Appendix I

Noise Calculations and Measurements

ESA

I-1 Construction Noise Calculations

Burbank De Soto Construction Noise Calculations - LAUSD Threshold for Receptor 3

Receptor 1, Residential uses east of the Project Site, De Soto Avenue
City of Los Angeles Threshold (+5 dBA over ambient)

		(a)	(b)=(a)+5 dBA	(c)	(d)	(e)=(a)+(d)	(f)	(g)	(h)=(a)+(g)	(i)=(c)+(f)	(j)=(d)+(g)	(k)=(a)+(d)+(g)
				No High-Impact Equipment			High-Impact Equipment			No High-Impact + High-Impact		
Scenario	**Location**	**Ambient Noise Level (dBA Leq)**	**Significance Thresholds (Ambient + 5 dBA)**	**At 50 Feet (dBA Leq)**	**At 164 feet (dBA Leq)**	**At 164 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 164 feet (dBA Leq)**	**At 164 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 164 feet (dBA Leq)**	**At 164 feet + Ambient (dBA Leq)**
Unmitigated	R1 (164 feet from Project Site)	71	76	92	82	82	95	85	85	97	87	87
Mitigated (with WC-NOI-4 and WC-NOI-5)	R1 (164 feet from Project Site)	71	76	79	69	73	74	64	72	80	70	74
				(mitigated with WC-NOI-4 and WC-NOI-5)			(mitigated with WC-NOI-4 and WC-NOI-5)			(mitigated with WC-NOI-4 and WC-NOI-5)		

Receptor 2, Residential uses east of the Project Site, De Soto Avenue
City of Los Angeles Threshold (+5 dBA over ambient)

		(a)	(b)=(a)+5 dBA	(c)	(d)	(e)=(a)+(d)	(f)	(g)	(h)=(a)+(g)	(i)=(c)+(f)	(j)=(d)+(g)	(k)=(a)+(d)+(g)
				No High-Impact Equipment			High-Impact Equipment			No High-Impact + High-Impact		
Scenario	**Location**	**Ambient Noise Level (dBA Leq)**	**Significance Thresholds (Ambient + 5 dBA)**	**At 50 Feet (dBA Leq)**	**At 350 feet (dBA Leq)**	**At 350 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 350 feet (dBA Leq)**	**At 350 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 350 feet (dBA Leq)**	**At 350 feet + Ambient (dBA Leq)**
Unmitigated	R2 (350 feet from Project Site)	62	67	92	75	75	95	78	78	97	80	80
Mitigated (with WC-NOI-4 and WC-NOI-5)	R2 (350 feet from Project Site)	62	67	79	62	65	74	57	63	80	63	66
				(mitigated with WC-NOI-4 and WC-NOI-5)			(mitigated with WC-NOI-4 and WC-NOI-5)			(mitigated with WC-NOI-4 and WC-NOI-5)		

Receptor 3, Woodland Hills Academy southeast of the Project Site, De Soto Avenue
City of Los Angeles Threshold (+5 dBA over ambient)

		(a)	(b)=(a)+5 dBA	(c)	(d)	(e)=(a)+(d)	(f)	(g)	(h)=(a)+(g)	(i)=(c)+(f)	(j)=(d)+(g)	(k)=(a)+(d)+(g)
				No High-Impact Equipment			High-Impact Equipment			No High-Impact + High-Impact		
Scenario	**Location**	**Ambient Noise Level (dBA Leq)**	**Significance Thresholds (Ambient + 5 dBA)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**
Unmitigated	R3 (580 feet from Project Site)	73	78	92	71	75	95	74	76	97	76	80
Mitigated (with WC-NOI-4 and WC-NOI-5)	R3 (580 feet from Project Site)	73	78	No mitigation required.			No mitigation required.			90	69	75
										(mitigated with WC-NOI-4 only)		

Receptor 3, Woodland Hills Academy southeast of the Project Site, De Soto Avenue
LAUSD Threshold (For existing schools, +3 dBA over ambient)

