Appendix G

Stoddard Wells Warehouse Noise Impact Study

MD Acoustics

June 3, 2022

Stoddard Wells Warehouse

Noise Impact Study

City of Victorville, CA

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Date: 6/3/2022

MD ACOUSTICS
Sound Solutions for Planning and Design

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

This noise assessment was prepared to evaluate the potential noise impacts for the project study area and to recommend noise mitigation measures, if necessary, to minimize the potential noise impacts. The assessment was conducted and compared to the noise standards set-forth by the Federal, State and Local agencies. Consistent with the City's Noise Guidelines, the project must demonstrate compliance to the applicable noise criterion as outlined within the City's Noise Element and Municipal Code.
The following is provided in this report:

- A description of the study area and the proposed project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An analysis of traffic noise impacts to and from the project site
- An analysis of stationary noise impacts to and from the project site
- An analysis of construction noise impacts

This study assesses both the traffic noise and stationary noise to and from the project site and compares the results to the applicable City noise limits. The primary source of stationary noise propagates from loading areas and trucks coming and going from parking. The site plan used for this is illustrated in Exhibit B. Construction activities within the Project area will consist of site preparation, grading, building, paving, and architectural coating.

1.2 Site Location and Study Area

The project site is located at the southwest corner of Abbey Lane and Stoddard Wells Road in the City of Victorville, California, as shown in Exhibit A. The site is zoned as Light Industrial (M1) and is located within the Specific Plan land use according to the City of Victorville General Plan Zoning Map. Land uses surrounding the site include residences to the northwest and west, industrial uses to the north, and vacant land to the south and east. All surrounding land uses are within the Specific Plan district.

1.3 Proposed Project Description

The project proposes to develop an industrial warehouse building on a 40.81-acre site. The building comprised of 827,160 gross square feet with 798,540 square feet of warehouse space and 45,240 square feet of office use. Additionally, there are ninety-two (92) dock-high truck doors, four (4) grade-level truck doors, and 389 car parking stalls.

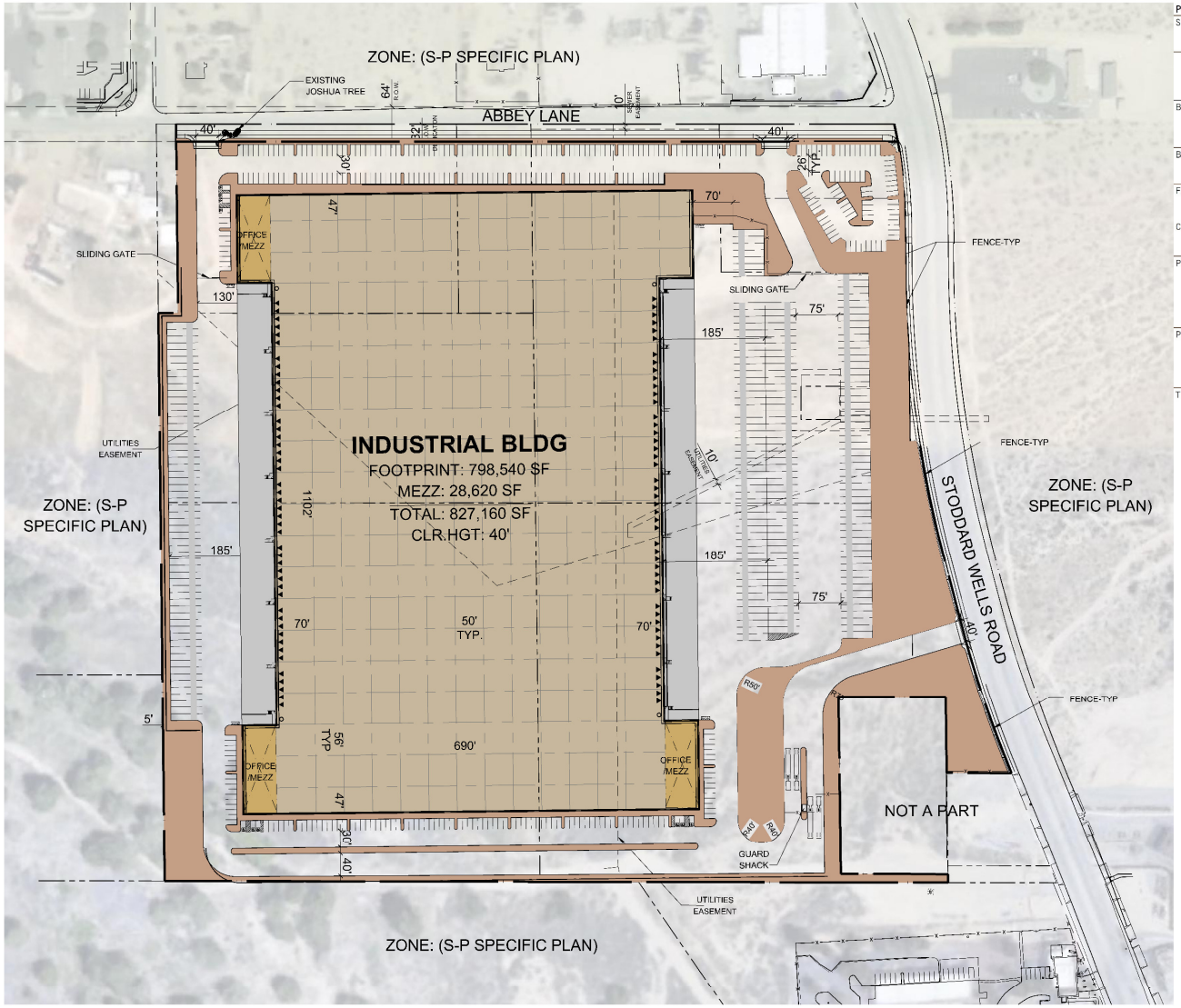
Access to the site is proposed via three driveways. On Stoddard Wells Road, a full access driveway is proposed approximately 950-feet south of Abbey Lane (measured from centerline to centerline), this Driveway "A" will be the only access point for truck traffic. On Abbey Lane, two full access driveways are proposed approximately 250-feet and 1,275-feet west of Stoddard Wells Road (measured from centerline to centerline).

Exhibit A

Location Map

Exhibit B

Site Plan



PROJECT DATA:		
SITE AREA: 1		
GROSS:		40.81 AC
		1,777,785 SF
R.O.W. DEDICATION		43,551 SF
NET:		39.81 AC
		1,734,234 SF
BUILDING AREA:		
FOOTPRINT:		798,540 SF
MEZZANINE:	@ 4%	28,620 SF
TOTAL BUILDING AREA:		827,160 SF
BUILDING USE:		
WAREHOUSE		781,920 SF
OFFICE	@ 5%	45,240 SF
FAR:		
GROSS:		0.47
NET:		0.48
COVERAGE:		
GROSS:		45%
NET:		46%
PARKING REQUIRED:		
WAREHOUSE		
1st 40K	1/1000 SF	40 STALLS
40K over	1/4000 SF	185 STALLS
OFFICE	1/300 SF	151 STALLS
TOTAL		376 STALLS
PARKING PROVIDED:		
AUTO:		381 STALLS
		@0.46/1000 SF
REQ. ACCESSIBLE		*8 STALLS*
TRAILER:		219 STALLS
TRUCK DOCKS:		
DOCK-HIGH DOORS		92
GRADE-LEVEL DOORS		4

DEVELOPMENT STANDARDS:	
ZONING:	M1
MAX. COVERAGE:	60%
MAX. HEIGHT:	50 FT
BUILDING SETBACKS:	
FRONT:	10 FT
SIDE:	0 FT [2]
REAR:	0 FT [3]
LANDSCAPE SETBACKS:	
FRONT:	5 FT
SIDE:	5 FT
REAR:	5 FT
OFF-STREET PARKING:	
STANDARD:	9X20
COMPACT:	n/a
COMPACT %:	n/a
DRIVE AISLE:	26 FT
FIRE LANE:	26 FT
OVERHANG:	2 FT
TREE WELL:	5 FT
REQ. PARKING RATIO BY USE:	
WAREHOUSE:	1/1000 SF
MANUF	1/emp
OFFICE:	1/300 SF

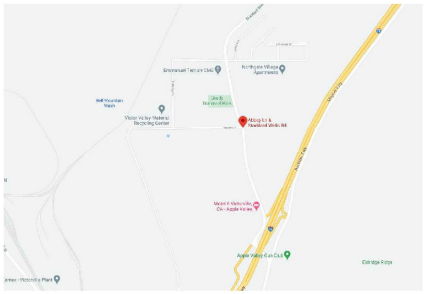
NOTES:
1 10 feet when street facing.
2 1 space per 1,000 sq ft for the first 40,000 sq ft and 1 space per 5,000 sq ft for the portion over 40,000 sq ft.

This conceptual design is based upon a preliminary review of entitlement requirements and on unverified and possibly incomplete site and/or building information, and is intended merely to assist in exploring how the project might be developed.

Stormwater Management Design: ASSUMED UNDERGROUND SYSTEM

Boundary Source: CIVIL CAD FILE

N



1" = 70'
0 35 70 140 350
NORTH

scheme: 02f

Conceptual Site Plan

17198-17000 Abbey Ln
Victorville, CA 92394

WARE MALCOMB

IRV21-0068-00
02.22.2021

SHEET 1

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.

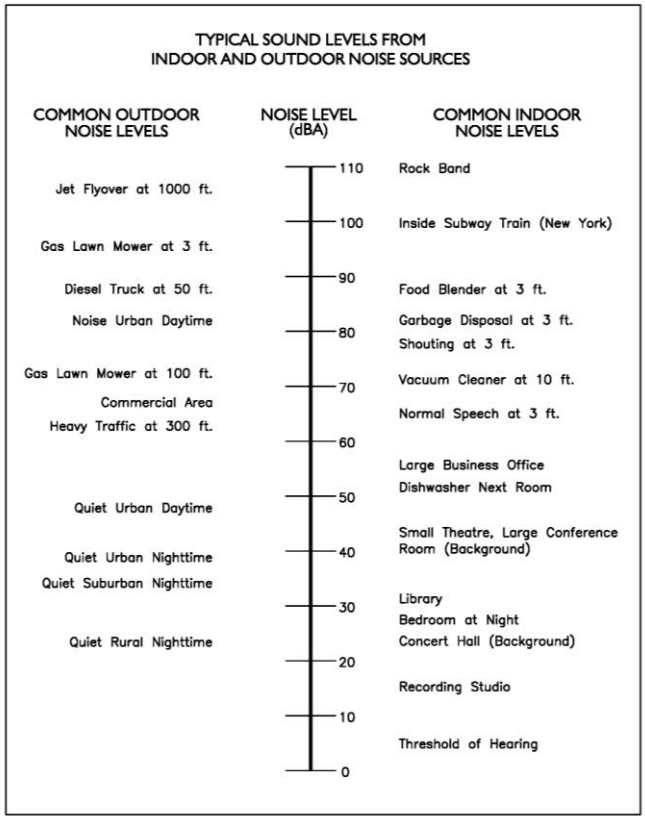
2.1 Sound, Noise and Acoustics

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.

Exhibit C: Typical A-Weighted Noise Levels



2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines it loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measure 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 abbreviated dB. Exhibit C illustrates references sound levels for different noise sources.

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 sounds or 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 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. 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.

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.

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 in the sound level exceeded 10 percent of the sample time. Similarly, L50, L90 and L99, etc.

Noise: *A*ny 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 dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

2.7 Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2–3 axle) and heavy truck percentage (4 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

2.8 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 a 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 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity and turbulence can further impact have far sound can travel.

3.0 Ground-Bourne Vibration Fundamentals

3.1 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 and only exists indoors, since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

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 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.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans whose threshold of perception is around 65 VdB. 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. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

3.3 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 wave front, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wave front. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wave front. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be

effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 Regulatory Setting

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

4.1 Federal Regulations

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

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible to regulate noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible to regulate noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers.

The federal government advocates that local jurisdiction use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being constructed adjacent to a highway or, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

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

4.2 State Regulations

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

The State of California has established noise insulation standards as outlined in Title 24 and the Uniform Building Code (UBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and city adopt a noise element as part of its comprehensive general plan.

The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable as illustrated in Exhibit D and can be found in the City's General Plan Noise Element.

Exhibit D: Land Use Compatibility Guidelines

Table N-3
Victorville Land Use Compatibility Standards

	Community Noise Exposure Ldn or CNEL, dB						
Land Use Categories	55	60	65	70	75	80 +	
Residential - Low Density, Single Family, Duplex, Multi-family, Mobile Home	1	1	2	2	3	4	4
Transient Lodging - Motels, Hotels	1	1	2	2	3	3	4
Schools, Libraries, Churches, Hospitals, Nursing Homes	1	1	2	3	3	4	4
Auditoriums, Concert Halls, Amphitheaters	2	2	3	3	4	4	4
Sports Arena, Outdoor Spectator Sports	2	2	2	2	3	3	3
Playgrounds, Neighborhood Parks	1	1	1	2	3	3	3
Golf Courses, Riding Stables, Water Recreation, Cemeteries	1	1	1	2	2	4	4
Office Buildings, Business Commercial, Retail Commercial and Professional	1	1	1	2	2	3	3
Industrial, Manufacturing, Utilities	1	1	1	1	2	2	2
Agriculture	1	1	1	1	1	1	1

Legend:
1. NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and Schools, Libraries, Churches, Hospitals, Nursing Homes 1 needed noise insulation features included in the design. Conventional construction, with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. NORMALLY UNACCEPTABLE: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

4.3 City of Victorville Noise Regulations

The City of Victorville outlines their noise regulations and standards within the Noise Element from the General Plan and the Noise Ordinance from the Municipal Code.

City of Victorville General Plan and Municipal Code

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Noise Element, and Chapter 13.01 of the Victorville Municipal Code outlines the acceptable maximum noise standards. Table 1 is taken from Section 13.01.040 of the Victorville Municipal Code and

shows that the City has an noise limit for all industrial uses of 75 dBA Leq at any time. If the ambient exceeds the 75 dB(A) standard, the ambient noise level becomes the standard.

Table 1: Base Ambient Noise Levels

Zone	Time	Sound Decibel Levels
All residential zones	10:00 pm to 7:00 am	55 dB(A)
	7:00 am to 10:00 pm	65 dB(A)
All commercial zones	Anytime	70 dB(A)
All industrial zones	Anytime	75 dB(A)

Section 13.01.050 prohibits noise levels that exceed the standards shown in Table 1 by less than 5 dB(A) for a cumulative period of more than thirty minutes in any hour, less than 10 dB(A) for a cumulative period of more than fifteen minutes in any hour, less than 15 dB(A) for a cumulative period of more than 5 minutes in any hour, less than 20 dB(A) for a cumulative period of more than one minute in any hours, or by 20 dB(A) or more for any period of time.

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure 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 first row of houses
- Locations that are acoustically representative and equivalent of the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance to Caltrans technical noise specifications and the City's noise ordinance. All measurements equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5-feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a wind screen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements any noise contaminations such as barking dogs, local traffic, lawn mowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

5.2 Noise Measurement Location

Noise monitoring locations were selected based on the distance of the project's stationary noise sources to the nearest sensitive on-site receptors. One (1) short-term noise measurement was conducted on the project site and represents ambient levels at the site. Appendix A includes photos, field sheet, and measured noise data. Exhibit E illustrates the location of the measurements.

5.3 Stationary Noise Modeling

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input

specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (parking spaces, loading/unloading bays, etc.). The model assumes that the building facility has a total of ninety-two (92) dock-high truck doors, four (4) grad-level truck doors, three hundred eighty-one (389) auto parking spaces, and ten (10) air conditioning equipment distributed along the roof. Table 2 outlines the reference noise levels used for the model.

Table 2: Reference Sound Level Measurements for SoundPlan Model

Source	Source Type	Reference Power Level Lw (dBA)	Descriptor
HVAC	Point Source	75	10 rooftop units
Parking (Car)	Area (SP Parking Tool)	77	1 car per hr per stall
Idling Truck	Point Source	91	10 min idling per hour
Backing Truck	Point Source	86	1 min sound per hour

The trucks idling was modeled at 10 minutes of idling per truck per hour, and the cars idling and coming and going in the parking spots were modeled at 1 car per hour per stall.

