.8	12.8
AP_1	-	13.4	10.4
AP_1	-	12.8	9.8
AP_1	-	14.0	11.0
AP_1	-	16.3	13.3
AP_1	-	16.4	13.4
AP_1	-	17.3	14.3
AP_1	-	17.8	14.8
AP_1	-	18.0	15.0
AP_1	-	18.1	15.0
AP_2	-	14.6	11.6
AP_2	-	14.5	11.5
AP_2	-	14.8	11.8
AP_2	-	14.1	11.1
AP_2	-	15.2	12.2
AP_2	-	12.7	9.7
AP_2	-	12.3	9.3
AP_2	-	11.2	8.2
AP_2	-	15.1	12.0
AP_2	-	15.3	12.3
AP_2	-	12.6	9.6
AP_2	-	13.3	10.3
AP_2	-	13.8	10.8
AP_2	-	13.4	10.3
AP_2	-	11.5	8.5
AP_2	-	11.6	8.6
AP_2	-	11.7	8.7
AP_2	-	12.6	9.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	10.9	7.9
AP_2	-	10.4	7.4
AP_2	-	11.9	8.9
AP_2	-	13.9	10.9
AP_2	-	14.1	11.0
AP_2	-	12.5	9.5
AP_3	-	16.8	13.8
AP_3	-	16.7	13.7
AP_3	-	16.8	13.8
AP_3	-	16.4	13.4
AP_3	-	16.4	13.4
AP_3	-	15.6	12.6
AP_3	-	15.0	12.0
AP_3	-	13.3	10.3
AP_3	-	19.3	16.3
AP_3	-	18.0	15.0
AP_3	-	17.3	14.3
AP_3	-	15.9	12.9
AP_3	-	14.2	11.1
AP_3	-	14.4	11.4
AP_3	-	13.2	10.1
AP_3	-	11.2	8.2
AP_3	-	8.9	5.9
AP_3	-	9.9	6.9
AP_3	-	13.3	10.3
AP_3	-	13.7	10.7
AP_3	-	15.3	12.3
AP_3	-	17.8	14.8
AP_3	-	19.2	16.2
AP_3	-	19.4	16.4
AP_4	-	13.4	10.4
AP_4	-	12.9	9.9
AP_4	-	12.7	9.7
AP_4	-	12.3	9.2
AP_4	-	13.2	10.2
AP_4	-	10.0	7.0
AP_4	-	12.3	9.3
AP_4	-	12.7	9.7
AP_4	-	13.9	10.9
AP_4	-	13.9	10.8
AP_4	-	14.2	11.2
AP_4	-	13.7	10.7
AP_4	-	14.2	11.2
AP_4	-	14.8	11.8
AP_4	-	13.9	10.9
AP_4	-	12.8	9.8
AP_4	-	13.0	10.0
AP_4	-	15.0	12.0
AP_4	-	15.2	12.2
AP_4	-	15.3	12.3
AP_4	-	15.3	12.3
AP_4	-	15.2	12.2
AP_4	-	13.9	10.9
AP_4	-	14.0	11.0
AP_5	-	23.5	20.5
AP_5	-	23.8	20.8
AP_5	-	24.0	21.0
AP_5	-	22.7	19.6
AP_5	-	22.3	19.3
AP_5	-	21.9	18.9
AP_5	-	22.0	19.0
AP_5	-	21.1	18.1
AP_5	-	21.2	18.2
AP_5	-	21.8	18.7
AP_5	-	22.1	19.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	23.3	20.3
AP_5	-	23.1	20.1
AP_5	-	23.8	20.8
AP_5	-	24.8	21.8
AP_5	-	24.4	21.4
AP_5	-	24.6	21.6
AP_5	-	24.0	20.9
AP_5	-	23.7	20.7
AP_5	-	24.0	21.0
AP_5	-	23.9	20.9
AP_5	-	22.9	19.9
AP_5	-	22.7	19.7
AP_5	-	21.3	18.2
AP_6	-	18.5	15.5
AP_6	-	17.7	14.7
AP_6	-	18.8	15.8
AP_6	-	18.7	15.7
AP_6	-	19.4	16.4
AP_6	-	21.0	18.0
AP_6	-	19.7	16.7
AP_6	-	21.6	18.6
AP_6	-	20.8	17.7
AP_6	-	20.9	17.9
AP_6	-	21.5	18.5
AP_6	-	18.8	15.8
AP_6	-	17.7	14.7
AP_6	-	20.9	17.9
AP_6	-	20.3	17.3
AP_6	-	20.0	17.0
AP_6	-	21.4	18.4
AP_6	-	21.7	18.7
AP_6	-	20.0	17.0
AP_6	-	20.3	17.2
AP_6	-	19.1	16.1
AP_6	-	19.2	16.2
AP_6	-	17.3	14.3
AP_6	-	17.2	14.2
AP_6	-	16.8	13.8
AP_6	-	17.7	14.7
AP_6	-	17.2	14.2
AP_6	-	20.8	17.8
AP_6	-	20.3	17.3
AP_6	-	21.0	18.0
AP_6	-	21.4	18.3
AP_6	-	21.4	18.4
AP_6	-	19.9	16.8
AP_6	-	21.0	18.0
AP_6	-	17.9	14.9
AP_6	-	19.3	16.3
AP_7	-	23.5	20.5
AP_7	-	23.2	20.2
AP_7	-	22.5	19.4
AP_7	-	22.2	19.2
AP_7	-	22.1	19.0
AP_7	-	22.3	19.2
AP_7	-	22.5	19.5
AP_7	-	21.6	18.5
AP_7	-	21.7	18.7
AP_7	-	20.9	17.9
AP_7	-	22.4	19.3
AP_7	-	22.2	19.2
AP_7	-	22.4	19.4
AP_7	-	23.5	20.5
AP_7	-	22.8	19.8
AP_7	-	22.3	19.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	21.6	18.6
AP_7	-	22.8	19.8
AP_7	-	23.3	20.3
AP_7	-	23.4	20.4
AP_7	-	22.5	19.5
AP_7	-	21.3	18.2
AP_7	-	20.7	17.6
AP_7	-	21.2	18.2
AP_8	-	18.6	15.5
AP_8	-	18.1	15.1
AP_8	-	19.3	16.3
AP_8	-	19.0	15.9
AP_8	-	20.0	17.0
AP_8	-	18.2	15.2
AP_8	-	20.2	17.2
AP_8	-	17.3	14.3
AP_8	-	17.4	14.4
AP_8	-	16.4	13.4
AP_8	-	17.3	14.3
AP_8	-	13.9	10.9
AP_8	-	20.3	17.3
AP_8	-	19.7	16.7
AP_8	-	19.2	16.2
AP_8	-	19.3	16.3
AP_8	-	18.8	15.8
AP_8	-	18.9	15.9
AP_8	-	18.2	15.2
AP_8	-	18.0	15.0
AP_8	-	16.5	13.5
AP_8	-	17.1	14.1
AP_8	-	16.6	13.6
AP_8	-	14.6	11.6
AP_8	-	19.5	16.5
AP_8	-	19.4	16.4
AP_8	-	19.3	16.3
AP_8	-	19.1	16.1
AP_8	-	19.1	16.1
AP_8	-	18.7	15.7
AP_8	-	18.8	15.8
AP_8	-	18.2	15.2
AP_8	-	16.3	13.3
AP_8	-	17.2	14.1
AP_8	-	14.5	11.5
AP_8	-	14.8	11.8
AP_9	-	15.9	12.9
AP_9	-	15.7	12.7
AP_9	-	15.6	12.6
AP_9	-	15.6	12.6
AP_9	-	16.2	13.2
AP_9	-	19.0	16.0
AP_9	-	17.9	14.9
AP_9	-	20.6	17.5
AP_9	-	19.9	16.8
AP_9	-	21.0	18.0
AP_9	-	21.0	18.0
AP_9	-	19.8	16.8
AP_9	-	18.9	15.9
AP_9	-	20.3	17.3
AP_9	-	20.6	17.6
AP_9	-	21.0	18.0
AP_9	-	18.8	15.8
AP_9	-	19.5	16.5
AP_9	-	16.1	13.1
AP_9	-	17.5	14.5
AP_9	-	15.5	12.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	15.4	12.4
AP_9	-	15.2	12.2
AP_9	-	15.5	12.5
AP_9	-	14.8	11.8
AP_9	-	15.2	12.2
AP_9	-	15.0	12.0
AP_9	-	16.4	13.4
AP_9	-	15.6	12.6
AP_9	-	18.5	15.5
AP_9	-	17.1	14.1
AP_9	-	19.5	16.5
AP_9	-	20.4	17.4
AP_9	-	20.1	17.1
AP_9	-	14.3	11.3
AP_9	-	19.6	16.6
AP_10	-	24.7	21.7
AP_10	-	25.0	22.0
AP_10	-	25.4	22.3
AP_10	-	25.3	22.3
AP_10	-	25.7	22.7
AP_10	-	25.3	22.3
AP_10	-	26.5	23.5
AP_10	-	24.1	21.1
AP_10	-	24.6	21.6
AP_10	-	23.9	20.9
AP_10	-	26.4	23.4
AP_10	-	25.6	22.6
AP_10	-	25.2	22.2
AP_10	-	25.2	22.2
AP_10	-	25.6	22.6
AP_10	-	24.9	21.9
AP_10	-	26.0	23.0
AP_10	-	26.3	23.3
AP_10	-	26.8	23.8
AP_10	-	26.3	23.3
AP_10	-	26.1	23.1
AP_10	-	25.4	22.4
AP_10	-	25.5	22.5
AP_10	-	23.8	20.8
AP_11	-	26.5	23.5
AP_11	-	28.7	25.7
AP_11	-	28.8	25.8
AP_11	-	26.7	23.7
AP_11	-	26.4	23.4
AP_11	-	26.4	23.4
AP_11	-	29.2	26.2
AP_11	-	26.0	23.0
AP_11	-	25.9	22.8
AP_11	-	26.1	23.1
AP_11	-	27.4	24.4
AP_11	-	27.6	24.6
AP_11	-	26.2	23.2
AP_11	-	26.3	23.3
AP_11	-	26.1	23.1
AP_11	-	26.0	23.0
AP_11	-	25.8	22.8
AP_11	-	26.0	23.0
AP_11	-	26.2	23.2
AP_11	-	26.2	23.2
AP_11	-	26.6	23.6
AP_11	-	27.2	24.2
AP_11	-	27.7	24.7
AP_11	-	28.0	25.0
AP_12	-	25.0	22.0
AP_12	-	25.4	22.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_12	-	26.3	23.3
AP_12	-	24.9	21.9
AP_12	-	24.7	21.7
AP_12	-	24.4	21.4
AP_12	-	22.6	19.5
AP_12	-	23.4	20.4
AP_12	-	23.3	20.2
AP_12	-	24.0	21.0
AP_12	-	24.6	21.5
AP_12	-	24.6	21.6
AP_12	-	24.7	21.7
AP_12	-	25.2	22.2
AP_12	-	26.4	23.4
AP_12	-	26.7	23.7
AP_12	-	26.4	23.4
AP_12	-	26.4	23.4
AP_12	-	26.2	23.2
AP_12	-	25.8	22.8
AP_12	-	24.1	21.1
AP_12	-	24.5	21.5
AP_12	-	24.6	21.6
AP_12	-	23.2	20.2
AP_Clubhouse	-	18.9	15.9
Apartments Parking Lot	-	41.2	40.9
Apartments Pool	-	6.1	-63.9
Dog Park 1	-	12.4	-69.1
Dog Park 2	-	8.4	-73.1
Multisport Court 1	-	6.3	-58.7
Multisport Court 2	-	0.9	-64.1
Playground 1 (Apartments)	-	-0.5	-65.5
Playground 2 (Townhomes)	-	-5.5	-70.5
Sports Lawn 1 (Apartments)	-	9.0	-56.0
Sports Lawn 2 (Apartments)	-	-5.7	-70.7
Sports Lawn 3 (Townhomes)	-	-7.9	-72.9
TH_1	-	10.1	7.0
TH_1	-	10.3	7.3
TH_1	-	10.8	7.8
TH_1	-	9.9	6.9
TH_2	-	-2.5	-5.5
TH_2	-	-1.0	-4.0
TH_2	-	-1.5	-4.5
TH_2	-	-3.6	-6.6
TH_2	-	-3.5	-6.5
TH_3	-	-4.0	-7.0
TH_3	-	-3.9	-6.9
TH_3	-	-5.4	-8.4
TH_3	-	-5.3	-8.3
TH_4	-	-6.7	-9.7
TH_4	-	-6.6	-9.6
TH_4	-	-6.8	-9.8
TH_4	-	-6.9	-9.9
TH_5	-	1.6	-1.4
TH_5	-	2.4	-0.6
TH_5	-	2.0	-1.0
TH_5	-	1.5	-1.5
TH_6	-	6.5	3.5
TH_6	-	8.5	5.5
TH_6	-	3.6	0.6
TH_6	-	4.2	1.2
TH_7	-	9.8	6.8
TH_7	-	10.0	7.0
TH_7	-	9.1	6.1
TH_7	-	9.8	6.8
TH_8	-	-4.3	-7.3
TH_8	-	3.8	0.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_8	-	3.4	0.4
TH_8	-	2.4	-0.6
TH_8	-	-4.3	-7.4
TH_9	-	-5.2	-8.3
TH_9	-	-5.4	-8.4
TH_9	-	-1.1	-4.2
TH_9	-	0.1	-2.9
TH_10	-	-5.8	-8.8
TH_10	-	-5.9	-8.9
TH_10	-	-6.2	-9.2
TH_10	-	-6.1	-9.1
TH_11	-	8.6	5.6
TH_11	-	9.9	6.9
TH_11	-	4.3	1.2
TH_11	-	6.9	3.8
TH_12	-	8.2	5.2
TH_12	-	8.8	5.8
TH_12	-	2.0	-1.1
TH_12	-	4.5	1.5
TH_12	-	9.4	6.3
TH_13	-	8.9	5.9
TH_13	-	8.8	5.8
TH_13	-	9.4	6.4
TH_13	-	7.9	4.8
TH_13	-	8.9	5.9
TH_14	-	-0.3	-3.3
TH_14	-	-0.5	-3.5
TH_14	-	-0.7	-3.7
TH_14	-	-0.9	-3.9
TH_15	-	8.2	5.2
TH_15	-	14.5	11.5
TH_15	-	6.4	3.4
TH_15	-	8.0	5.0
TH_16	-	-0.5	-3.5
TH_16	-	1.7	-1.3
TH_16	-	-1.1	-4.2
TH_17	-	9.6	6.5
TH_17	-	15.9	12.9
TH_17	-	15.0	12.0
TH_17	-	20.7	17.7
TH_17	-	21.1	18.1
TH_17	-	22.0	19.0
TH_18	-	19.1	16.1
TH_18	-	14.4	11.3
TH_18	-	17.4	14.4
TH_19	-	14.4	11.4
TH_19	-	1.6	-1.5
TH_19	-	-0.8	-3.8
TH_20	-	16.2	13.2
TH_20	-	16.4	13.3
TH_20	-	15.6	12.6
TH_20	-	15.9	12.9
TH_21	-	-5.0	-8.0
TH_21	-	-4.9	-8.0
TH_21	-	-4.9	-7.9
TH_21	-	-4.8	-7.8
TH_22	-	-5.3	-8.3
TH_22	-	-5.4	-8.4
TH_22	-	-5.5	-8.5
TH_22	-	-5.1	-8.1
TH_23	-	5.9	2.9
TH_23	-	6.0	3.0
TH_23	-	5.6	2.6
TH_23	-	5.1	2.1
TH_Pool Building	-	-0.1	-3.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
Townhomes Parking Lot	-	28.1	27.8
Townhomes Pool	-	4.5	-65.5
18 1.Fl		47.8	45.7
AP_1	-	8.4	5.4
AP_1	-	3.8	0.7
AP_1	-	7.5	4.4
AP_1	-	7.4	4.4
AP_1	-	9.1	6.1
AP_1	-	9.1	6.1
AP_1	-	9.5	6.5
AP_1	-	9.9	6.9
AP_1	-	9.6	6.6
AP_1	-	9.4	6.4
AP_1	-	9.6	6.6
AP_1	-	8.2	5.1
AP_1	-	8.3	5.2
AP_1	-	8.3	5.3
AP_1	-	5.6	2.6
AP_1	-	6.3	3.3
AP_1	-	7.2	4.2
AP_1	-	6.9	3.9
AP_1	-	6.8	3.8
AP_1	-	8.1	5.1
AP_1	-	7.1	4.1
AP_1	-	7.9	4.9
AP_1	-	9.5	6.5
AP_1	-	9.5	6.5
AP_2	-	8.6	5.6
AP_2	-	8.6	5.6
AP_2	-	9.4	6.4
AP_2	-	9.4	6.4
AP_2	-	10.1	7.1
AP_2	-	9.8	6.8
AP_2	-	9.6	6.6
AP_2	-	8.5	5.5
AP_2	-	9.4	6.4
AP_2	-	9.8	6.7
AP_2	-	9.9	6.9
AP_2	-	8.5	5.5
AP_2	-	8.1	5.1
AP_2	-	9.7	6.7
AP_2	-	7.7	4.7
AP_2	-	6.6	3.6
AP_2	-	6.6	3.6
AP_2	-	5.4	2.4
AP_2	-	4.0	1.0
AP_2	-	3.7	0.7
AP_2	-	3.6	0.6
AP_2	-	9.6	6.6
AP_2	-	11.4	8.4
AP_2	-	11.2	8.2
AP_3	-	14.5	11.5
AP_3	-	14.3	11.3
AP_3	-	14.2	11.2
AP_3	-	14.1	11.1
AP_3	-	13.9	10.9
AP_3	-	12.9	9.8
AP_3	-	10.8	7.8
AP_3	-	10.3	7.3
AP_3	-	15.9	12.9
AP_3	-	14.2	11.2
AP_3	-	16.8	13.8
AP_3	-	15.8	12.8
AP_3	-	15.7	12.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_3	-	16.7	13.6
AP_3	-	16.0	12.9
AP_3	-	15.4	12.4
AP_3	-	17.5	14.5
AP_3	-	18.8	15.8
AP_3	-	18.1	15.1
AP_3	-	17.9	14.9
AP_3	-	18.0	15.0
AP_3	-	18.1	15.1
AP_3	-	18.3	15.3
AP_3	-	18.3	15.3
AP_4	-	18.2	15.2
AP_4	-	18.3	15.3
AP_4	-	17.7	14.7
AP_4	-	17.6	14.5
AP_4	-	17.5	14.5
AP_4	-	17.4	14.4
AP_4	-	17.1	14.0
AP_4	-	12.8	9.8
AP_4	-	17.3	14.2
AP_4	-	17.0	14.0
AP_4	-	16.7	13.7
AP_4	-	16.6	13.6
AP_4	-	16.4	13.4
AP_4	-	16.2	13.2
AP_4	-	17.0	14.0
AP_4	-	16.6	13.6
AP_4	-	17.8	14.8
AP_4	-	17.7	14.7
AP_4	-	17.1	14.0
AP_4	-	17.3	14.3
AP_4	-	17.3	14.3
AP_4	-	17.3	14.3
AP_4	-	17.5	14.5
AP_4	-	17.8	14.8
AP_5	-	23.2	20.2
AP_5	-	22.8	19.8
AP_5	-	22.5	19.5
AP_5	-	22.3	19.3
AP_5	-	22.3	19.3
AP_5	-	21.9	18.9
AP_5	-	22.7	19.7
AP_5	-	22.0	19.0
AP_5	-	22.2	19.2
AP_5	-	23.3	20.3
AP_5	-	23.5	20.5
AP_5	-	23.8	20.8
AP_5	-	22.7	19.7
AP_5	-	23.0	20.0
AP_5	-	23.4	20.4
AP_5	-	23.7	20.7
AP_5	-	23.4	20.4
AP_5	-	24.3	21.3
AP_5	-	23.1	20.1
AP_5	-	24.3	21.2
AP_5	-	23.8	20.8
AP_5	-	23.6	20.6
AP_5	-	22.5	19.5
AP_5	-	22.1	19.1
AP_6	-	21.8	18.8
AP_6	-	22.1	19.1
AP_6	-	21.7	18.7
AP_6	-	22.5	19.5
AP_6	-	21.4	18.4
AP_6	-	21.7	18.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_6	-	21.3	18.2
AP_6	-	21.6	18.6
AP_6	-	21.7	18.7
AP_6	-	20.3	17.3
AP_6	-	21.4	18.4
AP_6	-	19.4	16.3
AP_6	-	19.1	16.1
AP_6	-	20.4	17.4
AP_6	-	20.8	17.8
AP_6	-	20.8	17.8
AP_6	-	21.3	18.3
AP_6	-	20.5	17.5
AP_6	-	22.2	19.2
AP_6	-	21.9	18.9
AP_6	-	22.4	19.4
AP_6	-	22.3	19.3
AP_6	-	22.0	18.9
AP_6	-	22.0	19.0
AP_6	-	22.2	19.2
AP_6	-	22.2	19.1
AP_6	-	21.9	18.9
AP_6	-	21.5	18.5
AP_6	-	21.7	18.6
AP_6	-	21.3	18.3
AP_6	-	21.2	18.2
AP_6	-	20.9	17.9
AP_6	-	20.5	17.5
AP_6	-	20.8	17.7
AP_6	-	18.0	15.0
AP_6	-	20.5	17.5
AP_7	-	15.1	12.1
AP_7	-	14.6	11.6
AP_7	-	15.3	12.2
AP_7	-	17.9	14.9
AP_7	-	15.3	12.3
AP_7	-	17.2	14.2
AP_7	-	16.8	13.8
AP_7	-	19.4	16.4
AP_7	-	19.5	16.5
AP_7	-	15.4	12.4
AP_7	-	16.2	13.2
AP_7	-	16.3	13.3
AP_7	-	18.4	15.3
AP_7	-	16.3	13.3
AP_7	-	15.7	12.7
AP_7	-	14.1	11.1
AP_7	-	15.0	12.0
AP_7	-	15.4	12.4
AP_7	-	16.1	13.1
AP_7	-	17.0	14.0
AP_7	-	18.9	15.8
AP_7	-	16.4	13.4
AP_7	-	14.6	11.6
AP_7	-	15.9	12.9
AP_8	-	11.4	8.4
AP_8	-	11.6	8.6
AP_8	-	11.5	8.5
AP_8	-	11.9	8.9
AP_8	-	9.5	6.4
AP_8	-	12.1	9.1
AP_8	-	9.5	6.5
AP_8	-	10.2	7.2
AP_8	-	13.5	10.5
AP_8	-	11.7	8.7
AP_8	-	11.7	8.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	13.4	10.4
AP_8	-	9.5	6.4
AP_8	-	10.4	7.4
AP_8	-	10.9	7.9
AP_8	-	10.9	7.9
AP_8	-	12.0	9.0
AP_8	-	11.3	8.2
AP_8	-	11.2	8.2
AP_8	-	12.2	9.1
AP_8	-	10.5	7.5
AP_8	-	14.0	11.0
AP_8	-	11.8	8.8
AP_8	-	9.1	6.1
AP_8	-	8.2	5.2
AP_8	-	10.8	7.8
AP_8	-	8.6	5.6
AP_8	-	11.3	8.3
AP_8	-	10.8	7.8
AP_8	-	11.0	8.0
AP_8	-	11.8	8.8
AP_8	-	12.1	9.1
AP_8	-	10.5	7.4
AP_8	-	12.1	9.1
AP_8	-	9.0	6.0
AP_8	-	13.7	10.6
AP_9	-	15.2	12.2
AP_9	-	15.1	12.1
AP_9	-	14.8	11.8
AP_9	-	14.3	11.3
AP_9	-	15.4	12.4
AP_9	-	18.2	15.2
AP_9	-	15.4	12.4
AP_9	-	20.0	17.0
AP_9	-	18.4	15.4
AP_9	-	20.0	17.0
AP_9	-	20.1	17.1
AP_9	-	17.4	14.4
AP_9	-	16.8	13.8
AP_9	-	18.7	15.7
AP_9	-	19.4	16.4
AP_9	-	20.2	17.2
AP_9	-	18.0	15.0
AP_9	-	19.7	16.7
AP_9	-	15.2	12.1
AP_9	-	16.6	13.6
AP_9	-	14.8	11.8
AP_9	-	14.6	11.6
AP_9	-	14.5	11.5
AP_9	-	14.8	11.8
AP_9	-	14.1	11.1
AP_9	-	14.5	11.5
AP_9	-	14.3	11.3
AP_9	-	14.3	11.2
AP_9	-	14.3	11.3
AP_9	-	16.6	13.6
AP_9	-	16.3	13.3
AP_9	-	18.9	15.9
AP_9	-	19.1	16.1
AP_9	-	18.4	15.4
AP_9	-	12.2	9.2
AP_9	-	18.6	15.6
AP_10	-	24.0	21.0
AP_10	-	23.7	20.7
AP_10	-	24.7	21.7
AP_10	-	24.5	21.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_10	-	22.6	19.6
AP_10	-	23.6	20.6
AP_10	-	24.7	21.7
AP_10	-	22.8	19.8
AP_10	-	22.8	19.8
AP_10	-	22.7	19.7
AP_10	-	24.6	21.5
AP_10	-	24.9	21.8
AP_10	-	24.1	21.1
AP_10	-	24.7	21.7
AP_10	-	23.6	20.6
AP_10	-	23.4	20.4
AP_10	-	24.6	21.6
AP_10	-	24.5	21.4
AP_10	-	25.1	22.1
AP_10	-	25.2	22.2
AP_10	-	25.3	22.3
AP_10	-	25.3	22.3
AP_10	-	24.6	21.6
AP_10	-	23.5	20.5
AP_11	-	27.2	24.2
AP_11	-	27.3	24.2
AP_11	-	27.2	24.2
AP_11	-	26.7	23.6
AP_11	-	26.2	23.2
AP_11	-	26.4	23.4
AP_11	-	27.3	24.3
AP_11	-	26.0	23.0
AP_11	-	24.6	21.6
AP_11	-	26.7	23.7
AP_11	-	26.5	23.5
AP_11	-	27.4	24.4
AP_11	-	26.9	23.8
AP_11	-	27.3	24.2
AP_11	-	26.5	23.4
AP_11	-	25.0	22.0
AP_11	-	24.3	21.3
AP_11	-	25.9	22.9
AP_11	-	27.2	24.2
AP_11	-	26.8	23.8
AP_11	-	26.6	23.6
AP_11	-	26.4	23.4
AP_11	-	26.3	23.3
AP_11	-	27.2	24.2
AP_12	-	25.2	22.1
AP_12	-	27.1	24.1
AP_12	-	27.8	24.8
AP_12	-	25.4	22.3
AP_12	-	24.6	21.6
AP_12	-	25.1	22.1
AP_12	-	23.7	20.7
AP_12	-	23.5	20.5
AP_12	-	23.7	20.7
AP_12	-	23.4	20.4
AP_12	-	25.7	22.7
AP_12	-	23.8	20.8
AP_12	-	25.2	22.2
AP_12	-	25.9	22.9
AP_12	-	26.6	23.6
AP_12	-	27.3	24.3
AP_12	-	26.4	23.4
AP_12	-	26.0	23.0
AP_12	-	25.7	22.7
AP_12	-	25.4	22.4
AP_12	-	25.6	22.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_12	-	25.8	22.8
AP_12	-	26.2	23.2
AP_12	-	25.0	22.0
AP_Clubhouse	-	17.9	14.9
Apartments Parking Lot	-	41.8	41.5
Apartments Pool	-	1.0	-69.0
Dog Park 1	-	11.8	-69.7
Dog Park 2	-	4.5	-77.0
Multisport Court 1	-	-1.2	-66.2
Multisport Court 2	-	-0.3	-65.3
Playground 1 (Apartments)	-	1.1	-63.9
Playground 2 (Townhomes)	-	-2.6	-67.6
Sports Lawn 1 (Apartments)	-	-0.7	-65.7
Sports Lawn 2 (Apartments)	-	-7.0	-72.0
Sports Lawn 3 (Townhomes)	-	-4.9	-69.9
TH_1	-	7.4	4.4
TH_1	-	7.2	4.2
TH_1	-	6.7	3.7
TH_1	-	7.2	4.2
TH_2	-	-5.7	-8.7
TH_2	-	-5.6	-8.6
TH_2	-	-5.5	-8.5
TH_2	-	-5.8	-8.8
TH_2	-	-5.8	-8.8
TH_3	-	-6.3	-9.3
TH_3	-	-6.2	-9.2
TH_3	-	-6.5	-9.6
TH_3	-	-6.5	-9.5
TH_4	-	-6.1	-9.1
TH_4	-	-4.4	-7.4
TH_4	-	-5.0	-8.0
TH_4	-	-5.1	-8.1
TH_5	-	2.9	-0.1
TH_5	-	4.6	1.6
TH_5	-	3.2	0.2
TH_5	-	3.4	0.4
TH_6	-	3.3	0.3
TH_6	-	3.1	0.1
TH_6	-	6.6	3.6
TH_6	-	1.4	-1.6
TH_7	-	7.5	4.5
TH_7	-	8.3	5.3
TH_7	-	6.0	3.0
TH_7	-	7.3	4.3
TH_8	-	-1.8	-4.8
TH_8	-	2.7	-0.3
TH_8	-	2.9	-0.2
TH_8	-	3.5	0.5
TH_8	-	-1.9	-4.9
TH_9	-	-3.5	-6.5
TH_9	-	-0.7	-3.7
TH_9	-	-0.5	-3.5
TH_9	-	1.5	-1.5
TH_10	-	-5.0	-8.0
TH_10	-	-5.2	-8.2
TH_10	-	-4.1	-7.1
TH_10	-	-5.3	-8.3
TH_11	-	10.1	7.1
TH_11	-	10.9	7.9
TH_11	-	9.9	6.9
TH_11	-	10.8	7.8
TH_12	-	10.3	7.3
TH_12	-	9.9	6.9
TH_12	-	3.4	0.4
TH_12	-	2.4	-0.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_12	-	4.3	1.3
TH_13	-	9.4	6.4
TH_13	-	9.1	6.1
TH_13	-	10.2	7.2
TH_13	-	9.7	6.7
TH_13	-	9.4	6.4
TH_14	-	-0.4	-3.4
TH_14	-	0.5	-2.5
TH_14	-	0.3	-2.8
TH_14	-	8.4	5.4
TH_15	-	10.1	7.1
TH_15	-	11.5	8.5
TH_15	-	10.1	7.1
TH_15	-	8.4	5.4
TH_16	-	7.3	4.3
TH_16	-	2.8	-0.2
TH_16	-	0.1	-2.9
TH_17	-	23.0	20.0
TH_17	-	24.6	21.6
TH_17	-	16.4	13.4
TH_17	-	22.1	19.1
TH_17	-	22.6	19.6
TH_17	-	23.4	20.4
TH_18	-	20.3	17.2
TH_18	-	15.8	12.8
TH_18	-	19.9	16.9
TH_19	-	16.3	13.3
TH_19	-	1.7	-1.3
TH_19	-	2.1	-0.9
TH_20	-	17.2	14.2
TH_20	-	17.4	14.4
TH_20	-	16.6	13.5
TH_20	-	16.9	13.9
TH_21	-	-4.1	-7.2
TH_21	-	-4.1	-7.1
TH_21	-	-3.9	-7.0
TH_21	-	-3.8	-6.9
TH_22	-	-4.5	-7.5
TH_22	-	-4.6	-7.6
TH_22	-	-4.7	-7.7
TH_22	-	-4.3	-7.3
TH_23	-	7.9	4.9
TH_23	-	7.9	4.8
TH_23	-	8.1	5.1
TH_23	-	6.6	3.6
TH_Pool Building	-	-1.0	-4.0
Townhomes Parking Lot	-	30.0	29.6
Townhomes Pool	-	9.6	-60.4
19	1.Fl	47.8	45.9
AP_1	-	11.2	8.2
AP_1	-	6.1	3.1
AP_1	-	10.9	7.8
AP_1	-	7.7	4.7
AP_1	-	12.8	9.7
AP_1	-	14.1	11.1
AP_1	-	14.6	11.6
AP_1	-	14.5	11.5
AP_1	-	14.2	11.2
AP_1	-	13.8	10.8
AP_1	-	13.4	10.4
AP_1	-	13.3	10.2
AP_1	-	11.4	8.4
AP_1	-	11.4	8.4
AP_1	-	7.6	4.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_1	-	6.6	3.6
AP_1	-	8.7	5.7
AP_1	-	10.2	7.2
AP_1	-	9.7	6.7
AP_1	-	10.4	7.3
AP_1	-	12.2	9.2
AP_1	-	13.0	10.0
AP_1	-	12.8	9.8
AP_1	-	13.9	10.9
AP_2	-	15.7	12.7
AP_2	-	15.3	12.3
AP_2	-	14.7	11.7
AP_2	-	14.1	11.0
AP_2	-	14.0	11.0
AP_2	-	13.3	10.3
AP_2	-	13.3	10.3
AP_2	-	10.1	7.0
AP_2	-	15.8	12.8
AP_2	-	16.0	13.0
AP_2	-	15.2	12.2
AP_2	-	15.1	12.1
AP_2	-	13.5	10.5
AP_2	-	12.9	9.9
AP_2	-	11.9	8.9
AP_2	-	8.8	5.8
AP_2	-	8.8	5.8
AP_2	-	11.8	8.8
AP_2	-	12.7	9.7
AP_2	-	11.7	8.7
AP_2	-	14.5	11.5
AP_2	-	15.2	12.2
AP_2	-	15.2	12.2
AP_2	-	15.9	12.9
AP_3	-	19.4	16.4
AP_3	-	19.7	16.7
AP_3	-	19.7	16.7
AP_3	-	19.3	16.3
AP_3	-	18.1	15.0
AP_3	-	17.5	14.4
AP_3	-	13.6	10.6
AP_3	-	11.3	8.3
AP_3	-	18.7	15.7
AP_3	-	18.7	15.7
AP_3	-	20.1	17.1
AP_3	-	19.5	16.5
AP_3	-	19.5	16.5
AP_3	-	19.5	16.5
AP_3	-	18.1	15.1
AP_3	-	17.1	14.1
AP_3	-	16.3	13.3
AP_3	-	17.6	14.6
AP_3	-	17.9	14.8
AP_3	-	18.0	15.0
AP_3	-	19.0	16.0
AP_3	-	18.9	15.9
AP_3	-	18.5	15.5
AP_3	-	18.7	15.7
AP_4	-	15.8	12.8
AP_4	-	15.9	12.8
AP_4	-	16.7	13.7
AP_4	-	16.6	13.6
AP_4	-	16.1	13.1
AP_4	-	16.9	13.9
AP_4	-	14.3	11.3
AP_4	-	14.7	11.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_4	-	14.7	11.7
AP_4	-	15.0	12.0
AP_4	-	15.7	12.7
AP_4	-	17.9	14.9
AP_4	-	18.0	15.0
AP_4	-	17.1	14.1
AP_4	-	16.9	13.9
AP_4	-	12.8	9.8
AP_4	-	17.0	14.0
AP_4	-	17.1	14.1
AP_4	-	17.5	14.4
AP_4	-	16.1	13.1
AP_4	-	14.8	11.8
AP_4	-	15.9	12.8
AP_4	-	15.5	12.4
AP_4	-	15.6	12.5
AP_5	-	21.8	18.8
AP_5	-	21.7	18.7
AP_5	-	22.6	19.6
AP_5	-	22.0	19.0
AP_5	-	20.9	17.9
AP_5	-	21.4	18.4
AP_5	-	21.2	18.2
AP_5	-	20.8	17.8
AP_5	-	20.3	17.3
AP_5	-	21.6	18.6
AP_5	-	23.5	20.5
AP_5	-	22.3	19.3
AP_5	-	22.0	19.0
AP_5	-	19.8	16.8
AP_5	-	20.8	17.8
AP_5	-	21.9	18.9
AP_5	-	19.8	16.8
AP_5	-	21.3	18.2
AP_5	-	21.5	18.5
AP_5	-	22.4	19.4
AP_5	-	23.2	20.2
AP_5	-	22.2	19.2
AP_5	-	21.9	18.9
AP_5	-	20.4	17.4
AP_6	-	23.0	19.9
AP_6	-	23.6	20.5
AP_6	-	22.2	19.2
AP_6	-	22.8	19.8
AP_6	-	22.0	19.0
AP_6	-	21.9	18.9
AP_6	-	22.2	19.2
AP_6	-	21.8	18.8
AP_6	-	22.0	19.0
AP_6	-	21.3	18.3
AP_6	-	21.8	18.8
AP_6	-	18.4	15.4
AP_6	-	18.6	15.5
AP_6	-	19.8	16.8
AP_6	-	21.5	18.5
AP_6	-	21.7	18.7
AP_6	-	22.0	19.0
AP_6	-	21.6	18.6
AP_6	-	22.3	19.3
AP_6	-	22.0	19.0
AP_6	-	22.7	19.7
AP_6	-	22.3	19.3
AP_6	-	22.9	19.9
AP_6	-	23.1	20.0
AP_6	-	22.3	19.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
AP_6	-	22.3	19.3
AP_6	-	22.3	19.3
AP_6	-	22.2	19.2
AP_6	-	22.4	19.4
AP_6	-	21.4	18.4
AP_6	-	21.9	18.9
AP_6	-	21.4	18.4
AP_6	-	20.0	17.0
AP_6	-	20.8	17.7
AP_6	-	19.2	16.1
AP_6	-	19.7	16.7
AP_7	-	15.3	12.3
AP_7	-	15.2	12.2
AP_7	-	15.4	12.4
AP_7	-	16.1	13.1
AP_7	-	15.0	11.9
AP_7	-	15.1	12.1
AP_7	-	14.8	11.8
AP_7	-	13.6	10.6
AP_7	-	15.3	12.3
AP_7	-	13.1	10.1
AP_7	-	15.2	12.1
AP_7	-	15.9	12.9
AP_7	-	16.7	13.7
AP_7	-	16.6	13.6
AP_7	-	16.1	13.1
AP_7	-	14.1	11.1
AP_7	-	13.8	10.7
AP_7	-	15.3	12.3
AP_7	-	16.0	13.0
AP_7	-	16.2	13.2
AP_7	-	16.3	13.3
AP_7	-	15.3	12.3
AP_7	-	15.2	12.2
AP_7	-	14.3	11.3
AP_8	-	9.7	6.7
AP_8	-	10.4	7.4
AP_8	-	9.2	6.2
AP_8	-	10.1	7.0
AP_8	-	9.0	6.0
AP_8	-	10.5	7.5
AP_8	-	9.1	6.0
AP_8	-	9.7	6.7
AP_8	-	10.3	7.3
AP_8	-	8.7	5.7
AP_8	-	8.6	5.6
AP_8	-	8.4	5.4
AP_8	-	9.0	6.0
AP_8	-	9.2	6.2
AP_8	-	9.3	6.3
AP_8	-	9.2	6.2
AP_8	-	10.4	7.4
AP_8	-	10.2	7.2
AP_8	-	10.7	7.7
AP_8	-	10.6	7.5
AP_8	-	8.6	5.6
AP_8	-	9.8	6.8
AP_8	-	8.7	5.7
AP_8	-	6.1	3.1
AP_8	-	9.8	6.7
AP_8	-	9.3	6.2
AP_8	-	8.2	5.2
AP_8	-	10.0	7.0
AP_8	-	9.3	6.3
AP_8	-	10.6	7.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	10.4	7.4
AP_8	-	9.5	6.5
AP_8	-	9.9	6.9
AP_8	-	9.8	6.8
AP_8	-	6.0	3.0
AP_8	-	8.6	5.6
AP_9	-	14.6	11.6
AP_9	-	15.1	12.1
AP_9	-	14.7	11.6
AP_9	-	14.1	11.1
AP_9	-	14.4	11.4
AP_9	-	16.0	13.0
AP_9	-	14.9	11.9
AP_9	-	18.9	15.9
AP_9	-	17.5	14.5
AP_9	-	19.2	16.2
AP_9	-	19.2	16.2
AP_9	-	16.7	13.7
AP_9	-	16.0	12.9
AP_9	-	18.1	15.1
AP_9	-	18.3	15.3
AP_9	-	18.9	15.9
AP_9	-	15.9	12.8
AP_9	-	17.2	14.2
AP_9	-	14.2	11.2
AP_9	-	14.7	11.7
AP_9	-	13.9	10.9
AP_9	-	14.5	11.4
AP_9	-	14.6	11.6
AP_9	-	14.8	11.8
AP_9	-	14.0	11.0
AP_9	-	14.7	11.7
AP_9	-	14.1	11.1
AP_9	-	13.8	10.7
AP_9	-	14.1	11.1
AP_9	-	15.4	12.4
AP_9	-	14.3	11.3
AP_9	-	16.8	13.8
AP_9	-	18.4	15.4
AP_9	-	17.9	14.9
AP_9	-	11.3	8.3
AP_9	-	17.5	14.5
AP_10	-	22.5	19.5
AP_10	-	23.3	20.3
AP_10	-	24.2	21.1
AP_10	-	23.9	20.9
AP_10	-	21.5	18.5
AP_10	-	22.7	19.7
AP_10	-	24.5	21.5
AP_10	-	22.0	19.0
AP_10	-	21.5	18.5
AP_10	-	21.9	18.9
AP_10	-	23.9	20.9
AP_10	-	24.1	21.1
AP_10	-	23.2	20.2
AP_10	-	22.8	19.8
AP_10	-	22.8	19.8
AP_10	-	22.4	19.4
AP_10	-	23.0	20.0
AP_10	-	23.8	20.8
AP_10	-	24.5	21.5
AP_10	-	24.8	21.8
AP_10	-	25.0	22.0
AP_10	-	25.2	22.1
AP_10	-	25.2	22.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	22.9	19.9
AP_11	-	27.7	24.6
AP_11	-	28.0	25.0
AP_11	-	27.8	24.8
AP_11	-	26.9	23.9
AP_11	-	26.1	23.1
AP_11	-	27.1	24.1
AP_11	-	27.7	24.7
AP_11	-	24.0	21.0
AP_11	-	23.8	20.8
AP_11	-	24.0	21.0
AP_11	-	27.3	24.3
AP_11	-	28.0	25.0
AP_11	-	26.1	23.1
AP_11	-	25.5	22.5
AP_11	-	24.2	21.2
AP_11	-	22.4	19.4
AP_11	-	23.2	20.2
AP_11	-	24.8	21.7
AP_11	-	25.5	22.5
AP_11	-	25.9	22.9
AP_11	-	26.9	23.8
AP_11	-	27.2	24.1
AP_11	-	27.1	24.1
AP_11	-	28.0	25.0
AP_12	-	23.1	20.1
AP_12	-	24.0	21.0
AP_12	-	24.0	21.0
AP_12	-	22.9	19.9
AP_12	-	23.5	20.5
AP_12	-	23.0	20.0
AP_12	-	24.3	21.3
AP_12	-	24.4	21.4
AP_12	-	24.5	21.5
AP_12	-	24.0	21.0
AP_12	-	23.5	20.5
AP_12	-	24.3	21.3
AP_12	-	23.2	20.2
AP_12	-	24.2	21.2
AP_12	-	24.5	21.5
AP_12	-	24.8	21.7
AP_12	-	24.8	21.8
AP_12	-	23.6	20.6
AP_12	-	23.9	20.9
AP_12	-	24.5	21.5
AP_12	-	24.9	21.9
AP_12	-	25.1	22.1
AP_12	-	23.9	20.9
AP_12	-	23.9	20.9
AP_Clubhouse	-	18.0	15.0
Apartments Parking Lot	-	42.5	42.2
Apartments Pool	-	0.9	-69.1
Dog Park 1	-	9.9	-71.6
Dog Park 2	-	6.1	-75.4
Multisport Court 1	-	-0.9	-65.9
Multisport Court 2	-	4.2	-60.8
Playground 1 (Apartments)	-	-3.1	-68.1
Playground 2 (Townhomes)	-	4.3	-60.7
Sports Lawn 1 (Apartments)	-	-2.3	-67.3
Sports Lawn 2 (Apartments)	-	-8.3	-73.3
Sports Lawn 3 (Townhomes)	-	-3.4	-68.4
TH_1	-	6.7	3.7
TH_1	-	7.2	4.2
TH_1	-	9.3	6.3
TH_1	-	7.4	4.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_2	-	-2.2	-5.2
TH_2	-	-2.1	-5.1
TH_2	-	-2.0	-5.0
TH_2	-	-3.4	-6.5
TH_2	-	-3.4	-6.4
TH_3	-	-6.0	-9.0
TH_3	-	-5.9	-8.9
TH_3	-	-6.2	-9.2
TH_3	-	-6.1	-9.1
TH_4	-	-5.6	-8.6
TH_4	-	-5.4	-8.5
TH_4	-	-5.8	-8.8
TH_4	-	-5.9	-8.9
TH_5	-	3.9	0.9
TH_5	-	3.0	0.0
TH_5	-	3.4	0.4
TH_5	-	4.1	1.1
TH_6	-	6.4	3.4
TH_6	-	10.4	7.4
TH_6	-	8.3	5.3
TH_6	-	3.8	0.8
TH_7	-	8.8	5.8
TH_7	-	11.5	8.5
TH_7	-	9.2	6.2
TH_7	-	10.6	7.5
TH_8	-	-1.4	-4.4
TH_8	-	6.3	3.2
TH_8	-	5.8	2.8
TH_8	-	6.7	3.7
TH_8	-	-1.4	-4.4
TH_9	-	-1.9	-5.0
TH_9	-	3.3	0.3
TH_9	-	4.0	1.0
TH_9	-	3.7	0.7
TH_10	-	-2.2	-5.2
TH_10	-	-2.4	-5.4
TH_10	-	-2.2	-5.2
TH_10	-	-2.5	-5.5
TH_11	-	10.9	7.9
TH_11	-	11.8	8.8
TH_11	-	8.4	5.4
TH_11	-	8.6	5.6
TH_12	-	12.6	9.6
TH_12	-	8.7	5.7
TH_12	-	9.8	6.8
TH_12	-	9.0	6.0
TH_12	-	6.1	3.1
TH_13	-	13.3	10.3
TH_13	-	19.4	16.4
TH_13	-	13.1	10.1
TH_13	-	11.1	8.1
TH_13	-	12.0	9.0
TH_14	-	1.2	-1.9
TH_14	-	1.5	-1.5
TH_14	-	0.6	-2.4
TH_14	-	7.4	4.4
TH_15	-	21.8	18.8
TH_15	-	20.5	17.5
TH_15	-	21.8	18.7
TH_15	-	22.6	19.5
TH_16	-	11.0	8.0
TH_16	-	15.0	11.9
TH_16	-	14.1	11.1
TH_17	-	24.1	21.1
TH_17	-	24.9	21.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_17	-	21.8	18.8
TH_17	-	25.4	22.4
TH_17	-	24.4	21.4
TH_17	-	27.5	24.5
TH_18	-	23.4	20.4
TH_18	-	23.9	20.8
TH_18	-	24.7	21.6
TH_19	-	15.6	12.6
TH_19	-	4.3	1.3
TH_19	-	5.1	2.1
TH_20	-	18.8	15.8
TH_20	-	19.2	16.2
TH_20	-	17.4	14.4
TH_20	-	17.8	14.8
TH_21	-	0.7	-2.3
TH_21	-	0.1	-3.0
TH_21	-	-0.9	-3.9
TH_21	-	0.4	-2.6
TH_22	-	-0.6	-3.6
TH_22	-	-0.5	-3.6
TH_22	-	0.4	-2.6
TH_22	-	0.7	-2.3
TH_23	-	11.7	8.7
TH_23	-	11.1	8.1
TH_23	-	15.3	12.2
TH_23	-	7.0	4.0
TH_Pool Building	-	3.1	0.1
Townhomes Parking Lot	-	32.2	31.8
Townhomes Pool	-	13.0	-57.0
20 1.Fl		48.6	46.5
AP_1	-	17.7	14.7
AP_1	-	15.5	12.5
AP_1	-	18.7	15.6
AP_1	-	18.2	15.2
AP_1	-	18.0	14.9
AP_1	-	16.1	13.1
AP_1	-	16.5	13.4
AP_1	-	17.5	14.5
AP_1	-	18.1	15.1
AP_1	-	18.2	15.2
AP_1	-	18.0	15.0
AP_1	-	16.4	13.4
AP_1	-	17.5	14.5
AP_1	-	17.5	14.4
AP_1	-	17.7	14.7
AP_1	-	15.5	12.5
AP_1	-	16.2	13.2
AP_1	-	15.0	12.0
AP_1	-	17.4	14.4
AP_1	-	16.7	13.6
AP_1	-	16.7	13.7
AP_1	-	17.7	14.7
AP_1	-	17.7	14.7
AP_1	-	18.0	15.0
AP_2	-	12.7	9.7
AP_2	-	12.9	9.9
AP_2	-	14.3	11.3
AP_2	-	14.5	11.5
AP_2	-	14.4	11.4
AP_2	-	14.3	11.3
AP_2	-	12.5	9.5
AP_2	-	10.3	7.3
AP_2	-	13.8	10.8
AP_2	-	14.5	11.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	14.7	11.7
AP_2	-	14.8	11.8
AP_2	-	13.7	10.7
AP_2	-	13.3	10.3
AP_2	-	10.9	7.9
AP_2	-	9.5	6.5
AP_2	-	9.5	6.5
AP_2	-	9.3	6.3
AP_2	-	11.7	8.7
AP_2	-	11.8	8.8
AP_2	-	13.3	10.3
AP_2	-	14.2	11.2
AP_2	-	14.8	11.8
AP_2	-	14.2	11.2
AP_3	-	15.8	12.8
AP_3	-	15.7	12.7
AP_3	-	16.1	13.1
AP_3	-	16.2	13.2
AP_3	-	16.0	13.0
AP_3	-	14.3	11.3
AP_3	-	11.5	8.5
AP_3	-	10.9	7.9
AP_3	-	13.4	10.4
AP_3	-	13.9	10.8
AP_3	-	15.4	12.4
AP_3	-	14.8	11.8
AP_3	-	14.8	11.8
AP_3	-	13.6	10.6
AP_3	-	11.5	8.5
AP_3	-	10.8	7.8
AP_3	-	11.9	8.9
AP_3	-	12.6	9.6
AP_3	-	12.4	9.3
AP_3	-	12.9	9.9
AP_3	-	14.2	11.2
AP_3	-	13.3	10.3
AP_3	-	11.6	8.6
AP_3	-	13.0	10.0
AP_4	-	19.7	16.7
AP_4	-	20.4	17.4
AP_4	-	20.4	17.4
AP_4	-	20.0	17.0
AP_4	-	19.9	16.9
AP_4	-	21.0	18.0
AP_4	-	21.3	18.3
AP_4	-	20.1	17.1
AP_4	-	21.2	18.1
AP_4	-	20.3	17.3
AP_4	-	20.9	17.9
AP_4	-	20.6	17.6
AP_4	-	19.8	16.8
AP_4	-	19.4	16.3
AP_4	-	19.9	16.9
AP_4	-	19.4	16.4
AP_4	-	19.5	16.5
AP_4	-	20.8	17.7
AP_4	-	21.3	18.3
AP_4	-	20.5	17.4
AP_4	-	21.0	18.0
AP_4	-	20.7	17.7
AP_4	-	21.2	18.2
AP_4	-	21.6	18.6
AP_5	-	24.5	21.5
AP_5	-	24.8	21.8
AP_5	-	24.7	21.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	25.2	22.1
AP_5	-	24.9	21.8
AP_5	-	24.6	21.6
AP_5	-	23.9	20.9
AP_5	-	22.1	19.1
AP_5	-	22.3	19.3
AP_5	-	23.5	20.5
AP_5	-	23.9	20.9
AP_5	-	24.7	21.7
AP_5	-	25.4	22.4
AP_5	-	25.6	22.6
AP_5	-	24.7	21.7
AP_5	-	25.3	22.3
AP_5	-	25.3	22.3
AP_5	-	25.6	22.6
AP_5	-	25.4	22.4
AP_5	-	24.9	21.9
AP_5	-	25.1	22.1
AP_5	-	24.9	21.9
AP_5	-	24.6	21.6
AP_5	-	23.7	20.7
AP_6	-	22.0	18.9
AP_6	-	21.9	18.9
AP_6	-	21.6	18.6
AP_6	-	22.0	19.0
AP_6	-	21.4	18.4
AP_6	-	20.8	17.8
AP_6	-	21.0	18.0
AP_6	-	22.3	19.3
AP_6	-	21.6	18.6
AP_6	-	22.3	19.3
AP_6	-	22.7	19.7
AP_6	-	18.6	15.6
AP_6	-	18.1	15.1
AP_6	-	20.2	17.2
AP_6	-	21.9	18.9
AP_6	-	21.9	18.9
AP_6	-	21.1	18.1
AP_6	-	21.4	18.4
AP_6	-	21.3	18.3
AP_6	-	20.2	17.2
AP_6	-	21.9	18.9
AP_6	-	21.9	18.9
AP_6	-	20.8	17.8
AP_6	-	20.8	17.8
AP_6	-	20.5	17.5
AP_6	-	19.9	16.9
AP_6	-	20.7	17.7
AP_6	-	21.0	18.0
AP_6	-	20.7	17.6
AP_6	-	21.7	18.7
AP_6	-	21.4	18.4
AP_6	-	21.5	18.5
AP_6	-	20.4	17.4
AP_6	-	21.3	18.2
AP_6	-	18.6	15.5
AP_6	-	17.8	14.8
AP_7	-	12.5	9.5
AP_7	-	13.6	10.6
AP_7	-	14.0	11.0
AP_7	-	16.1	13.0
AP_7	-	15.5	12.5
AP_7	-	15.0	12.0
AP_7	-	15.1	12.1
AP_7	-	12.7	9.7