		(a)	(b)=(a)+3 dBA	(c)	(d)	(e)=(a)+(d)	(f)	(g)	(h)=(a)+(g)	(i)=(c)+(f)	(j)=(d)+(g)	(k)=(a)+(d)+(g)
				No High-Impact Equipment			High-Impact Equipment			No High-Impact + High-Impact		
Scenario	**Location**	**Ambient Noise Level (dBA Leq)**	**Significance Thresholds (Ambient + 3 dBA)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 580 feet (dBA Leq)**	**At 580 feet + Ambient (dBA Leq)**
Unmitigated	R3 (580 feet from Project Site)	73	76	92	71	75	95	74	76	97	76	80
Mitigated (with WC-NOI-4 and WC-NOI-5)	R3 (580 feet from Project Site)	73	76	No mitigation required.			84	63	73	90	69	75
							(mitigated with WC-NOI-4 only)			(mitigated with WC-NOI-4 only)		

Receptor 4, Kaiser Permanente
City of Los Angeles Threshold (+5 dBA over ambient)

		(a)	(b)=(a)+3 dBA	(c)	(d)	(e)=(a)+(d)	(f)	(g)	(h)=(a)+(g)	(i)=(c)+(f)	(j)=(d)+(g)	(k)=(a)+(d)+(g)
				No High-Impact Equipment			High-Impact Equipment			No High-Impact + High-Impact		
Scenario	**Location**	**Ambient Noise Level (dBA Leq)**	**Significance Thresholds (Ambient + 3 dBA)**	**At 50 Feet (dBA Leq)**	**At 700 feet (dBA Leq)**	**At 700 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 700 feet (dBA Leq)**	**At 700 feet + Ambient (dBA Leq)**	**At 50 Feet (dBA Leq)**	**At 700 feet (dBA Leq)**	**At 700 feet + Ambient (dBA Leq)**
Unmitigated	R4 (700 feet from Project Site)	73	78	92	69	74.5	95	72	75.5	97	74	76.5
Mitigated (with WC-NOI-4 and WC-NOI-5)	R4 (700 feet from Project Site)	73	78	No mitigation required.			No mitigation required.			No mitigation required.		

Source: California Department of Transportation, Technical Noise Supplement (TeNS), Section 2.1.4.1, September 2013. Available at: http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf. Accessed May 2018; WC2035 Plan FEIR; ESA 2018.

I-2 Construction Vibration Calculations

Burbank De Soto Vibration Calculations

Table I. Off-Site Structural Vibration Impacts

Receptor	Type of Building	Equipment	Reference Distance	Reference Level[a] PPV (in/sec)	Distance to Receptor (ft)[b]	Impact Level PPV (in/sec)	Threshold PPV (in/sec)	Exceeds Threshold?
Office Parking Garage to the west	Category I	Pile Driver (Impact)	25	0.644	30	0.490	0.5	**No**
		Pile Driver (Sonic)	25	0.17	30	0.129	0.5	**No**
		Caisson Drilling	25	0.089	30	0.068	0.5	**No**
Commercial Building to the north	Category I	Pile Driver (Impact)	25	0.644	45	0.267	0.5	**No**
		Pile Driver (Sonic)	25	0.17	45	0.070	0.5	**No**
		Caisson Drilling	25	0.089	45	0.037	0.5	**No**
Residences to the east	Category III	Pile Driver (Impact)	25	0.644	150	0.044	0.2	**No**
		Pile Driver (Sonic)	25	0.17	150	0.012	0.2	**No**
		Caisson Drilling	25	0.089	150	0.006	0.2	**No**
School to the southeast	Cateogry III	Pile Driver (Impact)	25	0.644	750	0.004	0.2	**No**
		Pile Driver (Sonic)	25	0.17	750	0.001	0.2	**No**
		Caisson Drilling	25	0.089	750	0.001	0.2	**No**
Hospital to the south	Category I	Pile Driver (Impact)	25	0.644	700	0.004	0.5	**No**
		Pile Driver (Sonic)	25	0.17	700	0.001	0.5	**No**
		Caisson Drilling	25	0.089	700	0.001	0.5	**No**

Table II. Minimum Allowable Setbacks for Structural Threshold Categories

Category	Equipment	Reference Distance	Reference Level	Threshold	Minimum Allowable Setback	PPV at Setback (in/sec)
I. Reinforced-concrete, steel or timber (no plaster)	Pile Driver (Impact)	25	0.644	0.5	30	0.49
	Pile Driver (Sonic)	25	0.17	0.5	12.5	0.48
	Caisson Drilling	25	0.089	0.5	8	0.49
II. Engineered concrete and masonry (no plaster)	Pile Driver (Impact)	25	0.644	0.3	42.5	0.29
	Pile Driver (Sonic)	25	0.17	0.3	17.5	0.29
	Caisson Drilling	25	0.089	0.3	11.5	0.29
III. Non-engineered timber and masonry buildings	Pile Driver (Impact)	25	0.644	0.2	57	0.19
	Pile Driver (Sonic)	25	0.17	0.2	23	0.19
	Caisson Drilling	25	0.089	0.2	15	0.19
IV. Buildings extremely susceptible to vibration damage	Pile Driver (Impact)	25	0.644	0.12	79	0.11
	Pile Driver (Sonic)	25	0.17	0.12	33	0.11
	Caisson Drilling	25	0.089	0.12	22	0.11