The SP model assumes that all noise sources are operating simultaneously (worst-case scenario), when in actuality the noise will be intermittent and lower in noise level. Input and output calculations are provided in Appendix C.

5.4 FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model predicts a noise level increment of 3 dB per doubling the traffic volume. Roadway volumes and percentages correspond to the project's traffic impact analysis as prepared by David Evans & Associates. The referenced traffic data incorporated the City's Engineering Department comments on the study scope and the VMT screening. The traffic data is included in Appendix B.

The traffic study approach considers four (4) scenarios: the existing conditions, existing plus project conditions, background plus project conditions for opening year, and existing plus project conditions for future projection. For the traffic noise analysis, only three noise impacts scenarios are presented. The project would generate 6,958 daily trips.

Table 3 indicates the roadway parameters and vehicle distribution utilized for this study.

Table 3: Roadway Parameters and Vehicle Distribution

Roadway	Segment	Estimated ADT[1]	Speed (MPH)	Site Conditions
Stoddard Wells Rd	Abbey Ln	3,100[2]	55	Soft
Stoddard Wells Rd	Abbey Ln	7,300[3]	55	Soft
Stoddard Wells Rd	Abbey Ln	8,300[4]	55	Soft

Vehicle Distribution (Truck Mix)[5]

Motor-Vehicle Type	Daytime % (7AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	77.5	12.9	9.6	97.42
Medium Trucks	84.8	4.9	10.3	1.84
Heavy Trucks	86.5	2.7	10.8	0.74

Notes:
[1] Traffic counts provided by Focused Traffic Impact Analysis Report.
[2] Traffic counts for the existing conditions.
[3] Traffic counts for the existing plus project opening year.
[4] Traffic counts for the existing plus project future projection.
[5.] Vehicle distribution per SANBAG guidelines

5.5 FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

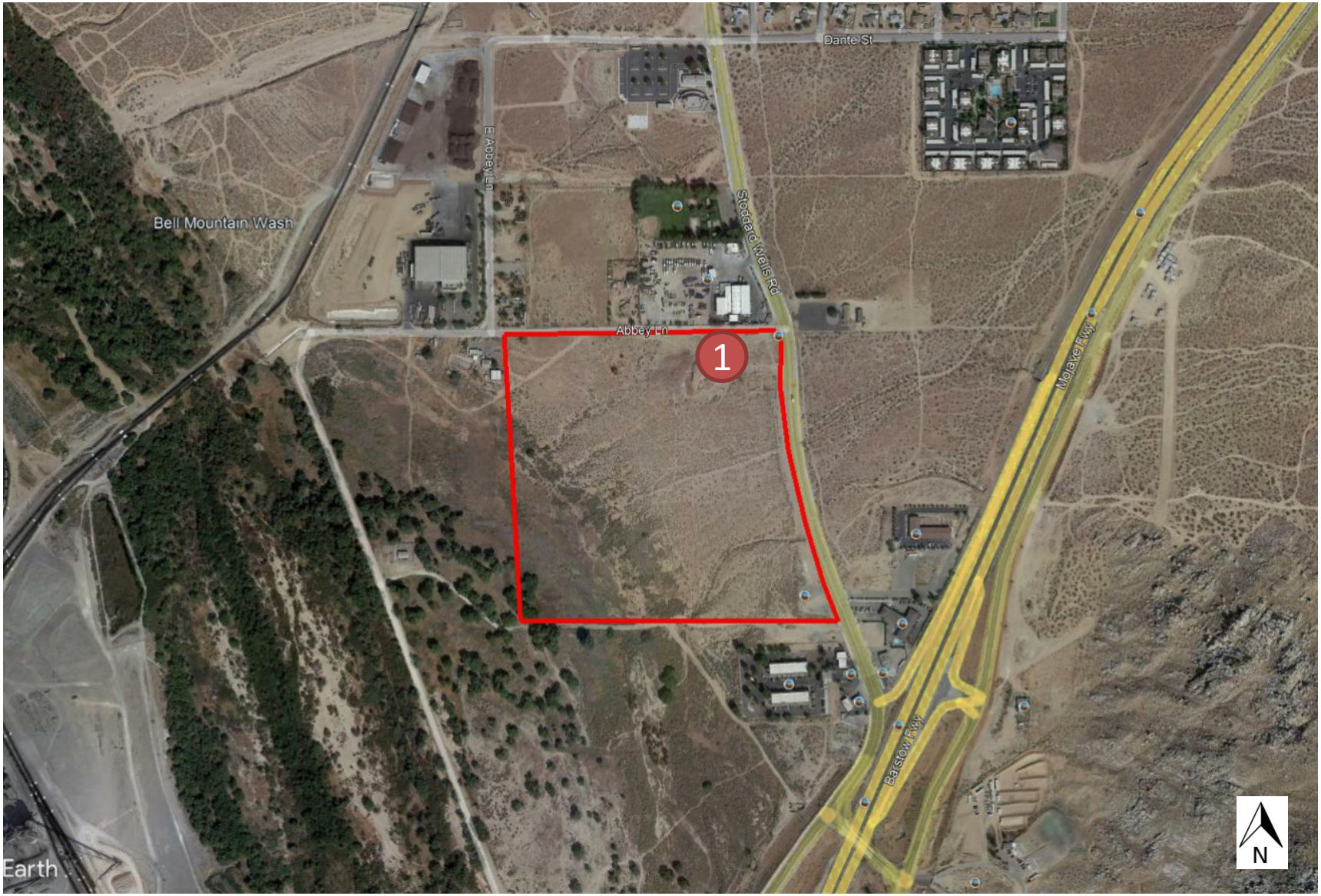
The project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete and building phases of construction. The construction noise calculation output worksheet is located in Appendix D. The following assumptions relevant to short-term construction noise impacts were used:

- It is estimated that construction will occur over a 6 to 8 month time period. Construction noise is expected to be the loudest during the grading, concrete, and building phases.

Exhibit E

Measurement Locations

= Short-Term
Monitoring Location



6.0 Existing Noise Environment

One (1) 60-minute ambient noise measurement was conducted at the project on 2/11/22. The short-term noise monitoring location is illustrated in Exhibit E. The one-hour Leq, Lmin, Lmax and other statistical data (e.g. L2, L8) were measured and are presented in Table 4. The noise measurement was taken to determine the existing baseline noise conditions.

6.1 Short-Term Noise Measurement Results

The results of the short-term noise data taken are presented in Table 4.

Table 4: Short-Term Noise Measurement Data (dBA)[1]

Date	Start Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)
2/11/2022	3:00 PM	60.6	72.5	56.0	67.4	62.0	60.6	59.3
Notes: 1. Short-term noise monitoring L1 is illustrated in Exhibit E.								

Noise data indicates the ambient noise level ranged between 56 to 73 dBA during the measuring period. The equivalent noise level Leq at the project site measured 61 dBA. Additional field notes and photographs are provided in Appendix A.

7.0 Future Noise Environment Impacts and Mitigation

This assessment analyzes future noise impacts to and from the project compares the results to the City's Noise Standards. The analysis details the estimated exterior noise levels associated with traffic from adjacent roadways and from on-site stationary noise sources.

7.1 Future Exterior Noise

The following outlines the exterior noise levels associated with the proposed project.

7.1.1 Noise Impacts to Off-Site Receptors Due to Stationary Sources

Due to the location of the proposed facilities, receptors that may be affected by project operational noise include the residential land uses to the west and north. The worst-case stationary noise was modeled using SoundPLAN acoustical modeling software. The model utilizes SoundPLAN's sound level data for the parking specified within Section 5.3 of this report. Loading activity constitutes the project's maximum operational noise levels.

A total of four (4) receptor locations were modeled to evaluate the proposed project's operational noise impact to adjacent noise sensitive land uses. A receptor is denoted by a yellow dot in Exhibit F. The receptors are on the north and east property lines.

Project Operational Noise Levels

Exhibit F shows the "project only" operational noise levels at the property lines and/or sensitive receptor areas and illustrates how the noise will propagate at the site. Worst-case operational noise levels are anticipated to range between 42 to 54 dBA Leq at the receptors R1 – R4. The noise projections are below the City's noise limits as given in Section 13.01.040 of the Municipal Code.

Project Plus Ambient Operational Noise Levels

Table 5 demonstrates the project plus ambient noise levels. Project plus ambient noise level projections are anticipated to range between 61 to 62 dBA Leq at the receptors R1 – R4.

<Table 5 Next Page>

Table 5: Worst-case Predicted Operational Noise Levels (dBA)

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	City's noise Limit[4]	Change in Noise Level as Result of Project
R1	61	48	61	61	0
R2	61	42	61	75	0
R3	61	40	61	75	0
R4	61	54	62	61	1

Notes:
1. Receptor locations in Exhibit F. R1 and R4 are existing residential. R2 to R3 are industrial.
2. The measured ambient Leq .
3. See Exhibit F.
4. Industrial uses are acceptable up to 75 dBA Leq. Residential limit is exceeded by the ambient, then the ambient is the standard limit. Section 13.01.040 of the Victorville Municipal Code

In addition, Table 5 provides the anticipated change in noise level as a result of the proposed project during continuous operating conditions.

As already demonstrated, the project's maximum operational noise levels do not exceed the City's noise limit given by City's Municipal Code of 75 dBA Leq at industrial properties or the residential limit.

Table 6 provides the characteristics associated with changes in noise levels.

Table 6: Change in Noise Level Characteristics[1]

Changes in Intensity Level, dBA	Changes in Apparent Loudness
1	Not perceptible
3	Just perceptible
5	Clearly noticeable
10	Twice (or half) as loud

https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm

The change in noise level would fall within the "Not Perceptible" acoustic characteristic depending on location. Making the change less than significant.

7.1.2 Noise Impacts to On/Off-Site Receptors Due to Project Generated Traffic

A worst-case project generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 50 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference in with and without project conditions. In addition, the noise contours for 60, 65 and 70 dBA CNEL were calculated. The potential off-site noise

impacts caused by an increase of traffic from operation of the proposed project on the nearby roadways were calculated for the following scenarios:

Existing Year (without Project): This scenario refers to existing year traffic noise conditions.

Opening Year (Plus Project): This scenario refers to opening year + project (2024) traffic noise conditions for a warehouse building use.

Future Projection (Plus Project): This scenario refers to future projection + project (2034) traffic noise conditions for a warehouse building use.

Table 7: Noise Levels Along Roadways (dBA CNEL)

Existing Without Project Exterior Noise Levels

Roadway	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Stoddard Wells Rd	At Abbey Ln intersection	63.9	20	42	92	197

Opening Year and Future With Project Exterior Noise Levels

Roadway	Segment	Project Scenario	CNEL at 50 Ft (dBA)	Distance to Contour (Ft)			
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Stoddard Wells Rd	Abbey Ln	Opening Year	67.7	35	75	162	349
Stoddard Wells Rd	Abbey Ln	Future	68.2	38	82	176	380

Change in Existing Noise Levels as a Result of Project

Roadway[1]	Segment	Project Scenario	CNEL at 50 Feet dBA[2]			
			Existing Without Project	Opening With Project	Change in Noise Level	Potential Significant Impact
Stoddard Wells Rd	Abbey Ln	Opening Year	63.9	67.7	3.8	No
Stoddard Wells Rd	Abbey Ln	Future	63.9	68.2	4.3	No

Notes:

[1] Exterior noise levels calculated at 5 feet above ground level.

[2] Noise levels calculated from centerline of subject roadway.

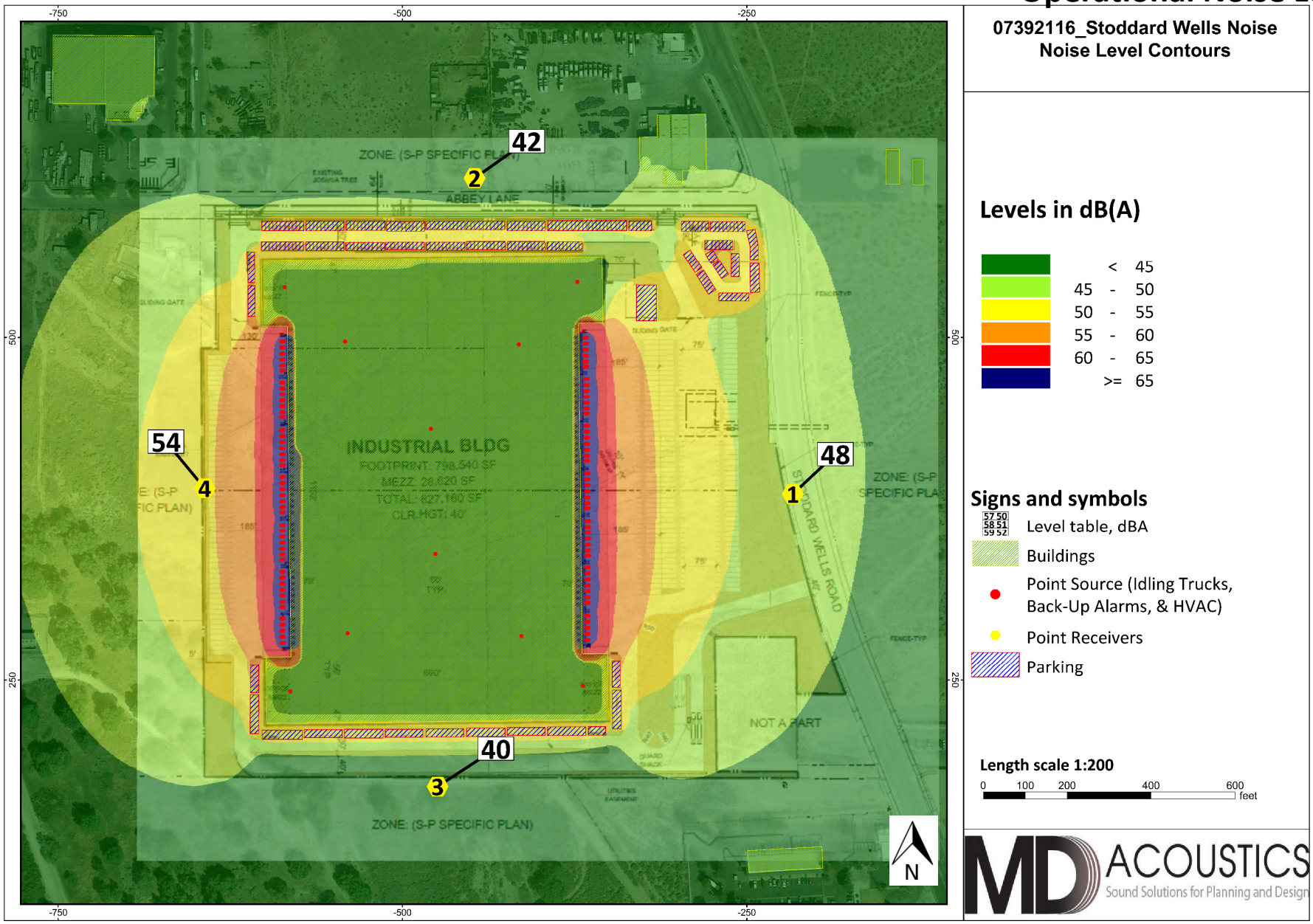
Table 7 compares the without and with project scenario and shows the change in traffic noise levels as a result of the proposed project. It takes a change of 3 dB or more to hear a perceptible difference. As

demonstrated in Table 7, the project is anticipated to change the noise by 4 dBA CNEL in the worst-case scenario.

Although there is an increase in traffic noise levels the impact is considered to have less than significant impact as the noise levels at or near any existing proposed sensitive receptor would be 68 dBA CNEL or less and the change in noise level is 4 dBA or less. The 68 dBA CNEL projected is below the 75 dBA limit for industrial land uses.

Exhibit F

Operational Noise Levels



8.0 Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction.

8.1 Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in Table 8.