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	14.3	11.3
AP_7	-	12.3	9.3
AP_7	-	15.5	12.5
AP_7	-	15.6	12.6
AP_7	-	15.5	12.5
AP_7	-	15.0	12.0
AP_7	-	15.1	12.1
AP_7	-	12.5	9.5
AP_7	-	14.7	11.7
AP_7	-	12.8	9.8
AP_7	-	13.6	10.6
AP_7	-	15.4	12.4
AP_7	-	16.0	12.9
AP_7	-	15.7	12.7
AP_7	-	14.2	11.2
AP_7	-	13.2	10.2
AP_8	-	9.4	6.4
AP_8	-	10.2	7.2
AP_8	-	9.3	6.2
AP_8	-	9.3	6.3
AP_8	-	11.0	8.0
AP_8	-	10.4	7.4
AP_8	-	10.5	7.5
AP_8	-	9.5	6.5
AP_8	-	10.1	7.1
AP_8	-	8.5	5.4
AP_8	-	8.3	5.3
AP_8	-	8.1	5.1
AP_8	-	11.0	8.0
AP_8	-	9.3	6.3
AP_8	-	9.3	6.3
AP_8	-	9.3	6.3
AP_8	-	10.2	7.2
AP_8	-	10.1	7.1
AP_8	-	10.2	7.1
AP_8	-	10.4	7.4
AP_8	-	8.3	5.3
AP_8	-	9.5	6.5
AP_8	-	8.4	5.4
AP_8	-	5.8	2.8
AP_8	-	10.2	7.2
AP_8	-	9.3	6.3
AP_8	-	9.2	6.2
AP_8	-	10.0	7.0
AP_8	-	9.9	6.9
AP_8	-	9.9	6.9
AP_8	-	10.3	7.3
AP_8	-	9.2	6.2
AP_8	-	9.7	6.7
AP_8	-	9.5	6.5
AP_8	-	5.6	2.6
AP_8	-	8.3	5.3
AP_9	-	14.4	11.3
AP_9	-	15.1	12.1
AP_9	-	13.6	10.6
AP_9	-	14.0	11.0
AP_9	-	14.2	11.1
AP_9	-	15.0	12.0
AP_9	-	14.5	11.5
AP_9	-	18.2	15.2
AP_9	-	17.4	14.4
AP_9	-	18.6	15.6
AP_9	-	18.6	15.6
AP_9	-	16.2	13.2
AP_9	-	15.4	12.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_9	-	18.3	15.3
AP_9	-	18.0	15.0
AP_9	-	18.3	15.3
AP_9	-	14.8	11.8
AP_9	-	16.5	13.5
AP_9	-	13.9	10.9
AP_9	-	14.3	11.3
AP_9	-	13.8	10.8
AP_9	-	13.4	10.4
AP_9	-	14.3	11.3
AP_9	-	14.8	11.8
AP_9	-	13.4	10.4
AP_9	-	14.0	10.9
AP_9	-	14.1	11.1
AP_9	-	13.4	10.4
AP_9	-	13.1	10.1
AP_9	-	14.3	11.3
AP_9	-	13.9	10.9
AP_9	-	15.8	12.8
AP_9	-	17.8	14.8
AP_9	-	17.5	14.5
AP_9	-	10.4	7.4
AP_9	-	16.8	13.8
AP_10	-	22.1	19.1
AP_10	-	21.8	18.7
AP_10	-	23.3	20.3
AP_10	-	23.8	20.8
AP_10	-	21.3	18.3
AP_10	-	21.3	18.3
AP_10	-	22.9	19.8
AP_10	-	21.4	18.4
AP_10	-	21.1	18.1
AP_10	-	21.7	18.7
AP_10	-	23.5	20.5
AP_10	-	23.4	20.4
AP_10	-	24.0	20.9
AP_10	-	22.3	19.3
AP_10	-	22.3	19.3
AP_10	-	22.0	19.0
AP_10	-	22.6	19.6
AP_10	-	22.6	19.6
AP_10	-	23.4	20.4
AP_10	-	24.0	21.0
AP_10	-	24.4	21.4
AP_10	-	24.4	21.4
AP_10	-	24.3	21.3
AP_10	-	23.5	20.5
AP_11	-	26.8	23.8
AP_11	-	27.3	24.3
AP_11	-	27.3	24.3
AP_11	-	25.1	22.0
AP_11	-	25.4	22.4
AP_11	-	25.9	22.9
AP_11	-	28.2	25.2
AP_11	-	24.8	21.8
AP_11	-	24.3	21.3
AP_11	-	24.0	21.0
AP_11	-	26.7	23.7
AP_11	-	27.5	24.5
AP_11	-	24.6	21.6
AP_11	-	24.1	21.1
AP_11	-	24.8	21.8
AP_11	-	22.0	19.0
AP_11	-	22.9	19.9
AP_11	-	24.2	21.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_11	-	25.1	22.1
AP_11	-	24.9	21.9
AP_11	-	25.0	21.9
AP_11	-	25.9	22.9
AP_11	-	27.7	24.7
AP_11	-	28.5	25.5
AP_12	-	27.3	24.3
AP_12	-	26.9	23.9
AP_12	-	26.6	23.6
AP_12	-	26.6	23.6
AP_12	-	27.4	24.4
AP_12	-	27.1	24.1
AP_12	-	26.2	23.2
AP_12	-	26.2	23.2
AP_12	-	27.5	24.5
AP_12	-	27.5	24.5
AP_12	-	26.0	23.0
AP_12	-	26.5	23.5
AP_12	-	27.1	24.1
AP_12	-	26.9	23.8
AP_12	-	27.0	24.0
AP_12	-	27.4	24.4
AP_12	-	27.4	24.4
AP_12	-	26.8	23.7
AP_12	-	26.1	23.1
AP_12	-	25.8	22.8
AP_12	-	24.8	21.8
AP_12	-	26.0	23.0
AP_12	-	26.4	23.4
AP_12	-	25.5	22.5
AP_Clubhouse	-	19.5	16.5
Apartments Parking Lot	-	42.4	42.0
Apartments Pool	-	6.3	-63.7
Dog Park 1	-	12.5	-69.0
Dog Park 2	-	6.6	-74.9
Multisport Court 1	-	5.0	-60.0
Multisport Court 2	-	5.4	-59.6
Playground 1 (Apartments)	-	-3.1	-68.1
Playground 2 (Townhomes)	-	6.2	-58.8
Sports Lawn 1 (Apartments)	-	-3.5	-68.5
Sports Lawn 2 (Apartments)	-	-6.6	-71.6
Sports Lawn 3 (Townhomes)	-	0.2	-64.8
TH_1	-	20.5	17.4
TH_1	-	19.9	16.9
TH_1	-	18.1	15.1
TH_1	-	19.9	16.9
TH_2	-	-3.0	-6.0
TH_2	-	-2.9	-5.9
TH_2	-	-2.9	-5.9
TH_2	-	-3.0	-6.0
TH_2	-	-3.0	-6.0
TH_3	-	-2.3	-5.3
TH_3	-	-3.3	-6.4
TH_3	-	-2.5	-5.5
TH_3	-	-2.4	-5.4
TH_4	-	-5.1	-8.1
TH_4	-	-4.9	-7.9
TH_4	-	-5.3	-8.3
TH_4	-	-3.8	-6.8
TH_5	-	9.3	6.3
TH_5	-	7.2	4.2
TH_5	-	5.6	2.6
TH_5	-	7.9	4.9
TH_6	-	8.2	5.2
TH_6	-	14.8	11.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_6	-	9.5	6.5
TH_6	-	9.7	6.7
TH_7	-	19.1	16.1
TH_7	-	20.2	17.2
TH_7	-	19.3	16.3
TH_7	-	19.7	16.7
TH_8	-	2.3	-0.7
TH_8	-	8.6	5.6
TH_8	-	8.1	5.1
TH_8	-	7.8	4.8
TH_8	-	8.6	5.6
TH_9	-	2.0	-1.0
TH_9	-	5.1	2.1
TH_9	-	7.3	4.3
TH_9	-	6.9	3.9
TH_10	-	-2.1	-5.1
TH_10	-	-2.2	-5.2
TH_10	-	-2.7	-5.7
TH_10	-	-2.4	-5.4
TH_11	-	14.0	10.9
TH_11	-	11.2	8.2
TH_11	-	12.9	9.9
TH_11	-	19.9	16.9
TH_12	-	18.1	15.1
TH_12	-	11.4	8.3
TH_12	-	10.3	7.3
TH_12	-	7.0	4.0
TH_12	-	8.0	5.0
TH_13	-	25.3	22.3
TH_13	-	23.9	20.9
TH_13	-	24.3	21.3
TH_13	-	23.7	20.7
TH_13	-	25.9	22.9
TH_14	-	3.4	0.4
TH_14	-	3.3	0.2
TH_14	-	2.9	-0.1
TH_14	-	2.5	-0.5
TH_15	-	23.1	20.0
TH_15	-	23.1	20.1
TH_15	-	23.0	19.9
TH_15	-	23.6	20.6
TH_16	-	10.4	7.4
TH_16	-	6.9	3.8
TH_16	-	10.1	7.0
TH_17	-	27.0	24.0
TH_17	-	27.7	24.7
TH_17	-	25.4	22.4
TH_17	-	28.3	25.3
TH_17	-	29.1	26.1
TH_17	-	30.5	27.5
TH_18	-	23.5	20.4
TH_18	-	22.5	19.4
TH_18	-	22.9	19.8
TH_19	-	5.5	2.5
TH_19	-	6.3	3.3
TH_19	-	4.7	1.7
TH_20	-	19.3	16.3
TH_20	-	19.6	16.6
TH_20	-	18.5	15.5
TH_20	-	18.9	15.9
TH_21	-	-0.9	-3.9
TH_21	-	0.5	-2.5
TH_21	-	0.6	-2.4
TH_21	-	-0.7	-3.8
TH_22	-	-3.1	-6.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_22	-	-3.1	-6.1
TH_22	-	0.6	-2.4
TH_22	-	-1.7	-4.7
TH_23	-	14.0	10.9
TH_23	-	13.5	10.5
TH_23	-	10.9	7.9
TH_23	-	11.7	8.7
TH_Pool Building	-	3.6	0.6
Townhomes Parking Lot	-	33.4	33.0
Townhomes Pool	-	13.3	-56.7
21 1.Fl		48.0	45.9
AP_1	-	15.3	12.3
AP_1	-	10.9	7.8
AP_1	-	15.4	12.4
AP_1	-	14.8	11.8
AP_1	-	14.4	11.4
AP_1	-	12.3	9.3
AP_1	-	11.4	8.4
AP_1	-	11.7	8.7
AP_1	-	13.2	10.2
AP_1	-	13.6	10.6
AP_1	-	13.2	10.2
AP_1	-	13.1	10.1
AP_1	-	14.2	11.2
AP_1	-	14.4	11.4
AP_1	-	14.9	11.9
AP_1	-	12.8	9.8
AP_1	-	12.9	9.9
AP_1	-	13.7	10.7
AP_1	-	12.9	9.9
AP_1	-	10.9	7.8
AP_1	-	12.4	9.4
AP_1	-	13.5	10.5
AP_1	-	13.8	10.8
AP_1	-	15.2	12.2
AP_2	-	12.5	9.5
AP_2	-	12.4	9.4
AP_2	-	12.4	9.4
AP_2	-	11.5	8.5
AP_2	-	8.8	5.8
AP_2	-	6.8	3.8
AP_2	-	5.2	2.2
AP_2	-	2.6	-0.4
AP_2	-	12.5	9.5
AP_2	-	12.7	9.7
AP_2	-	11.4	8.4
AP_2	-	10.1	7.1
AP_2	-	10.1	7.1
AP_2	-	7.8	4.8
AP_2	-	2.8	-0.2
AP_2	-	2.6	-0.4
AP_2	-	2.8	-0.2
AP_2	-	2.8	-0.2
AP_2	-	8.5	5.5
AP_2	-	9.2	6.2
AP_2	-	9.8	6.8
AP_2	-	10.2	7.2
AP_2	-	11.7	8.7
AP_2	-	13.2	10.2
AP_3	-	15.0	12.0
AP_3	-	15.0	12.0
AP_3	-	15.0	12.0
AP_3	-	13.9	10.9
AP_3	-	14.6	11.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_3	-	14.6	11.6
AP_3	-	12.6	9.6
AP_3	-	9.5	6.5
AP_3	-	13.5	10.5
AP_3	-	14.2	11.2
AP_3	-	14.9	11.9
AP_3	-	14.8	11.8
AP_3	-	13.9	10.9
AP_3	-	13.2	10.2
AP_3	-	10.5	7.5
AP_3	-	9.7	6.7
AP_3	-	9.8	6.8
AP_3	-	10.4	7.4
AP_3	-	10.3	7.3
AP_3	-	12.1	9.1
AP_3	-	13.2	10.2
AP_3	-	13.0	10.0
AP_3	-	14.0	11.0
AP_3	-	15.0	12.0
AP_4	-	18.8	15.8
AP_4	-	18.7	15.6
AP_4	-	18.7	15.7
AP_4	-	19.2	16.2
AP_4	-	18.5	15.5
AP_4	-	17.5	14.5
AP_4	-	19.5	16.5
AP_4	-	19.5	16.5
AP_4	-	19.0	16.0
AP_4	-	18.9	15.9
AP_4	-	18.8	15.8
AP_4	-	18.8	15.8
AP_4	-	18.1	15.1
AP_4	-	18.0	15.0
AP_4	-	18.6	15.6
AP_4	-	17.9	14.9
AP_4	-	14.5	11.4
AP_4	-	16.0	13.0
AP_4	-	16.3	13.3
AP_4	-	16.4	13.4
AP_4	-	18.3	15.3
AP_4	-	18.3	15.3
AP_4	-	18.3	15.2
AP_4	-	18.4	15.4
AP_5	-	25.3	22.3
AP_5	-	25.2	22.2
AP_5	-	25.0	22.0
AP_5	-	24.6	21.6
AP_5	-	24.6	21.6
AP_5	-	25.0	22.0
AP_5	-	24.5	21.5
AP_5	-	23.8	20.8
AP_5	-	23.1	20.1
AP_5	-	23.7	20.7
AP_5	-	24.2	21.2
AP_5	-	23.4	20.3
AP_5	-	23.7	20.7
AP_5	-	24.3	21.2
AP_5	-	25.1	22.1
AP_5	-	25.0	22.0
AP_5	-	24.2	21.2
AP_5	-	23.4	20.4
AP_5	-	23.6	20.5
AP_5	-	23.0	20.0
AP_5	-	23.0	20.0
AP_5	-	22.6	19.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	22.7	19.6
AP_5	-	22.2	19.1
AP_6	-	14.6	11.6
AP_6	-	15.4	12.4
AP_6	-	14.8	11.8
AP_6	-	14.7	11.7
AP_6	-	14.4	11.4
AP_6	-	15.0	12.0
AP_6	-	15.8	12.8
AP_6	-	17.8	14.8
AP_6	-	14.2	11.2
AP_6	-	18.2	15.2
AP_6	-	17.8	14.8
AP_6	-	17.4	14.4
AP_6	-	14.4	11.4
AP_6	-	19.0	15.9
AP_6	-	16.1	13.0
AP_6	-	17.9	14.9
AP_6	-	15.6	12.6
AP_6	-	16.6	13.6
AP_6	-	13.7	10.7
AP_6	-	13.3	10.3
AP_6	-	14.6	11.6
AP_6	-	14.7	11.7
AP_6	-	15.3	12.3
AP_6	-	15.3	12.3
AP_6	-	15.0	12.0
AP_6	-	14.0	11.0
AP_6	-	15.1	12.1
AP_6	-	14.0	11.0
AP_6	-	13.2	10.2
AP_6	-	12.7	9.7
AP_6	-	12.9	9.9
AP_6	-	17.1	14.1
AP_6	-	17.5	14.5
AP_6	-	16.9	13.8
AP_6	-	14.4	11.3
AP_6	-	16.2	13.2
AP_7	-	16.9	13.9
AP_7	-	16.7	13.6
AP_7	-	14.8	11.8
AP_7	-	16.0	13.0
AP_7	-	15.6	12.6
AP_7	-	14.9	11.9
AP_7	-	14.9	11.9
AP_7	-	16.3	13.3
AP_7	-	15.2	12.2
AP_7	-	13.0	10.0
AP_7	-	15.4	12.4
AP_7	-	15.3	12.3
AP_7	-	15.5	12.5
AP_7	-	15.8	12.8
AP_7	-	15.4	12.4
AP_7	-	17.2	14.2
AP_7	-	16.3	13.3
AP_7	-	15.1	12.1
AP_7	-	14.5	11.5
AP_7	-	15.8	12.8
AP_7	-	15.5	12.5
AP_7	-	14.6	11.6
AP_7	-	14.7	11.7
AP_7	-	12.8	9.7
AP_8	-	14.7	11.7
AP_8	-	15.4	12.4
AP_8	-	16.3	13.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	14.5	11.5
AP_8	-	17.5	14.5
AP_8	-	15.8	12.8
AP_8	-	16.4	13.4
AP_8	-	13.5	10.5
AP_8	-	14.9	11.9
AP_8	-	11.8	8.8
AP_8	-	11.8	8.8
AP_8	-	11.2	8.2
AP_8	-	17.4	14.4
AP_8	-	15.7	12.7
AP_8	-	16.1	13.1
AP_8	-	16.0	13.0
AP_8	-	15.3	12.3
AP_8	-	15.4	12.4
AP_8	-	14.3	11.3
AP_8	-	15.9	12.9
AP_8	-	12.4	9.4
AP_8	-	14.1	11.1
AP_8	-	11.8	8.7
AP_8	-	8.9	5.9
AP_8	-	16.6	13.5
AP_8	-	16.0	13.0
AP_8	-	14.9	11.9
AP_8	-	15.4	12.4
AP_8	-	16.4	13.4
AP_8	-	14.9	11.9
AP_8	-	15.6	12.6
AP_8	-	14.3	11.3
AP_8	-	13.1	10.1
AP_8	-	14.2	11.2
AP_8	-	8.7	5.7
AP_8	-	11.6	8.6
AP_9	-	16.0	12.9
AP_9	-	16.4	13.4
AP_9	-	14.9	11.9
AP_9	-	14.6	11.6
AP_9	-	13.9	10.9
AP_9	-	14.6	11.6
AP_9	-	14.2	11.2
AP_9	-	16.4	13.4
AP_9	-	15.2	12.1
AP_9	-	18.1	15.1
AP_9	-	18.0	15.0
AP_9	-	15.7	12.7
AP_9	-	14.9	11.9
AP_9	-	17.8	14.8
AP_9	-	16.2	13.2
AP_9	-	17.8	14.8
AP_9	-	14.4	11.4
AP_9	-	15.3	12.3
AP_9	-	13.6	10.6
AP_9	-	14.0	11.0
AP_9	-	14.5	11.5
AP_9	-	13.9	10.9
AP_9	-	15.9	12.9
AP_9	-	16.3	13.3
AP_9	-	15.3	12.2
AP_9	-	14.5	11.5
AP_9	-	15.6	12.6
AP_9	-	13.5	10.5
AP_9	-	13.4	10.4
AP_9	-	14.0	11.0
AP_9	-	13.6	10.6
AP_9	-	14.9	11.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_9	-	17.3	14.2
AP_9	-	16.7	13.7
AP_9	-	9.7	6.7
AP_9	-	17.3	14.3
AP_10	-	22.9	19.9
AP_10	-	23.1	20.1
AP_10	-	24.1	21.1
AP_10	-	23.5	20.5
AP_10	-	20.2	17.2
AP_10	-	21.7	18.7
AP_10	-	24.1	21.1
AP_10	-	21.5	18.5
AP_10	-	21.7	18.6
AP_10	-	20.3	17.3
AP_10	-	23.2	20.2
AP_10	-	23.6	20.6
AP_10	-	23.6	20.6
AP_10	-	23.3	20.3
AP_10	-	22.2	19.2
AP_10	-	21.7	18.7
AP_10	-	22.8	19.8
AP_10	-	22.9	19.9
AP_10	-	23.2	20.2
AP_10	-	24.2	21.2
AP_10	-	24.1	21.0
AP_10	-	23.9	20.9
AP_10	-	24.0	21.0
AP_10	-	22.9	19.9
AP_11	-	26.8	23.8
AP_11	-	27.0	24.0
AP_11	-	27.3	24.3
AP_11	-	25.6	22.6
AP_11	-	25.9	22.9
AP_11	-	26.7	23.7
AP_11	-	27.0	24.0
AP_11	-	24.7	21.7
AP_11	-	23.7	20.7
AP_11	-	25.5	22.5
AP_11	-	26.6	23.6
AP_11	-	27.0	24.0
AP_11	-	25.8	22.8
AP_11	-	25.4	22.4
AP_11	-	25.0	22.0
AP_11	-	22.8	19.8
AP_11	-	23.9	20.9
AP_11	-	23.6	20.6
AP_11	-	24.4	21.4
AP_11	-	25.6	22.6
AP_11	-	25.8	22.8
AP_11	-	25.9	22.9
AP_11	-	26.5	23.4
AP_11	-	26.8	23.8
AP_12	-	26.4	23.4
AP_12	-	26.6	23.6
AP_12	-	27.2	24.2
AP_12	-	25.3	22.3
AP_12	-	25.5	22.5
AP_12	-	26.1	23.1
AP_12	-	24.4	21.4
AP_12	-	24.0	21.0
AP_12	-	26.1	23.1
AP_12	-	25.5	22.4
AP_12	-	25.5	22.5
AP_12	-	24.6	21.6
AP_12	-	25.0	22.0