Notes:

a. Vibration reference levels and impact criteria taken from FTA Noise and Vibration Impact Assessment (2006), Tables 8-1, 12-2, and 12-3

b. Distances represent the closest measurement from project building footprint to closest building footprint in each direction

Burbank De Soto Mixed Use Project
Vibration Source Levels
Based on Federal Transit Administration, Office of Planning and Environment

Table III. Off-Site Structural Impact Analysis

N =	1.5

Construction Equipment	Project Equipment	Equipment Velocity Decibels @ 25 Feet* (VdB)	Equipment Peak Particle Velocity @ 25 Feet* (inches/second)	Distance to Receptor for < 0.5 PPV (Feet)	Estimated Velocity Decibels @ Distance** (VdB)	Estimated Peak Particle Velocity @ Distance*** (inches/second)
West of Project						
Pile Driver (impact)	Yes	112	0.644	30	102	0.490
Pile Driver (sonic)	Yes	104	0.170	30	90	0.129
Caisson Drilling	Yes	87	0.089	30	85	0.068
North of Project						
Pile Driver (impact)	Yes	112	0.644	45	96	0.267
Pile Driver (sonic)	Yes	104	0.170	45	85	0.070
Caisson Drilling	Yes	87	0.089	45	79	0.037
East of Project						
Pile Driver (impact)	Yes	112	0.644	150	81	0.044
Pile Driver (sonic)	Yes	104	0.170	150	69	0.012
Caisson Drilling	Yes	87	0.089	150	64	0.006
Southeast of Project - School						
Pile Driver (impact)	Yes	112	0.644	750	60	0.004
Pile Driver (sonic)	Yes	104	0.170	750	48	0.001
Caisson Drilling	Yes	87	0.089	750	43	0.001
South of Project - Hospital						
Pile Driver (impact)	Yes	112	0.644	700	61	0.004
Pile Driver (sonic)	Yes	104	0.170	700	49	0.001
Caisson Drilling	Yes	87	0.089	700	44	0.001

Source:

U.S. Department of Transportation, Federal Transit Administration, Office of Planning and Environment, *Transit Noise and Vibration Impact Assessment (FTA-VA-90-1003-06)* , (2006).

Notes:
* Values taken from Table 12-2.
*** Based on the formula $PPV(D) = PPV(25\ ft) \times (25/D)^N$, where D is equal to the distance.
N = soil type classification factor (typically ranges from 1 to 1.5)

Burbank De Soto Vibration Calculations

Table IV. On-Site Structural Vibration Impact Analysis on Closest Existing Building

Receptor	Type of Building	Equipment	Reference Distance	Reference Level PPV (in/sec)	Distance to Receptor (ft)	Impact Level PPV (in/sec)	Threshold PPV (in/sec)	Exceeds Threshold?
Phase 1	Category I	Pile Driver (Impact)	25	0.644	45	0.267	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	45	0.070	0.5	**No**
	Category I	Caisson Drilling	25	0.089	45	0.037	0.5	**No**
Phase 2	Category I	Pile Driver (Impact)	25	0.644	350	0.012	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	350	0.003	0.5	**No**
	Category I	Caisson Drilling	25	0.089	350	0.002	0.5	**No**
Phase 3	Category I	Pile Driver (Impact)	25	0.644	300	0.015	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	300	0.004	0.5	**No**
	Category I	Caisson Drilling	25	0.089	300	0.002	0.5	**No**
Phase 4	Category I	Pile Driver (Impact)	25	0.644	265	0.019	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	265	0.005	0.5	**No**
	Category I	Caisson Drilling	25	0.089	265	0.003	0.5	**No**
Phase 5	Category I	Pile Driver (Impact)	25	0.644	295	0.016	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	295	0.004	0.5	**No**
	Category I	Caisson Drilling	25	0.089	295	0.002	0.5	**No**
Phase 6	Category I	Pile Driver (Impact)	25	0.644	225	0.024	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	225	0.006	0.5	**No**
	Category I	Caisson Drilling	25	0.089	225	0.003	0.5	**No**
Phase 7	Category I	Pile Driver (Impact)	25	0.644	215	0.026	0.5	**No**
	Category I	Pile Driver (Sonic)	25	0.17	215	0.007	0.5	**No**
	Category I	Caisson Drilling	25	0.089	215	0.004	0.5	**No**
Phase 8	Category I	Pile Driver (Impact)	25	0.644	No Existing Buildings / No Impacts			
	Category I	Pile Driver (Sonic)	25	0.17				
	Category I	Caisson Drilling	25	0.089				