Table 8: Typical Construction Equipment Noise Levels[1]

Equipment Powered by Internal Combustion Engines

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

Type	Noise Levels (dBA) at 50 Feet
Saws	71 - 82
Vibrators	68 - 82

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

Construction is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable conditions described in the City's Municipal Code Section 13.01.060 (9). Construction is anticipated to occur during the permissible hours according to the City's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction measures are provided to further reduce construction noise. The impact is considered less than significant however construction noise level projections are provided in Appendix D.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Noise levels will be loudest during grading phase. A likely worst-case construction noise scenario during grading assumes the use of 1-grader, 1-dozer, 1-excavator, and 3-backhoes operating at 285 feet from the property boundary.

Assuming a usage factor of 40 percent for each piece of equipment, unmitigated noise levels at 660 feet (Center of the site to the nearest northern residence) have the potential to reach 60 dBA L_{eq} at the closest residence property during building construction.

8.2 Construction Vibration

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is likely perceptible but below any risk to architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (25/D_{rec})^n$$

Where: PPV_{ref} = reference PPV at 25ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 9 (below) provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 9: Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
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.

Table 10 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 10: Vibration Source Levels for Construction Equipment[1]

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (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	0.21	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] Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

At a distance of 130 feet (northern residence façade to the project site PL), a large bulldozer would yield a worst-case 0.015 PPV (in/sec) which below any risk of damage and likely imperceptible. The impact is less than significant, and no mitigation is required.

8.3 Construction Noise Reduction Measures

Construction operations must follow the City's General Plan and the Noise Ordinance, which states that construction in private property needs to be evaluated by the City's authority.

1. Construction should start after the director of building evaluation as defined in Section 13.01.060(9).
2. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.
3. The contractor should locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.
4. Idling equipment should be turned off when not in use.
5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

9.0 References

State of California General Plan Guidelines: 1998. Governor's Office of Planning and Research

City of Victorville: General Plan Noise Element.

City of Victorville: Municipal Code Chapter 13.01 Noise.

David Evans & Associates Inc – Focused Traffic Impact Analysis Report for Abbey Lane Industrial Development. April 25, 2022.

Federal Highway Administration. Noise Barrier Design Handbook. June 2017.

Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. September 2018

Appendix A:

Field Measurement Data

1-Hour Noise Measurement Datasheet

Project Name: Stoddard Wells Noise

Project: #/Name: 0739-2021-016

Site Address / Location: 17198 – 17000 Abbey Lane, Victor

Date: 02/11/2022

Field Tech / Engineer:

Sound Meter: XL2, NTI **SN:** A2A-05967-E0

Settings: A-weighted, slow, 1-sec, 1-hour interval

Meteorological Cond.:

Site Id: Stoddard Wells

Site Observations:

Site Topo:

Ground Type:

Noise Source(s) w/ Distance:

Traffic at 220 ft

Map data ©2022 Imagery ©2022 , County of San Bernardino, Maxar Technologies, USDA Farm Service Agency

MD ACOUSTICS

1-Hour Noise Measurement Datasheet - Cont.

Project Name: Stoddard Wells Noise

Site Address / Location: 17198 – 17000 Abbey Lane, Victor

Site Id: Stoddard Wells

Table 1: Baseline Noise Measurement Summary

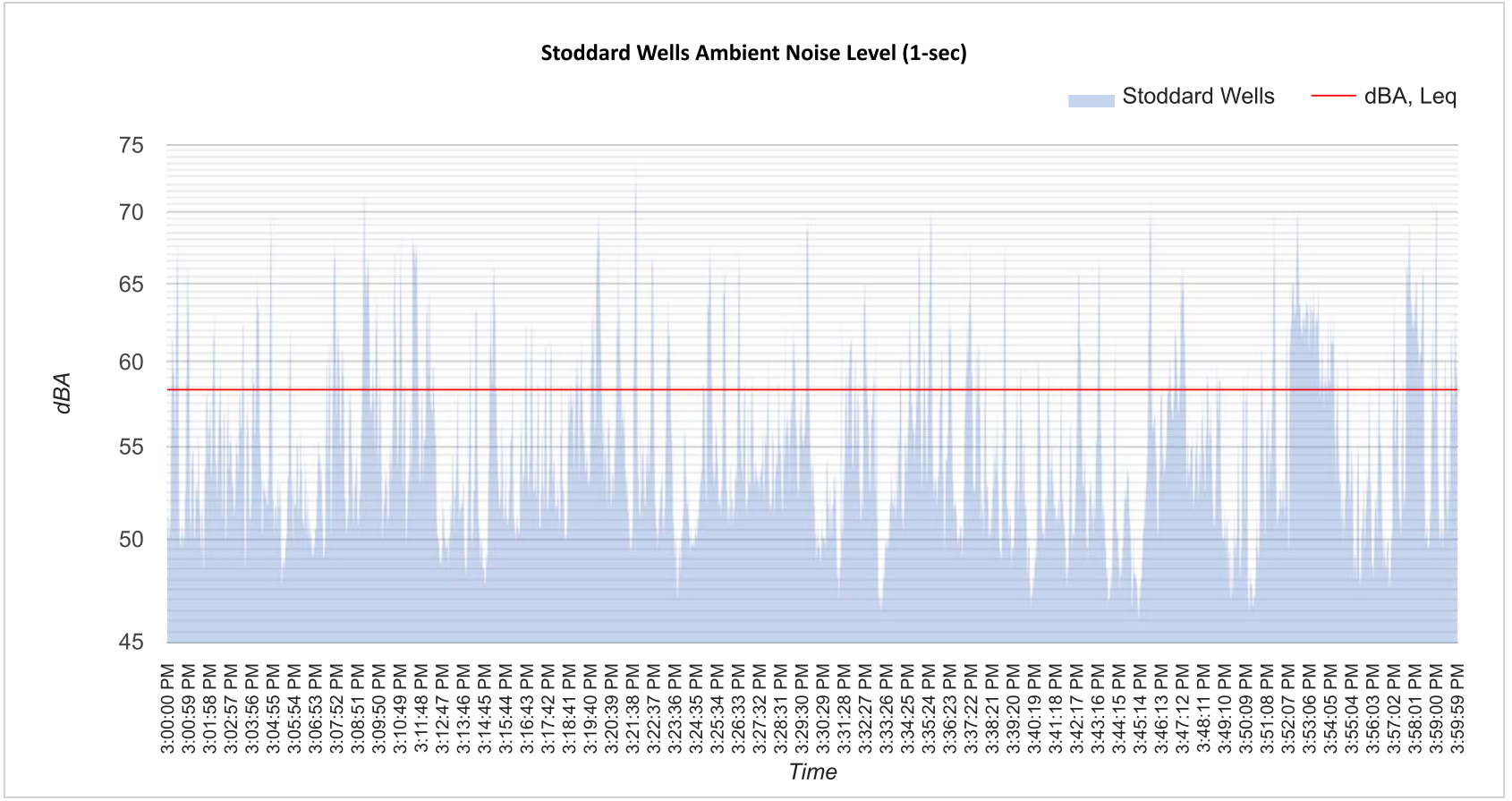
Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
Stoddard Wells	3:00 PM	4:00 PM	58.3	78	45.3	66.8	62.8	57.8	53.7	49.6

1-Hour Noise Measurement Datasheet - Cont.

Project Name: Stoddard Wells Noise

Site Address / Location: 17198 – 17000 Abbey Lane, Victor

Site Id: Stoddard Wells



MD ACOUSTICS

Appendix B:
Referenced Traffic Data

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Stoddard Wells Warehouse		JOB #: 0739-21-16
ROADWAY:	Stoddards Wells Road & Abbey Lane		DATE: 3-Jun-22
LOCATION:	50 ft from centerline	Existing Conditions	ENGINEER: F. Irarrazabal

NOISE INPUT DATA

ROADWAY CONDITIONS

	Existing Conditions
ADT =	3,100
SPEED =	55
PK HR % =	10
NEAR LANE/FAR LANE DIS	24
ROAD ELEVATION =	0.0
GRADE =	1.0 %
PK HR VOL =	310

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		50
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

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

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 TRUCK	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	48.66	- -
MEDIUM TRUCKS	4.0	48.56	- -
HEAVY TRUCKS	8.0	48.60	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	63.7	61.8	60.0	54.0	62.6	63.2
MEDIUM TRUCKS	53.6	52.1	45.7	44.2	52.6	52.9
HEAVY TRUCKS	53.6	52.2	43.1	44.4	52.7	52.9
NOISE LEVELS (dBA)	64.5	62.6	60.3	54.8	63.4	63.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.7	61.8	60.0	54.0	62.6	63.2
MEDIUM TRUCKS	53.6	52.1	45.7	44.2	52.6	52.9
HEAVY TRUCKS	53.6	52.2	43.1	44.4	52.7	52.9
NOISE LEVELS (dBA)	64.5	62.6	60.3	54.8	63.4	63.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	20	42	92	197
LDN	18	39	84	182

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Stoddard Wells Warehouse
ROADWAY: Stoddards Wells Road & Abbey Lane
LOCATION: 50 ft from centerline

JOB #: 0739-21-16
DATE: 3-Jun-22
ENGINEER: F. Irarrazabal

NOISE INPUT DATA

ROADWAY CONDITIONS

Opening Year + Project (2024)

ADT =	7,300
SPEED =	55
PK HR % =	10
NEAR LANE/FAR LANE DIS	24
ROAD ELEVATION =	0.0
GRADE =	1.0 %
PK HR VOL =	730

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		50
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

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

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 TRUCK	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	48.66	- -
MEDIUM TRUCKS	4.0	48.56	- -
HEAVY TRUCKS	8.0	48.60	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	67.4	65.5	63.7	57.7	66.3	66.9
MEDIUM TRUCKS	57.3	55.8	49.4	47.9	56.4	56.6
HEAVY TRUCKS	57.3	55.9	46.9	48.1	56.5	56.6
NOISE LEVELS (dBA)	68.2	66.4	64.0	58.5	67.1	67.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.4	65.5	63.7	57.7	66.3	66.9
MEDIUM TRUCKS	57.3	55.8	49.4	47.9	56.4	56.6
HEAVY TRUCKS	57.3	55.9	46.9	48.1	56.5	56.6
NOISE LEVELS (dBA)	68.2	66.4	64.0	58.5	67.1	67.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	35	75	162	349
LDN	32	69	149	321

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Stoddard Wells Warehouse	JOB #:	0739-21-16
ROADWAY:	Stoddards Wells Road & Abbey Lane	DATE:	3-Jun-22
LOCATION:	50 ft from centerline	ENGINEER:	F. Irarrazabal

NOISE INPUT DATA

ROADWAY CONDITIONS

Future projection + Project (2034)

ADT =	8,300	
SPEED =	55	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	24	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	830	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		50
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		0
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

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

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 TRUCK	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	48.66	- -
MEDIUM TRUCKS	4.0	48.56	- -
HEAVY TRUCKS	8.0	48.60	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	68.0	66.1	64.3	58.2	66.9	67.5
MEDIUM TRUCKS	57.9	56.4	50.0	48.5	56.9	57.1
HEAVY TRUCKS	57.9	56.4	47.4	48.7	57.0	57.1
NOISE LEVELS (dBA)	68.7	66.9	64.5	59.1	67.7	68.2

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.0	66.1	64.3	58.2	66.9	67.5
MEDIUM TRUCKS	57.9	56.4	50.0	48.5	56.9	57.1
HEAVY TRUCKS	57.9	56.4	47.4	48.7	57.0	57.1
NOISE LEVELS (dBA)	68.7	66.9	64.5	59.1	67.7	68.2

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	82	176	380
LDN	35	75	162	350

Appendix C:

SoundPLAN Input and Output

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					

Name	Source type	I or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
Backup Alarms	Point				86.3	86.3	0.0	0.0		0	Truck Idling					86.3					
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0		0	Truck Idling	HVAC @ 3ft - Carrier 50TFQ0006 - 5 Ton	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Idling Diesel	Point				91.4	91.4	0.0	0.0		0	Truck Idling	Idiling Heavy Diesel Truck	60.6	78.3	77.1	83.5	88.1	84.8	79.8	71.8	59.6
Parking	PLot	172.08			54.6	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	157.40			54.6	76.5	0.0	0.0		0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Parking	PLot	138.40			54.0	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	187.77			53.8	76.5	0.0	0.0		0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Parking	PLot	135.91			54.1	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	170.88			54.7	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	164.05			54.9	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	PLot	153.51			55.1	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	164.70			54.8	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	171.33			54.7	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	98.02			54.9	74.8	0.0	0.0		0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Parking	PLot	129.13			54.9	76.0	0.0	0.0		0	100%/24h	Typical spectrum	59.4	71.0	63.5	68.0	68.1	68.5	65.8	59.6	46.8
Parking	PLot	122.21			54.6	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	122.84			55.1	76.0	0.0	0.0		0	100%/24h	Typical spectrum	59.4	71.0	63.5	68.0	68.1	68.5	65.8	59.6	46.8
Parking	PLot	115.59			55.4	76.0	0.0	0.0		0	100%/24h	Typical spectrum	59.4	71.0	63.5	68.0	68.1	68.5	65.8	59.6	46.8
Parking	PLot	118.20			54.7	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	49.90			54.8	71.8	0.0	0.0		0	100%/24h	Typical spectrum	55.1	66.7	59.2	63.7	63.8	64.2	61.5	55.3	42.5
Parking	PLot	69.06			54.6	73.0	0.0	0.0		0	100%/24h	Typical spectrum	56.4	68.0	60.5	65.0	65.1	65.5	62.8	56.6	43.8
Parking	PLot	96.09			55.0	74.8	0.0	0.0		0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Parking	PLot	104.87			54.6	74.8	0.0	0.0		0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Parking	PLot	141.20			54.5	76.0	0.0	0.0		0	100%/24h	Typical spectrum	59.4	71.0	63.5	68.0	68.1	68.5	65.8	59.6	46.8
Parking	PLot	184.52			55.5	78.2	0.0	0.0		0	100%/24h	Typical spectrum	61.5	73.1	65.6	70.1	70.2	70.6	67.9	61.7	48.9
Parking	PLot	158.95			55.0	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	170.24			54.7	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	161.24			54.9	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	154.26			55.1	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	175.15			54.6	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	369.98			49.8	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	113.50			54.9	75.5	0.0	0.0		0	100%/24h	Typical spectrum	58.8	70.4	62.9	67.4	67.5	67.9	65.2	59.0	46.2
Parking	PLot	180.83			54.4	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	76.34			52.9	71.8	0.0	0.0		0	100%/24h	Typical spectrum	55.1	66.7	59.2	63.7	63.8	64.2	61.5	55.3	42.5
Parking	PLot	171.89			54.6	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	159.56			55.0	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	196.89			54.1	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	350.51			51.6	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	191.93			54.2	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	423.64			50.7	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7

Stoddard Wells Noise
Octave spectra of the sources in dB(A) - 001 - Stoddard Wells: Outoor SP

Name	Source type	l or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	PLot	118.79			54.0	74.8	0.0	0.0		0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Parking	PLot	189.59			53.8	76.5	0.0	0.0		0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Parking	PLot	172.61			54.6	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	200.86			55.1	78.2	0.0	0.0		0	100%/24h	Typical spectrum	61.5	73.1	65.6	70.1	70.2	70.6	67.9	61.7	48.9
Parking	PLot	197.92			54.0	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Parking	PLot	193.90			54.1	77.0	0.0	0.0		0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7