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_12	-	25.9	22.9
AP_12	-	26.8	23.8
AP_12	-	28.0	25.0
AP_12	-	27.6	24.6
AP_12	-	27.5	24.5
AP_12	-	25.5	22.5
AP_12	-	24.7	21.7
AP_12	-	24.2	21.2
AP_12	-	25.0	22.0
AP_12	-	23.9	20.8
AP_12	-	23.7	20.7
AP_Clubhouse	-	18.6	15.6
Apartments Parking Lot	-	41.4	41.1
Apartments Pool	-	8.8	-61.2
Dog Park 1	-	18.7	-62.8
Dog Park 2	-	5.0	-76.5
Multisport Court 1	-	4.9	-60.1
Multisport Court 2	-	1.7	-63.3
Playground 1 (Apartments)	-	-6.1	-71.1
Playground 2 (Townhomes)	-	7.4	-57.6
Sports Lawn 1 (Apartments)	-	-2.7	-67.7
Sports Lawn 2 (Apartments)	-	-0.9	-65.9
Sports Lawn 3 (Townhomes)	-	3.9	-61.1
TH_1	-	16.2	13.2
TH_1	-	15.4	12.4
TH_1	-	16.1	13.1
TH_1	-	15.4	12.4
TH_2	-	-1.8	-4.8
TH_2	-	-0.9	-3.9
TH_2	-	-0.1	-3.1
TH_2	-	-1.9	-4.9
TH_2	-	-1.8	-4.8
TH_3	-	-3.2	-6.2
TH_3	-	-2.2	-5.2
TH_3	-	-3.4	-6.4
TH_3	-	-3.3	-6.3
TH_4	-	-0.2	-3.2
TH_4	-	0.0	-3.0
TH_4	-	-1.0	-4.0
TH_4	-	-2.2	-5.2
TH_5	-	7.5	4.5
TH_5	-	2.6	-0.4
TH_5	-	1.4	-1.6
TH_5	-	3.5	0.5
TH_6	-	5.2	2.1
TH_6	-	9.2	6.2
TH_6	-	7.2	4.1
TH_6	-	6.7	3.7
TH_7	-	17.3	14.3
TH_7	-	18.9	15.9
TH_7	-	17.6	14.6
TH_7	-	18.3	15.3
TH_8	-	3.4	0.4
TH_8	-	6.0	3.0
TH_8	-	7.1	4.1
TH_8	-	7.5	4.5
TH_8	-	5.9	2.9
TH_9	-	1.2	-1.8
TH_9	-	3.9	0.9
TH_9	-	5.3	2.3
TH_9	-	3.5	0.5
TH_10	-	-1.8	-4.8
TH_10	-	-3.3	-6.3
TH_10	-	-2.7	-5.7
TH_10	-	-2.4	-5.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_11	-	17.9	14.9
TH_11	-	22.6	19.6
TH_11	-	14.7	11.6
TH_11	-	22.2	19.2
TH_12	-	11.9	8.9
TH_12	-	11.1	8.1
TH_12	-	8.4	5.4
TH_12	-	11.8	8.8
TH_12	-	8.3	5.3
TH_13	-	21.3	18.3
TH_13	-	20.5	17.5
TH_13	-	23.3	20.2
TH_13	-	21.7	18.7
TH_13	-	21.9	18.9
TH_14	-	16.9	13.9
TH_14	-	5.5	2.5
TH_14	-	4.1	1.1
TH_14	-	4.1	1.1
TH_15	-	22.0	19.0
TH_15	-	21.9	18.8
TH_15	-	21.8	18.7
TH_15	-	22.3	19.3
TH_16	-	17.4	14.4
TH_16	-	17.0	14.0
TH_16	-	19.8	16.8
TH_17	-	25.8	22.8
TH_17	-	26.8	23.8
TH_17	-	25.0	22.0
TH_17	-	27.6	24.6
TH_17	-	28.6	25.6
TH_17	-	29.2	26.2
TH_18	-	29.2	26.2
TH_18	-	25.5	22.5
TH_18	-	26.1	23.1
TH_19	-	7.5	4.5
TH_19	-	7.7	4.7
TH_19	-	8.4	5.4
TH_20	-	23.2	20.2
TH_20	-	22.8	19.8
TH_20	-	21.1	18.1
TH_20	-	22.8	19.8
TH_21	-	3.4	0.4
TH_21	-	2.4	-0.7
TH_21	-	2.7	-0.3
TH_21	-	2.5	-0.5
TH_22	-	-0.2	-3.3
TH_22	-	-0.2	-3.2
TH_22	-	1.6	-1.4
TH_22	-	0.2	-2.8
TH_23	-	9.7	6.7
TH_23	-	9.1	6.1
TH_23	-	10.5	7.5
TH_23	-	12.3	9.3
TH_Pool Building	-	6.4	3.4
Townhomes Parking Lot	-	36.2	35.9
Townhomes Pool	-	13.3	-56.7
22 1.Fl		47.6	45.5
AP_1	-	5.8	2.8
AP_1	-	5.0	2.0
AP_1	-	5.8	2.7
AP_1	-	7.0	4.0
AP_1	-	7.6	4.6
AP_1	-	9.3	6.3
AP_1	-	9.6	6.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_1	-	9.8	6.8
AP_1	-	9.3	6.3
AP_1	-	8.8	5.8
AP_1	-	7.8	4.8
AP_1	-	8.3	5.3
AP_1	-	5.6	2.6
AP_1	-	7.1	4.1
AP_1	-	7.0	4.0
AP_1	-	2.8	-0.2
AP_1	-	2.9	-0.1
AP_1	-	3.0	0.0
AP_1	-	6.9	3.9
AP_1	-	7.4	4.4
AP_1	-	8.2	5.2
AP_1	-	8.4	5.4
AP_1	-	8.4	5.4
AP_1	-	9.2	6.2
AP_2	-	13.3	10.3
AP_2	-	12.9	9.9
AP_2	-	12.7	9.7
AP_2	-	12.2	9.2
AP_2	-	10.9	7.9
AP_2	-	9.6	6.6
AP_2	-	7.0	3.9
AP_2	-	4.1	1.1
AP_2	-	13.2	10.2
AP_2	-	13.5	10.5
AP_2	-	13.4	10.3
AP_2	-	11.0	8.0
AP_2	-	10.2	7.2
AP_2	-	7.1	4.1
AP_2	-	4.7	1.7
AP_2	-	4.3	1.3
AP_2	-	4.4	1.4
AP_2	-	4.3	1.3
AP_2	-	6.9	3.9
AP_2	-	9.7	6.6
AP_2	-	11.5	8.5
AP_2	-	11.5	8.5
AP_2	-	12.5	9.5
AP_2	-	13.7	10.7
AP_3	-	17.8	14.8
AP_3	-	18.3	15.3
AP_3	-	17.9	14.9
AP_3	-	17.8	14.8
AP_3	-	18.4	15.4
AP_3	-	18.0	15.0
AP_3	-	15.6	12.6
AP_3	-	13.5	10.5
AP_3	-	15.4	12.4
AP_3	-	15.4	12.4
AP_3	-	19.0	16.0
AP_3	-	17.5	14.4
AP_3	-	16.4	13.4
AP_3	-	15.9	12.9
AP_3	-	15.0	12.0
AP_3	-	13.9	10.9
AP_3	-	13.6	10.6
AP_3	-	14.3	11.2
AP_3	-	15.6	12.5
AP_3	-	14.1	11.1
AP_3	-	15.0	12.0
AP_3	-	15.6	12.6
AP_3	-	13.4	10.4
AP_3	-	14.6	11.6