Category
I. Reinforced-concrete, steel or timber (no plaster)
II. Engineered concrete and masonry (no plaster)
III. Non-engineered timber and masonry buildings
IV. Buildings extremely susceptible to vibration damage

I-3 Traffic Noise Calculations

TRAFFIC NOISE ANALYSIS TOOL

Project Name: Burbank De Soto
Project Number: DPADR01.EP
Analysis Scenario: Project Buildout
Source of Traffic Volumes: Gibson Transportation Consulting

Roadway Segment	Ground Type	Distance from Roadway to Receiver (feet)	Speed (mph)			Peak Hour Volume			Peak Hour Noise Level (Leq(h) dBA)
			Auto	MT	HT	Auto	MT	HT	
Full Buildout									
De Soto between Ventura and Oxnard	Hard	50	25	25	25	4498	93	46	68.4
Burbank between Topanga and De Soto	Hard	50	25	25	25	2143	44	22	65.2

Model Notes:
The calculation is based on the methodology described in FHWA Traffic Noise Model Technical Manual (1998).
The peak hour noise level at 50 feet was validated with the results from FHWA Traffic Noise Model Version 2.5.
Accuracy of the calculation is within ±0.1 dB when comparing to TNM results.
Noise propagation greater than 50 feet is based on the following assumptions:
For hard ground, the propagation rate is 3 dB per doubling the distance.
For soft ground, the propagation rate is 4.5 dB per doubling the distance.
Vehicles are assumed to be on a long straight roadway with cruise speed.
Roadway grade is less than 1.5%.

I-4 Ambient Noise Measurements

Summary

File Name on Meter	R1: Residences to the East
File Name on PC	SLM_0005055_LxT_Data_035.00.ldbin
Serial Number	0005055
Model	SoundTrack LxT®
Firmware Version	2.301
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2017-07-12 11:49:19
Stop	2017-07-12 12:04:19
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2017-07-12 11:18:13
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamp	PRMLxT1			
Microphone Correction	Off			
Integration Method	Exponential			
Overload	144.6 dB			
	A	**C**	**Z**	
Under Range Peak	**100.8**	97.8	102.8	dB
Under Range Limit	**37.4**	35.4	43.4	dB
Noise Floor	24.6	25.2	32.6	dB

Results

L_{ASeq}	71.3	dB	
LASE	100.8	dB	
EAS	1.341	mPa^2h	
EAS8	42.901	mPa^2h	
EAS40	214.505	mPa^2h	
$L_{ASpeak\ (max)}$	2017-07-12 11:57:57	109.1	dB
L_{ASmax}	2017-07-12 11:57:58	85.6	dB
L_{ASmin}	2017-07-12 12:01:50	54.9	dB
SEA	-99.9	dB	

LAS > 85.0 dB (Exceedance Counts / Duration)	2	3.1	s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0	s
L_{ASpeak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0	s
L_{ASpeak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0	s
L_{ASpeak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0	s

L_{CSeq}	78.7	dB
L_{ASeq}	71.3	dB
L_{CSeq} - L_{ASeq}	7.5	dB
L_{AIeq}	73.5	dB
L_{Aeq}	71.3	dB
L_{AIeq} - L_{Aeq}	2.3	dB

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	71.3					
$L_{S(max)}$	85.6	2017/07/12 11:57:58				
$L_{S(min)}$	54.9	2017/07/12 12:01:50				
$L_{Peak(max)}$	109.1	2017/07/12 11:57:57				