Stoddard Wells Noise
Contribution level - 001 - Stoddard Wells: Outoor SP

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Receiver -217,386 Fl G LrD,lim dB(A) LrD 47.5 dB(A)						
Parking	Default parking lot noise	PLot		19.3	0.0	
Parking	Default parking lot noise	PLot		19.5	0.0	
Parking	Default parking lot noise	PLot		20.1	0.0	
Parking	Default parking lot noise	PLot		9.4	0.0	
Parking	Default parking lot noise	PLot		4.7	0.0	
Parking	Default parking lot noise	PLot		2.7	0.0	
Parking	Default parking lot noise	PLot		1.9	0.0	
Parking	Default parking lot noise	PLot		1.3	0.0	
Parking	Default parking lot noise	PLot		0.7	0.0	
Parking	Default parking lot noise	PLot		0.3	0.0	
Parking	Default parking lot noise	PLot		-0.2	0.0	
Parking	Default parking lot noise	PLot		-0.7	0.0	
Parking	Default parking lot noise	PLot		-3.5	0.0	
Parking	Default parking lot noise	PLot		4.8	0.0	
Parking	Default parking lot noise	PLot		3.9	0.0	
Parking	Default parking lot noise	PLot		4.2	0.0	
Parking	Default parking lot noise	PLot		4.4	0.0	
Parking	Default parking lot noise	PLot		5.1	0.0	
Parking	Default parking lot noise	PLot		6.1	0.0	
Parking	Default parking lot noise	PLot		15.7	0.0	
Parking	Default parking lot noise	PLot		16.8	0.0	
Parking	Default parking lot noise	PLot		1.3	0.0	
Parking	Default parking lot noise	PLot		0.3	0.0	
Parking	Default parking lot noise	PLot		0.4	0.0	
Parking	Default parking lot noise	PLot		0.8	0.0	
Parking	Default parking lot noise	PLot		1.2	0.0	
Parking	Default parking lot noise	PLot		1.9	0.0	
Parking	Default parking lot noise	PLot		2.6	0.0	
Parking	Default parking lot noise	PLot		4.1	0.0	
Parking	Default parking lot noise	PLot		17.8	0.0	
Parking	Default parking lot noise	PLot		18.7	0.0	
Parking	Default parking lot noise	PLot		18.2	0.0	
Parking	Default parking lot noise	PLot		18.4	0.0	
Parking	Default parking lot noise	PLot		14.9	0.0	
Parking	Default parking lot noise	PLot		16.7	0.0	
Parking	Default parking lot noise	PLot		17.8	0.0	
Parking	Default parking lot noise	PLot		18.8	0.0	
Parking	Default parking lot noise	PLot		20.4	0.0	
Parking	Default parking lot noise	PLot		19.1	0.0	
Parking	Default parking lot noise	PLot		-5.5	0.0	
Parking	Default parking lot noise	PLot		21.0	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Idling Diesel	Default industrial noise	Point		-2.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		-2.8	0.0	
Idling Diesel	Default industrial noise	Point		-2.7	0.0	
Idling Diesel	Default industrial noise	Point		-2.7	0.0	
Idling Diesel	Default industrial noise	Point		-2.7	0.0	
Idling Diesel	Default industrial noise	Point		-2.7	0.0	
Idling Diesel	Default industrial noise	Point		-2.6	0.0	
Idling Diesel	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-3.2	0.0	
Backup Alarms	Default industrial noise	Point		-3.2	0.0	
Backup Alarms	Default industrial noise	Point		-3.1	0.0	
Backup Alarms	Default industrial noise	Point		-3.1	0.0	
Backup Alarms	Default industrial noise	Point		-3.1	0.0	
Backup Alarms	Default industrial noise	Point		-3.0	0.0	
Idling Diesel	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-3.0	0.0	
Idling Diesel	Default industrial noise	Point		-2.9	0.0	
Idling Diesel	Default industrial noise	Point		-2.9	0.0	
Idling Diesel	Default industrial noise	Point		-2.9	0.0	
Idling Diesel	Default industrial noise	Point		-2.8	0.0	
Idling Diesel	Default industrial noise	Point		-2.8	0.0	
Idling Diesel	Default industrial noise	Point		-2.8	0.0	
Backup Alarms	Default industrial noise	Point		-3.5	0.0	
Backup Alarms	Default industrial noise	Point		-3.4	0.0	
Backup Alarms	Default industrial noise	Point		-3.4	0.0	
Backup Alarms	Default industrial noise	Point		-3.3	0.0	
Backup Alarms	Default industrial noise	Point		-3.3	0.0	
Backup Alarms	Default industrial noise	Point		-3.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.8	0.0	
Backup Alarms	Default industrial noise	Point		-3.3	0.0	
Idling Diesel	Default industrial noise	Point		-3.2	0.0	
Idling Diesel	Default industrial noise	Point		-3.2	0.0	
Idling Diesel	Default industrial noise	Point		-3.1	0.0	
Idling Diesel	Default industrial noise	Point		-3.1	0.0	
Idling Diesel	Default industrial noise	Point		-3.0	0.0	
Idling Diesel	Default industrial noise	Point		-3.0	0.0	
Backup Alarms	Default industrial noise	Point		-3.8	0.0	
Backup Alarms	Default industrial noise	Point		-3.8	0.0	
Backup Alarms	Default industrial noise	Point		-3.7	0.0	
Backup Alarms	Default industrial noise	Point		-3.7	0.0	
Backup Alarms	Default industrial noise	Point		-3.6	0.0	
Backup Alarms	Default industrial noise	Point		-3.6	0.0	
Idling Diesel	Default industrial noise	Point		-3.0	0.0	
Backup Alarms	Default industrial noise	Point		-3.5	0.0	
Idling Diesel	Default industrial noise	Point		-3.6	0.0	
Idling Diesel	Default industrial noise	Point		-3.5	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		-3.5	0.0	
Idling Diesel	Default industrial noise	Point		-3.4	0.0	
Idling Diesel	Default industrial noise	Point		-3.4	0.0	
Backup Alarms	Default industrial noise	Point		-4.1	0.0	
Backup Alarms	Default industrial noise	Point		-4.1	0.0	
Backup Alarms	Default industrial noise	Point		-4.0	0.0	
Backup Alarms	Default industrial noise	Point		-4.0	0.0	
Backup Alarms	Default industrial noise	Point		-3.9	0.0	
Idling Diesel	Default industrial noise	Point		-3.3	0.0	
Backup Alarms	Default industrial noise	Point		-3.9	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.3	0.0	
Idling Diesel	Default industrial noise	Point		30.3	0.0	
Idling Diesel	Default industrial noise	Point		30.2	0.0	
Idling Diesel	Default industrial noise	Point		30.2	0.0	
Idling Diesel	Default industrial noise	Point		30.1	0.0	
Idling Diesel	Default industrial noise	Point		29.9	0.0	
Idling Diesel	Default industrial noise	Point		29.8	0.0	
Idling Diesel	Default industrial noise	Point		29.8	0.0	
Idling Diesel	Default industrial noise	Point		29.7	0.0	
Idling Diesel	Default industrial noise	Point		29.6	0.0	
Idling Diesel	Default industrial noise	Point		29.5	0.0	
Idling Diesel	Default industrial noise	Point		29.1	0.0	
Idling Diesel	Default industrial noise	Point		29.0	0.0	
Idling Diesel	Default industrial noise	Point		29.8	0.0	
Idling Diesel	Default industrial noise	Point		29.8	0.0	
Idling Diesel	Default industrial noise	Point		30.8	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Backup Alarms	Default industrial noise	Point		23.9	0.0	
Backup Alarms	Default industrial noise	Point		23.9	0.0	
Backup Alarms	Default industrial noise	Point		23.8	0.0	
Backup Alarms	Default industrial noise	Point		23.7	0.0	
Backup Alarms	Default industrial noise	Point		23.5	0.0	
Backup Alarms	Default industrial noise	Point		23.5	0.0	
Backup Alarms	Default industrial noise	Point		23.4	0.0	
Backup Alarms	Default industrial noise	Point		23.3	0.0	
Backup Alarms	Default industrial noise	Point		23.2	0.0	
Backup Alarms	Default industrial noise	Point		23.1	0.0	
Backup Alarms	Default industrial noise	Point		22.7	0.0	
Backup Alarms	Default industrial noise	Point		22.6	0.0	
Backup Alarms	Default industrial noise	Point		22.5	0.0	
Backup Alarms	Default industrial noise	Point		23.5	0.0	
Backup Alarms	Default industrial noise	Point		24.5	0.0	
Idling Diesel	Default industrial noise	Point		29.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		23.0	0.0	
Idling Diesel	Default industrial noise	Point		30.1	0.0	
Backup Alarms	Default industrial noise	Point		23.7	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Backup Alarms	Default industrial noise	Point		24.1	0.0	
Backup Alarms	Default industrial noise	Point		24.1	0.0	
Backup Alarms	Default industrial noise	Point		24.1	0.0	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Backup Alarms	Default industrial noise	Point		24.0	0.0	
Idling Diesel	Default industrial noise	Point		29.9	0.0	
Idling Diesel	Default industrial noise	Point		30.0	0.0	
Idling Diesel	Default industrial noise	Point		30.1	0.0	
Idling Diesel	Default industrial noise	Point		30.2	0.0	
Idling Diesel	Default industrial noise	Point		30.2	0.0	
Idling Diesel	Default industrial noise	Point		30.3	0.0	
Backup Alarms	Default industrial noise	Point		23.6	0.0	
Backup Alarms	Default industrial noise	Point		23.6	0.0	
Backup Alarms	Default industrial noise	Point		23.7	0.0	
Backup Alarms	Default industrial noise	Point		23.8	0.0	
Backup Alarms	Default industrial noise	Point		23.8	0.0	
Backup Alarms	Default industrial noise	Point		23.9	0.0	
Idling Diesel	Default industrial noise	Point		30.3	0.0	
Backup Alarms	Default industrial noise	Point		23.9	0.0	
Idling Diesel	Default industrial noise	Point		29.2	0.0	
Idling Diesel	Default industrial noise	Point		29.3	0.0	
Idling Diesel	Default industrial noise	Point		29.4	0.0	
Idling Diesel	Default industrial noise	Point		29.5	0.0	
Idling Diesel	Default industrial noise	Point		29.6	0.0	
Idling Diesel	Default industrial noise	Point		29.7	0.0	
Backup Alarms	Default industrial noise	Point		22.8	0.0	
Backup Alarms	Default industrial noise	Point		22.9	0.0	
Backup Alarms	Default industrial noise	Point		23.0	0.0	
Backup Alarms	Default industrial noise	Point		23.1	0.0	
Backup Alarms	Default industrial noise	Point		23.2	0.0	
Backup Alarms	Default industrial noise	Point		23.3	0.0	
Idling Diesel	Default industrial noise	Point		29.8	0.0	
Backup Alarms	Default industrial noise	Point		23.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		29.4	0.0	
Idling Diesel	Default industrial noise	Point		29.5	0.0	
Idling Diesel	Default industrial noise	Point		28.7	0.0	
Idling Diesel	Default industrial noise	Point		28.8	0.0	
Backup Alarms	Default industrial noise	Point		24.2	0.0	
Backup Alarms	Default industrial noise	Point		23.1	0.0	
Backup Alarms	Default industrial noise	Point		23.2	0.0	
Backup Alarms	Default industrial noise	Point		22.3	0.0	
Backup Alarms	Default industrial noise	Point		22.4	0.0	
Idling Diesel	Default industrial noise	Point		28.9	0.0	
Backup Alarms	Default industrial noise	Point		22.5	0.0	
Parking	Default parking lot noise	PLot		-4.2	0.0	
Parking	Default parking lot noise	PLot		-4.5	0.0	
Backup Alarms	Default industrial noise	Point		-3.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.9	0.0	
Backup Alarms	Default industrial noise	Point		-2.9	0.0	
Backup Alarms	Default industrial noise	Point		-2.9	0.0	
Backup Alarms	Default industrial noise	Point		-2.9	0.0	
Backup Alarms	Default industrial noise	Point		-2.8	0.0	
Backup Alarms	Default industrial noise	Point		-2.8	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Backup Alarms	Default industrial noise	Point		-2.7	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Idling Diesel	Default industrial noise	Point		-2.5	0.0	
Idling Diesel	Default industrial noise	Point		-2.5	0.0	
Idling Diesel	Default industrial noise	Point		-2.5	0.0	
Idling Diesel	Default industrial noise	Point		-2.5	0.0	
Idling Diesel	Default industrial noise	Point		-2.4	0.0	
Idling Diesel	Default industrial noise	Point		-2.4	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.2	0.0	
Idling Diesel	Default industrial noise	Point		-2.2	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		-2.2	0.0	
Idling Diesel	Default industrial noise	Point		-2.3	0.0	
Idling Diesel	Default industrial noise	Point		-2.2	0.0	
HVAC	Default industrial noise	Point		-2.8	0.0	
HVAC	Default industrial noise	Point		3.1	0.0	
HVAC	Default industrial noise	Point		-2.7	0.0	
HVAC	Default industrial noise	Point		3.7	0.0	
HVAC	Default industrial noise	Point		1.0	0.0	
HVAC	Default industrial noise	Point		1.1	0.0	
HVAC	Default industrial noise	Point		2.6	0.0	
HVAC	Default industrial noise	Point		2.8	0.0	
HVAC	Default industrial noise	Point		-1.4	0.0	
HVAC	Default industrial noise	Point		-1.3	0.0	
Receiver -448,616 Fl G LrD,lim dB(A) LrD 42.1 dB(A)						
Parking	Default parking lot noise	PLot		12.6	0.0	
Parking	Default parking lot noise	PLot		1.9	0.0	
Parking	Default parking lot noise	PLot		-0.5	0.0	
Parking	Default parking lot noise	PLot		-10.0	0.0	
Parking	Default parking lot noise	PLot		-4.8	0.0	
Parking	Default parking lot noise	PLot		-4.8	0.0	
Parking	Default parking lot noise	PLot		-4.7	0.0	
Parking	Default parking lot noise	PLot		-4.6	0.0	
Parking	Default parking lot noise	PLot		-4.7	0.0	
Parking	Default parking lot noise	PLot		-4.8	0.0	
Parking	Default parking lot noise	PLot		-4.9	0.0	
Parking	Default parking lot noise	PLot		-5.3	0.0	
Parking	Default parking lot noise	PLot		-1.4	0.0	
Parking	Default parking lot noise	PLot		24.4	0.0	
Parking	Default parking lot noise	PLot		25.3	0.0	
Parking	Default parking lot noise	PLot		27.7	0.0	
Parking	Default parking lot noise	PLot		30.6	0.0	
Parking	Default parking lot noise	PLot		34.7	0.0	
Parking	Default parking lot noise	PLot		32.1	0.0	
Parking	Default parking lot noise	PLot		27.8	0.0	
Parking	Default parking lot noise	PLot		22.1	0.0	
Parking	Default parking lot noise	PLot		24.3	0.0	
Parking	Default parking lot noise	PLot		25.1	0.0	
Parking	Default parking lot noise	PLot		27.3	0.0	
Parking	Default parking lot noise	PLot		29.7	0.0	
Parking	Default parking lot noise	PLot		31.9	0.0	
Parking	Default parking lot noise	PLot		32.5	0.0	
Parking	Default parking lot noise	PLot		30.8	0.0	
Parking	Default parking lot noise	PLot		28.0	0.0	
Parking	Default parking lot noise	PLot		19.6	0.0	
Parking	Default parking lot noise	PLot		19.5	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Parking	Default parking lot noise	PLot		18.4	0.0	
Parking	Default parking lot noise	PLot		16.9	0.0	
Parking	Default parking lot noise	PLot		14.7	0.0	
Parking	Default parking lot noise	PLot		15.5	0.0	
Parking	Default parking lot noise	PLot		18.4	0.0	
Parking	Default parking lot noise	PLot		17.6	0.0	
Parking	Default parking lot noise	PLot		17.4	0.0	
Parking	Default parking lot noise	PLot		18.0	0.0	
Parking	Default parking lot noise	PLot		0.1	0.0	
Parking	Default parking lot noise	PLot		17.7	0.0	
Idling Diesel	Default industrial noise	Point		1.1	0.0	
Backup Alarms	Default industrial noise	Point		0.9	0.0	
Idling Diesel	Default industrial noise	Point		1.4	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		2.1	0.0	
Idling Diesel	Default industrial noise	Point		2.0	0.0	
Idling Diesel	Default industrial noise	Point		2.0	0.0	
Idling Diesel	Default industrial noise	Point		1.9	0.0	
Idling Diesel	Default industrial noise	Point		1.9	0.0	
Idling Diesel	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		1.7	0.0	
Backup Alarms	Default industrial noise	Point		1.7	0.0	
Backup Alarms	Default industrial noise	Point		1.6	0.0	
Backup Alarms	Default industrial noise	Point		1.6	0.0	
Idling Diesel	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		1.6	0.0	
Idling Diesel	Default industrial noise	Point		2.5	0.0	
Idling Diesel	Default industrial noise	Point		2.6	0.0	
Idling Diesel	Default industrial noise	Point		2.5	0.0	
Idling Diesel	Default industrial noise	Point		2.4	0.0	
Idling Diesel	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.3	0.0	