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	23.7	20.6
AP_4	-	23.3	20.3
AP_4	-	23.9	20.9
AP_4	-	23.4	20.3
AP_4	-	23.2	20.2
AP_4	-	22.2	19.1
AP_4	-	21.2	18.2
AP_4	-	20.2	17.1
AP_4	-	22.4	19.4
AP_4	-	22.3	19.3
AP_4	-	22.2	19.2
AP_4	-	21.6	18.6
AP_4	-	21.6	18.6
AP_4	-	21.3	18.3
AP_4	-	21.5	18.5
AP_4	-	20.8	17.8
AP_4	-	19.9	16.9
AP_4	-	21.3	18.3
AP_4	-	20.5	17.5
AP_4	-	20.1	17.1
AP_4	-	19.6	16.6
AP_4	-	19.8	16.8
AP_4	-	20.3	17.2
AP_4	-	20.3	17.3
AP_5	-	26.1	23.1
AP_5	-	26.4	23.4
AP_5	-	26.2	23.2
AP_5	-	25.6	22.6
AP_5	-	26.1	23.1
AP_5	-	26.0	23.0
AP_5	-	25.6	22.6
AP_5	-	24.5	21.5
AP_5	-	23.4	20.4
AP_5	-	24.0	21.0
AP_5	-	24.2	21.2
AP_5	-	25.6	22.6
AP_5	-	25.6	22.6
AP_5	-	25.6	22.6
AP_5	-	25.9	22.9
AP_5	-	25.7	22.7
AP_5	-	25.8	22.8
AP_5	-	25.9	22.9
AP_5	-	24.3	21.3
AP_5	-	23.4	20.4
AP_5	-	23.1	20.1
AP_5	-	23.3	20.3
AP_5	-	23.9	20.9
AP_5	-	23.1	20.1
AP_6	-	15.5	12.5
AP_6	-	15.0	12.0
AP_6	-	15.9	12.9
AP_6	-	15.5	12.5
AP_6	-	15.3	12.3
AP_6	-	13.9	10.9
AP_6	-	14.9	11.9
AP_6	-	12.4	9.4
AP_6	-	13.9	10.9
AP_6	-	17.8	14.8
AP_6	-	15.7	12.7
AP_6	-	16.2	13.2
AP_6	-	15.5	12.5
AP_6	-	17.3	14.3
AP_6	-	13.3	10.3
AP_6	-	15.7	12.7
AP_6	-	14.9	11.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_6	-	13.8	10.8
AP_6	-	14.8	11.8
AP_6	-	14.9	11.9
AP_6	-	15.3	12.3
AP_6	-	14.3	11.3
AP_6	-	15.3	12.3
AP_6	-	15.8	12.8
AP_6	-	15.1	12.1
AP_6	-	14.0	11.0
AP_6	-	14.8	11.8
AP_6	-	14.1	11.1
AP_6	-	14.0	11.0
AP_6	-	14.2	11.2
AP_6	-	14.7	11.6
AP_6	-	14.2	11.1
AP_6	-	15.6	12.6
AP_6	-	15.6	12.6
AP_6	-	12.7	9.6
AP_6	-	15.2	12.2
AP_7	-	17.4	14.3
AP_7	-	14.4	11.4
AP_7	-	13.8	10.8
AP_7	-	14.8	11.8
AP_7	-	13.0	10.0
AP_7	-	10.9	7.9
AP_7	-	11.2	8.2
AP_7	-	12.0	9.0
AP_7	-	11.0	8.0
AP_7	-	8.6	5.6
AP_7	-	12.1	9.1
AP_7	-	12.1	9.1
AP_7	-	13.6	10.6
AP_7	-	15.1	12.1
AP_7	-	15.3	12.3
AP_7	-	16.3	13.3
AP_7	-	13.7	10.7
AP_7	-	15.0	12.0
AP_7	-	14.1	11.0
AP_7	-	14.1	11.1
AP_7	-	11.9	8.9
AP_7	-	11.9	8.9
AP_7	-	10.8	7.8
AP_7	-	8.6	5.6
AP_8	-	11.7	8.7
AP_8	-	12.6	9.6
AP_8	-	11.3	8.3
AP_8	-	11.5	8.5
AP_8	-	10.1	7.1
AP_8	-	13.8	10.8
AP_8	-	8.4	5.4
AP_8	-	12.3	9.3
AP_8	-	13.7	10.7
AP_8	-	9.2	6.2
AP_8	-	9.2	6.2
AP_8	-	8.5	5.5
AP_8	-	10.1	7.0
AP_8	-	9.5	6.5
AP_8	-	11.2	8.2
AP_8	-	10.4	7.4
AP_8	-	12.6	9.6
AP_8	-	12.5	9.5
AP_8	-	13.8	10.8
AP_8	-	13.2	10.2
AP_8	-	10.5	7.5
AP_8	-	11.7	8.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	9.1	6.1
AP_8	-	8.7	5.7
AP_8	-	9.0	6.0
AP_8	-	10.5	7.5
AP_8	-	9.4	6.4
AP_8	-	12.1	9.0
AP_8	-	11.0	7.9
AP_8	-	12.3	9.3
AP_8	-	13.0	10.0
AP_8	-	12.5	9.5
AP_8	-	10.6	7.6
AP_8	-	12.8	9.8
AP_8	-	6.1	3.1
AP_8	-	9.0	5.9
AP_9	-	14.1	11.1
AP_9	-	13.6	10.6
AP_9	-	14.6	11.6
AP_9	-	13.1	10.1
AP_9	-	14.6	11.6
AP_9	-	14.5	11.5
AP_9	-	14.2	11.2
AP_9	-	16.1	13.1
AP_9	-	15.0	12.0
AP_9	-	17.7	14.7
AP_9	-	17.6	14.6
AP_9	-	15.3	12.3
AP_9	-	14.5	11.4
AP_9	-	17.4	14.4
AP_9	-	15.9	12.9
AP_9	-	17.4	14.4
AP_9	-	14.3	11.3
AP_9	-	14.7	11.7
AP_9	-	14.2	11.2
AP_9	-	13.9	10.9
AP_9	-	12.9	9.9
AP_9	-	14.0	11.0
AP_9	-	13.9	10.9
AP_9	-	13.4	10.4
AP_9	-	11.6	8.6
AP_9	-	13.9	10.9
AP_9	-	13.2	10.2
AP_9	-	13.5	10.5
AP_9	-	13.7	10.7
AP_9	-	13.9	10.9
AP_9	-	13.6	10.6
AP_9	-	14.3	11.3
AP_9	-	16.8	13.8
AP_9	-	15.6	12.6
AP_9	-	9.2	6.2
AP_9	-	16.9	13.8
AP_10	-	19.6	16.6
AP_10	-	20.9	17.9
AP_10	-	21.8	18.8
AP_10	-	22.7	19.7
AP_10	-	20.3	17.3
AP_10	-	19.4	16.4
AP_10	-	22.4	19.3
AP_10	-	20.6	17.6
AP_10	-	20.2	17.1
AP_10	-	20.3	17.3
AP_10	-	22.7	19.7
AP_10	-	22.2	19.2
AP_10	-	21.4	18.4
AP_10	-	21.2	18.2
AP_10	-	20.7	17.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_10	-	19.6	16.6
AP_10	-	22.3	19.3
AP_10	-	22.8	19.8
AP_10	-	22.5	19.5
AP_10	-	22.7	19.7
AP_10	-	22.1	19.1
AP_10	-	21.2	18.2
AP_10	-	21.5	18.5
AP_10	-	21.3	18.3
AP_11	-	23.9	20.9
AP_11	-	23.7	20.7
AP_11	-	24.0	21.0
AP_11	-	23.7	20.7
AP_11	-	23.6	20.6
AP_11	-	23.9	20.9
AP_11	-	24.3	21.2
AP_11	-	23.5	20.5
AP_11	-	21.9	18.8
AP_11	-	23.4	20.4
AP_11	-	23.6	20.6
AP_11	-	24.3	21.3
AP_11	-	22.6	19.6
AP_11	-	23.3	20.3
AP_11	-	21.9	18.9
AP_11	-	21.6	18.5
AP_11	-	21.7	18.6
AP_11	-	21.8	18.8
AP_11	-	21.8	18.8
AP_11	-	22.9	19.8
AP_11	-	22.9	19.9
AP_11	-	23.2	20.2
AP_11	-	24.1	21.1
AP_11	-	24.1	21.1
AP_12	-	27.6	24.6
AP_12	-	27.9	24.9
AP_12	-	27.9	24.9
AP_12	-	25.5	22.5
AP_12	-	25.2	22.2
AP_12	-	26.4	23.4
AP_12	-	23.1	20.0
AP_12	-	23.9	20.8
AP_12	-	23.9	20.9
AP_12	-	24.8	21.8
AP_12	-	24.8	21.8
AP_12	-	24.8	21.8
AP_12	-	25.9	22.9
AP_12	-	27.3	24.3
AP_12	-	27.7	24.7
AP_12	-	28.3	25.3
AP_12	-	28.3	25.3
AP_12	-	27.1	24.1
AP_12	-	25.9	22.9
AP_12	-	25.4	22.4
AP_12	-	24.5	21.5
AP_12	-	24.8	21.8
AP_12	-	24.0	21.0
AP_12	-	24.0	21.0
AP_Clubhouse	-	18.3	15.3
Apartments Parking Lot	-	40.2	39.9
Apartments Pool	-	5.2	-64.8
Dog Park 1	-	12.3	-69.2
Dog Park 2	-	3.2	-78.3
Multisport Court 1	-	-1.4	-66.4
Multisport Court 2	-	-8.2	-73.2
Playground 1 (Apartments)	-	-10.0	-75.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
Playground 2 (Townhomes)	-	3.1	-61.9
Sports Lawn 1 (Apartments)	-	-4.0	-69.0
Sports Lawn 2 (Apartments)	-	-7.1	-72.1
Sports Lawn 3 (Townhomes)	-	9.2	-55.8
TH_1	-	11.3	8.3
TH_1	-	10.5	7.5
TH_1	-	8.1	5.0
TH_1	-	10.8	7.8
TH_2	-	-0.3	-3.3
TH_2	-	-0.2	-3.2
TH_2	-	-0.2	-3.2
TH_2	-	0.8	-2.2
TH_2	-	0.9	-2.1
TH_3	-	-0.7	-3.7
TH_3	-	-1.0	-4.0
TH_3	-	-1.9	-4.9
TH_3	-	-1.8	-4.8
TH_4	-	-1.3	-4.3
TH_4	-	-1.1	-4.1
TH_4	-	-1.5	-4.5
TH_4	-	-1.2	-4.3
TH_5	-	9.5	6.5
TH_5	-	8.7	5.7
TH_5	-	6.4	3.4
TH_5	-	10.7	7.7
TH_6	-	10.4	7.4
TH_6	-	9.2	6.1
TH_6	-	9.3	6.3
TH_6	-	8.4	5.4
TH_7	-	8.7	5.7
TH_7	-	9.4	6.4
TH_7	-	9.6	6.6
TH_7	-	11.2	8.2
TH_8	-	4.4	1.3
TH_8	-	6.1	3.1
TH_8	-	9.0	6.0
TH_8	-	9.4	6.4
TH_8	-	7.8	4.8
TH_9	-	6.7	3.7
TH_9	-	9.2	6.2
TH_9	-	7.1	4.1
TH_9	-	8.0	5.0
TH_10	-	-2.6	-5.6
TH_10	-	-0.7	-3.7
TH_10	-	-0.6	-3.6
TH_10	-	-0.3	-3.3
TH_11	-	13.0	10.0
TH_11	-	12.7	9.7
TH_11	-	14.4	11.4
TH_11	-	13.2	10.2
TH_12	-	22.2	19.2
TH_12	-	20.5	17.4
TH_12	-	11.4	8.4
TH_12	-	11.5	8.5
TH_12	-	14.6	11.6
TH_13	-	11.7	8.7
TH_13	-	10.9	7.9
TH_13	-	13.6	10.6
TH_13	-	13.8	10.8
TH_13	-	14.2	11.2
TH_14	-	8.5	5.5
TH_14	-	8.6	5.6
TH_14	-	8.1	5.1
TH_14	-	7.5	4.5
TH_15	-	14.1	11.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_15	-	14.8	11.8
TH_15	-	14.7	11.7
TH_15	-	12.6	9.6
TH_16	-	22.7	19.7
TH_16	-	19.9	16.9
TH_16	-	20.6	17.6
TH_17	-	12.8	9.8
TH_17	-	11.9	8.9
TH_17	-	13.5	10.5
TH_17	-	12.8	9.8
TH_17	-	13.2	10.2
TH_17	-	25.9	22.8
TH_18	-	30.9	27.9
TH_18	-	29.0	26.0
TH_18	-	29.8	26.8
TH_19	-	5.4	2.4
TH_19	-	6.4	3.4
TH_19	-	9.0	6.0
TH_20	-	22.8	19.8
TH_20	-	21.8	18.8
TH_20	-	20.6	17.6
TH_20	-	22.3	19.3
TH_21	-	1.2	-1.8
TH_21	-	0.5	-2.5
TH_21	-	1.7	-1.3
TH_21	-	2.9	-0.2
TH_22	-	2.1	-0.9
TH_22	-	1.0	-2.1
TH_22	-	2.0	-1.0
TH_22	-	-1.2	-4.2
TH_23	-	11.5	8.5
TH_23	-	9.7	6.6
TH_23	-	13.4	10.4
TH_23	-	13.1	10.1
TH_Pool Building	-	6.1	3.1
Townhomes Parking Lot	-	38.3	38.0
Townhomes Pool	-	12.7	-57.3
23	1.Fl	46.6	44.7
AP_1	-	7.8	4.8
AP_1	-	6.7	3.7
AP_1	-	7.8	4.8
AP_1	-	7.6	4.5
AP_1	-	7.8	4.8
AP_1	-	10.7	7.7
AP_1	-	12.7	9.7
AP_1	-	12.3	9.3
AP_1	-	11.9	8.9
AP_1	-	11.7	8.7
AP_1	-	11.6	8.5
AP_1	-	10.6	7.6
AP_1	-	7.7	4.7
AP_1	-	9.3	6.3
AP_1	-	7.4	4.4
AP_1	-	4.5	1.5
AP_1	-	4.6	1.6
AP_1	-	4.7	1.7
AP_1	-	9.1	6.1
AP_1	-	11.4	8.4
AP_1	-	11.5	8.5
AP_1	-	11.5	8.4
AP_1	-	10.5	7.5
AP_1	-	11.2	8.2
AP_2	-	13.1	10.0
AP_2	-	12.4	9.4

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	13.7	10.7
AP_2	-	10.4	7.3
AP_2	-	9.9	6.9
AP_2	-	8.7	5.7
AP_2	-	8.4	5.4
AP_2	-	7.8	4.8
AP_2	-	13.5	10.5
AP_2	-	13.5	10.4
AP_2	-	12.6	9.6
AP_2	-	12.9	9.9
AP_2	-	10.2	7.2
AP_2	-	9.8	6.8
AP_2	-	8.5	5.5
AP_2	-	5.5	2.4
AP_2	-	7.4	4.4
AP_2	-	11.5	8.5
AP_2	-	8.1	5.1
AP_2	-	12.4	9.4
AP_2	-	12.8	9.8
AP_2	-	13.1	10.1
AP_2	-	13.6	10.6
AP_2	-	12.4	9.3
AP_3	-	11.0	8.0
AP_3	-	11.0	8.0
AP_3	-	11.1	8.1
AP_3	-	11.2	8.2
AP_3	-	10.0	7.0
AP_3	-	9.9	6.9
AP_3	-	9.9	6.9
AP_3	-	7.0	4.0
AP_3	-	9.1	6.1
AP_3	-	9.1	6.1
AP_3	-	11.0	8.0
AP_3	-	9.8	6.8
AP_3	-	9.9	6.9
AP_3	-	10.0	7.0
AP_3	-	7.4	4.4
AP_3	-	6.9	3.9
AP_3	-	6.9	3.9
AP_3	-	7.3	4.3
AP_3	-	7.0	4.0
AP_3	-	6.9	3.9
AP_3	-	9.6	6.6
AP_3	-	9.5	6.5
AP_3	-	6.4	3.4
AP_3	-	8.8	5.8
AP_4	-	19.5	16.5
AP_4	-	18.6	15.6
AP_4	-	19.2	16.2
AP_4	-	18.8	15.8
AP_4	-	18.4	15.4
AP_4	-	15.5	12.5
AP_4	-	16.0	13.0
AP_4	-	16.7	13.6
AP_4	-	18.6	15.5
AP_4	-	18.3	15.2
AP_4	-	19.2	16.2
AP_4	-	18.2	15.1
AP_4	-	17.9	14.8
AP_4	-	18.1	15.1
AP_4	-	18.3	15.3
AP_4	-	16.7	13.6
AP_4	-	16.7	13.7
AP_4	-	18.6	15.5
AP_4	-	19.2	16.2

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_4	-	18.4	15.3
AP_4	-	17.2	14.2
AP_4	-	15.9	12.9
AP_4	-	15.9	12.9
AP_4	-	16.7	13.6
AP_5	-	21.1	18.1
AP_5	-	21.2	18.2
AP_5	-	19.0	16.0
AP_5	-	17.4	14.3
AP_5	-	17.7	14.7
AP_5	-	16.8	13.8
AP_5	-	16.4	13.4
AP_5	-	14.1	11.1
AP_5	-	14.8	11.8
AP_5	-	15.8	12.8
AP_5	-	16.5	13.5
AP_5	-	17.4	14.4
AP_5	-	18.5	15.5
AP_5	-	19.4	16.4
AP_5	-	20.7	17.7
AP_5	-	21.7	18.7
AP_5	-	21.0	18.0
AP_5	-	19.4	16.4
AP_5	-	18.4	15.4
AP_5	-	18.1	15.1
AP_5	-	17.6	14.6
AP_5	-	15.3	12.3
AP_5	-	14.9	11.9
AP_5	-	14.6	11.6
AP_6	-	17.4	14.4
AP_6	-	16.4	13.4
AP_6	-	16.7	13.7
AP_6	-	18.0	15.0
AP_6	-	16.7	13.7
AP_6	-	15.5	12.5
AP_6	-	15.5	12.5
AP_6	-	15.7	12.6
AP_6	-	15.7	12.7
AP_6	-	16.4	13.4
AP_6	-	16.2	13.2
AP_6	-	13.3	10.3
AP_6	-	13.1	10.1
AP_6	-	14.6	11.6
AP_6	-	15.3	12.3
AP_6	-	15.7	12.7
AP_6	-	15.3	12.3
AP_6	-	15.9	12.9
AP_6	-	16.7	13.7
AP_6	-	16.8	13.8
AP_6	-	15.8	12.8
AP_6	-	16.7	13.7
AP_6	-	16.9	13.9
AP_6	-	17.0	14.0
AP_6	-	17.0	14.0
AP_6	-	16.0	13.0
AP_6	-	15.4	12.4
AP_6	-	16.5	13.5
AP_6	-	15.6	12.6
AP_6	-	15.7	12.7
AP_6	-	16.6	13.6
AP_6	-	15.1	12.1
AP_6	-	13.0	10.0
AP_6	-	15.0	12.0
AP_6	-	12.2	9.2
AP_6	-	12.9	9.8

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_7	-	17.2	14.2
AP_7	-	17.5	14.5
AP_7	-	16.3	13.3
AP_7	-	16.7	13.6
AP_7	-	16.4	13.4
AP_7	-	15.7	12.7
AP_7	-	15.2	12.2
AP_7	-	14.8	11.7
AP_7	-	14.5	11.5
AP_7	-	12.0	9.0
AP_7	-	15.6	12.6
AP_7	-	16.9	13.9
AP_7	-	16.6	13.6
AP_7	-	17.2	14.2
AP_7	-	16.5	13.5
AP_7	-	17.0	14.0
AP_7	-	16.3	13.2
AP_7	-	15.8	12.8
AP_7	-	16.5	13.5
AP_7	-	16.6	13.6
AP_7	-	15.7	12.7
AP_7	-	15.4	12.4
AP_7	-	14.2	11.2
AP_7	-	12.0	9.0
AP_8	-	14.3	11.3
AP_8	-	13.3	10.3
AP_8	-	12.2	9.2
AP_8	-	14.0	11.0
AP_8	-	11.4	8.4
AP_8	-	13.3	10.2
AP_8	-	10.3	7.2
AP_8	-	14.3	11.3
AP_8	-	13.5	10.5
AP_8	-	11.9	8.9
AP_8	-	12.8	9.8
AP_8	-	12.5	9.5
AP_8	-	12.5	9.5
AP_8	-	11.6	8.5
AP_8	-	13.0	10.0
AP_8	-	12.7	9.7
AP_8	-	13.8	10.8
AP_8	-	13.9	10.8
AP_8	-	13.5	10.5
AP_8	-	13.3	10.3
AP_8	-	13.6	10.6
AP_8	-	13.9	10.9
AP_8	-	12.7	9.7
AP_8	-	10.7	7.7
AP_8	-	11.8	8.8
AP_8	-	13.1	10.1
AP_8	-	13.6	10.5
AP_8	-	13.2	10.2
AP_8	-	13.1	10.1
AP_8	-	13.9	10.9
AP_8	-	13.8	10.7
AP_8	-	13.9	10.9
AP_8	-	13.6	10.6
AP_8	-	13.3	10.2
AP_8	-	8.6	5.6
AP_8	-	12.1	9.1
AP_9	-	12.4	9.4
AP_9	-	14.7	11.7
AP_9	-	13.3	10.3
AP_9	-	12.8	9.8
AP_9	-	14.1	11.1