# Overloads	0
Overload Duration	0.0 s

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin	Ovrld.	OBA Ovrld.	Marker	Traffic	
1	Run	2017-07-12	11:49:18								Auto	593
2		2017-07-12	11:49:19	67.4	85.9	76.1	55.2	No	No		Medium	15
3		2017-07-12	11:50:00	69.4	91.7	76.9	60.8	No	No		Heavy	3
4		2017-07-12	11:51:00	69.2	92.2	76.9	56.5	No	No			
5		2017-07-12	11:52:00	68.1	92.0	77.9	56.2	No	No			
6		2017-07-12	11:53:00	72.4	93.1	78.5	58.1	No	No			
7		2017-07-12	11:54:00	68.0	88.6	75.2	54.9	No	No			
8		2017-07-12	11:55:00	72.1	94.8	78.6	57.4	No	No			
9		2017-07-12	11:56:00	71.2	90.2	77.1	57.4	No	No			
10		2017-07-12	11:57:00	74.6	109.1	85.6	57.6	No	No			
11		2017-07-12	11:58:00	72.4	92.9	82.7	60.4	No	No			
12		2017-07-12	11:59:00	71.5	91.3	75.9	62.7	No	No			
13		2017-07-12	12:00:00	70.5	89.8	76.5	60.3	No	No			
14		2017-07-12	12:01:00	70.8	92.1	76.7	54.9	No	No			
15		2017-07-12	12:02:00	72.6	99.6	81.0	60.0	No	No			
16		2017-07-12	12:03:00	70.2	90.1	75.8	62.6	No	No			
17		2017-07-12	12:04:00	73.9	102.3	81.6	65.0	No	No			
18	Stop	2017-07-12	12:04:19									

Summary

File Name on Meter	R2: Tutor Time
File Name on PC	SLM_0005055_LxT_Data_036.00.ldbin
Serial Number	0005055
Model	SoundTrack LxT®
Firmware Version	2.301
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2017-07-12 12:15:52
Stop	2017-07-12 12:30:52
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2017-07-12 11:18:13
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	A Weighting		
Detector	Slow		
Preamp	PRMLxT1		
Microphone Correction	Off		
Integration Method	Exponential		
Overload	144.6 dB		
	A	**C**	**Z**
Under Range Peak	**100.8**	97.8	102.8 dB
Under Range Limit	**37.4**	35.4	43.4 dB
Noise Floor	24.6	25.2	32.6 dB

Results

L_{ASeq}	61.6 dB	
LASE	91.1 dB	
EAS	143.406 µPa²h	
EAS8	4.589 mPa²h	
EAS40	22.945 mPa²h	
$L_{ASpeak\ (max)}$	2017-07-12 12:26:21	89.8 dB
L_{ASmax}	2017-07-12 12:26:22	76.2 dB
L_{ASmin}	2017-07-12 12:17:31	46.3 dB
SEA	-99.9 dB	

LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0 s
L_{ASpeak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
L_{ASpeak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
L_{ASpeak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

L_{CSeq}	70.7 dB
L_{ASeq}	61.6 dB
L_{CSeq} - L_{ASeq}	9.2 dB
L_{AIeq}	63.7 dB
L_{AEq}	61.6 dB
L_{AIeq} - L_{AEq}	2.2 dB

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	61.6					
$L_{S(max)}$	76.2	2017/07/12 12:26:22				
$L_{S(min)}$	46.3	2017/07/12 12:17:31				
$L_{Peak(max)}$	89.8	2017/07/12 12:26:21				

# Overloads	0
Overload Duration	0.0 s

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin	Ovrld.	OBA Ovrld.	Marker
1	Run	2017-07-12	12:15:52							
2		2017-07-12	12:15:52	66.5	87.1	72.3	54.2	No	No	
3		2017-07-12	12:16:00	62.8	86.7	70.9	52.1	No	No	
4		2017-07-12	12:17:00	57.6	82.8	66.3	46.3	No	No	
5		2017-07-12	12:18:00	60.1	83.5	70.5	49.2	No	No	
6		2017-07-12	12:19:00	61.2	85.7	71.3	50.0	No	No	
7		2017-07-12	12:20:00	60.9	85.9	72.2	50.8	No	No	
8		2017-07-12	12:21:00	60.4	87.9	71.1	52.6	No	No	
9		2017-07-12	12:22:00	61.6	87.4	73.3	52.9	No	No	
10		2017-07-12	12:23:00	58.5	81.3	67.6	52.9	No	No	
11		2017-07-12	12:24:00	61.9	86.7	69.8	52.9	No	No	
12		2017-07-12	12:25:00	60.3	83.6	69.9	54.0	No	No	
13		2017-07-12	12:26:00	66.0	89.8	76.2	51.7	No	No	
14		2017-07-12	12:27:00	63.5	84.5	72.1	52.1	No	No	
15		2017-07-12	12:28:00	61.1	85.8	72.2	50.1	No	No	
16		2017-07-12	12:29:00	58.7	84.9	69.2	49.1	No	No	
17		2017-07-12	12:30:00	59.7	84.5	69.8	48.1	No	No	
18	Stop	2017-07-12	12:30:52							