Backup Alarms	Default industrial noise	Point		2.2	0.0	
Backup Alarms	Default industrial noise	Point		2.2	0.0	
Backup Alarms	Default industrial noise	Point		2.1	0.0	
Backup Alarms	Default industrial noise	Point		2.1	0.0	
Backup Alarms	Default industrial noise	Point		2.0	0.0	
Backup Alarms	Default industrial noise	Point		2.0	0.0	
Idling Diesel	Default industrial noise	Point		2.2	0.0	
Backup Alarms	Default industrial noise	Point		1.9	0.0	
Idling Diesel	Default industrial noise	Point		3.1	0.0	
Idling Diesel	Default industrial noise	Point		3.0	0.0	
Idling Diesel	Default industrial noise	Point		2.9	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		2.9	0.0	
Idling Diesel	Default industrial noise	Point		2.8	0.0	
Idling Diesel	Default industrial noise	Point		2.7	0.0	
Backup Alarms	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.5	0.0	
Backup Alarms	Default industrial noise	Point		2.5	0.0	
Backup Alarms	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		3.8	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Idling Diesel	Default industrial noise	Point		3.6	0.0	
Idling Diesel	Default industrial noise	Point		3.5	0.0	
Idling Diesel	Default industrial noise	Point		3.4	0.0	
Backup Alarms	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		2.9	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Idling Diesel	Default industrial noise	Point		3.3	0.0	
Backup Alarms	Default industrial noise	Point		2.7	0.0	
Idling Diesel	Default industrial noise	Point		5.3	0.0	
Idling Diesel	Default industrial noise	Point		5.1	0.0	
Idling Diesel	Default industrial noise	Point		5.0	0.0	
Idling Diesel	Default industrial noise	Point		4.9	0.0	
Idling Diesel	Default industrial noise	Point		4.8	0.0	
Idling Diesel	Default industrial noise	Point		4.7	0.0	
Idling Diesel	Default industrial noise	Point		4.3	0.0	
Idling Diesel	Default industrial noise	Point		4.2	0.0	
Idling Diesel	Default industrial noise	Point		4.1	0.0	
Idling Diesel	Default industrial noise	Point		4.0	0.0	
Idling Diesel	Default industrial noise	Point		3.9	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Idling Diesel	Default industrial noise	Point		3.3	0.0	
Idling Diesel	Default industrial noise	Point		3.2	0.0	
Idling Diesel	Default industrial noise	Point		4.7	0.0	
Idling Diesel	Default industrial noise	Point		4.7	0.0	
Idling Diesel	Default industrial noise	Point		4.8	0.0	
Backup Alarms	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		2.9	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.5	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		1.9	0.0	
Backup Alarms	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		1.7	0.0	
Backup Alarms	Default industrial noise	Point		1.6	0.0	
Backup Alarms	Default industrial noise	Point		1.5	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		0.8	0.0	
Backup Alarms	Default industrial noise	Point		0.7	0.0	
Backup Alarms	Default industrial noise	Point		0.6	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.7	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		4.6	0.0	
Backup Alarms	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		6.1	0.0	
Idling Diesel	Default industrial noise	Point		6.0	0.0	
Idling Diesel	Default industrial noise	Point		5.8	0.0	
Idling Diesel	Default industrial noise	Point		5.7	0.0	
Idling Diesel	Default industrial noise	Point		5.6	0.0	
Idling Diesel	Default industrial noise	Point		5.5	0.0	
Backup Alarms	Default industrial noise	Point		3.8	0.0	
Backup Alarms	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		3.5	0.0	
Backup Alarms	Default industrial noise	Point		3.4	0.0	
Backup Alarms	Default industrial noise	Point		3.3	0.0	
Backup Alarms	Default industrial noise	Point		3.2	0.0	
Idling Diesel	Default industrial noise	Point		5.4	0.0	
Backup Alarms	Default industrial noise	Point		3.1	0.0	
Idling Diesel	Default industrial noise	Point		6.7	0.0	
Idling Diesel	Default industrial noise	Point		6.6	0.0	
Idling Diesel	Default industrial noise	Point		6.5	0.0	
Idling Diesel	Default industrial noise	Point		6.3	0.0	
Idling Diesel	Default industrial noise	Point		6.2	0.0	
Idling Diesel	Default industrial noise	Point		6.2	0.0	
Backup Alarms	Default industrial noise	Point		4.4	0.0	
Backup Alarms	Default industrial noise	Point		4.3	0.0	
Backup Alarms	Default industrial noise	Point		4.1	0.0	
Backup Alarms	Default industrial noise	Point		4.0	0.0	
Backup Alarms	Default industrial noise	Point		3.8	0.0	
Backup Alarms	Default industrial noise	Point		3.7	0.0	
Idling Diesel	Default industrial noise	Point		6.1	0.0	
Backup Alarms	Default industrial noise	Point		3.6	0.0	
Idling Diesel	Default industrial noise	Point		7.7	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		7.5	0.0	
Idling Diesel	Default industrial noise	Point		7.4	0.0	
Idling Diesel	Default industrial noise	Point		7.2	0.0	
Idling Diesel	Default industrial noise	Point		7.1	0.0	
Idling Diesel	Default industrial noise	Point		6.9	0.0	
Backup Alarms	Default industrial noise	Point		5.4	0.0	
Backup Alarms	Default industrial noise	Point		5.2	0.0	
Backup Alarms	Default industrial noise	Point		5.0	0.0	
Backup Alarms	Default industrial noise	Point		4.9	0.0	
Backup Alarms	Default industrial noise	Point		4.7	0.0	
Backup Alarms	Default industrial noise	Point		4.6	0.0	
Idling Diesel	Default industrial noise	Point		6.8	0.0	
Backup Alarms	Default industrial noise	Point		4.4	0.0	
Idling Diesel	Default industrial noise	Point		8.6	0.0	
Idling Diesel	Default industrial noise	Point		8.5	0.0	
Idling Diesel	Default industrial noise	Point		8.3	0.0	
Idling Diesel	Default industrial noise	Point		8.1	0.0	
Idling Diesel	Default industrial noise	Point		7.9	0.0	
Backup Alarms	Default industrial noise	Point		6.2	0.0	
Backup Alarms	Default industrial noise	Point		6.0	0.0	
Backup Alarms	Default industrial noise	Point		5.9	0.0	
Backup Alarms	Default industrial noise	Point		5.7	0.0	
Backup Alarms	Default industrial noise	Point		5.5	0.0	
Idling Diesel	Default industrial noise	Point		7.8	0.0	
Backup Alarms	Default industrial noise	Point		5.4	0.0	
Parking	Default parking lot noise	PLot		4.4	0.0	
Parking	Default parking lot noise	PLot		16.1	0.0	
Backup Alarms	Default industrial noise	Point		1.5	0.0	
Backup Alarms	Default industrial noise	Point		1.4	0.0	
Backup Alarms	Default industrial noise	Point		1.4	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Backup Alarms	Default industrial noise	Point		1.1	0.0	
Backup Alarms	Default industrial noise	Point		1.1	0.0	
Backup Alarms	Default industrial noise	Point		1.0	0.0	
Backup Alarms	Default industrial noise	Point		1.0	0.0	
Backup Alarms	Default industrial noise	Point		1.0	0.0	
Backup Alarms	Default industrial noise	Point		0.9	0.0	
Backup Alarms	Default industrial noise	Point		0.9	0.0	
Backup Alarms	Default industrial noise	Point		0.8	0.0	
Backup Alarms	Default industrial noise	Point		3.2	0.0	
Backup Alarms	Default industrial noise	Point		3.2	0.0	
Idling Diesel	Default industrial noise	Point		1.6	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		1.6	0.0	
Idling Diesel	Default industrial noise	Point		1.6	0.0	
Idling Diesel	Default industrial noise	Point		1.5	0.0	
Idling Diesel	Default industrial noise	Point		1.5	0.0	
Idling Diesel	Default industrial noise	Point		1.4	0.0	
Idling Diesel	Default industrial noise	Point		1.3	0.0	
Idling Diesel	Default industrial noise	Point		1.3	0.0	
Idling Diesel	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		1.1	0.0	
Idling Diesel	Default industrial noise	Point		1.0	0.0	
Idling Diesel	Default industrial noise	Point		1.0	0.0	
Idling Diesel	Default industrial noise	Point		1.0	0.0	
Idling Diesel	Default industrial noise	Point		0.9	0.0	
Idling Diesel	Default industrial noise	Point		2.8	0.0	
HVAC	Default industrial noise	Point		6.1	0.0	
HVAC	Default industrial noise	Point		10.0	0.0	
HVAC	Default industrial noise	Point		-3.4	0.0	
HVAC	Default industrial noise	Point		-3.1	0.0	
HVAC	Default industrial noise	Point		2.8	0.0	
HVAC	Default industrial noise	Point		-0.6	0.0	
HVAC	Default industrial noise	Point		6.8	0.0	
HVAC	Default industrial noise	Point		-2.2	0.0	
HVAC	Default industrial noise	Point		5.7	0.0	
HVAC	Default industrial noise	Point		-2.3	0.0	
Receiver -474,173 Fl G LrD,lim dB(A) LrD 40.3 dB(A)						
Parking	Default parking lot noise	PLot		2.6	0.0	
Parking	Default parking lot noise	PLot		4.1	0.0	
Parking	Default parking lot noise	PLot		18.8	0.0	
Parking	Default parking lot noise	PLot		19.7	0.0	
Parking	Default parking lot noise	PLot		26.6	0.0	
Parking	Default parking lot noise	PLot		29.2	0.0	
Parking	Default parking lot noise	PLot		32.3	0.0	
Parking	Default parking lot noise	PLot		34.6	0.0	
Parking	Default parking lot noise	PLot		33.5	0.0	
Parking	Default parking lot noise	PLot		30.4	0.0	
Parking	Default parking lot noise	PLot		27.6	0.0	
Parking	Default parking lot noise	PLot		24.8	0.0	
Parking	Default parking lot noise	PLot		19.3	0.0	
Parking	Default parking lot noise	PLot		-0.2	0.0	
Parking	Default parking lot noise	PLot		-1.4	0.0	
Parking	Default parking lot noise	PLot		-1.4	0.0	
Parking	Default parking lot noise	PLot		-1.4	0.0	
Parking	Default parking lot noise	PLot		-1.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Parking	Default parking lot noise	PLot		-1.6	0.0	
Parking	Default parking lot noise	PLot		-1.2	0.0	
Parking	Default parking lot noise	PLot		0.6	0.0	
Parking	Default parking lot noise	PLot		-3.0	0.0	
Parking	Default parking lot noise	PLot		-4.2	0.0	
Parking	Default parking lot noise	PLot		-4.3	0.0	
Parking	Default parking lot noise	PLot		-4.2	0.0	
Parking	Default parking lot noise	PLot		-4.4	0.0	
Parking	Default parking lot noise	PLot		-4.4	0.0	
Parking	Default parking lot noise	PLot		-4.6	0.0	
Parking	Default parking lot noise	PLot		-5.2	0.0	
Parking	Default parking lot noise	PLot		2.7	0.0	
Parking	Default parking lot noise	PLot		4.0	0.0	
Parking	Default parking lot noise	PLot		2.8	0.0	
Parking	Default parking lot noise	PLot		2.4	0.0	
Parking	Default parking lot noise	PLot		-0.8	0.0	
Parking	Default parking lot noise	PLot		0.7	0.0	
Parking	Default parking lot noise	PLot		2.1	0.0	
Parking	Default parking lot noise	PLot		2.5	0.0	
Parking	Default parking lot noise	PLot		3.9	0.0	
Parking	Default parking lot noise	PLot		3.5	0.0	
Parking	Default parking lot noise	PLot		5.1	0.0	
Parking	Default parking lot noise	PLot		4.0	0.0	
Idling Diesel	Default industrial noise	Point		5.9	0.0	
Backup Alarms	Default industrial noise	Point		5.3	0.0	
Idling Diesel	Default industrial noise	Point		4.7	0.0	
Backup Alarms	Default industrial noise	Point		4.3	0.0	
Idling Diesel	Default industrial noise	Point		2.9	0.0	
Idling Diesel	Default industrial noise	Point		3.0	0.0	
Idling Diesel	Default industrial noise	Point		3.1	0.0	
Idling Diesel	Default industrial noise	Point		3.3	0.0	
Idling Diesel	Default industrial noise	Point		3.4	0.0	
Idling Diesel	Default industrial noise	Point		3.5	0.0	
Backup Alarms	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.7	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		3.1	0.0	
Backup Alarms	Default industrial noise	Point		3.2	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		3.3	0.0	
Idling Diesel	Default industrial noise	Point		1.8	0.0	
Idling Diesel	Default industrial noise	Point		1.9	0.0	
Idling Diesel	Default industrial noise	Point		2.1	0.0	
Idling Diesel	Default industrial noise	Point		2.2	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.5	0.0	
Backup Alarms	Default industrial noise	Point		1.7	0.0	
Backup Alarms	Default industrial noise	Point		1.8	0.0	
Backup Alarms	Default industrial noise	Point		2.0	0.0	
Backup Alarms	Default industrial noise	Point		2.1	0.0	
Backup Alarms	Default industrial noise	Point		2.2	0.0	
Backup Alarms	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.4	0.0	
Idling Diesel	Default industrial noise	Point		0.8	0.0	
Idling Diesel	Default industrial noise	Point		0.9	0.0	
Idling Diesel	Default industrial noise	Point		1.0	0.0	
Idling Diesel	Default industrial noise	Point		1.2	0.0	
Idling Diesel	Default industrial noise	Point		1.3	0.0	
Idling Diesel	Default industrial noise	Point		1.4	0.0	
Backup Alarms	Default industrial noise	Point		0.9	0.0	
Backup Alarms	Default industrial noise	Point		1.0	0.0	
Backup Alarms	Default industrial noise	Point		1.1	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.4	0.0	
Idling Diesel	Default industrial noise	Point		1.5	0.0	
Backup Alarms	Default industrial noise	Point		1.5	0.0	
Idling Diesel	Default industrial noise	Point		-0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.2	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Backup Alarms	Default industrial noise	Point		2.5	0.0	
Backup Alarms	Default industrial noise	Point		0.3	0.0	
Backup Alarms	Default industrial noise	Point		0.4	0.0	
Backup Alarms	Default industrial noise	Point		0.5	0.0	
Backup Alarms	Default industrial noise	Point		0.6	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Backup Alarms	Default industrial noise	Point		0.7	0.0	
Idling Diesel	Default industrial noise	Point		4.9	0.0	
Idling Diesel	Default industrial noise	Point		4.9	0.0	
Idling Diesel	Default industrial noise	Point		5.0	0.0	
Idling Diesel	Default industrial noise	Point		5.1	0.0	
Idling Diesel	Default industrial noise	Point		5.2	0.0	
Idling Diesel	Default industrial noise	Point		5.3	0.0	
Idling Diesel	Default industrial noise	Point		5.3	0.0	
Idling Diesel	Default industrial noise	Point		5.4	0.0	
Idling Diesel	Default industrial noise	Point		5.5	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		5.6	0.0	
Idling Diesel	Default industrial noise	Point		5.7	0.0	
Idling Diesel	Default industrial noise	Point		5.8	0.0	
Idling Diesel	Default industrial noise	Point		6.0	0.0	
Idling Diesel	Default industrial noise	Point		6.1	0.0	
Idling Diesel	Default industrial noise	Point		6.2	0.0	
Idling Diesel	Default industrial noise	Point		6.3	0.0	
Idling Diesel	Default industrial noise	Point		6.5	0.0	
Backup Alarms	Default industrial noise	Point		2.5	0.0	
Backup Alarms	Default industrial noise	Point		2.6	0.0	
Backup Alarms	Default industrial noise	Point		2.7	0.0	
Backup Alarms	Default industrial noise	Point		2.7	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Backup Alarms	Default industrial noise	Point		2.9	0.0	
Backup Alarms	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		3.1	0.0	
Backup Alarms	Default industrial noise	Point		3.1	0.0	
Backup Alarms	Default industrial noise	Point		3.2	0.0	
Backup Alarms	Default industrial noise	Point		3.3	0.0	
Backup Alarms	Default industrial noise	Point		3.4	0.0	
Backup Alarms	Default industrial noise	Point		3.5	0.0	
Backup Alarms	Default industrial noise	Point		3.6	0.0	
Backup Alarms	Default industrial noise	Point		3.7	0.0	
Idling Diesel	Default industrial noise	Point		5.9	0.0	
Backup Alarms	Default industrial noise	Point		3.3	0.0	
Idling Diesel	Default industrial noise	Point		5.4	0.0	
Backup Alarms	Default industrial noise	Point		2.8	0.0	