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_9	-	14.4	11.4
AP_9	-	14.2	11.2
AP_9	-	15.7	12.7
AP_9	-	14.8	11.8
AP_9	-	17.2	14.2
AP_9	-	17.1	14.1
AP_9	-	14.9	11.9
AP_9	-	14.0	11.0
AP_9	-	16.9	13.9
AP_9	-	15.5	12.4
AP_9	-	16.8	13.8
AP_9	-	14.1	11.1
AP_9	-	14.5	11.5
AP_9	-	13.7	10.7
AP_9	-	13.9	10.9
AP_9	-	12.6	9.6
AP_9	-	13.3	10.2
AP_9	-	12.4	9.4
AP_9	-	14.0	11.0
AP_9	-	12.8	9.8
AP_9	-	12.1	9.1
AP_9	-	12.4	9.4
AP_9	-	13.3	10.3
AP_9	-	13.0	10.0
AP_9	-	13.7	10.7
AP_9	-	13.6	10.5
AP_9	-	14.1	11.1
AP_9	-	15.9	12.9
AP_9	-	14.7	11.7
AP_9	-	12.5	9.5
AP_9	-	16.3	13.3
AP_10	-	18.9	15.9
AP_10	-	20.3	17.3
AP_10	-	20.3	17.3
AP_10	-	21.2	18.2
AP_10	-	19.0	15.9
AP_10	-	19.0	16.0
AP_10	-	21.2	18.2
AP_10	-	19.3	16.3
AP_10	-	18.7	15.7
AP_10	-	18.9	15.9
AP_10	-	21.0	18.0
AP_10	-	21.0	17.9
AP_10	-	19.7	16.7
AP_10	-	19.8	16.8
AP_10	-	20.3	17.3
AP_10	-	18.8	15.8
AP_10	-	20.9	17.9
AP_10	-	21.0	18.0
AP_10	-	21.2	18.2
AP_10	-	21.6	18.6
AP_10	-	20.9	17.9
AP_10	-	21.0	18.0
AP_10	-	20.6	17.6
AP_10	-	20.2	17.2
AP_11	-	25.8	22.8
AP_11	-	25.3	22.3
AP_11	-	25.6	22.6
AP_11	-	25.1	22.1
AP_11	-	25.5	22.5
AP_11	-	25.6	22.6
AP_11	-	25.6	22.6
AP_11	-	24.6	21.6
AP_11	-	22.6	19.6
AP_11	-	25.0	22.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_11	-	25.6	22.6
AP_11	-	25.6	22.6
AP_11	-	25.1	22.1
AP_11	-	24.4	21.4
AP_11	-	23.1	20.1
AP_11	-	22.6	19.6
AP_11	-	22.4	19.4
AP_11	-	23.0	20.0
AP_11	-	23.1	20.1
AP_11	-	23.6	20.6
AP_11	-	24.3	21.3
AP_11	-	25.2	22.2
AP_11	-	25.9	22.9
AP_11	-	25.8	22.7
AP_12	-	26.3	23.3
AP_12	-	26.6	23.6
AP_12	-	26.8	23.8
AP_12	-	24.8	21.8
AP_12	-	24.2	21.1
AP_12	-	25.3	22.3
AP_12	-	20.3	17.3
AP_12	-	22.2	19.1
AP_12	-	22.7	19.7
AP_12	-	22.5	19.4
AP_12	-	22.5	19.5
AP_12	-	22.7	19.7
AP_12	-	25.6	22.6
AP_12	-	25.9	22.8
AP_12	-	26.7	23.7
AP_12	-	27.4	24.3
AP_12	-	27.1	24.1
AP_12	-	26.5	23.5
AP_12	-	26.0	23.0
AP_12	-	25.0	22.0
AP_12	-	24.2	21.2
AP_12	-	23.9	20.9
AP_12	-	22.4	19.4
AP_12	-	19.9	16.8
AP_Clubhouse	-	20.2	17.2
Apartments Parking Lot	-	37.7	37.4
Apartments Pool	-	2.1	-67.9
Dog Park 1	-	10.7	-70.8
Dog Park 2	-	2.9	-78.6
Multisport Court 1	-	-2.2	-67.2
Multisport Court 2	-	-8.6	-73.6
Playground 1 (Apartments)	-	-10.6	-75.6
Playground 2 (Townhomes)	-	10.2	-54.8
Sports Lawn 1 (Apartments)	-	-3.4	-68.4
Sports Lawn 2 (Apartments)	-	-7.2	-72.2
Sports Lawn 3 (Townhomes)	-	4.7	-60.3
TH_1	-	7.9	4.9
TH_1	-	8.8	5.8
TH_1	-	9.7	6.7
TH_1	-	8.6	5.6
TH_2	-	-3.3	-6.3
TH_2	-	-3.3	-6.3
TH_2	-	-3.3	-6.3
TH_2	-	-2.2	-5.2
TH_2	-	-2.2	-5.2
TH_3	-	-2.6	-5.6
TH_3	-	-2.5	-5.5
TH_3	-	-5.1	-8.1
TH_3	-	-2.7	-5.7
TH_4	-	-0.9	-3.9
TH_4	-	-0.6	-3.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_4	-	-2.6	-5.6
TH_4	-	-1.4	-4.4
TH_5	-	7.3	4.3
TH_5	-	6.7	3.7
TH_5	-	5.8	2.8
TH_5	-	6.7	3.7
TH_6	-	8.6	5.6
TH_6	-	9.7	6.7
TH_6	-	7.9	4.9
TH_6	-	7.3	4.3
TH_7	-	10.1	7.1
TH_7	-	7.8	4.8
TH_7	-	7.9	4.9
TH_7	-	5.6	2.6
TH_8	-	2.9	-0.1
TH_8	-	6.1	3.1
TH_8	-	7.9	4.9
TH_8	-	7.6	4.6
TH_8	-	7.6	4.6
TH_9	-	4.3	1.2
TH_9	-	5.3	2.3
TH_9	-	4.6	1.6
TH_9	-	6.5	3.5
TH_10	-	-0.5	-3.5
TH_10	-	-0.5	-3.5
TH_10	-	-1.0	-4.0
TH_10	-	-0.7	-3.7
TH_11	-	13.3	10.3
TH_11	-	18.9	15.9
TH_11	-	16.8	13.8
TH_11	-	13.0	10.0
TH_12	-	17.2	14.1
TH_12	-	12.5	9.5
TH_12	-	10.2	7.2
TH_12	-	13.1	10.1
TH_12	-	18.4	15.4
TH_13	-	3.2	0.2
TH_13	-	7.0	3.9
TH_13	-	5.6	2.5
TH_13	-	3.8	0.8
TH_13	-	3.5	0.5
TH_14	-	19.8	16.8
TH_14	-	11.4	8.4
TH_14	-	5.8	2.8
TH_14	-	5.5	2.4
TH_15	-	12.6	9.6
TH_15	-	10.8	7.8
TH_15	-	11.4	8.4
TH_15	-	11.2	8.2
TH_16	-	24.1	21.1
TH_16	-	26.4	23.4
TH_16	-	24.6	21.6
TH_17	-	17.9	14.9
TH_17	-	19.0	16.0
TH_17	-	11.6	8.6
TH_17	-	8.6	5.6
TH_17	-	9.3	6.3
TH_17	-	10.3	7.3
TH_18	-	28.1	25.1
TH_18	-	26.3	23.3
TH_18	-	26.8	23.8
TH_19	-	7.4	4.4
TH_19	-	7.7	4.7
TH_19	-	9.2	6.2
TH_20	-	24.4	21.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
TH_20	-	23.4	20.4
TH_20	-	23.3	20.3
TH_20	-	23.9	20.9
TH_21	-	2.1	-0.9
TH_21	-	2.3	-0.7
TH_21	-	0.5	-2.5
TH_21	-	1.8	-1.3
TH_22	-	0.8	-2.2
TH_22	-	0.8	-2.2
TH_22	-	0.7	-2.3
TH_22	-	-0.5	-3.5
TH_23	-	9.6	6.5
TH_23	-	7.0	4.0
TH_23	-	17.5	14.5
TH_23	-	16.9	13.9
TH_Pool Building	-	2.1	-0.9
Townhomes Parking Lot	-	40.0	39.6
Townhomes Pool	-	16.8	-53.2
24 1.Fl		45.1	43.3
AP_1	-	7.9	4.9
AP_1	-	7.2	4.2
AP_1	-	8.0	5.0
AP_1	-	8.2	5.2
AP_1	-	8.9	5.9
AP_1	-	10.2	7.1
AP_1	-	12.2	9.2
AP_1	-	12.4	9.3
AP_1	-	11.6	8.6
AP_1	-	11.6	8.6
AP_1	-	10.9	7.9
AP_1	-	10.1	7.1
AP_1	-	9.1	6.1
AP_1	-	7.7	4.7
AP_1	-	8.0	5.0
AP_1	-	4.9	1.9
AP_1	-	5.0	2.0
AP_1	-	7.1	4.1
AP_1	-	7.4	4.4
AP_1	-	10.0	7.0
AP_1	-	11.1	8.1
AP_1	-	10.9	7.8
AP_1	-	10.5	7.5
AP_1	-	10.5	7.5
AP_2	-	10.2	7.2
AP_2	-	10.1	7.1
AP_2	-	9.8	6.7
AP_2	-	8.6	5.6
AP_2	-	7.4	4.3
AP_2	-	7.4	4.4
AP_2	-	8.5	5.5
AP_2	-	6.9	3.9
AP_2	-	10.5	7.5
AP_2	-	10.4	7.4
AP_2	-	9.3	6.3
AP_2	-	10.2	7.2
AP_2	-	8.6	5.6
AP_2	-	9.6	6.6
AP_2	-	8.5	5.5
AP_2	-	4.4	1.4
AP_2	-	6.4	3.4
AP_2	-	7.9	4.9
AP_2	-	9.4	6.4
AP_2	-	9.4	6.4
AP_2	-	10.3	7.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_2	-	11.0	8.0
AP_2	-	9.2	6.2
AP_2	-	10.2	7.2
AP_3	-	16.1	13.0
AP_3	-	16.0	13.0
AP_3	-	14.0	11.0
AP_3	-	11.9	8.9
AP_3	-	10.3	7.2
AP_3	-	10.0	7.0
AP_3	-	9.8	6.8
AP_3	-	6.8	3.8
AP_3	-	14.3	11.3
AP_3	-	12.9	9.9
AP_3	-	13.9	10.9
AP_3	-	10.2	7.2
AP_3	-	10.2	7.2
AP_3	-	10.1	7.1
AP_3	-	7.6	4.6
AP_3	-	6.9	3.9
AP_3	-	7.0	4.0
AP_3	-	7.5	4.5
AP_3	-	7.4	4.4
AP_3	-	9.9	6.9
AP_3	-	12.4	9.4
AP_3	-	12.4	9.4
AP_3	-	11.2	8.2
AP_3	-	13.8	10.8
AP_4	-	18.9	15.9
AP_4	-	19.0	16.0
AP_4	-	19.0	15.9
AP_4	-	19.2	16.2
AP_4	-	18.6	15.6
AP_4	-	17.8	14.8
AP_4	-	16.8	13.8
AP_4	-	14.5	11.5
AP_4	-	18.1	15.1
AP_4	-	18.1	15.1
AP_4	-	18.5	15.5
AP_4	-	17.8	14.8
AP_4	-	17.7	14.7
AP_4	-	17.9	14.8
AP_4	-	17.6	14.5
AP_4	-	14.5	11.5
AP_4	-	15.9	12.9
AP_4	-	15.8	12.8
AP_4	-	16.7	13.7
AP_4	-	16.1	13.1
AP_4	-	15.1	12.1
AP_4	-	16.7	13.7
AP_4	-	17.2	14.1
AP_4	-	17.9	14.9
AP_5	-	19.8	16.8
AP_5	-	19.5	16.5
AP_5	-	19.2	16.2
AP_5	-	18.9	15.9
AP_5	-	17.9	14.9
AP_5	-	17.1	14.1
AP_5	-	16.0	13.0
AP_5	-	13.6	10.5
AP_5	-	15.1	12.1
AP_5	-	15.6	12.5
AP_5	-	17.2	14.2
AP_5	-	17.7	14.7
AP_5	-	18.3	15.3
AP_5	-	19.1	16.1

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_5	-	19.9	16.9
AP_5	-	20.3	17.3
AP_5	-	20.2	17.2
AP_5	-	19.3	16.3
AP_5	-	18.8	15.8
AP_5	-	19.0	16.0
AP_5	-	17.8	14.8
AP_5	-	17.1	14.1
AP_5	-	15.3	12.3
AP_5	-	15.2	12.2
AP_6	-	15.3	12.3
AP_6	-	15.5	12.5
AP_6	-	15.0	12.0
AP_6	-	15.4	12.4
AP_6	-	14.7	11.7
AP_6	-	15.3	12.3
AP_6	-	14.8	11.8
AP_6	-	15.1	12.1
AP_6	-	15.2	12.2
AP_6	-	12.6	9.6
AP_6	-	12.7	9.7
AP_6	-	10.5	7.5
AP_6	-	8.1	5.0
AP_6	-	11.9	8.9
AP_6	-	13.8	10.7
AP_6	-	13.6	10.6
AP_6	-	14.9	11.9
AP_6	-	15.0	12.0
AP_6	-	15.0	12.0
AP_6	-	14.9	11.9
AP_6	-	14.8	11.8
AP_6	-	14.9	11.9
AP_6	-	14.9	11.9
AP_6	-	14.9	11.9
AP_6	-	14.5	11.5
AP_6	-	14.4	11.4
AP_6	-	14.3	11.3
AP_6	-	15.0	12.0
AP_6	-	14.7	11.7
AP_6	-	14.5	11.5
AP_6	-	15.0	12.0
AP_6	-	14.5	11.5
AP_6	-	13.2	10.1
AP_6	-	13.3	10.3
AP_6	-	7.6	4.6
AP_6	-	11.0	8.0
AP_7	-	11.6	8.6
AP_7	-	12.6	9.6
AP_7	-	12.0	9.0
AP_7	-	13.4	10.4
AP_7	-	14.6	11.5
AP_7	-	13.9	10.9
AP_7	-	12.0	9.0
AP_7	-	12.2	9.2
AP_7	-	12.5	9.5
AP_7	-	9.1	6.1
AP_7	-	13.8	10.8
AP_7	-	14.2	11.1
AP_7	-	13.1	10.1
AP_7	-	13.4	10.4
AP_7	-	11.6	8.6
AP_7	-	11.5	8.5
AP_7	-	8.8	5.8
AP_7	-	10.2	7.2
AP_7	-	12.8	9.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_7	-	12.9	9.8
AP_7	-	13.9	10.9
AP_7	-	13.5	10.5
AP_7	-	12.1	9.0
AP_7	-	9.0	6.0
AP_8	-	10.6	7.5
AP_8	-	10.6	7.6
AP_8	-	9.9	6.9
AP_8	-	10.6	7.6
AP_8	-	11.0	8.0
AP_8	-	9.9	6.9
AP_8	-	11.1	8.1
AP_8	-	10.0	7.0
AP_8	-	10.0	7.0
AP_8	-	7.7	4.7
AP_8	-	9.1	6.1
AP_8	-	7.3	4.3
AP_8	-	11.7	8.7
AP_8	-	10.2	7.2
AP_8	-	10.6	7.6
AP_8	-	10.1	7.1
AP_8	-	9.9	6.9
AP_8	-	10.6	7.6
AP_8	-	10.0	7.0
AP_8	-	10.0	7.0
AP_8	-	9.1	6.1
AP_8	-	10.1	7.0
AP_8	-	7.7	4.7
AP_8	-	7.4	4.4
AP_8	-	10.7	7.7
AP_8	-	10.8	7.8
AP_8	-	10.8	7.8
AP_8	-	9.9	6.9
AP_8	-	10.7	7.7
AP_8	-	10.0	7.0
AP_8	-	9.9	6.9
AP_8	-	10.0	7.0
AP_8	-	9.1	6.1
AP_8	-	9.2	6.2
AP_8	-	4.5	1.5
AP_8	-	8.9	5.9
AP_9	-	11.4	8.4
AP_9	-	12.9	9.9
AP_9	-	12.8	9.8
AP_9	-	11.9	8.9
AP_9	-	13.5	10.5
AP_9	-	14.1	11.1
AP_9	-	13.9	10.9
AP_9	-	14.9	11.9
AP_9	-	14.3	11.3
AP_9	-	16.7	13.7
AP_9	-	16.6	13.6
AP_9	-	14.4	11.4
AP_9	-	13.6	10.6
AP_9	-	16.4	13.4
AP_9	-	14.7	11.7
AP_9	-	15.7	12.7
AP_9	-	13.8	10.8
AP_9	-	14.1	11.1
AP_9	-	13.3	10.3
AP_9	-	13.6	10.6
AP_9	-	11.7	8.7
AP_9	-	12.6	9.6
AP_9	-	11.3	8.3
AP_9	-	12.4	9.4

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_9	-	12.2	9.2
AP_9	-	11.6	8.6
AP_9	-	11.0	8.0
AP_9	-	13.0	10.0
AP_9	-	12.2	9.2
AP_9	-	13.4	10.4
AP_9	-	13.3	10.2
AP_9	-	13.7	10.7
AP_9	-	15.4	12.4
AP_9	-	14.3	11.3
AP_9	-	12.1	9.1
AP_9	-	15.9	12.8
AP_10	-	16.6	13.5
AP_10	-	18.6	15.6
AP_10	-	18.5	15.5
AP_10	-	18.4	15.4
AP_10	-	15.7	12.7
AP_10	-	15.6	12.6
AP_10	-	20.1	17.0
AP_10	-	15.4	12.4
AP_10	-	14.4	11.4
AP_10	-	15.6	12.6
AP_10	-	20.1	17.1
AP_10	-	20.1	17.1
AP_10	-	17.4	14.4
AP_10	-	17.7	14.7
AP_10	-	19.2	16.2
AP_10	-	17.5	14.5
AP_10	-	20.4	17.4
AP_10	-	20.2	17.2
AP_10	-	20.3	17.3
AP_10	-	20.3	17.2
AP_10	-	19.4	16.4
AP_10	-	19.9	16.9
AP_10	-	19.7	16.7
AP_10	-	19.6	16.5
AP_11	-	22.9	19.9
AP_11	-	22.6	19.6
AP_11	-	22.6	19.6
AP_11	-	22.9	19.9
AP_11	-	22.2	19.2
AP_11	-	22.3	19.2
AP_11	-	22.0	19.0
AP_11	-	21.6	18.6
AP_11	-	20.6	17.6
AP_11	-	22.5	19.5
AP_11	-	22.7	19.6
AP_11	-	22.3	19.3
AP_11	-	22.2	19.2
AP_11	-	20.7	17.7
AP_11	-	20.2	17.2
AP_11	-	19.5	16.5
AP_11	-	19.4	16.4
AP_11	-	20.3	17.3
AP_11	-	20.6	17.6
AP_11	-	20.6	17.6
AP_11	-	21.2	18.2
AP_11	-	22.2	19.2
AP_11	-	22.4	19.4
AP_11	-	22.6	19.6
AP_12	-	24.4	21.4
AP_12	-	24.9	21.9
AP_12	-	24.7	21.7
AP_12	-	23.9	20.9
AP_12	-	23.9	20.9

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_12	-	24.1	21.1
AP_12	-	17.9	14.9
AP_12	-	20.7	17.7
AP_12	-	21.3	18.3
AP_12	-	22.7	19.7
AP_12	-	22.2	19.2
AP_12	-	21.2	18.2
AP_12	-	24.5	21.5
AP_12	-	24.4	21.4
AP_12	-	24.8	21.8
AP_12	-	24.5	21.5
AP_12	-	23.9	20.8
AP_12	-	24.3	21.3
AP_12	-	24.6	21.6
AP_12	-	24.2	21.2
AP_12	-	23.2	20.2
AP_12	-	21.8	18.8
AP_12	-	20.5	17.5
AP_12	-	17.0	14.0
AP_Clubhouse	-	16.1	13.1
Apartments Parking Lot	-	34.4	34.1
Apartments Pool	-	-1.1	-71.1
Dog Park 1	-	8.4	-73.1
Dog Park 2	-	2.3	-79.2
Multisport Court 1	-	-5.9	-70.9
Multisport Court 2	-	-10.0	-75.0
Playground 1 (Apartments)	-	-11.2	-76.2
Playground 2 (Townhomes)	-	9.0	-56.0
Sports Lawn 1 (Apartments)	-	-5.5	-70.5
Sports Lawn 2 (Apartments)	-	-9.1	-74.1
Sports Lawn 3 (Townhomes)	-	13.4	-51.6
TH_1	-	3.9	0.9
TH_1	-	5.4	2.4
TH_1	-	8.3	5.3
TH_1	-	8.3	5.3
TH_2	-	-2.9	-5.9
TH_2	-	-2.9	-5.9
TH_2	-	-2.9	-5.9
TH_2	-	-4.2	-7.2
TH_2	-	-4.4	-7.5
TH_3	-	-4.9	-7.9
TH_3	-	-4.7	-7.7
TH_3	-	-2.8	-5.8
TH_3	-	-2.7	-5.7
TH_4	-	-0.7	-3.7
TH_4	-	-1.9	-4.9
TH_4	-	-0.9	-3.9
TH_4	-	-1.0	-4.1
TH_5	-	9.5	6.4
TH_5	-	9.2	6.2
TH_5	-	7.6	4.6
TH_5	-	9.0	6.0
TH_6	-	8.4	5.4
TH_6	-	6.9	3.9
TH_6	-	8.7	5.6
TH_6	-	9.0	6.0
TH_7	-	11.1	8.1
TH_7	-	8.9	5.9
TH_7	-	8.7	5.7
TH_7	-	8.0	5.0
TH_8	-	7.1	4.1
TH_8	-	6.8	3.8
TH_8	-	7.4	4.4
TH_8	-	7.4	4.4
TH_8	-	7.7	4.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_9	-	13.2	10.2
TH_9	-	7.4	4.4
TH_9	-	5.3	2.3
TH_9	-	5.9	2.9
TH_10	-	1.0	-2.0
TH_10	-	0.8	-2.2
TH_10	-	-0.6	-3.6
TH_10	-	0.5	-2.5
TH_11	-	18.4	15.4
TH_11	-	18.7	15.7
TH_11	-	13.7	10.6
TH_11	-	16.7	13.7
TH_12	-	23.1	20.1
TH_12	-	23.0	20.0
TH_12	-	11.8	8.8
TH_12	-	17.1	14.1
TH_12	-	23.1	20.1
TH_13	-	2.8	-0.2
TH_13	-	5.1	2.1
TH_13	-	5.2	2.2
TH_13	-	2.5	-0.6
TH_13	-	3.1	0.1
TH_14	-	21.6	18.5
TH_14	-	21.5	18.4
TH_14	-	19.6	16.6
TH_14	-	16.4	13.3
TH_15	-	8.9	5.9
TH_15	-	9.6	6.5
TH_15	-	8.9	5.9
TH_15	-	9.3	6.3
TH_16	-	12.4	9.4
TH_16	-	16.1	13.1
TH_16	-	15.3	12.3
TH_17	-	11.1	8.0
TH_17	-	18.4	15.4
TH_17	-	11.0	7.9
TH_17	-	18.4	15.4
TH_17	-	7.3	4.3
TH_17	-	7.6	4.6
TH_18	-	13.4	10.4
TH_18	-	11.6	8.5
TH_18	-	11.2	8.2
TH_19	-	8.8	5.8
TH_19	-	9.7	6.6
TH_19	-	12.5	9.4
TH_20	-	26.0	23.0
TH_20	-	26.3	23.3
TH_20	-	24.7	21.7
TH_20	-	25.4	22.3
TH_21	-	3.3	0.3
TH_21	-	3.4	0.4
TH_21	-	3.5	0.5
TH_21	-	2.8	-0.2
TH_22	-	1.4	-1.6
TH_22	-	1.4	-1.6
TH_22	-	2.5	-0.5
TH_22	-	3.3	0.3
TH_23	-	11.6	8.6
TH_23	-	10.5	7.5
TH_23	-	13.6	10.6
TH_23	-	13.4	10.4
TH_Pool Building	-	13.0	9.9
Townhomes Parking Lot	-	39.8	39.4
Townhomes Pool	-	18.0	-52.0

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Level Night
		dB(A)	
25 1.Fl		44.8	43.1
AP_1	-	7.0	4.0
AP_1	-	6.2	3.2
AP_1	-	7.1	4.1
AP_1	-	7.0	3.9
AP_1	-	8.3	5.3
AP_1	-	10.4	7.4
AP_1	-	12.5	9.5
AP_1	-	11.9	8.9
AP_1	-	11.6	8.6
AP_1	-	11.1	8.1
AP_1	-	10.6	7.6
AP_1	-	8.2	5.2
AP_1	-	9.4	6.4
AP_1	-	6.9	3.8
AP_1	-	6.8	3.8
AP_1	-	3.9	0.9
AP_1	-	3.9	0.9
AP_1	-	6.4	3.4
AP_1	-	6.6	3.6
AP_1	-	9.3	6.3
AP_1	-	11.3	8.3
AP_1	-	10.5	7.5
AP_1	-	11.0	7.9
AP_1	-	10.6	7.6
AP_2	-	11.7	8.7
AP_2	-	10.4	7.4
AP_2	-	10.3	7.3
AP_2	-	9.2	6.2
AP_2	-	7.7	4.7
AP_2	-	7.7	4.7
AP_2	-	8.3	5.3
AP_2	-	6.8	3.8
AP_2	-	10.3	7.3
AP_2	-	10.7	7.7
AP_2	-	10.5	7.5
AP_2	-	9.1	6.0
AP_2	-	9.0	6.0
AP_2	-	8.4	5.4
AP_2	-	8.3	5.3
AP_2	-	4.5	1.5
AP_2	-	4.5	1.5
AP_2	-	5.9	2.9
AP_2	-	9.0	6.0
AP_2	-	11.0	7.9
AP_2	-	11.3	8.3
AP_2	-	11.7	8.7
AP_2	-	11.6	8.5
AP_2	-	11.1	8.1
AP_3	-	9.5	6.5
AP_3	-	9.6	6.6
AP_3	-	9.6	6.6
AP_3	-	8.5	5.5
AP_3	-	8.6	5.6
AP_3	-	8.5	5.5
AP_3	-	8.5	5.5
AP_3	-	5.6	2.6
AP_3	-	7.7	4.7
AP_3	-	7.7	4.7
AP_3	-	8.3	5.3
AP_3	-	8.4	5.4
AP_3	-	8.5	5.5
AP_3	-	8.5	5.5
AP_3	-	6.0	3.0