Traffic	
Auto	44
Medium	4
Heavy	1

Summary

File Name on Meter	R3: Woodland Hills Academy
File Name on PC	SLM_0005055_LxT_Data_034.00.ldbin
Serial Number	0005055
Model	SoundTrack LxT®
Firmware Version	2.301
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2017-07-12 11:27:33
Stop	2017-07-12 11:42:33
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2017-07-12 11:18:13
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting			
Peak Weight	A Weighting			
Detector	Slow			
Preamp	PRMLxT1			
Microphone Correction	Off			
Integration Method	Exponential			
Overload	144.6 dB			
	A	**C**	**Z**	
Under Range Peak	**100.8**	97.8	102.8	dB
Under Range Limit	**37.4**	35.4	43.4	dB
Noise Floor	24.6	25.2	32.6	dB

Results

LA_{Seq}	72.8	dB	
LASE	102.3	dB	
EAS	1.889	mPa^2h	
EAS8	60.449	mPa^2h	
EAS40	302.247	mPa^2h	
$LA_{Speak\ (max)}$	2017-07-12 11:30:00	101.9	dB
LAS_{max}	2017-07-12 11:30:00	87.8	dB
LAS_{min}	2017-07-12 11:30:40	60.8	dB
SEA	-99.9	dB	
LAS > 85.0 dB (Exceedance Counts / Duration)	2	3.5	s
LAS > 115.0 dB (Exceedance Counts / Duration)	0	0.0	s
LA_{Speak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0	s
LA_{Speak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0	s
LA_{Speak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0	s
LC_{Seq}	78.6	dB	
LA_{Seq}	72.8	dB	
LC_{Seq} - LA_{Seq}	5.8	dB	
LAI_{eq}	74.5	dB	
LA_{eq}	72.8	dB	
LAI_{eq} - LA_{eq}	1.7	dB	

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
L_{eq}	72.8					
$L_{S(max)}$	87.8	2017/07/12 11:30:00				
$L_{S(min)}$	60.8	2017/07/12 11:30:40				
$L_{Peak(max)}$	101.9	2017/07/12 11:30:00				

# Overloads	0	
Overload Duration	0.0	s

Record #	Record Type	Date	Time	LASeq	LApeak	LASmax	LASmin	Ovrld.	OBA Ovrld.	Marker
1	Run	2017-07-12	11:27:33							
2		2017-07-12	11:27:33	68.4	87.6	75.1	62.5	No	No	
3		2017-07-12	11:28:00	73.0	94.4	78.1	66.6	No	No	
4		2017-07-12	11:29:00	74.0	100.6	85.4	63.7	No	No	
5		2017-07-12	11:30:00	74.8	101.9	87.8	60.8	No	No	
6		2017-07-12	11:31:00	74.4	95.2	80.8	66.4	No	No	
7		2017-07-12	11:32:00	72.9	93.5	81.1	63.2	No	No	
8		2017-07-12	11:33:00	71.9	93.9	76.3	64.9	No	No	
9		2017-07-12	11:34:00	72.8	96.3	78.0	66.0	No	No	
10		2017-07-12	11:35:00	72.0	92.6	77.4	64.5	No	No	
11		2017-07-12	11:36:00	72.6	98.8	77.3	62.4	No	No	
12		2017-07-12	11:37:00	72.2	93.7	76.5	63.6	No	No	
13		2017-07-12	11:38:00	72.8	91.5	77.7	63.6	No	No	
14		2017-07-12	11:39:00	71.4	93.3	78.8	64.4	No	No	
15		2017-07-12	11:40:00	72.4	93.6	78.5	65.5	No	No	
16		2017-07-12	11:41:00	70.9	92.3	78.5	61.6	No	No	
17		2017-07-12	11:42:00	72.7	93.8	76.6	66.1	No	No	
18	Stop	2017-07-12	11:42:33							

Traffic	
Auto	690
Medium	12
Heavy	3