Idling Diesel	Default industrial noise	Point		4.1	0.0	
Idling Diesel	Default industrial noise	Point		4.2	0.0	
Idling Diesel	Default industrial noise	Point		4.3	0.0	
Idling Diesel	Default industrial noise	Point		4.4	0.0	
Idling Diesel	Default industrial noise	Point		4.4	0.0	
Idling Diesel	Default industrial noise	Point		4.5	0.0	
Backup Alarms	Default industrial noise	Point		1.9	0.0	
Backup Alarms	Default industrial noise	Point		1.9	0.0	
Backup Alarms	Default industrial noise	Point		2.0	0.0	
Backup Alarms	Default industrial noise	Point		2.0	0.0	
Backup Alarms	Default industrial noise	Point		2.1	0.0	
Backup Alarms	Default industrial noise	Point		2.2	0.0	
Idling Diesel	Default industrial noise	Point		4.6	0.0	
Backup Alarms	Default industrial noise	Point		2.2	0.0	
Idling Diesel	Default industrial noise	Point		3.3	0.0	
Idling Diesel	Default industrial noise	Point		3.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		3.5	0.0	
Idling Diesel	Default industrial noise	Point		3.5	0.0	
Idling Diesel	Default industrial noise	Point		3.6	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		1.1	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Backup Alarms	Default industrial noise	Point		1.2	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Backup Alarms	Default industrial noise	Point		1.3	0.0	
Idling Diesel	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		1.4	0.0	
Idling Diesel	Default industrial noise	Point		2.7	0.0	
Idling Diesel	Default industrial noise	Point		2.8	0.0	
Idling Diesel	Default industrial noise	Point		2.8	0.0	
Idling Diesel	Default industrial noise	Point		2.9	0.0	
Idling Diesel	Default industrial noise	Point		2.9	0.0	
Idling Diesel	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		0.6	0.0	
Backup Alarms	Default industrial noise	Point		0.6	0.0	
Backup Alarms	Default industrial noise	Point		0.6	0.0	
Backup Alarms	Default industrial noise	Point		0.7	0.0	
Backup Alarms	Default industrial noise	Point		0.7	0.0	
Backup Alarms	Default industrial noise	Point		0.7	0.0	
Idling Diesel	Default industrial noise	Point		3.0	0.0	
Backup Alarms	Default industrial noise	Point		0.8	0.0	
Idling Diesel	Default industrial noise	Point		4.0	0.0	
Idling Diesel	Default industrial noise	Point		3.9	0.0	
Idling Diesel	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.3	0.0	
Idling Diesel	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		0.0	0.0	
Backup Alarms	Default industrial noise	Point		0.1	0.0	
Backup Alarms	Default industrial noise	Point		0.1	0.0	
Backup Alarms	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		2.4	0.0	
Backup Alarms	Default industrial noise	Point		0.2	0.0	
Parking	Default parking lot noise	PLot		1.4	0.0	
Parking	Default parking lot noise	PLot		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		3.6	0.0	
Backup Alarms	Default industrial noise	Point		3.7	0.0	
Backup Alarms	Default industrial noise	Point		3.8	0.0	
Backup Alarms	Default industrial noise	Point		3.9	0.0	
Backup Alarms	Default industrial noise	Point		4.1	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		4.2	0.0	
Backup Alarms	Default industrial noise	Point		4.5	0.0	
Backup Alarms	Default industrial noise	Point		4.6	0.0	
Backup Alarms	Default industrial noise	Point		4.8	0.0	
Backup Alarms	Default industrial noise	Point		4.9	0.0	
Backup Alarms	Default industrial noise	Point		5.0	0.0	
Backup Alarms	Default industrial noise	Point		5.2	0.0	
Backup Alarms	Default industrial noise	Point		5.6	0.0	
Backup Alarms	Default industrial noise	Point		5.7	0.0	
Backup Alarms	Default industrial noise	Point		5.8	0.0	
Backup Alarms	Default industrial noise	Point		6.0	0.0	
Backup Alarms	Default industrial noise	Point		6.1	0.0	
Idling Diesel	Default industrial noise	Point		4.0	0.0	
Idling Diesel	Default industrial noise	Point		4.1	0.0	
Idling Diesel	Default industrial noise	Point		4.3	0.0	
Idling Diesel	Default industrial noise	Point		4.4	0.0	
Idling Diesel	Default industrial noise	Point		4.6	0.0	
Idling Diesel	Default industrial noise	Point		4.6	0.0	
Idling Diesel	Default industrial noise	Point		5.0	0.0	
Idling Diesel	Default industrial noise	Point		5.1	0.0	
Idling Diesel	Default industrial noise	Point		5.3	0.0	
Idling Diesel	Default industrial noise	Point		5.4	0.0	
Idling Diesel	Default industrial noise	Point		5.6	0.0	
Idling Diesel	Default industrial noise	Point		5.7	0.0	
Idling Diesel	Default industrial noise	Point		6.2	0.0	
Idling Diesel	Default industrial noise	Point		6.3	0.0	
Idling Diesel	Default industrial noise	Point		6.5	0.0	
Idling Diesel	Default industrial noise	Point		6.6	0.0	
Idling Diesel	Default industrial noise	Point		6.8	0.0	
HVAC	Default industrial noise	Point		-3.7	0.0	
HVAC	Default industrial noise	Point		-3.7	0.0	
HVAC	Default industrial noise	Point		8.1	0.0	
HVAC	Default industrial noise	Point		8.0	0.0	
HVAC	Default industrial noise	Point		-1.0	0.0	
HVAC	Default industrial noise	Point		2.6	0.0	
HVAC	Default industrial noise	Point		-2.7	0.0	
HVAC	Default industrial noise	Point		6.3	0.0	
HVAC	Default industrial noise	Point		-2.7	0.0	
HVAC	Default industrial noise	Point		5.9	0.0	
Receiver -644,390 Fl G LrD,lim dB(A) LrD 54.2 dB(A)						
Parking	Default parking lot noise	PLot		0.9	0.0	
Parking	Default parking lot noise	PLot		-5.0	0.0	
Parking	Default parking lot noise	PLot		-3.2	0.0	
Parking	Default parking lot noise	PLot		-5.9	0.0	
Parking	Default parking lot noise	PLot		-0.3	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Parking	Default parking lot noise	PLot		0.2	0.0	
Parking	Default parking lot noise	PLot		0.9	0.0	
Parking	Default parking lot noise	PLot		1.5	0.0	
Parking	Default parking lot noise	PLot		2.1	0.0	
Parking	Default parking lot noise	PLot		2.8	0.0	
Parking	Default parking lot noise	PLot		3.8	0.0	
Parking	Default parking lot noise	PLot		13.3	0.0	
Parking	Default parking lot noise	PLot		21.9	0.0	
Parking	Default parking lot noise	PLot		14.8	0.0	
Parking	Default parking lot noise	PLot		7.1	0.0	
Parking	Default parking lot noise	PLot		6.2	0.0	
Parking	Default parking lot noise	PLot		5.4	0.0	
Parking	Default parking lot noise	PLot		4.6	0.0	
Parking	Default parking lot noise	PLot		3.6	0.0	
Parking	Default parking lot noise	PLot		2.9	0.0	
Parking	Default parking lot noise	PLot		0.0	0.0	
Parking	Default parking lot noise	PLot		12.1	0.0	
Parking	Default parking lot noise	PLot		4.4	0.0	
Parking	Default parking lot noise	PLot		3.2	0.0	
Parking	Default parking lot noise	PLot		2.5	0.0	
Parking	Default parking lot noise	PLot		1.7	0.0	
Parking	Default parking lot noise	PLot		1.2	0.0	
Parking	Default parking lot noise	PLot		0.5	0.0	
Parking	Default parking lot noise	PLot		-0.6	0.0	
Parking	Default parking lot noise	PLot		1.7	0.0	
Parking	Default parking lot noise	PLot		3.2	0.0	
Parking	Default parking lot noise	PLot		2.1	0.0	
Parking	Default parking lot noise	PLot		1.7	0.0	
Parking	Default parking lot noise	PLot		-1.7	0.0	
Parking	Default parking lot noise	PLot		-0.2	0.0	
Parking	Default parking lot noise	PLot		1.1	0.0	
Parking	Default parking lot noise	PLot		1.7	0.0	
Parking	Default parking lot noise	PLot		3.3	0.0	
Parking	Default parking lot noise	PLot		2.9	0.0	
Parking	Default parking lot noise	PLot		21.2	0.0	
Parking	Default parking lot noise	PLot		3.3	0.0	
Idling Diesel	Default industrial noise	Point		34.6	0.0	
Backup Alarms	Default industrial noise	Point		27.5	0.0	
Idling Diesel	Default industrial noise	Point		36.2	0.0	
Backup Alarms	Default industrial noise	Point		30.3	0.0	
Idling Diesel	Default industrial noise	Point		38.8	0.0	
Idling Diesel	Default industrial noise	Point		38.8	0.0	
Idling Diesel	Default industrial noise	Point		38.9	0.0	
Idling Diesel	Default industrial noise	Point		38.8	0.0	
Idling Diesel	Default industrial noise	Point		38.7	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		38.6	0.0	
Backup Alarms	Default industrial noise	Point		33.1	0.0	
Backup Alarms	Default industrial noise	Point		33.1	0.0	
Backup Alarms	Default industrial noise	Point		33.2	0.0	
Backup Alarms	Default industrial noise	Point		33.1	0.0	
Backup Alarms	Default industrial noise	Point		33.0	0.0	
Backup Alarms	Default industrial noise	Point		32.9	0.0	
Idling Diesel	Default industrial noise	Point		38.5	0.0	
Backup Alarms	Default industrial noise	Point		32.7	0.0	
Idling Diesel	Default industrial noise	Point		37.0	0.0	
Idling Diesel	Default industrial noise	Point		37.3	0.0	
Idling Diesel	Default industrial noise	Point		37.6	0.0	
Idling Diesel	Default industrial noise	Point		37.9	0.0	
Idling Diesel	Default industrial noise	Point		38.1	0.0	
Idling Diesel	Default industrial noise	Point		38.4	0.0	
Backup Alarms	Default industrial noise	Point		31.1	0.0	
Backup Alarms	Default industrial noise	Point		31.5	0.0	
Backup Alarms	Default industrial noise	Point		31.8	0.0	
Backup Alarms	Default industrial noise	Point		32.1	0.0	
Backup Alarms	Default industrial noise	Point		32.4	0.0	
Backup Alarms	Default industrial noise	Point		32.6	0.0	
Idling Diesel	Default industrial noise	Point		38.5	0.0	
Backup Alarms	Default industrial noise	Point		32.8	0.0	
Idling Diesel	Default industrial noise	Point		35.3	0.0	
Idling Diesel	Default industrial noise	Point		35.0	0.0	
Idling Diesel	Default industrial noise	Point		35.3	0.0	
Idling Diesel	Default industrial noise	Point		35.6	0.0	
Idling Diesel	Default industrial noise	Point		35.9	0.0	
Idling Diesel	Default industrial noise	Point		36.0	0.0	
Backup Alarms	Default industrial noise	Point		28.3	0.0	
Backup Alarms	Default industrial noise	Point		28.7	0.0	
Backup Alarms	Default industrial noise	Point		29.0	0.0	
Backup Alarms	Default industrial noise	Point		29.4	0.0	
Backup Alarms	Default industrial noise	Point		29.7	0.0	
Backup Alarms	Default industrial noise	Point		30.1	0.0	
Idling Diesel	Default industrial noise	Point		36.3	0.0	
Backup Alarms	Default industrial noise	Point		30.4	0.0	
Idling Diesel	Default industrial noise	Point		34.3	0.0	
Idling Diesel	Default industrial noise	Point		34.4	0.0	
Idling Diesel	Default industrial noise	Point		34.5	0.0	
Idling Diesel	Default industrial noise	Point		34.6	0.0	
Idling Diesel	Default industrial noise	Point		34.8	0.0	
Backup Alarms	Default industrial noise	Point		28.1	0.0	
Backup Alarms	Default industrial noise	Point		28.2	0.0	
Backup Alarms	Default industrial noise	Point		28.4	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		28.5	0.0	
Backup Alarms	Default industrial noise	Point		28.7	0.0	
Idling Diesel	Default industrial noise	Point		34.9	0.0	
Backup Alarms	Default industrial noise	Point		27.7	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Idling Diesel	Default industrial noise	Point		0.2	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.0	0.0	
Idling Diesel	Default industrial noise	Point		0.0	0.0	
Idling Diesel	Default industrial noise	Point		-0.1	0.0	
Idling Diesel	Default industrial noise	Point		-0.3	0.0	
Idling Diesel	Default industrial noise	Point		-0.3	0.0	
Idling Diesel	Default industrial noise	Point		-0.4	0.0	
Idling Diesel	Default industrial noise	Point		-0.5	0.0	
Idling Diesel	Default industrial noise	Point		-0.5	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.4	0.0	
Backup Alarms	Default industrial noise	Point		-2.4	0.0	
Backup Alarms	Default industrial noise	Point		-2.5	0.0	
Backup Alarms	Default industrial noise	Point		-2.5	0.0	
Backup Alarms	Default industrial noise	Point		-2.8	0.0	
Backup Alarms	Default industrial noise	Point		-2.9	0.0	
Backup Alarms	Default industrial noise	Point		-3.0	0.0	
Backup Alarms	Default industrial noise	Point		-3.1	0.0	
Backup Alarms	Default industrial noise	Point		-3.1	0.0	
Idling Diesel	Default industrial noise	Point		-0.1	0.0	
Backup Alarms	Default industrial noise	Point		-2.6	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Idling Diesel	Default industrial noise	Point		0.6	0.0	
Idling Diesel	Default industrial noise	Point		0.6	0.0	
Idling Diesel	Default industrial noise	Point		0.6	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Backup Alarms	Default industrial noise	Point		-1.7	0.0	
Backup Alarms	Default industrial noise	Point		-1.7	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.5	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Backup Alarms	Default industrial noise	Point		-1.8	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Backup Alarms	Default industrial noise	Point		-1.9	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Idling Diesel	Default industrial noise	Point		0.4	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Idling Diesel	Default industrial noise	Point		0.3	0.0	
Backup Alarms	Default industrial noise	Point		-2.0	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	
Idling Diesel	Default industrial noise	Point		0.1	0.0	
Backup Alarms	Default industrial noise	Point		-2.2	0.0	
Parking	Default parking lot noise	PLot		22.4	0.0	
Parking	Default parking lot noise	PLot		21.0	0.0	
Backup Alarms	Default industrial noise	Point		32.2	0.0	
Backup Alarms	Default industrial noise	Point		31.9	0.0	
Backup Alarms	Default industrial noise	Point		31.6	0.0	
Backup Alarms	Default industrial noise	Point		31.2	0.0	
Backup Alarms	Default industrial noise	Point		30.9	0.0	
Backup Alarms	Default industrial noise	Point		30.6	0.0	
Backup Alarms	Default industrial noise	Point		29.5	0.0	
Backup Alarms	Default industrial noise	Point		29.2	0.0	
Backup Alarms	Default industrial noise	Point		28.8	0.0	
Backup Alarms	Default industrial noise	Point		28.5	0.0	
Backup Alarms	Default industrial noise	Point		28.2	0.0	
Backup Alarms	Default industrial noise	Point		27.8	0.0	
Backup Alarms	Default industrial noise	Point		28.3	0.0	
Backup Alarms	Default industrial noise	Point		28.1	0.0	
Backup Alarms	Default industrial noise	Point		28.0	0.0	
Backup Alarms	Default industrial noise	Point		27.9	0.0	
Backup Alarms	Default industrial noise	Point		27.8	0.0	
Idling Diesel	Default industrial noise	Point		38.0	0.0	
Idling Diesel	Default industrial noise	Point		37.7	0.0	
Idling Diesel	Default industrial noise	Point		37.4	0.0	
Idling Diesel	Default industrial noise	Point		37.1	0.0	
Idling Diesel	Default industrial noise	Point		36.8	0.0	
Idling Diesel	Default industrial noise	Point		36.4	0.0	
Idling Diesel	Default industrial noise	Point		35.7	0.0	
Idling Diesel	Default industrial noise	Point		35.4	0.0	
Idling Diesel	Default industrial noise	Point		35.1	0.0	
Idling Diesel	Default industrial noise	Point		34.7	0.0	
Idling Diesel	Default industrial noise	Point		34.5	0.0	
Idling Diesel	Default industrial noise	Point		34.2	0.0	
Idling Diesel	Default industrial noise	Point		34.3	0.0	
Idling Diesel	Default industrial noise	Point		34.2	0.0	
Idling Diesel	Default industrial noise	Point		34.1	0.0	
Idling Diesel	Default industrial noise	Point		34.0	0.0	
Idling Diesel	Default industrial noise	Point		33.9	0.0	
HVAC	Default industrial noise	Point		6.3	0.0	
HVAC	Default industrial noise	Point		-1.0	0.0	
HVAC	Default industrial noise	Point		6.0	0.0	