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_3	-	5.6	2.6
AP_3	-	5.5	2.5
AP_3	-	5.8	2.8
AP_3	-	5.5	2.5
AP_3	-	8.2	5.2
AP_3	-	9.6	6.5
AP_3	-	8.1	5.1
AP_3	-	5.0	2.0
AP_3	-	7.4	4.3
AP_4	-	11.0	8.0
AP_4	-	11.7	8.7
AP_4	-	12.4	9.4
AP_4	-	13.1	10.1
AP_4	-	14.4	11.4
AP_4	-	11.7	8.7
AP_4	-	10.7	7.7
AP_4	-	9.0	6.0
AP_4	-	12.8	9.8
AP_4	-	12.7	9.7
AP_4	-	13.3	10.3
AP_4	-	12.3	9.3
AP_4	-	11.4	8.4
AP_4	-	11.7	8.7
AP_4	-	11.2	8.2
AP_4	-	11.1	8.1
AP_4	-	12.5	9.5
AP_4	-	11.2	8.1
AP_4	-	10.1	7.1
AP_4	-	7.3	4.3
AP_4	-	9.4	6.4
AP_4	-	12.4	9.4
AP_4	-	12.5	9.4
AP_4	-	13.8	10.7
AP_5	-	18.0	15.0
AP_5	-	17.9	14.9
AP_5	-	18.2	15.2
AP_5	-	17.1	14.1
AP_5	-	16.5	13.4
AP_5	-	16.2	13.2
AP_5	-	17.3	14.3
AP_5	-	16.6	13.6
AP_5	-	15.1	12.1
AP_5	-	16.0	13.0
AP_5	-	17.8	14.8
AP_5	-	17.4	14.4
AP_5	-	17.4	14.4
AP_5	-	17.8	14.8
AP_5	-	18.0	15.0
AP_5	-	18.8	15.8
AP_5	-	18.5	15.4
AP_5	-	17.7	14.7
AP_5	-	17.7	14.7
AP_5	-	18.1	15.1
AP_5	-	18.1	15.1
AP_5	-	17.7	14.7
AP_5	-	14.7	11.7
AP_5	-	13.0	10.0
AP_6	-	14.9	11.9
AP_6	-	14.9	11.9
AP_6	-	13.7	10.7
AP_6	-	14.1	11.1
AP_6	-	13.9	10.8
AP_6	-	14.3	11.3
AP_6	-	14.0	11.0
AP_6	-	14.2	11.2

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_6	-	14.1	11.1
AP_6	-	12.2	9.2
AP_6	-	13.2	10.2
AP_6	-	10.4	7.3
AP_6	-	7.9	4.9
AP_6	-	11.5	8.5
AP_6	-	14.0	11.0
AP_6	-	13.0	10.0
AP_6	-	14.1	11.1
AP_6	-	13.8	10.8
AP_6	-	13.7	10.7
AP_6	-	13.9	10.9
AP_6	-	14.0	11.0
AP_6	-	14.2	11.2
AP_6	-	14.4	11.4
AP_6	-	14.6	11.6
AP_6	-	14.2	11.2
AP_6	-	13.8	10.8
AP_6	-	13.7	10.7
AP_6	-	14.1	11.1
AP_6	-	13.9	10.9
AP_6	-	13.4	10.4
AP_6	-	13.6	10.6
AP_6	-	13.5	10.4
AP_6	-	12.7	9.7
AP_6	-	12.5	9.5
AP_6	-	6.6	3.6
AP_6	-	10.6	7.6
AP_7	-	12.0	8.9
AP_7	-	10.7	7.7
AP_7	-	9.3	6.3
AP_7	-	10.7	7.7
AP_7	-	11.6	8.5
AP_7	-	12.2	9.2
AP_7	-	12.3	9.3
AP_7	-	12.2	9.2
AP_7	-	11.2	8.2
AP_7	-	10.3	7.3
AP_7	-	11.8	8.8
AP_7	-	11.4	8.4
AP_7	-	10.6	7.6
AP_7	-	10.6	7.6
AP_7	-	10.6	7.6
AP_7	-	11.8	8.8
AP_7	-	9.1	6.1
AP_7	-	10.5	7.5
AP_7	-	10.4	7.4
AP_7	-	10.4	7.4
AP_7	-	11.3	8.3
AP_7	-	11.4	8.4
AP_7	-	11.8	8.8
AP_7	-	10.0	7.0
AP_8	-	10.9	7.9
AP_8	-	10.4	7.4
AP_8	-	10.3	7.3
AP_8	-	10.9	7.9
AP_8	-	10.9	7.8
AP_8	-	10.5	7.5
AP_8	-	11.0	7.9
AP_8	-	10.6	7.6
AP_8	-	10.5	7.5
AP_8	-	8.1	5.1
AP_8	-	9.5	6.5
AP_8	-	7.5	4.5
AP_8	-	11.5	8.5

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_8	-	10.9	7.9
AP_8	-	11.0	8.0
AP_8	-	10.2	7.2
AP_8	-	10.5	7.5
AP_8	-	10.9	7.9
AP_8	-	10.6	7.5
AP_8	-	10.5	7.5
AP_8	-	9.6	6.6
AP_8	-	10.6	7.6
AP_8	-	8.1	5.1
AP_8	-	7.6	4.6
AP_8	-	10.6	7.6
AP_8	-	10.8	7.8
AP_8	-	10.8	7.8
AP_8	-	10.4	7.4
AP_8	-	10.0	7.0
AP_8	-	10.5	7.5
AP_8	-	10.5	7.5
AP_8	-	10.6	7.6
AP_8	-	9.6	6.6
AP_8	-	9.7	6.7
AP_8	-	4.8	1.8
AP_8	-	9.3	6.2
AP_9	-	10.9	7.9
AP_9	-	12.5	9.5
AP_9	-	11.9	8.9
AP_9	-	11.3	8.3
AP_9	-	13.0	10.0
AP_9	-	13.7	10.7
AP_9	-	13.4	10.4
AP_9	-	14.3	11.3
AP_9	-	13.9	10.9
AP_9	-	16.2	13.2
AP_9	-	15.5	12.5
AP_9	-	14.0	11.0
AP_9	-	13.1	10.1
AP_9	-	15.8	12.8
AP_9	-	14.2	11.2
AP_9	-	15.2	12.2
AP_9	-	13.4	10.4
AP_9	-	13.6	10.6
AP_9	-	12.6	9.6
AP_9	-	13.2	10.2
AP_9	-	11.2	8.2
AP_9	-	11.7	8.7
AP_9	-	10.7	7.7
AP_9	-	11.9	8.9
AP_9	-	11.7	8.7
AP_9	-	10.9	7.9
AP_9	-	10.5	7.5
AP_9	-	12.3	9.2
AP_9	-	11.6	8.6
AP_9	-	13.0	10.0
AP_9	-	12.9	9.9
AP_9	-	13.2	10.2
AP_9	-	14.9	11.9
AP_9	-	13.8	10.8
AP_9	-	11.7	8.7
AP_9	-	15.3	12.3
AP_10	-	16.7	13.7
AP_10	-	18.1	15.0
AP_10	-	17.2	14.1
AP_10	-	17.7	14.7
AP_10	-	14.5	11.5
AP_10	-	14.3	11.3

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_10	-	19.1	16.1
AP_10	-	14.7	11.7
AP_10	-	13.7	10.7
AP_10	-	14.7	11.7
AP_10	-	19.3	16.3
AP_10	-	19.2	16.2
AP_10	-	16.8	13.7
AP_10	-	16.7	13.7
AP_10	-	18.3	15.3
AP_10	-	18.0	14.9
AP_10	-	19.4	16.4
AP_10	-	19.6	16.5
AP_10	-	19.5	16.5
AP_10	-	19.4	16.4
AP_10	-	18.7	15.7
AP_10	-	19.3	16.3
AP_10	-	18.6	15.6
AP_10	-	18.1	15.1
AP_11	-	22.2	19.2
AP_11	-	22.0	19.0
AP_11	-	22.0	19.0
AP_11	-	21.3	18.3
AP_11	-	20.9	17.9
AP_11	-	21.7	18.6
AP_11	-	21.9	18.9
AP_11	-	19.5	16.5
AP_11	-	19.6	16.6
AP_11	-	20.9	17.9
AP_11	-	21.7	18.6
AP_11	-	21.5	18.5
AP_11	-	21.2	18.2
AP_11	-	20.6	17.6
AP_11	-	18.9	15.9
AP_11	-	18.6	15.6
AP_11	-	18.7	15.7
AP_11	-	19.4	16.4
AP_11	-	19.6	16.6
AP_11	-	19.5	16.4
AP_11	-	19.6	16.6
AP_11	-	21.3	18.3
AP_11	-	21.4	18.3
AP_11	-	20.8	17.8
AP_12	-	23.3	20.3
AP_12	-	22.8	19.7
AP_12	-	21.9	18.9
AP_12	-	22.0	19.0
AP_12	-	22.4	19.3
AP_12	-	22.3	19.3
AP_12	-	17.0	14.0
AP_12	-	19.5	16.5
AP_12	-	20.0	17.0
AP_12	-	22.1	19.1
AP_12	-	21.0	18.0
AP_12	-	19.9	16.9
AP_12	-	22.8	19.8
AP_12	-	23.4	20.4
AP_12	-	22.1	19.1
AP_12	-	21.9	18.8
AP_12	-	22.2	19.2
AP_12	-	21.8	18.8
AP_12	-	22.7	19.7
AP_12	-	22.9	19.9
AP_12	-	21.7	18.7
AP_12	-	20.5	17.5
AP_12	-	20.8	17.8

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
AP_12	-	15.6	12.6
AP_Clubhouse	-	12.8	9.8
Apartments Parking Lot	-	32.4	32.1
Apartments Pool	-	-3.3	-73.3
Dog Park 1	-	7.7	-73.8
Dog Park 2	-	2.4	-79.1
Multisport Court 1	-	-6.3	-71.3
Multisport Court 2	-	-11.1	-76.1
Playground 1 (Apartments)	-	-12.2	-77.2
Playground 2 (Townhomes)	-	13.1	-51.9
Sports Lawn 1 (Apartments)	-	-6.9	-71.9
Sports Lawn 2 (Apartments)	-	-10.3	-75.3
Sports Lawn 3 (Townhomes)	-	4.0	-61.0
TH_1	-	2.8	-0.3
TH_1	-	3.9	0.9
TH_1	-	7.5	4.5
TH_1	-	4.9	1.9
TH_2	-	-3.0	-6.0
TH_2	-	-1.5	-4.5
TH_2	-	-1.5	-4.5
TH_2	-	-2.7	-5.7
TH_2	-	-2.9	-5.9
TH_3	-	-4.8	-7.8
TH_3	-	-4.6	-7.7
TH_3	-	-4.8	-7.9
TH_3	-	-4.8	-7.8
TH_4	-	0.7	-2.3
TH_4	-	0.9	-2.2
TH_4	-	1.0	-2.0
TH_4	-	0.9	-2.1
TH_5	-	7.1	4.1
TH_5	-	7.7	4.6
TH_5	-	7.9	4.9
TH_5	-	5.9	2.9
TH_6	-	6.6	3.6
TH_6	-	14.6	11.6
TH_6	-	6.4	3.4
TH_6	-	7.1	4.1
TH_7	-	9.8	6.8
TH_7	-	8.2	5.2
TH_7	-	9.7	6.7
TH_7	-	9.4	6.4
TH_8	-	7.0	4.0
TH_8	-	0.7	-2.3
TH_8	-	5.5	2.5
TH_8	-	6.9	3.9
TH_8	-	8.0	5.0
TH_9	-	4.5	1.5
TH_9	-	3.3	0.3
TH_9	-	2.6	-0.5
TH_9	-	6.5	3.4
TH_10	-	1.0	-2.0
TH_10	-	0.8	-2.3
TH_10	-	1.4	-1.6
TH_10	-	1.8	-1.2
TH_11	-	18.3	15.3
TH_11	-	22.2	19.2
TH_11	-	20.7	17.7
TH_11	-	22.6	19.6
TH_12	-	18.2	15.2
TH_12	-	13.8	10.8
TH_12	-	16.3	13.3
TH_12	-	14.4	11.4
TH_12	-	14.3	11.3
TH_13	-	3.9	0.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
TH_13	-	4.9	1.9
TH_13	-	0.8	-2.2
TH_13	-	0.3	-2.7
TH_13	-	0.2	-2.8
TH_14	-	18.4	15.4
TH_14	-	17.1	14.1
TH_14	-	16.6	13.6
TH_14	-	15.0	12.0
TH_15	-	7.5	4.5
TH_15	-	7.6	4.6
TH_15	-	7.7	4.7
TH_15	-	3.6	0.6
TH_16	-	23.9	20.9
TH_16	-	25.0	22.0
TH_16	-	25.5	22.5
TH_17	-	8.7	5.7
TH_17	-	15.9	12.9
TH_17	-	13.5	10.5
TH_17	-	17.7	14.7
TH_17	-	4.8	1.8
TH_17	-	5.6	2.6
TH_18	-	9.3	6.3
TH_18	-	7.6	4.6
TH_18	-	8.3	5.3
TH_19	-	20.7	17.7
TH_19	-	27.6	24.6
TH_19	-	28.5	25.5
TH_20	-	26.4	23.4
TH_20	-	26.8	23.8
TH_20	-	26.5	23.5
TH_20	-	27.2	24.2
TH_21	-	4.6	1.6
TH_21	-	4.8	1.7
TH_21	-	4.7	1.7
TH_21	-	4.6	1.6
TH_22	-	4.1	1.1
TH_22	-	3.0	0.0
TH_22	-	4.8	1.8
TH_22	-	3.3	0.3
TH_23	-	19.0	16.0
TH_23	-	17.6	14.6
TH_23	-	20.8	17.8
TH_23	-	18.6	15.6
TH_Pool Building	-	19.4	16.4
Townhomes Parking Lot	-	40.1	39.8
Townhomes Pool	-	17.8	-52.2
26 1.Fl		43.8	41.7
AP_1	-	8.1	5.1
AP_1	-	6.4	3.4
AP_1	-	8.1	5.1
AP_1	-	7.4	4.3
AP_1	-	9.1	6.1
AP_1	-	11.4	8.4
AP_1	-	11.9	8.9
AP_1	-	11.5	8.5
AP_1	-	11.5	8.5
AP_1	-	11.3	8.3
AP_1	-	11.0	8.0
AP_1	-	10.0	7.0
AP_1	-	8.3	5.3
AP_1	-	7.9	4.9
AP_1	-	7.1	4.0
AP_1	-	4.1	1.1
AP_1	-	3.9	0.9

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_1	-	6.3	3.3
AP_1	-	8.0	5.0
AP_1	-	8.9	5.9
AP_1	-	9.8	6.8
AP_1	-	10.7	7.7
AP_1	-	10.9	7.9
AP_1	-	9.7	6.7
AP_2	-	11.4	8.4
AP_2	-	10.9	7.8
AP_2	-	10.1	7.1
AP_2	-	7.0	4.0
AP_2	-	8.3	5.2
AP_2	-	8.4	5.4
AP_2	-	8.1	5.1
AP_2	-	5.9	2.9
AP_2	-	10.9	7.8
AP_2	-	10.1	7.1
AP_2	-	10.1	7.0
AP_2	-	10.2	7.2
AP_2	-	9.5	6.5
AP_2	-	7.9	4.9
AP_2	-	7.9	4.9
AP_2	-	3.5	0.5
AP_2	-	3.9	0.9
AP_2	-	3.5	0.4
AP_2	-	7.5	4.5
AP_2	-	9.6	6.6
AP_2	-	10.1	7.1
AP_2	-	9.9	6.9
AP_2	-	10.0	7.0
AP_2	-	10.0	7.0
AP_3	-	11.5	8.5
AP_3	-	11.5	8.5
AP_3	-	10.8	7.8
AP_3	-	9.2	6.1
AP_3	-	9.1	6.1
AP_3	-	9.0	6.0
AP_3	-	8.7	5.7
AP_3	-	5.6	2.5
AP_3	-	9.1	6.1
AP_3	-	10.1	7.1
AP_3	-	9.2	6.2
AP_3	-	9.1	6.1
AP_3	-	9.0	6.0
AP_3	-	8.9	5.9
AP_3	-	8.7	5.7
AP_3	-	5.6	2.6
AP_3	-	5.7	2.7
AP_3	-	6.0	2.9
AP_3	-	8.5	5.5
AP_3	-	10.0	7.0
AP_3	-	10.2	7.2
AP_3	-	9.0	5.9
AP_3	-	6.2	3.2
AP_3	-	8.8	5.8
AP_4	-	16.5	13.5
AP_4	-	16.4	13.4
AP_4	-	15.2	12.2
AP_4	-	15.3	12.3
AP_4	-	13.0	10.0
AP_4	-	10.7	7.7
AP_4	-	10.3	7.3
AP_4	-	6.8	3.7
AP_4	-	15.9	12.9
AP_4	-	15.7	12.7

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_4	-	14.3	11.3
AP_4	-	13.6	10.5
AP_4	-	13.6	10.6
AP_4	-	12.8	9.8
AP_4	-	13.1	10.1
AP_4	-	10.4	7.4
AP_4	-	12.7	9.7
AP_4	-	12.7	9.7
AP_4	-	14.1	11.1
AP_4	-	12.8	9.7
AP_4	-	14.9	11.9
AP_4	-	14.6	11.6
AP_4	-	14.2	11.2
AP_4	-	15.2	12.2
AP_5	-	15.3	12.3
AP_5	-	15.4	12.4
AP_5	-	15.1	12.1
AP_5	-	13.6	10.6
AP_5	-	12.4	9.4
AP_5	-	13.4	10.4
AP_5	-	15.3	12.3
AP_5	-	15.1	12.1
AP_5	-	11.1	8.1
AP_5	-	15.2	12.2
AP_5	-	15.2	12.2
AP_5	-	14.3	11.3
AP_5	-	14.4	11.4
AP_5	-	15.2	12.2
AP_5	-	14.4	11.3
AP_5	-	15.7	12.7
AP_5	-	15.5	12.5
AP_5	-	14.7	11.7
AP_5	-	14.4	11.4
AP_5	-	14.8	11.8
AP_5	-	14.9	11.8
AP_5	-	14.4	11.4
AP_5	-	11.6	8.6
AP_5	-	8.5	5.5
AP_6	-	13.5	10.4
AP_6	-	12.0	9.0
AP_6	-	13.6	10.6
AP_6	-	13.2	10.2
AP_6	-	13.1	10.1
AP_6	-	13.1	10.1
AP_6	-	13.3	10.3
AP_6	-	13.9	10.9
AP_6	-	13.3	10.3
AP_6	-	11.3	8.3
AP_6	-	13.7	10.7
AP_6	-	10.0	7.0
AP_6	-	9.6	6.6
AP_6	-	12.5	9.5
AP_6	-	13.5	10.4
AP_6	-	13.6	10.5
AP_6	-	12.9	9.9
AP_6	-	13.1	10.1
AP_6	-	13.4	10.4
AP_6	-	13.1	10.1
AP_6	-	12.2	9.2
AP_6	-	13.3	10.3
AP_6	-	12.0	9.0
AP_6	-	13.0	10.0
AP_6	-	11.8	8.8
AP_6	-	12.3	9.3
AP_6	-	12.3	9.3

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_6	-	13.0	10.0
AP_6	-	12.4	9.4
AP_6	-	12.6	9.6
AP_6	-	12.3	9.3
AP_6	-	13.0	10.0
AP_6	-	12.2	9.2
AP_6	-	13.1	10.1
AP_6	-	5.2	2.2
AP_6	-	12.0	9.0
AP_7	-	13.0	10.0
AP_7	-	10.2	7.2
AP_7	-	10.2	7.2
AP_7	-	11.8	8.8
AP_7	-	12.9	9.9
AP_7	-	13.2	10.2
AP_7	-	11.4	8.4
AP_7	-	10.9	7.9
AP_7	-	11.9	8.9
AP_7	-	9.6	6.6
AP_7	-	12.7	9.7
AP_7	-	12.8	9.8
AP_7	-	11.7	8.7
AP_7	-	11.7	8.7
AP_7	-	10.1	7.1
AP_7	-	11.2	8.2
AP_7	-	9.6	6.5
AP_7	-	11.2	8.2
AP_7	-	11.3	8.3
AP_7	-	11.6	8.6
AP_7	-	12.5	9.5
AP_7	-	11.5	8.5
AP_7	-	11.7	8.7
AP_7	-	7.5	4.5
AP_8	-	10.7	7.7
AP_8	-	10.9	7.9
AP_8	-	10.3	7.3
AP_8	-	10.5	7.4
AP_8	-	10.9	7.9
AP_8	-	11.2	8.2
AP_8	-	12.2	9.2
AP_8	-	11.7	8.7
AP_8	-	11.5	8.5
AP_8	-	9.3	6.3
AP_8	-	11.7	8.7
AP_8	-	8.8	5.8
AP_8	-	11.5	8.5
AP_8	-	10.9	7.9
AP_8	-	11.1	8.1
AP_8	-	11.0	8.0
AP_8	-	10.9	7.9
AP_8	-	10.8	7.8
AP_8	-	11.6	8.6
AP_8	-	11.3	8.3
AP_8	-	11.7	8.7
AP_8	-	11.7	8.7
AP_8	-	10.7	7.7
AP_8	-	8.8	5.8
AP_8	-	10.6	7.6
AP_8	-	10.8	7.8
AP_8	-	10.7	7.7
AP_8	-	10.8	7.8
AP_8	-	10.0	7.0
AP_8	-	11.3	8.3
AP_8	-	11.2	8.2
AP_8	-	11.6	8.5

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_8	-	10.8	7.8
AP_8	-	11.7	8.7
AP_8	-	8.3	5.3
AP_8	-	10.6	7.6
AP_9	-	10.5	7.5
AP_9	-	11.6	8.6
AP_9	-	11.4	8.4
AP_9	-	11.0	8.0
AP_9	-	12.0	9.0
AP_9	-	13.0	10.0
AP_9	-	12.7	9.7
AP_9	-	13.5	10.5
AP_9	-	13.3	10.3
AP_9	-	15.1	12.1
AP_9	-	14.0	11.0
AP_9	-	12.9	9.9
AP_9	-	12.2	9.2
AP_9	-	14.8	11.7
AP_9	-	13.2	10.2
AP_9	-	13.7	10.7
AP_9	-	12.8	9.8
AP_9	-	13.0	10.0
AP_9	-	11.7	8.7
AP_9	-	12.2	9.2
AP_9	-	10.8	7.8
AP_9	-	11.2	8.2
AP_9	-	10.3	7.3
AP_9	-	9.8	6.8
AP_9	-	11.0	8.0
AP_9	-	10.6	7.6
AP_9	-	10.1	7.1
AP_9	-	11.4	8.4
AP_9	-	11.0	8.0
AP_9	-	12.5	9.5
AP_9	-	11.9	8.9
AP_9	-	12.6	9.6
AP_9	-	13.8	10.8
AP_9	-	12.9	9.9
AP_9	-	10.8	7.8
AP_9	-	14.2	11.2
AP_10	-	14.4	11.4
AP_10	-	16.1	13.1
AP_10	-	16.2	13.2
AP_10	-	16.3	13.3
AP_10	-	13.1	10.1
AP_10	-	14.6	11.6
AP_10	-	17.7	14.7
AP_10	-	13.2	10.2
AP_10	-	12.2	9.2
AP_10	-	13.2	10.2
AP_10	-	17.1	14.1
AP_10	-	17.1	14.1
AP_10	-	15.3	12.3
AP_10	-	15.3	12.3
AP_10	-	16.0	13.0
AP_10	-	16.5	13.5
AP_10	-	17.8	14.8
AP_10	-	17.9	14.9
AP_10	-	18.1	15.1
AP_10	-	18.1	15.1
AP_10	-	17.4	14.4
AP_10	-	17.6	14.6
AP_10	-	17.1	14.1
AP_10	-	16.6	13.6
AP_11	-	19.9	16.8

Contribution levels of the receivers

Source name	Traffic lane	Level Day	Night
		dB(A)	
AP_11	-	19.9	16.9
AP_11	-	19.5	16.4
AP_11	-	17.3	14.2
AP_11	-	18.0	15.0
AP_11	-	18.4	15.4
AP_11	-	19.4	16.3
AP_11	-	18.7	15.7
AP_11	-	18.0	15.0
AP_11	-	17.6	14.6
AP_11	-	18.9	15.9
AP_11	-	19.5	16.5
AP_11	-	17.2	14.1
AP_11	-	17.0	13.9
AP_11	-	17.5	14.4
AP_11	-	16.9	13.9
AP_11	-	12.5	9.5
AP_11	-	15.7	12.7
AP_11	-	14.9	11.9
AP_11	-	15.0	12.0
AP_11	-	17.0	14.0
AP_11	-	17.9	14.9
AP_11	-	17.9	14.9
AP_11	-	18.7	15.7
AP_12	-	19.7	16.7
AP_12	-	19.8	16.8
AP_12	-	20.3	17.3
AP_12	-	20.3	17.3
AP_12	-	20.3	17.3
AP_12	-	18.8	15.8
AP_12	-	17.6	14.6
AP_12	-	17.8	14.8
AP_12	-	18.3	15.3
AP_12	-	20.3	17.2
AP_12	-	20.1	17.1
AP_12	-	19.4	16.4
AP_12	-	19.4	16.4
AP_12	-	19.3	16.2
AP_12	-	19.3	16.3
AP_12	-	19.9	16.9
AP_12	-	19.1	16.1
AP_12	-	18.8	15.8
AP_12	-	19.5	16.5
AP_12	-	19.2	16.2
AP_12	-	19.4	16.4
AP_12	-	19.7	16.7
AP_12	-	19.0	16.0
AP_12	-	12.9	9.9
AP_Clubhouse	-	13.5	10.5
Apartments Parking Lot	-	28.9	28.6
Apartments Pool	-	-4.5	-74.5
Dog Park 1	-	6.9	-74.6
Dog Park 2	-	2.2	-79.3
Multisport Court 1	-	-6.7	-71.7
Multisport Court 2	-	-11.0	-76.0
Playground 1 (Apartments)	-	-14.6	-79.6
Playground 2 (Townhomes)	-	2.2	-62.8
Sports Lawn 1 (Apartments)	-	-8.0	-73.0
Sports Lawn 2 (Apartments)	-	-11.2	-76.2
Sports Lawn 3 (Townhomes)	-	11.4	-53.6
TH_1	-	-5.7	-8.7
TH_1	-	-5.4	-8.4
TH_1	-	-4.7	-7.7
TH_1	-	-5.1	-8.1
TH_2	-	-2.9	-5.9
TH_2	-	-3.0	-6.0

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_2	-	-1.8	-4.9
TH_2	-	-1.9	-4.9
TH_2	-	-0.8	-3.8
TH_3	-	-2.6	-5.6
TH_3	-	-2.6	-5.6
TH_3	-	-2.5	-5.5
TH_3	-	-1.4	-4.4
TH_4	-	5.2	2.2
TH_4	-	5.4	2.3
TH_4	-	4.3	1.3
TH_4	-	4.0	1.0
TH_5	-	5.3	2.3
TH_5	-	6.3	3.3
TH_5	-	4.2	1.2
TH_5	-	6.8	3.8
TH_6	-	9.0	6.0
TH_6	-	8.0	5.0
TH_6	-	4.9	1.8
TH_6	-	7.2	4.2
TH_7	-	4.4	1.4
TH_7	-	7.1	4.0
TH_7	-	2.7	-0.4
TH_7	-	5.8	2.8
TH_8	-	7.3	4.3
TH_8	-	4.1	1.0
TH_8	-	4.3	1.3
TH_8	-	6.9	3.9
TH_8	-	7.5	4.5
TH_9	-	6.2	3.2
TH_9	-	7.0	4.0
TH_9	-	1.7	-1.4
TH_9	-	3.4	0.3
TH_10	-	7.9	4.9
TH_10	-	8.9	5.9
TH_10	-	7.7	4.7
TH_10	-	8.8	5.8
TH_11	-	9.6	6.6
TH_11	-	10.1	7.1
TH_11	-	11.9	8.9
TH_11	-	9.2	6.2
TH_12	-	12.7	9.7
TH_12	-	15.1	12.1
TH_12	-	21.7	18.7
TH_12	-	24.1	21.1
TH_12	-	22.1	19.1
TH_13	-	3.5	0.5
TH_13	-	4.3	1.3
TH_13	-	-0.9	-3.9
TH_13	-	-0.4	-3.4
TH_13	-	0.8	-2.2
TH_14	-	23.0	20.0
TH_14	-	24.2	21.1
TH_14	-	24.3	21.2
TH_14	-	24.4	21.4
TH_15	-	1.7	-1.3
TH_15	-	8.5	5.5
TH_15	-	1.5	-1.5
TH_15	-	1.5	-1.5
TH_16	-	9.3	6.3
TH_16	-	9.8	6.8
TH_16	-	9.2	6.2
TH_17	-	9.6	6.6
TH_17	-	6.4	3.4
TH_17	-	9.1	6.1
TH_17	-	16.6	13.6

Contribution levels of the receivers

Source name	Traffic lane	Level	
		Day	Night
		dB(A)	
TH_17	-	16.1	13.1
TH_17	-	3.1	0.1
TH_18	-	7.4	4.4
TH_18	-	17.5	14.5
TH_18	-	13.6	10.6
TH_19	-	26.7	23.7
TH_19	-	26.8	23.8
TH_19	-	27.5	24.5
TH_20	-	31.4	28.4
TH_20	-	31.3	28.3
TH_20	-	31.3	28.3
TH_20	-	31.4	28.4
TH_21	-	12.1	9.1
TH_21	-	11.6	8.6
TH_21	-	10.9	7.9
TH_21	-	15.0	12.0
TH_22	-	9.1	6.0
TH_22	-	10.9	7.8
TH_22	-	6.5	3.5
TH_22	-	10.5	7.5
TH_23	-	8.7	5.7
TH_23	-	9.3	6.2
TH_23	-	7.3	4.3
TH_23	-	7.9	4.8
TH_Pool Building	-	13.5	10.5
Townhomes Parking Lot	-	37.5	37.2
Townhomes Pool	-	19.5	-50.5

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 1 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	44.7	10.0	54.7	295120.9227
0100	44.7	10.0	54.7	295120.9227
0200	44.7	10.0	54.7	295120.9227
0300	44.7	10.0	54.7	295120.9227
0400	44.7	10.0	54.7	295120.9227
0500	44.7	10.0	54.7	295120.9227
0600	44.7	10.0	54.7	295120.9227
0700	47.2	0.0	47.2	52480.74602
0800	47.2	0.0	47.2	52480.74602
0900	47.2	0.0	47.2	52480.74602
1000	47.2	0.0	47.2	52480.74602
1100	47.2	0.0	47.2	52480.74602
1200	47.2	0.0	47.2	52480.74602
1300	47.2	0.0	47.2	52480.74602
1400	47.2	0.0	47.2	52480.74602
1500	47.2	0.0	47.2	52480.74602
1600	47.2	0.0	47.2	52480.74602
1700	47.2	0.0	47.2	52480.74602
1800	47.2	0.0	47.2	52480.74602
1900	47.2	5.0	52.2	165958.6907
2000	47.2	5.0	52.2	165958.6907
2100	47.2	5.0	52.2	165958.6907
2200	44.7	10.0	54.7	295120.9227
2300	44.7	10.0	54.7	295120.9227
CNEL (dBA):				**52.0**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 2 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.6	10.0	55.6	363078.0548
0100	45.6	10.0	55.6	363078.0548
0200	45.6	10.0	55.6	363078.0548
0300	45.6	10.0	55.6	363078.0548
0400	45.6	10.0	55.6	363078.0548
0500	45.6	10.0	55.6	363078.0548
0600	45.6	10.0	55.6	363078.0548
0700	48.0	0.0	48.0	63095.73445
0800	48.0	0.0	48.0	63095.73445
0900	48.0	0.0	48.0	63095.73445
1000	48.0	0.0	48.0	63095.73445
1100	48.0	0.0	48.0	63095.73445
1200	48.0	0.0	48.0	63095.73445
1300	48.0	0.0	48.0	63095.73445
1400	48.0	0.0	48.0	63095.73445
1500	48.0	0.0	48.0	63095.73445
1600	48.0	0.0	48.0	63095.73445
1700	48.0	0.0	48.0	63095.73445
1800	48.0	0.0	48.0	63095.73445
1900	48.0	5.0	53.0	199526.2315
2000	48.0	5.0	53.0	199526.2315
2100	48.0	5.0	53.0	199526.2315
2200	45.6	10.0	55.6	363078.0548
2300	45.6	10.0	55.6	363078.0548
CNEL (dBA):				**52.8**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 3 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.1	10.0	55.1	323593.6569
0100	45.1	10.0	55.1	323593.6569
0200	45.1	10.0	55.1	323593.6569
0300	45.1	10.0	55.1	323593.6569
0400	45.1	10.0	55.1	323593.6569
0500	45.1	10.0	55.1	323593.6569
0600	45.1	10.0	55.1	323593.6569
0700	47.4	0.0	47.4	54954.08739
0800	47.4	0.0	47.4	54954.08739
0900	47.4	0.0	47.4	54954.08739
1000	47.4	0.0	47.4	54954.08739
1100	47.4	0.0	47.4	54954.08739
1200	47.4	0.0	47.4	54954.08739
1300	47.4	0.0	47.4	54954.08739
1400	47.4	0.0	47.4	54954.08739
1500	47.4	0.0	47.4	54954.08739
1600	47.4	0.0	47.4	54954.08739
1700	47.4	0.0	47.4	54954.08739
1800	47.4	0.0	47.4	54954.08739
1900	47.4	5.0	52.4	173780.0829
2000	47.4	5.0	52.4	173780.0829
2100	47.4	5.0	52.4	173780.0829
2200	45.1	10.0	55.1	323593.6569
2300	45.1	10.0	55.1	323593.6569
CNEL (dBA):				**52.3**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 4 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	44.1	10.0	54.1	257039.5783
0100	44.1	10.0	54.1	257039.5783
0200	44.1	10.0	54.1	257039.5783
0300	44.1	10.0	54.1	257039.5783
0400	44.1	10.0	54.1	257039.5783
0500	44.1	10.0	54.1	257039.5783
0600	44.1	10.0	54.1	257039.5783
0700	46.4	0.0	46.4	43651.58322
0800	46.4	0.0	46.4	43651.58322
0900	46.4	0.0	46.4	43651.58322
1000	46.4	0.0	46.4	43651.58322
1100	46.4	0.0	46.4	43651.58322
1200	46.4	0.0	46.4	43651.58322
1300	46.4	0.0	46.4	43651.58322
1400	46.4	0.0	46.4	43651.58322
1500	46.4	0.0	46.4	43651.58322
1600	46.4	0.0	46.4	43651.58322
1700	46.4	0.0	46.4	43651.58322
1800	46.4	0.0	46.4	43651.58322
1900	46.4	5.0	51.4	138038.4265
2000	46.4	5.0	51.4	138038.4265
2100	46.4	5.0	51.4	138038.4265
2200	44.1	10.0	54.1	257039.5783
2300	44.1	10.0	54.1	257039.5783
CNEL (dBA):				**51.3**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 5 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	44.1	10.0	54.1	257039.5783
0100	44.1	10.0	54.1	257039.5783
0200	44.1	10.0	54.1	257039.5783
0300	44.1	10.0	54.1	257039.5783
0400	44.1	10.0	54.1	257039.5783
0500	44.1	10.0	54.1	257039.5783
0600	44.1	10.0	54.1	257039.5783
0700	46.5	0.0	46.5	44668.35922
0800	46.5	0.0	46.5	44668.35922
0900	46.5	0.0	46.5	44668.35922
1000	46.5	0.0	46.5	44668.35922
1100	46.5	0.0	46.5	44668.35922
1200	46.5	0.0	46.5	44668.35922
1300	46.5	0.0	46.5	44668.35922
1400	46.5	0.0	46.5	44668.35922
1500	46.5	0.0	46.5	44668.35922
1600	46.5	0.0	46.5	44668.35922
1700	46.5	0.0	46.5	44668.35922
1800	46.5	0.0	46.5	44668.35922
1900	46.5	5.0	51.5	141253.7545
2000	46.5	5.0	51.5	141253.7545
2100	46.5	5.0	51.5	141253.7545
2200	44.1	10.0	54.1	257039.5783
2300	44.1	10.0	54.1	257039.5783
CNEL (dBA):				**51.3**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 6 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	43.7	10.0	53.7	234422.8815
0100	43.7	10.0	53.7	234422.8815
0200	43.7	10.0	53.7	234422.8815
0300	43.7	10.0	53.7	234422.8815
0400	43.7	10.0	53.7	234422.8815
0500	43.7	10.0	53.7	234422.8815
0600	43.7	10.0	53.7	234422.8815
0700	46.1	0.0	46.1	40738.02778
0800	46.1	0.0	46.1	40738.02778
0900	46.1	0.0	46.1	40738.02778
1000	46.1	0.0	46.1	40738.02778
1100	46.1	0.0	46.1	40738.02778
1200	46.1	0.0	46.1	40738.02778
1300	46.1	0.0	46.1	40738.02778
1400	46.1	0.0	46.1	40738.02778
1500	46.1	0.0	46.1	40738.02778
1600	46.1	0.0	46.1	40738.02778
1700	46.1	0.0	46.1	40738.02778
1800	46.1	0.0	46.1	40738.02778
1900	46.1	5.0	51.1	128824.9552
2000	46.1	5.0	51.1	128824.9552
2100	46.1	5.0	51.1	128824.9552
2200	43.7	10.0	53.7	234422.8815
2300	43.7	10.0	53.7	234422.8815
CNEL (dBA):				**50.9**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 7 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	44.9	10.0	54.9	309029.5433
0100	44.9	10.0	54.9	309029.5433
0200	44.9	10.0	54.9	309029.5433
0300	44.9	10.0	54.9	309029.5433
0400	44.9	10.0	54.9	309029.5433
0500	44.9	10.0	54.9	309029.5433
0600	44.9	10.0	54.9	309029.5433
0700	47.3	0.0	47.3	53703.17964
0800	47.3	0.0	47.3	53703.17964
0900	47.3	0.0	47.3	53703.17964
1000	47.3	0.0	47.3	53703.17964
1100	47.3	0.0	47.3	53703.17964
1200	47.3	0.0	47.3	53703.17964
1300	47.3	0.0	47.3	53703.17964
1400	47.3	0.0	47.3	53703.17964
1500	47.3	0.0	47.3	53703.17964
1600	47.3	0.0	47.3	53703.17964
1700	47.3	0.0	47.3	53703.17964
1800	47.3	0.0	47.3	53703.17964
1900	47.3	5.0	52.3	169824.3652
2000	47.3	5.0	52.3	169824.3652
2100	47.3	5.0	52.3	169824.3652
2200	44.9	10.0	54.9	309029.5433
2300	44.9	10.0	54.9	309029.5433
CNEL (dBA):				**52.1**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 8 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.4	10.0	55.4	346736.8505
0100	45.4	10.0	55.4	346736.8505
0200	45.4	10.0	55.4	346736.8505
0300	45.4	10.0	55.4	346736.8505
0400	45.4	10.0	55.4	346736.8505
0500	45.4	10.0	55.4	346736.8505
0600	45.4	10.0	55.4	346736.8505
0700	47.8	0.0	47.8	60255.95861
0800	47.8	0.0	47.8	60255.95861
0900	47.8	0.0	47.8	60255.95861
1000	47.8	0.0	47.8	60255.95861
1100	47.8	0.0	47.8	60255.95861
1200	47.8	0.0	47.8	60255.95861
1300	47.8	0.0	47.8	60255.95861
1400	47.8	0.0	47.8	60255.95861
1500	47.8	0.0	47.8	60255.95861
1600	47.8	0.0	47.8	60255.95861
1700	47.8	0.0	47.8	60255.95861
1800	47.8	0.0	47.8	60255.95861
1900	47.8	5.0	52.8	190546.0718
2000	47.8	5.0	52.8	190546.0718
2100	47.8	5.0	52.8	190546.0718
2200	45.4	10.0	55.4	346736.8505
2300	45.4	10.0	55.4	346736.8505
CNEL (dBA):				**52.6**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 9 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.6	10.0	55.6	363078.0548
0100	45.6	10.0	55.6	363078.0548
0200	45.6	10.0	55.6	363078.0548
0300	45.6	10.0	55.6	363078.0548
0400	45.6	10.0	55.6	363078.0548
0500	45.6	10.0	55.6	363078.0548
0600	45.6	10.0	55.6	363078.0548
0700	48.0	0.0	48.0	63095.73445
0800	48.0	0.0	48.0	63095.73445
0900	48.0	0.0	48.0	63095.73445
1000	48.0	0.0	48.0	63095.73445
1100	48.0	0.0	48.0	63095.73445
1200	48.0	0.0	48.0	63095.73445
1300	48.0	0.0	48.0	63095.73445
1400	48.0	0.0	48.0	63095.73445
1500	48.0	0.0	48.0	63095.73445
1600	48.0	0.0	48.0	63095.73445
1700	48.0	0.0	48.0	63095.73445
1800	48.0	0.0	48.0	63095.73445
1900	48.0	5.0	53.0	199526.2315
2000	48.0	5.0	53.0	199526.2315
2100	48.0	5.0	53.0	199526.2315
2200	45.6	10.0	55.6	363078.0548
2300	45.6	10.0	55.6	363078.0548
CNEL (dBA):				**52.8**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 10 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.7	10.0	55.7	371535.2291
0100	45.7	10.0	55.7	371535.2291
0200	45.7	10.0	55.7	371535.2291
0300	45.7	10.0	55.7	371535.2291
0400	45.7	10.0	55.7	371535.2291
0500	45.7	10.0	55.7	371535.2291
0600	45.7	10.0	55.7	371535.2291
0700	48.2	0.0	48.2	66069.3448
0800	48.2	0.0	48.2	66069.3448
0900	48.2	0.0	48.2	66069.3448
1000	48.2	0.0	48.2	66069.3448
1100	48.2	0.0	48.2	66069.3448
1200	48.2	0.0	48.2	66069.3448
1300	48.2	0.0	48.2	66069.3448
1400	48.2	0.0	48.2	66069.3448
1500	48.2	0.0	48.2	66069.3448
1600	48.2	0.0	48.2	66069.3448
1700	48.2	0.0	48.2	66069.3448
1800	48.2	0.0	48.2	66069.3448
1900	48.2	5.0	53.2	208929.6131
2000	48.2	5.0	53.2	208929.6131
2100	48.2	5.0	53.2	208929.6131
2200	45.7	10.0	55.7	371535.2291
2300	45.7	10.0	55.7	371535.2291
CNEL (dBA):				**53.0**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 11 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.1	10.0	55.1	323593.6569
0100	45.1	10.0	55.1	323593.6569
0200	45.1	10.0	55.1	323593.6569
0300	45.1	10.0	55.1	323593.6569
0400	45.1	10.0	55.1	323593.6569
0500	45.1	10.0	55.1	323593.6569
0600	45.1	10.0	55.1	323593.6569
0700	47.7	0.0	47.7	58884.36554
0800	47.7	0.0	47.7	58884.36554
0900	47.7	0.0	47.7	58884.36554
1000	47.7	0.0	47.7	58884.36554
1100	47.7	0.0	47.7	58884.36554
1200	47.7	0.0	47.7	58884.36554
1300	47.7	0.0	47.7	58884.36554
1400	47.7	0.0	47.7	58884.36554
1500	47.7	0.0	47.7	58884.36554
1600	47.7	0.0	47.7	58884.36554
1700	47.7	0.0	47.7	58884.36554
1800	47.7	0.0	47.7	58884.36554
1900	47.7	5.0	52.7	186208.7137
2000	47.7	5.0	52.7	186208.7137
2100	47.7	5.0	52.7	186208.7137
2200	45.1	10.0	55.1	323593.6569
2300	45.1	10.0	55.1	323593.6569
CNEL (dBA):				**52.4**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 12 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	41.7	10.0	51.7	147910.8388
0100	41.7	10.0	51.7	147910.8388
0200	41.7	10.0	51.7	147910.8388
0300	41.7	10.0	51.7	147910.8388
0400	41.7	10.0	51.7	147910.8388
0500	41.7	10.0	51.7	147910.8388
0600	41.7	10.0	51.7	147910.8388
0700	44.2	0.0	44.2	26302.67992
0800	44.2	0.0	44.2	26302.67992
0900	44.2	0.0	44.2	26302.67992
1000	44.2	0.0	44.2	26302.67992
1100	44.2	0.0	44.2	26302.67992
1200	44.2	0.0	44.2	26302.67992
1300	44.2	0.0	44.2	26302.67992
1400	44.2	0.0	44.2	26302.67992
1500	44.2	0.0	44.2	26302.67992
1600	44.2	0.0	44.2	26302.67992
1700	44.2	0.0	44.2	26302.67992
1800	44.2	0.0	44.2	26302.67992
1900	44.2	5.0	49.2	83176.37711
2000	44.2	5.0	49.2	83176.37711
2100	44.2	5.0	49.2	83176.37711
2200	41.7	10.0	51.7	147910.8388
2300	41.7	10.0	51.7	147910.8388
CNEL (dBA):				**49.0**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 13 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	46.0	10.0	56.0	398107.1706
0100	46.0	10.0	56.0	398107.1706
0200	46.0	10.0	56.0	398107.1706
0300	46.0	10.0	56.0	398107.1706
0400	46.0	10.0	56.0	398107.1706
0500	46.0	10.0	56.0	398107.1706
0600	46.0	10.0	56.0	398107.1706
0700	48.4	0.0	48.4	69183.09709
0800	48.4	0.0	48.4	69183.09709
0900	48.4	0.0	48.4	69183.09709
1000	48.4	0.0	48.4	69183.09709
1100	48.4	0.0	48.4	69183.09709
1200	48.4	0.0	48.4	69183.09709
1300	48.4	0.0	48.4	69183.09709
1400	48.4	0.0	48.4	69183.09709
1500	48.4	0.0	48.4	69183.09709
1600	48.4	0.0	48.4	69183.09709
1700	48.4	0.0	48.4	69183.09709
1800	48.4	0.0	48.4	69183.09709
1900	48.4	5.0	53.4	218776.1624
2000	48.4	5.0	53.4	218776.1624
2100	48.4	5.0	53.4	218776.1624
2200	46.0	10.0	56.0	398107.1706
2300	46.0	10.0	56.0	398107.1706
CNEL (dBA):				**53.2**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 14 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	47.2	10.0	57.2	524807.4602
0100	47.2	10.0	57.2	524807.4602
0200	47.2	10.0	57.2	524807.4602
0300	47.2	10.0	57.2	524807.4602
0400	47.2	10.0	57.2	524807.4602
0500	47.2	10.0	57.2	524807.4602
0600	47.2	10.0	57.2	524807.4602
0700	49.7	0.0	49.7	93325.43008
0800	49.7	0.0	49.7	93325.43008
0900	49.7	0.0	49.7	93325.43008
1000	49.7	0.0	49.7	93325.43008
1100	49.7	0.0	49.7	93325.43008
1200	49.7	0.0	49.7	93325.43008
1300	49.7	0.0	49.7	93325.43008
1400	49.7	0.0	49.7	93325.43008
1500	49.7	0.0	49.7	93325.43008
1600	49.7	0.0	49.7	93325.43008
1700	49.7	0.0	49.7	93325.43008
1800	49.7	0.0	49.7	93325.43008
1900	49.7	5.0	54.7	295120.9227
2000	49.7	5.0	54.7	295120.9227
2100	49.7	5.0	54.7	295120.9227
2200	47.2	10.0	57.2	524807.4602
2300	47.2	10.0	57.2	524807.4602
CNEL (dBA):				**54.5**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 15 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.4	10.0	55.4	346736.8505
0100	45.4	10.0	55.4	346736.8505
0200	45.4	10.0	55.4	346736.8505
0300	45.4	10.0	55.4	346736.8505
0400	45.4	10.0	55.4	346736.8505
0500	45.4	10.0	55.4	346736.8505
0600	45.4	10.0	55.4	346736.8505
0700	47.6	0.0	47.6	57543.99373
0800	47.6	0.0	47.6	57543.99373
0900	47.6	0.0	47.6	57543.99373
1000	47.6	0.0	47.6	57543.99373
1100	47.6	0.0	47.6	57543.99373
1200	47.6	0.0	47.6	57543.99373
1300	47.6	0.0	47.6	57543.99373
1400	47.6	0.0	47.6	57543.99373
1500	47.6	0.0	47.6	57543.99373
1600	47.6	0.0	47.6	57543.99373
1700	47.6	0.0	47.6	57543.99373
1800	47.6	0.0	47.6	57543.99373
1900	47.6	5.0	52.6	181970.0859
2000	47.6	5.0	52.6	181970.0859
2100	47.6	5.0	52.6	181970.0859
2200	45.4	10.0	55.4	346736.8505
2300	45.4	10.0	55.4	346736.8505
CNEL (dBA):				**52.6**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 16 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.6	10.0	55.6	363078.0548
0100	45.6	10.0	55.6	363078.0548
0200	45.6	10.0	55.6	363078.0548
0300	45.6	10.0	55.6	363078.0548
0400	45.6	10.0	55.6	363078.0548
0500	45.6	10.0	55.6	363078.0548
0600	45.6	10.0	55.6	363078.0548
0700	47.8	0.0	47.8	60255.95861
0800	47.8	0.0	47.8	60255.95861
0900	47.8	0.0	47.8	60255.95861
1000	47.8	0.0	47.8	60255.95861
1100	47.8	0.0	47.8	60255.95861
1200	47.8	0.0	47.8	60255.95861
1300	47.8	0.0	47.8	60255.95861
1400	47.8	0.0	47.8	60255.95861
1500	47.8	0.0	47.8	60255.95861
1600	47.8	0.0	47.8	60255.95861
1700	47.8	0.0	47.8	60255.95861
1800	47.8	0.0	47.8	60255.95861
1900	47.8	5.0	52.8	190546.0718
2000	47.8	5.0	52.8	190546.0718
2100	47.8	5.0	52.8	190546.0718
2200	45.6	10.0	55.6	363078.0548
2300	45.6	10.0	55.6	363078.0548
CNEL (dBA):				**52.8**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 17 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.8	10.0	55.8	380189.3963
0100	45.8	10.0	55.8	380189.3963
0200	45.8	10.0	55.8	380189.3963
0300	45.8	10.0	55.8	380189.3963
0400	45.8	10.0	55.8	380189.3963
0500	45.8	10.0	55.8	380189.3963
0600	45.8	10.0	55.8	380189.3963
0700	48.0	0.0	48.0	63095.73445
0800	48.0	0.0	48.0	63095.73445
0900	48.0	0.0	48.0	63095.73445
1000	48.0	0.0	48.0	63095.73445
1100	48.0	0.0	48.0	63095.73445
1200	48.0	0.0	48.0	63095.73445
1300	48.0	0.0	48.0	63095.73445
1400	48.0	0.0	48.0	63095.73445
1500	48.0	0.0	48.0	63095.73445
1600	48.0	0.0	48.0	63095.73445
1700	48.0	0.0	48.0	63095.73445
1800	48.0	0.0	48.0	63095.73445
1900	48.0	5.0	53.0	199526.2315
2000	48.0	5.0	53.0	199526.2315
2100	48.0	5.0	53.0	199526.2315
2200	45.8	10.0	55.8	380189.3963
2300	45.8	10.0	55.8	380189.3963
CNEL (dBA):				**53.0**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 18 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.7	10.0	55.7	371535.2291
0100	45.7	10.0	55.7	371535.2291
0200	45.7	10.0	55.7	371535.2291
0300	45.7	10.0	55.7	371535.2291
0400	45.7	10.0	55.7	371535.2291
0500	45.7	10.0	55.7	371535.2291
0600	45.7	10.0	55.7	371535.2291
0700	47.8	0.0	47.8	60255.95861
0800	47.8	0.0	47.8	60255.95861
0900	47.8	0.0	47.8	60255.95861
1000	47.8	0.0	47.8	60255.95861
1100	47.8	0.0	47.8	60255.95861
1200	47.8	0.0	47.8	60255.95861
1300	47.8	0.0	47.8	60255.95861
1400	47.8	0.0	47.8	60255.95861
1500	47.8	0.0	47.8	60255.95861
1600	47.8	0.0	47.8	60255.95861
1700	47.8	0.0	47.8	60255.95861
1800	47.8	0.0	47.8	60255.95861
1900	47.8	5.0	52.8	190546.0718
2000	47.8	5.0	52.8	190546.0718
2100	47.8	5.0	52.8	190546.0718
2200	45.7	10.0	55.7	371535.2291
2300	45.7	10.0	55.7	371535.2291
CNEL (dBA):				**52.9**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 19 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.9	10.0	55.9	389045.145
0100	45.9	10.0	55.9	389045.145
0200	45.9	10.0	55.9	389045.145
0300	45.9	10.0	55.9	389045.145
0400	45.9	10.0	55.9	389045.145
0500	45.9	10.0	55.9	389045.145
0600	45.9	10.0	55.9	389045.145
0700	47.8	0.0	47.8	60255.95861
0800	47.8	0.0	47.8	60255.95861
0900	47.8	0.0	47.8	60255.95861
1000	47.8	0.0	47.8	60255.95861
1100	47.8	0.0	47.8	60255.95861
1200	47.8	0.0	47.8	60255.95861
1300	47.8	0.0	47.8	60255.95861
1400	47.8	0.0	47.8	60255.95861
1500	47.8	0.0	47.8	60255.95861
1600	47.8	0.0	47.8	60255.95861
1700	47.8	0.0	47.8	60255.95861
1800	47.8	0.0	47.8	60255.95861
1900	47.8	5.0	52.8	190546.0718
2000	47.8	5.0	52.8	190546.0718
2100	47.8	5.0	52.8	190546.0718
2200	45.9	10.0	55.9	389045.145
2300	45.9	10.0	55.9	389045.145
CNEL (dBA):				**53.0**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 20 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	46.5	10.0	56.5	446683.5922
0100	46.5	10.0	56.5	446683.5922
0200	46.5	10.0	56.5	446683.5922
0300	46.5	10.0	56.5	446683.5922
0400	46.5	10.0	56.5	446683.5922
0500	46.5	10.0	56.5	446683.5922
0600	46.5	10.0	56.5	446683.5922
0700	48.6	0.0	48.6	72443.59601
0800	48.6	0.0	48.6	72443.59601
0900	48.6	0.0	48.6	72443.59601
1000	48.6	0.0	48.6	72443.59601
1100	48.6	0.0	48.6	72443.59601
1200	48.6	0.0	48.6	72443.59601
1300	48.6	0.0	48.6	72443.59601
1400	48.6	0.0	48.6	72443.59601
1500	48.6	0.0	48.6	72443.59601
1600	48.6	0.0	48.6	72443.59601
1700	48.6	0.0	48.6	72443.59601
1800	48.6	0.0	48.6	72443.59601
1900	48.6	5.0	53.6	229086.7653
2000	48.6	5.0	53.6	229086.7653
2100	48.6	5.0	53.6	229086.7653
2200	46.5	10.0	56.5	446683.5922
2300	46.5	10.0	56.5	446683.5922
CNEL (dBA):				**53.7**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 21 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.9	10.0	55.9	389045.145
0100	45.9	10.0	55.9	389045.145
0200	45.9	10.0	55.9	389045.145
0300	45.9	10.0	55.9	389045.145
0400	45.9	10.0	55.9	389045.145
0500	45.9	10.0	55.9	389045.145
0600	45.9	10.0	55.9	389045.145
0700	48.0	0.0	48.0	63095.73445
0800	48.0	0.0	48.0	63095.73445
0900	48.0	0.0	48.0	63095.73445
1000	48.0	0.0	48.0	63095.73445
1100	48.0	0.0	48.0	63095.73445
1200	48.0	0.0	48.0	63095.73445
1300	48.0	0.0	48.0	63095.73445
1400	48.0	0.0	48.0	63095.73445
1500	48.0	0.0	48.0	63095.73445
1600	48.0	0.0	48.0	63095.73445
1700	48.0	0.0	48.0	63095.73445
1800	48.0	0.0	48.0	63095.73445
1900	48.0	5.0	53.0	199526.2315
2000	48.0	5.0	53.0	199526.2315
2100	48.0	5.0	53.0	199526.2315
2200	45.9	10.0	55.9	389045.145
2300	45.9	10.0	55.9	389045.145
CNEL (dBA):				**53.1**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 22 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	45.5	10.0	55.5	354813.3892
0100	45.5	10.0	55.5	354813.3892
0200	45.5	10.0	55.5	354813.3892
0300	45.5	10.0	55.5	354813.3892
0400	45.5	10.0	55.5	354813.3892
0500	45.5	10.0	55.5	354813.3892
0600	45.5	10.0	55.5	354813.3892
0700	47.6	0.0	47.6	57543.99373
0800	47.6	0.0	47.6	57543.99373
0900	47.6	0.0	47.6	57543.99373
1000	47.6	0.0	47.6	57543.99373
1100	47.6	0.0	47.6	57543.99373
1200	47.6	0.0	47.6	57543.99373
1300	47.6	0.0	47.6	57543.99373
1400	47.6	0.0	47.6	57543.99373
1500	47.6	0.0	47.6	57543.99373
1600	47.6	0.0	47.6	57543.99373
1700	47.6	0.0	47.6	57543.99373
1800	47.6	0.0	47.6	57543.99373
1900	47.6	5.0	52.6	181970.0859
2000	47.6	5.0	52.6	181970.0859
2100	47.6	5.0	52.6	181970.0859
2200	45.5	10.0	55.5	354813.3892
2300	45.5	10.0	55.5	354813.3892
CNEL (dBA):				**52.7**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 23 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	44.7	10.0	54.7	295120.9227
0100	44.7	10.0	54.7	295120.9227
0200	44.7	10.0	54.7	295120.9227
0300	44.7	10.0	54.7	295120.9227
0400	44.7	10.0	54.7	295120.9227
0500	44.7	10.0	54.7	295120.9227
0600	44.7	10.0	54.7	295120.9227
0700	46.6	0.0	46.6	45708.81896
0800	46.6	0.0	46.6	45708.81896
0900	46.6	0.0	46.6	45708.81896
1000	46.6	0.0	46.6	45708.81896
1100	46.6	0.0	46.6	45708.81896
1200	46.6	0.0	46.6	45708.81896
1300	46.6	0.0	46.6	45708.81896
1400	46.6	0.0	46.6	45708.81896
1500	46.6	0.0	46.6	45708.81896
1600	46.6	0.0	46.6	45708.81896
1700	46.6	0.0	46.6	45708.81896
1800	46.6	0.0	46.6	45708.81896
1900	46.6	5.0	51.6	144543.9771
2000	46.6	5.0	51.6	144543.9771
2100	46.6	5.0	51.6	144543.9771
2200	44.7	10.0	54.7	295120.9227
2300	44.7	10.0	54.7	295120.9227
CNEL (dBA):				**51.8**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 24 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	43.3	10.0	53.3	213796.209
0100	43.3	10.0	53.3	213796.209
0200	43.3	10.0	53.3	213796.209
0300	43.3	10.0	53.3	213796.209
0400	43.3	10.0	53.3	213796.209
0500	43.3	10.0	53.3	213796.209
0600	43.3	10.0	53.3	213796.209
0700	45.1	0.0	45.1	32359.36569
0800	45.1	0.0	45.1	32359.36569
0900	45.1	0.0	45.1	32359.36569
1000	45.1	0.0	45.1	32359.36569
1100	45.1	0.0	45.1	32359.36569
1200	45.1	0.0	45.1	32359.36569
1300	45.1	0.0	45.1	32359.36569
1400	45.1	0.0	45.1	32359.36569
1500	45.1	0.0	45.1	32359.36569
1600	45.1	0.0	45.1	32359.36569
1700	45.1	0.0	45.1	32359.36569
1800	45.1	0.0	45.1	32359.36569
1900	45.1	5.0	50.1	102329.2992
2000	45.1	5.0	50.1	102329.2992
2100	45.1	5.0	50.1	102329.2992
2200	43.3	10.0	53.3	213796.209
2300	43.3	10.0	53.3	213796.209
CNEL (dBA):				**50.4**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 25 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	43.1	10.0	53.1	204173.7945
0100	43.1	10.0	53.1	204173.7945
0200	43.1	10.0	53.1	204173.7945
0300	43.1	10.0	53.1	204173.7945
0400	43.1	10.0	53.1	204173.7945
0500	43.1	10.0	53.1	204173.7945
0600	43.1	10.0	53.1	204173.7945
0700	44.8	0.0	44.8	30199.5172
0800	44.8	0.0	44.8	30199.5172
0900	44.8	0.0	44.8	30199.5172
1000	44.8	0.0	44.8	30199.5172
1100	44.8	0.0	44.8	30199.5172
1200	44.8	0.0	44.8	30199.5172
1300	44.8	0.0	44.8	30199.5172
1400	44.8	0.0	44.8	30199.5172
1500	44.8	0.0	44.8	30199.5172
1600	44.8	0.0	44.8	30199.5172
1700	44.8	0.0	44.8	30199.5172
1800	44.8	0.0	44.8	30199.5172
1900	44.8	5.0	49.8	95499.2586
2000	44.8	5.0	49.8	95499.2586
2100	44.8	5.0	49.8	95499.2586
2200	43.1	10.0	53.1	204173.7945
2300	43.1	10.0	53.1	204173.7945
CNEL (dBA):				**50.2**