Source	Source group	Source ty	Tr. lane	LrD dB(A)	A dB	
HVAC	Default industrial noise	Point		-1.0	0.0	
HVAC	Default industrial noise	Point		3.9	0.0	
HVAC	Default industrial noise	Point		3.8	0.0	
HVAC	Default industrial noise	Point		0.6	0.0	
HVAC	Default industrial noise	Point		0.6	0.0	
HVAC	Default industrial noise	Point		6.5	0.0	
HVAC	Default industrial noise	Point		6.5	0.0	

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Receiver -217,386 Fl G LrD,lim dB(A) LrD 47.5 dB(A)																													
Backup Alarms	LrD	23.7														23.7													
Backup Alarms	LrD	23.5														23.5													
Backup Alarms	LrD	23.5														23.5													
Backup Alarms	LrD	23.8														23.8													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	23.9														23.9													
Backup Alarms	LrD	23.9														23.9													
Backup Alarms	LrD	22.7														22.7													
Backup Alarms	LrD	22.6														22.6													
Backup Alarms	LrD	22.5														22.5													
Backup Alarms	LrD	23.1														23.1													
Backup Alarms	LrD	23.4														23.4													
Backup Alarms	LrD	23.3														23.3													
Backup Alarms	LrD	23.2														23.2													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-2.8														-2.8													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-2.6														-2.6													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-2.9														-2.9													
Backup Alarms	LrD	-3.0														-3.0													
Backup Alarms	LrD	22.5														22.5													
Backup Alarms	LrD	-2.9														-2.9													
Backup Alarms	LrD	-2.8														-2.8													
Backup Alarms	LrD	-2.9														-2.9													
Backup Alarms	LrD	-2.9														-2.9													
Backup Alarms	LrD	23.5														23.5													
Backup Alarms	LrD	23.6														23.6													
Backup Alarms	LrD	23.6														23.6													
Backup Alarms	LrD	23.7														23.7													
Backup Alarms	LrD	23.1														23.1													
Backup Alarms	LrD	23.4														23.4													

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	23.3														23.3													
Backup Alarms	LrD	23.2														23.2													
Backup Alarms	LrD	23.9														23.9													
Backup Alarms	LrD	22.9														22.9													
Backup Alarms	LrD	22.8														22.8													
Backup Alarms	LrD	23.0														23.0													
Backup Alarms	LrD	23.8														23.8													
Backup Alarms	LrD	23.8														23.8													
Backup Alarms	LrD	23.9														23.9													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	23.7														23.7													
Backup Alarms	LrD	23.2														23.2													
Backup Alarms	LrD	23.1														23.1													
Backup Alarms	LrD	22.3														22.3													
Backup Alarms	LrD	24.5														24.5													
Backup Alarms	LrD	22.4														22.4													
Backup Alarms	LrD	23.0														23.0													
Backup Alarms	LrD	24.1														24.1													
Backup Alarms	LrD	24.1														24.1													
Backup Alarms	LrD	24.1														24.1													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	24.2														24.2													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	24.0														24.0													
Backup Alarms	LrD	-2.6														-2.6													
Backup Alarms	LrD	-3.3														-3.3													
Backup Alarms	LrD	-3.3														-3.3													
Backup Alarms	LrD	-3.4														-3.4													
Backup Alarms	LrD	-3.4														-3.4													
Backup Alarms	LrD	-3.3														-3.3													
Backup Alarms	LrD	-3.7														-3.7													
Backup Alarms	LrD	-3.8														-3.8													
Backup Alarms	LrD	-3.8														-3.8													
Backup Alarms	LrD	-3.3														-3.3													
Backup Alarms	LrD	-3.5														-3.5													
Backup Alarms	LrD	-3.2														-3.2													

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	-3.2														-3.2													
Backup Alarms	LrD	-2.8														-2.8													
Backup Alarms	LrD	-2.7														-2.7													
Backup Alarms	LrD	-3.1														-3.1													
Backup Alarms	LrD	-3.0														-3.0													
Backup Alarms	LrD	-3.0														-3.0													
Backup Alarms	LrD	-3.1														-3.1													
Backup Alarms	LrD	-3.1														-3.1													
Backup Alarms	LrD	-4.0														-4.0													
Backup Alarms	LrD	-4.1														-4.1													
Backup Alarms	LrD	-3.9														-3.9													
Backup Alarms	LrD	-4.0														-4.0													
Backup Alarms	LrD	-2.6														-2.6													
Backup Alarms	LrD	-3.9														-3.9													
Backup Alarms	LrD	-3.5														-3.5													
Backup Alarms	LrD	-4.1														-4.1													
Backup Alarms	LrD	-3.6														-3.6													
Backup Alarms	LrD	-3.6														-3.6													
Backup Alarms	LrD	-2.6														-2.6													
Backup Alarms	LrD	-3.7														-3.7													
Backup Alarms	LrD	-2.6														-2.6													
HVAC	LrD	3.1	-46.8	-40.7	-36.7	-23.7	-18.8	-24.8	-16.8	-14.8	-15.9	-13.9	-13.9	-12.0	-11.0	-10.1	-6.2	-4.4	-8.6	-6.8	-5.8	-8.4	-8.3	-12.8	-14.1	-19.7	-25.4	-38.8	-56.2
HVAC	LrD	-2.8	-50.3	-44.4	-40.5	-27.5	-22.7	-28.7	-21.9	-20.0	-21.1	-19.2	-19.3	-17.4	-16.5	-15.6	-11.8	-9.8	-14.1	-12.6	-11.9	-15.1	-15.9	-21.8	-25.3	-34.2	-44.9	-65.8	-94.1
HVAC	LrD	-2.7	-50.1	-44.2	-40.3	-27.4	-22.5	-28.6	-21.7	-19.8	-21.0	-19.1	-19.1	-17.3	-16.4	-15.5	-11.7	-9.6	-14.0	-12.4	-11.8	-14.9	-15.7	-21.6	-25.0	-33.8	-44.3	-65.0	-92.9
HVAC	LrD	2.6	-46.6	-40.6	-36.7	-23.8	-18.9	-24.9	-16.9	-15.0	-16.1	-14.2	-14.2	-12.3	-11.4	-10.4	-6.5	-4.8	-9.0	-7.3	-6.3	-9.0	-9.0	-13.7	-15.2	-21.2	-27.2	-41.3	-59.6
HVAC	LrD	2.8	-46.4	-40.4	-36.5	-23.6	-18.7	-24.7	-16.8	-14.9	-16.0	-14.0	-14.0	-12.1	-11.2	-10.2	-6.4	-4.6	-8.8	-7.1	-6.1	-8.8	-8.8	-13.5	-14.9	-20.8	-26.8	-40.7	-58.7
HVAC	LrD	-1.3	-49.4	-43.4	-39.5	-26.6	-21.6	-27.7	-20.5	-18.6	-19.7	-17.8	-17.8	-15.9	-15.0	-14.1	-10.3	-8.3	-12.6	-11.0	-10.3	-13.3	-13.8	-19.3	-22.1	-30.0	-39.1	-57.6	-82.4
HVAC	LrD	-1.4	-49.5	-43.5	-39.6	-26.7	-21.7	-27.8	-20.6	-18.7	-19.8	-17.9	-17.9	-16.1	-15.2	-14.3	-10.4	-8.4	-12.7	-11.2	-10.4	-13.4	-14.0	-19.5	-22.4	-30.3	-39.5	-58.3	-83.3
HVAC	LrD	3.7	-46.2	-40.2	-36.2	-23.2	-18.3	-24.3	-16.2	-14.3	-15.4	-13.4	-13.4	-11.4	-10.5	-9.5	-5.6	-3.8	-8.0	-6.2	-5.2	-7.7	-7.5	-12.0	-13.1	-18.5	-23.8	-36.7	-53.3
HVAC	LrD	1.0	-48.1	-42.1	-38.1	-25.2	-20.2	-26.3	-18.4	-16.5	-17.6	-15.7	-15.7	-13.8	-12.9	-11.9	-8.1	-6.3	-10.5	-8.8	-8.0	-10.8	-11.0	-15.9	-17.9	-24.5	-31.7	-47.4	-68.0
HVAC	LrD	1.1	-48.0	-42.0	-38.1	-25.1	-20.2	-26.2	-18.3	-16.4	-17.5	-15.6	-15.6	-13.7	-12.7	-11.8	-7.9	-6.2	-10.4	-8.7	-7.8	-10.6	-10.8	-15.7	-17.7	-24.3	-31.3	-46.8	-67.2
Idling Diesel	LrD	29.7	-20.8	-16.1	-11.9	-10.3	-5.4	-0.1	-0.2	17.0	7.2	2.8	3.6	6.5	12.2	13.5	14.1	20.8	24.9	20.1	20.1	19.4	16.6	13.4	9.8	5.4	-2.4	-13.0	-26.3
Idling Diesel	LrD	29.6	-20.9	-16.1	-12.0	-10.4	-5.4	-0.1	-0.3	16.9	7.1	2.7	3.5	6.4	12.1	13.5	14.0	20.8	24.8	20.0	20.0	19.3	16.5	13.3	9.7	5.2	-2.6	-13.3	-26.6
Idling Diesel	LrD	29.8	-20.8	-16.0	-11.8	-10.2	-5.3	0.0	-0.1	17.1	7.3	2.9	3.7	6.6	12.2	13.6	14.2	20.9	24.9	20.2	20.2	19.5	16.7	13.5	9.9	5.5	-2.2	-12.8	-26.0
Idling Diesel	LrD	30.4	-21.9	-17.1	-13.0	-11.4	-6.5	-1.1	-1.6	13.3	5.8	1.5	2.3	7.5	13.1	14.5	15.1	21.9	25.9	21.0	21.0	20.2	17.3	13.9	9.9	4.9	-3.7	-15.5	-30.6
Idling Diesel	LrD	29.4	-21.8	-17.0	-12.9	-11.3	-6.4	-1.0	-1.4	13.5	6.0	1.6	2.4	5.3	12.0	13.4	14.0	20.8	24.8	19.9	19.9	19.1	16.2	12.8	8.9	4.0	-4.5	-16.3	-31.0