Project: Desert Meadows Residential Project
Source: Stationary Sources
Location: Receptor 26 Property Line

Date: 05/10/2023
Job #: 3093-2023-02

CNEL CALCULATIONS

HOUR	LEQ	HOURLY LEQ WEIGHTING	ADJUSTED HOURLY LEQ	10^ADJ HRLY LEQ/10
0000	41.7	10.0	51.7	147910.8388
0100	41.7	10.0	51.7	147910.8388
0200	41.7	10.0	51.7	147910.8388
0300	41.7	10.0	51.7	147910.8388
0400	41.7	10.0	51.7	147910.8388
0500	41.7	10.0	51.7	147910.8388
0600	41.7	10.0	51.7	147910.8388
0700	43.8	0.0	43.8	23988.32919
0800	43.8	0.0	43.8	23988.32919
0900	43.8	0.0	43.8	23988.32919
1000	43.8	0.0	43.8	23988.32919
1100	43.8	0.0	43.8	23988.32919
1200	43.8	0.0	43.8	23988.32919
1300	43.8	0.0	43.8	23988.32919
1400	43.8	0.0	43.8	23988.32919
1500	43.8	0.0	43.8	23988.32919
1600	43.8	0.0	43.8	23988.32919
1700	43.8	0.0	43.8	23988.32919
1800	43.8	0.0	43.8	23988.32919
1900	43.8	5.0	48.8	75857.7575
2000	43.8	5.0	48.8	75857.7575
2100	43.8	5.0	48.8	75857.7575
2200	41.7	10.0	51.7	147910.8388
2300	41.7	10.0	51.7	147910.8388
CNEL (dBA):				**48.9**

Appendix D

Roadway Noise
Calculation Worksheets

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	Desert Meadows, Lancaster	JOB #:	3093-2023-02
ROADWAY:	West Lancaster Boulevard	DATE:	2-Jun-23
LOCATION:	First Floor Building Façade	ENGINEER:	B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	46	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	930	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		82
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		82
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	(10 = HARD SITE, 15 = SOFT SITE)
MEDIUM TRUCKS =	10	
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	78.77	- -
MEDIUM TRUCKS	4.0	78.71	- -
HEAVY TRUCKS	8.0	78.77	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.6	65.3	65.9
MEDIUM TRUCKS	56.8	55.3	48.9	47.4	55.8	56.1
HEAVY TRUCKS	57.1	55.6	46.6	47.9	56.2	56.3
NOISE LEVELS (dBA)	67.2	65.4	63.0	57.6	66.2	66.7
NOISE LEVELS (+3 dBA)	70.2	68.4	66.0	60.6	69.2	69.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.7	56.6	65.3	65.9
MEDIUM TRUCKS	56.8	55.3	48.9	47.4	55.8	56.1
HEAVY TRUCKS	57.1	55.6	46.6	47.9	56.2	56.3
NOISE LEVELS (dBA)	67.2	65.4	63.0	57.6	66.2	66.7
NOISE LEVELS (+3 dBA)	70.2	68.4	66.0	60.6	69.2	69.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	122	385	1216
LDN	34	108	341	1078

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	Desert Meadows, Lancaster	JOB #:	3093-2023-02
ROADWAY:	West Lancaster Boulevard	DATE:	2-Jun-23
LOCATION:	Second Floor Building Façade	ENGINEER:	B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	46	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	930	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		82
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		15.0
WALL DISTANCE FROM RECEIVER =		82
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	(10 = HARD SITE, 15 = SOFT SITE)
MEDIUM TRUCKS =	10	
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	79.77	- -
MEDIUM TRUCKS	4.0	79.47	- -
HEAVY TRUCKS	8.0	79.02	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.3	64.4	62.6	56.6	65.2	65.8
MEDIUM TRUCKS	56.8	55.2	48.9	47.3	55.8	56.0
HEAVY TRUCKS	57.0	55.6	46.6	47.8	56.2	56.3
NOISE LEVELS (dBA)	67.2	65.4	62.9	57.6	66.1	66.7
NOISE LEVELS (+3 dBA)	70.2	68.4	65.9	60.6	69.1	69.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.3	64.4	62.6	56.6	65.2	65.8
MEDIUM TRUCKS	56.8	55.2	48.9	47.3	55.8	56.0
HEAVY TRUCKS	57.0	55.6	46.6	47.8	56.2	56.3
NOISE LEVELS (dBA)	67.2	65.4	62.9	57.6	66.1	66.7
NOISE LEVELS (+3 dBA)	70.2	68.4	65.9	60.6	69.1	69.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	120	380	1202
LDN	34	107	337	1065

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT: Desert Meadows, Lancaster
ROADWAY: West Lancaster Boulevard
LOCATION: Third Floor Building Façade

JOB #: 3093-2023-02
DATE: 2-Jun-23
ENGINEER: B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	46	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	930	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		82
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		25.0
WALL DISTANCE FROM RECEIVER =		82
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	82.00	- -
MEDIUM TRUCKS	4.0	81.46	- -
HEAVY TRUCKS	8.0	80.52	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.2	64.3	62.5	56.5	65.1	65.7
MEDIUM TRUCKS	56.6	55.1	48.8	47.2	55.7	55.9
HEAVY TRUCKS	57.0	55.5	46.5	47.8	56.1	56.2
NOISE LEVELS (dBA)	67.1	65.3	62.8	57.4	66.0	66.5
NOISE LEVELS (+3 dBA)	70.1	68.3	65.8	60.4	69.0	69.5

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.2	64.3	62.5	56.5	65.1	65.7
MEDIUM TRUCKS	56.6	55.1	48.8	47.2	55.7	55.9
HEAVY TRUCKS	57.0	55.5	46.5	47.8	56.1	56.2
NOISE LEVELS (dBA)	67.1	65.3	62.8	57.4	66.0	66.5
NOISE LEVELS (+3 dBA)	70.1	68.3	65.8	60.4	69.0	69.5

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	37	117	370	1171
LDN	33	104	328	1037

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	Desert Meadows, Lancaster	JOB #:	3093-2023-02
ROADWAY:	30th Street West	DATE:	2-Jun-23
LOCATION:	First Floor Building Façade	ENGINEER:	B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,876	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	48	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	1,288	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		67
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		67
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	62.63	- -
MEDIUM TRUCKS	4.0	62.56	- -
HEAVY TRUCKS	8.0	62.63	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.8	66.9	65.1	59.0	67.7	68.3
MEDIUM TRUCKS	59.2	57.7	51.3	49.8	58.2	58.5
HEAVY TRUCKS	59.5	58.0	49.0	50.3	58.6	58.7
NOISE LEVELS (dBA)	69.7	67.8	65.4	60.0	68.6	69.1
NOISE LEVELS (+3 dBA)	72.7	70.8	68.4	63.0	71.6	72.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.8	66.9	65.1	59.0	67.7	68.3
MEDIUM TRUCKS	59.2	57.7	51.3	49.8	58.2	58.5
HEAVY TRUCKS	59.5	58.0	49.0	50.3	58.6	58.7
NOISE LEVELS (dBA)	69.7	67.8	65.4	60.0	68.6	69.1
NOISE LEVELS (+3 dBA)	72.7	70.8	68.4	63.0	71.6	72.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	55	173	547	1731
LDN	48	153	485	1533

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	Desert Meadows, Lancaster	JOB #:	3093-2023-02
ROADWAY:	30th Street West	DATE:	2-Jun-23
LOCATION:	Second Floor Building Façade	ENGINEER:	B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,876	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	48	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	1,288	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		67
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		15.0
WALL DISTANCE FROM RECEIVER =		67
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	63.89	- -
MEDIUM TRUCKS	4.0	63.51	- -
HEAVY TRUCKS	8.0	62.94	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.7	66.8	65.0	59.0	67.6	68.2
MEDIUM TRUCKS	59.1	57.6	51.3	49.7	58.2	58.4
HEAVY TRUCKS	59.4	58.0	49.0	50.2	58.6	58.7
NOISE LEVELS (dBA)	69.6	67.8	65.3	59.9	68.5	69.0
NOISE LEVELS (+3 dBA)	72.6	70.8	68.3	62.9	71.5	72.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.7	66.8	65.0	59.0	67.6	68.2
MEDIUM TRUCKS	59.1	57.6	51.3	49.7	58.2	58.4
HEAVY TRUCKS	59.4	58.0	49.0	50.2	58.6	58.7
NOISE LEVELS (dBA)	69.6	67.8	65.3	59.9	68.5	69.0
NOISE LEVELS (+3 dBA)	72.6	70.8	68.3	62.9	71.5	72.0

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	54	170	537	1699
LDN	48	151	476	1506

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT: Desert Meadows, Lancaster
ROADWAY: 30th Street West
LOCATION: Third Floor Building Façade

JOB #: 3093-2023-02
DATE: 2-Jun-23
ENGINEER: B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,876
SPEED =	50
PK HR % =	10
NEAR LANE/FAR LANE DIST	48
ROAD ELEVATION =	0.0
GRADE =	0.0 %
PK HR VOL =	1,288

RECEIVER INPUT DATA

RECEIVER DISTANCE =		67
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		25.0
WALL DISTANCE FROM RECEIVER =		67
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	66.65	- -
MEDIUM TRUCKS	4.0	65.98	- -
HEAVY TRUCKS	8.0	64.82	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	67.4	68.0
MEDIUM TRUCKS	59.0	57.5	51.1	49.6	58.0	58.3
HEAVY TRUCKS	59.3	57.9	48.9	50.1	58.5	58.6
NOISE LEVELS (dBA)	69.4	67.6	65.1	59.8	68.3	68.9
NOISE LEVELS (+3 dBA)	72.4	70.6	68.1	62.8	71.3	71.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	67.4	68.0
MEDIUM TRUCKS	59.0	57.5	51.1	49.6	58.0	58.3
HEAVY TRUCKS	59.3	57.9	48.9	50.1	58.5	58.6
NOISE LEVELS (dBA)	69.4	67.6	65.1	59.8	68.3	68.9
NOISE LEVELS (+3 dBA)	72.4	70.6	68.1	62.8	71.3	71.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	52	163	516	1632
LDN	46	145	457	1446

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT: Desert Meadows, Lancaster
ROADWAY: 30th Street West
LOCATION: Outdoor Common Spaces - Apartments Portion of Site

JOB #: 3093-2023-02
DATE: 2-Jun-23
ENGINEER: B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,876	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	48	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	1,288	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		217
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		217
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-29
	RT ANGLE=	33
	DF ANGLE=	62

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	215.69	- -
MEDIUM TRUCKS	4.0	215.67	- -
HEAVY TRUCKS	8.0	215.69	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.8	56.9	55.1	49.0	57.7	58.3
MEDIUM TRUCKS	49.2	47.7	41.3	39.8	48.2	48.5
HEAVY TRUCKS	49.5	48.0	39.0	40.3	48.6	48.7
NOISE LEVELS (dBA)	59.7	57.8	55.4	50.0	58.6	59.1
NOISE LEVELS (+3 dBA)	62.7	60.8	58.4	53.0	61.6	62.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	58.8	56.9	55.1	49.0	57.7	58.3
MEDIUM TRUCKS	49.2	47.7	41.3	39.8	48.2	48.5
HEAVY TRUCKS	49.5	48.0	39.0	40.3	48.6	48.7
NOISE LEVELS (dBA)	59.7	57.8	55.4	50.0	58.6	59.1
NOISE LEVELS (+3 dBA)	62.7	60.8	58.4	53.0	61.6	62.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	56	177	561
LDN	16	50	157	497

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL (CALVENO)

PROJECT:	Desert Meadows, Lancaster	JOB #:	3093-2023-02
ROADWAY:	West Lancaster Boulevard	DATE:	2-Jun-23
LOCATION:	Outdoor Common Areas - Townhomes Portion of Site	ENGINEER:	B. Morrison

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,300	
SPEED =	50	
PK HR % =	10	
NEAR LANE/FAR LANE DIST	46	
ROAD ELEVATION =	0.0	
GRADE =	0.0	%
PK HR VOL =	930	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		186
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER =		186
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-39
	RT ANGLE=	16
	DF ANGLE=	55

SITE CONDITIONS

AUTOMOBILES =	10	(10 = HARD SITE, 15 = SOFT SITE)
MEDIUM TRUCKS =	10	
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL=	0.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCKS	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	184.60	- -
MEDIUM TRUCKS	4.0	184.58	- -
HEAVY TRUCKS	8.0	184.60	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	57.5	55.6	53.8	47.8	56.4	57.0
MEDIUM TRUCKS	47.9	46.4	40.1	38.5	47.0	47.2
HEAVY TRUCKS	48.2	46.8	37.8	39.0	47.4	47.5
NOISE LEVELS (dBA)	58.4	56.6	54.1	48.8	57.3	57.9
NOISE LEVELS (+3 dBA)	61.4	59.6	57.1	51.8	60.3	60.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	57.5	55.6	53.8	47.8	56.4	57.0
MEDIUM TRUCKS	47.9	46.4	40.1	38.5	47.0	47.2
HEAVY TRUCKS	48.2	46.8	37.8	39.0	47.4	47.5
NOISE LEVELS (dBA)	58.4	56.6	54.1	48.8	57.3	57.9
NOISE LEVELS (+3 dBA)	61.4	59.6	57.1	51.8	60.3	60.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	11	36	114	360
LDN	10	32	101	319

Appendix E

Construction Noise and Vibration
Calculation Worksheets

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/10/2023
Case Description: Desert Meadows Residential Project

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Site Preparation	Residential	63.5	63.5	63.5

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	100		81.7	455	0
Dozer	No	100		81.7	455	0
Dozer	No	100		81.7	455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Dozer		62.5	62.5
Dozer		62.5	62.5
Dozer		62.5	62.5
Tractor		64.8	64.8
Tractor		64.8	64.8
Tractor		64.8	64.8
Tractor		64.8	64.8
	Total	64.8	72.4

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/10/2023
Case Description: Desert Meadows Residential Project

---- Receptor #1 ----

		Baselines (dBA)		
Description	Land Use	Daytime	Evening	Night
Grading	Residential	63.5	63.5	63.5

		Equipment				
Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	100	85		455	0
Excavator	No	100		80.7	455	0
Excavator	No	100		80.7	455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0
Scraper	No	100		83.6	455	0
Scraper	No	100		83.6	455	0
Dozer	No	100		81.7	455	0

Results
Calculated (dBA)

Equipment		*Lmax	Leq
Grader		65.8	65.8
Excavator		61.5	61.5
Excavator		61.5	61.5
Tractor		64.8	64.8
Tractor		64.8	64.8
Scraper		64.4	64.4
Scraper		64.4	64.4
Dozer		62.5	62.5
	Total	65.8	73

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/10/2023
Case Description: Desert Meadows Residential Project

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Building Construction	Residential	63.5	63.5	63.5

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Pickup Truck	No	100		75	455	0
Pickup Truck	No	100		75	455	0
Pickup Truck	No	100		75	455	0
Generator	No	100		80.6	455	0
Crane	No	100		80.6	455	0
Welder / Torch	No	100		74	455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0
Tractor	No	100	84		455	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Pickup Truck		55.8	55.8
Pickup Truck		55.8	55.8
Pickup Truck		55.8	55.8
Generator		61.4	61.4
Crane		61.4	61.4
Welder / Torch		54.8	54.8
Tractor		64.8	64.8
Tractor		64.8	64.8
Tractor		64.8	64.8
	Total	64.8	71.2

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/10/2023
Case Description: Desert Meadows Residential Project

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Paving	Residential	63.5	63.5	63.5

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	100		77.2	455	0
Paver	No	100		77.2	455	0
Paver	No	100		77.2	455	0
Paver	No	100		77.2	455	0
Roller	No	100		80	455	0
Roller	No	100		80	455	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Paver		58	58
Paver		58	58
Paver		58	58
Paver		58	58
Roller		60.8	60.8
Roller		60.8	60.8
	Total	60.8	66.9

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 5/10/2023
Case Description: Desert Meadows Residential Project

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Architectural Coating	Residential	63.5	63.5	63.5

Equipment

Description	Impact Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	100		77.7	455	0

Results

Calculated (dBA)

Equipment		*Lmax	Leq
Compressor (air)		58.5	58.5
	Total	58.5	58.5

*Calculated Lmax is the Loudest value.