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.6	-24.6	-20.2	-22.8	-8.8	-19.6	-18.2	-18.4	-16.5	-14.4	-14.0	-14.5	-12.4	-9.5	-15.2	-15.5	-16.9	-19.5	-24.3	-30.6	-39.0	-52.7	-72.0	-97.6
Idling Diesel	LrD	-2.4	-36.6	-32.7	-29.4	-28.8	-24.8	-20.4	-22.9	-9.0	-19.8	-18.4	-18.6	-16.7	-14.6	-14.2	-14.7	-12.6	-9.7	-15.0	-15.4	-16.7	-20.5	-25.1	-31.1	-39.1	-52.4	-71.3	-96.6
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.6	-24.6	-20.2	-22.7	-8.8	-19.6	-18.2	-18.4	-16.5	-14.4	-14.0	-14.5	-12.3	-9.5	-15.2	-15.6	-16.9	-19.5	-24.4	-30.6	-39.1	-52.8	-72.1	-97.8
Idling Diesel	LrD	28.9	-21.4	-16.7	-12.5	-10.9	-6.0	-0.7	-1.0	16.3	6.4	2.1	2.9	5.8	11.4	12.8	13.4	20.1	24.1	19.4	19.4	18.6	15.7	12.5	8.7	4.0	-4.2	-15.4	-29.4
Idling Diesel	LrD	-2.5	-36.6	-32.7	-29.5	-28.8	-24.8	-20.4	-23.0	-9.0	-19.8	-18.4	-18.6	-16.7	-14.6	-14.3	-14.8	-12.6	-9.7	-15.0	-15.4	-16.7	-20.5	-25.1	-31.1	-39.1	-52.4	-71.3	-96.5
Idling Diesel	LrD	-2.4	-36.6	-32.7	-29.4	-28.7	-24.7	-20.3	-22.9	-9.0	-19.8	-18.3	-18.6	-16.7	-14.6	-14.2	-14.7	-12.5	-9.7	-15.1	-15.4	-16.7	-20.5	-25.2	-31.1	-39.2	-52.5	-71.4	-96.7
Idling Diesel	LrD	-2.3	-36.6	-32.7	-29.4	-28.7	-24.7	-20.3	-22.8	-8.9	-19.7	-18.3	-18.5	-16.6	-14.5	-14.1	-14.6	-12.5	-9.6	-15.1	-15.5	-16.8	-19.3	-24.1	-30.3	-38.7	-52.3	-71.5	-97.0
Idling Diesel	LrD	-2.3	-36.6	-32.7	-29.4	-28.7	-24.6	-20.3	-22.8	-8.9	-19.7	-18.3	-18.5	-16.6	-14.5	-14.1	-14.6	-12.4	-9.6	-15.1	-15.5	-16.8	-19.3	-24.2	-30.4	-38.8	-52.4	-71.6	-97.2
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.6	-24.6	-20.2	-22.8	-8.9	-19.7	-18.2	-18.5	-16.6	-14.4	-14.1	-14.6	-12.4	-9.5	-15.1	-15.5	-16.8	-19.4	-24.2	-30.5	-38.9	-52.5	-71.7	-97.3
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.6	-24.6	-20.2	-22.8	-8.8	-19.6	-18.2	-18.4	-16.5	-14.4	-14.1	-14.6	-12.4	-9.5	-15.2	-15.5	-16.9	-19.4	-24.3	-30.5	-38.9	-52.6	-71.8	-97.5
Idling Diesel	LrD	-2.5	-36.7	-32.8	-29.5	-28.8	-24.8	-20.4	-23.0	-9.1	-19.9	-18.4	-18.7	-16.8	-14.6	-14.3	-14.8	-12.6	-9.7	-15.0	-15.4	-16.7	-20.5	-25.1	-31.0	-39.1	-52.3	-71.2	-96.5
Idling Diesel	LrD	28.8	-21.5	-16.7	-12.6	-11.0	-6.1	-0.8	-1.1	16.2	6.3	2.0	2.8	5.7	11.3	12.7	13.3	20.0	24.1	19.3	19.3	18.5	15.6	12.3	8.5	3.8	-4.4	-15.7	-29.9
Idling Diesel	LrD	28.7	-21.6	-16.8	-12.7	-11.1	-6.1	-0.8	-1.2	16.0	6.2	1.9	2.6	5.6	11.2	12.6	13.2	19.9	23.9	19.1	19.1	18.4	15.5	12.2	8.4	3.6	-4.7	-16.0	-30.4
Idling Diesel	LrD	29.5	-21.7	-16.9	-12.8	-11.2	-6.2	-0.9	-1.3	15.9	6.1	1.8	2.5	5.4	11.1	13.5	14.0	20.8	24.8	20.0	20.0	19.2	16.3	12.9	9.0	4.1	-4.3	-15.9	-30.6
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.5	-24.5	-20.1	-22.7	-8.7	-19.5	-18.1	-18.3	-16.4	-14.3	-13.9	-14.4	-12.3	-9.4	-15.4	-15.8	-17.1	-20.9	-25.7	-31.8	-40.0	-53.6	-73.0	-99.0
Idling Diesel	LrD	-2.2	-36.5	-32.6	-29.3	-28.5	-24.5	-20.1	-22.7	-8.7	-19.5	-18.0	-18.3	-16.4	-14.3	-13.9	-14.4	-12.2	-9.4	-15.4	-15.8	-17.2	-21.0	-25.7	-31.8	-40.1	-53.8	-73.2	-99.3
Idling Diesel	LrD	-2.5	-36.7	-32.8	-29.5	-28.8	-24.8	-20.5	-23.0	-9.1	-19.9	-18.5	-18.7	-16.8	-14.7	-14.3	-14.8	-12.6	-9.8	-15.0	-15.4	-16.7	-20.5	-25.1	-31.0	-39.1	-52.3	-71.2	-96.4
Idling Diesel	LrD	-2.5	-36.7	-32.8	-29.5	-28.9	-24.9	-20.5	-23.0	-9.1	-19.9	-18.5	-18.7	-16.8	-14.7	-14.3	-14.8	-12.7	-9.8	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.3	-71.1	-96.3
Idling Diesel	LrD	-2.2	-36.5	-32.5	-29.2	-28.5	-24.5	-20.1	-22.7	-8.7	-19.5	-18.1	-18.3	-16.4	-14.3	-14.0	-14.5	-12.3	-9.4	-15.3	-15.6	-17.0	-19.6	-24.6	-30.8	-39.3	-53.1	-72.5	-98.4
Idling Diesel	LrD	-2.2	-36.4	-32.5	-29.2	-28.5	-24.5	-20.1	-22.7	-8.7	-19.5	-18.1	-18.3	-16.4	-14.3	-13.9	-14.4	-12.2	-9.4	-15.3	-15.6	-17.0	-20.8	-25.6	-31.6	-39.9	-53.4	-72.7	-98.6
Idling Diesel	LrD	-2.2	-36.4	-32.5	-29.2	-28.5	-24.5	-20.1	-22.6	-8.7	-19.5	-18.1	-18.3	-16.4	-14.3	-13.9	-14.4	-12.2	-9.4	-15.3	-15.7	-17.1	-20.9	-25.6	-31.7	-39.9	-53.5	-72.9	-98.8
Idling Diesel	LrD	-3.0	-37.2	-33.4	-30.1	-29.5	-25.5	-21.1	-23.7	-9.8	-20.6	-19.2	-19.4	-17.6	-15.4	-15.1	-15.6	-13.4	-10.1	-15.1	-15.5	-16.8	-19.2	-24.1	-30.3	-38.7	-52.3	-71.5	-97.1
Idling Diesel	LrD	-3.0	-37.2	-33.4	-30.1	-29.4	-25.5	-21.1	-23.7	-9.8	-20.6	-19.2	-19.4	-17.5	-15.4	-15.0	-15.5	-13.4	-10.1	-15.1	-15.5	-16.8	-19.2	-24.0	-30.2	-38.6	-52.2	-71.4	-97.0
Idling Diesel	LrD	-3.6	-37.8	-34.0	-30.7	-30.1	-26.1	-21.7	-24.3	-10.4	-21.3	-19.8	-20.1	-18.2	-16.1	-15.7	-16.2	-14.1	-10.4	-15.4	-15.8	-17.2	-21.0	-25.8	-31.9	-40.2	-53.8	-73.3	-99.4
Idling Diesel	LrD	-3.5	-37.7	-33.9	-30.7	-30.0	-26.0	-21.7	-24.3	-10.4	-21.2	-19.8	-20.0	-18.1	-16.0	-15.7	-16.2	-14.0	-10.4	-15.4	-15.8	-17.2	-21.0	-25.7	-31.8	-40.1	-53.7	-73.1	-99.2
Idling Diesel	LrD	-3.2	-37.4	-33.5	-30.3	-29.6	-25.7	-21.3	-23.9	-10.0	-20.8	-19.4	-19.6	-17.8	-15.6	-15.3	-15.8	-13.6	-10.1	-15.2	-15.6	-16.9	-19.4	-24.3	-30.5	-39.0	-52.7	-72.0	-97.7
Idling Diesel	LrD	-3.1	-37.3	-33.5	-30.3	-29.6	-25.6	-21.3	-23.9	-9.9	-20.8	-19.3	-19.6	-17.7	-15.6	-15.2	-15.7	-13.5	-10.1	-15.2	-15.5	-16.9	-19.4	-24.2	-30.5	-38.9	-52.6	-71.9	-97.6
Idling Diesel	LrD	-3.1	-37.3	-33.5	-30.2	-29.6	-25.6	-21.2	-23.8	-9.9	-20.7	-19.3	-19.5	-17.7	-15.5	-15.2	-15.7	-13.5	-10.1	-15.2	-15.5	-16.9	-19.3	-24.2	-30.4	-38.8	-52.5	-71.8	-97.4
Idling Diesel	LrD	-3.0	-37.3	-33.4	-30.2	-29.5	-25.5	-21.2	-23.8	-9.8	-20.7	-19.2	-19.5	-17.6	-15.5	-15.1	-15.6	-13.4	-10.1	-15.1	-15.5	-16.8	-19.3	-24.1	-30.3	-38.7	-52.4	-71.6	-97.2
Idling Diesel	LrD	30.4	-20.3	-15.5	-11.3	-9.7	-4.8	0.5	0.5	17.7	7.8	3.5	4.3	7.2	12.8	14.2	14.8	21.5	25.5	20.7	20.8	20.1	17.3	14.3	10.8	6.6	-0.9	-11.1	-23.6
Idling Diesel	LrD	30.3	-20.3	-15.5	-11.4	-9.8	-4.9	0.5	0.5	17.6	7.8	3.5	4.3	7.2	12.8	14.2	14.8	21.4	25.5	20.7	20.8	20.1	17.3	14.2	10.7	6.5	-1.0	-11.2	-23.7
Idling Diesel	LrD	30.3	-20.4	-15.6	-11.4	-9.8	-4.9	0.4	0.4	17.6	7.8	3.4	4.2	7.1	12.7	14.1	14.7	21.4	25.4	20.7	20.7	20.0	17.3	14.2	10.7	6.4	-1.1	-11.3	-23.9
Idling Diesel	LrD	30.2	-20.4	-15.6	-11.4	-9.9	-4.9	0.4	0.4	17.5	7.7	3.4	4.2	7.1	12.7	14.1	14.7	21.4	25.4	20.6	20.7	20.0	17.2	14.1	10.6	6.3	-1.2	-11.4	-24.1
Idling Diesel	LrD	-3.5	-37.7	-33.9	-30.6	-30.0	-26.0	-21.6	-24.2	-10.3	-21.1	-19.7	-20.0	-18.1	-16.0	-15.6	-16.1	-14.0	-10.3	-15.4	-15.7	-17.1	-20.9	-25.7	-31.7	-40.0	-53.6	-73.0	-99.0
Idling Diesel	LrD	-3.4	-37.6	-33.8	-30.6	-29.9	-25.9	-21.6	-24.2	-10.3	-21.1	-19.7	-19.9	-18.0	-15.9	-15.6	-16.1	-13.9	-10.3	-15.4	-15.7	-17.1	-20.9	-25.6	-31.7	-39.9	-53.5	-72.8	-98.7
Idling Diesel	LrD	-3.4	-37.6	-33.7	-30.5	-29.9	-25.9	-21.5	-24.1	-10.2	-21.0	-19.6	-19.8	-18.0	-15.8	-15.5	-16.0	-13.8	-10.3	-15.3	-15.7	-17.0	-20.9	-25.6	-31.6	-39.8	-53.4	-72.7	-98.5

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	-3.3	-37.5	-33.7	-30.5	-29.8	-25.8	-21.5	-24.1	-10.2	-21.0	-19.6	-19.8	-17.9	-15.8	-15.5	-16.0	-13.8	-10.2	-15.3	-15.6	-17.0	-20.8	-25.5	-31.6	-39.8	-53.3	-72.5	-98.3
Idling Diesel	LrD	-3.2	-37.4	-33.6	-30.3	-29.7	-25.7	-21.3	-23.9	-10.0	-20.9	-19.4	-19.7	-17.8	-15.7	-15.3	-15.8	-13.6	-10.2	-15.2	-15.6	-16.9	-20.7	-25.4	-31.5	-39.6	-53.1	-72.3	-98.0
Idling Diesel	LrD	-2.7	-36.8	-33.0	-29.7	-29.0	-25.0	-20.7	-23.2	-9.3	-20.1	-18.7	-18.9	-17.0	-14.9	-14.5	-15.0	-12.9	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.0	-96.2
Idling Diesel	LrD	-2.7	-36.8	-32.9	-29.7	-29.0	-25.0	-20.6	-23.2	-9.3	-20.1	-18.6	-18.9	-17.0	-14.9	-14.5	-15.0	-12.8	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.0	-96.2
Idling Diesel	LrD	-2.6	-36.8	-32.9	-29.6	-29.0	-25.0	-20.6	-23.2	-9.2	-20.0	-18.6	-18.8	-17.0	-14.8	-14.5	-15.0	-12.8	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.0	-96.2
Idling Diesel	LrD	-2.6	-36.8	-32.9	-29.6	-28.9	-24.9	-20.6	-23.1	-9.2	-20.0	-18.6	-18.8	-16.9	-14.8	-14.4	-14.9	-12.8	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.0	-96.2
Idling Diesel	LrD	-2.3	-36.5	-32.6	-29.3	-28.6	-24.5	-20.2	-22.7	-8.8	-19.6	-18.1	-18.4	-16.5	-14.3	-14.0	-14.5	-12.3	-9.5	-15.2	-15.6	-16.9	-19.5	-24.4	-30.7	-39.2	-52.9	-72.2	-98.0
Idling Diesel	LrD	-2.4	-36.6	-32.7	-29.4	-28.7	-24.7	-20.3	-22.9	-9.0	-19.8	-18.3	-18.6	-16.7	-14.5	-14.2	-14.7	-12.5	-9.6	-15.1	-15.4	-16.8	-20.5	-25.2	-31.1	-39.2	-52.5	-71.5	-96.8
Idling Diesel	LrD	-2.7	-36.9	-33.0	-29.8	-29.1	-25.1	-20.7	-23.3	-9.4	-20.2	-18.8	-19.0	-17.1	-15.0	-14.6	-15.1	-12.9	-10.0	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.1	-96.2
Idling Diesel	LrD	-2.7	-36.9	-33.0	-29.7	-29.1	-25.1	-20.7	-23.3	-9.3	-20.1	-18.7	-18.9	-17.1	-14.9	-14.6	-15.1	-12.9	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.0	-96.2
Idling Diesel	LrD	-2.8	-37.0	-33.2	-29.9	-29.2	-25.3	-20.9	-23.5	-9.5	-20.4	-18.9	-19.2	-17.3	-15.2	-14.8	-15.3	-13.1	-10.0	-15.0	-15.4	-16.7	-20.5	-25.1	-31.1	-39.1	-52.4	-71.2	-96.5
Idling Diesel	LrD	-2.8	-37.0	-33.1	-29.9	-29.2	-25.2	-20.9	-23.4	-9.5	-20.3	-18.9	-19.1	-17.2	-15.1	-14.8	-15.3	-13.1	-10.0	-15.0	-15.4	-16.7	-20.5	-25.1	-31.0	-39.1	-52.3	-71.2	-96.4
Idling Diesel	LrD	-2.8	-37.0	-33.1	-29.8	-29.2	-25.2	-20.8	-23.4	-9.5	-20.3	-18.9	-19.1	-17.2	-15.1	-14.7	-15.2	-13.1	-10.0	-15.0	-15.4	-16.7	-20.4	-25.1	-31.0	-39.1	-52.3	-71.1	-96.4
Idling Diesel	LrD	-2.8	-36.9	-33.1	-29.8	-29.2	-25.2	-20.8	-23.4	-9.4	-20.3	-18.8	-19.1	-17.2	-15.0	-14.7	-15.2	-13.0	-10.0	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.3	-71.1	-96.3
Idling Diesel	LrD	-2.6	-36.7	-32.9	-29.6	-28.9	-24.9	-20.5	-23.1	-9.2	-20.0	-18.6	-18.8	-16.9	-14.8	-14.4	-14.9	-12.7	-9.9	-15.0	-15.3	-16.7	-20.4	-25.1	-31.0	-39.0	-52.2	-71.1	-96.3
Idling Diesel	LrD	-2.9	-37.1	-33.3	-30.0	-29.4	-25.4	-21.0	-23.6	-9.7	-20.5	-19.1	-19.3	-17.4	-15.3	-14.9	-15.4	-13.3	-10.0	-15.1	-15.4	-16.8	-19.1	-23.9	-30.1	-38.5	-52.1	-71.2	-96.7
Idling Diesel	LrD	-2.9	-37.1	-33.2	-30.0	-29.3	-25.3	-21.0	-23.5	-9.6	-20.4	-19.0	-19.3	-17.4	-15.2	-14.9	-15.4	-13.2	-10.0	-15.1	-15.4	-16.7	-19.1	-23.9	-30.1	-38.4	-52.0	-71.2	-96.6
Idling Diesel	LrD	-2.9	-37.0	-33.2	-29.9	-29.3	-25.3	-20.9	-23.5	-9.6	-20.4	-19.0	-19.2	-17.3	-15.2	-14.9	-15.4	-13.2	-10.0	-15.0	-15.4	-16.7	-20.5	-25.1	-31.1	-39.1	-52.4	-71.3	-96.6
Idling Diesel	LrD	30.4	-20.3	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.6	4.3	7.3	12.9	14.3	14.8	21.5	25.5	20.8	20.8	20.1	17.4	14.3	10.9	6.6	-0.8	-10.9	-23.4
Idling Diesel	LrD	29.9	-20.6	-15.9	-11.7	-10.1	-5.2	0.1	0.1	17.2	7.4	3.1	3.9	6.8	12.4	13.8	14.4	21.1	25.1	20.3	20.4	19.7	16.9	13.7	10.2	5.8	-1.8	-12.3	-25.3
Idling Diesel	LrD	30.0	-20.6	-15.8	-11.6	-10.0	-5.1	0.2	0.2	17.3	7.5	3.2	3.9	6.9	12.5	13.9	14.4	21.1	25.2	20.4	20.4	19.7	17.0	13.8	10.3	5.9	-1.7	-12.1	-25.0
Idling Diesel	LrD	30.1	-20.5	-15.7	-11.6	-10.0	-5.0	0.3	0.2	17.4	7.6	3.2	4.0	6.9	12.5	13.9	14.5	21.2	25.2	20.5	20.5	19.8	17.0	13.9	10.4	6.1	-1.5	-11.9	-24.7
Idling Diesel	LrD	30.4	-20.2	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.6	4.3	7.3	12.9	14.3	14.8	21.5	25.6	20.8	20.8	20.1	17.4	14.3	10.9	6.6	-0.8	-10.9	-23.4
Idling Diesel	LrD	30.4	-20.2	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.6	4.4	7.3	12.9	14.3	14.9	21.5	25.6	20.8	20.8	20.2	17.4	14.3	10.9	6.7	-0.8	-10.9	-23.4
Idling Diesel	LrD	30.4	-20.2	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.6	4.4	7.3	12.9	14.3	14.9	21.5	25.6	20.8	20.8	20.2	17.4	14.4	10.9	6.7	-0.8	-10.9	-23.4
Idling Diesel	LrD	30.4	-20.2	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.6	4.3	7.3	12.9	14.3	14.8	21.5	25.6	20.8	20.8	20.2	17.4	14.3	10.9	6.7	-0.8	-10.9	-23.4
Idling Diesel	LrD	29.2	-21.2	-16.5	-12.3	-10.7	-5.8	-0.5	-0.7	16.5	6.7	2.3	3.1	6.0	11.7	13.0	13.6	20.4	24.4	19.6	19.6	18.9	16.0	12.8	9.1	4.4	-3.6	-14.6	-28.4
Idling Diesel	LrD	29.3	-21.2	-16.4	-12.2	-10.6	-5.7	-0.4	-0.6	16.6	6.8	2.4	3.2	6.1	11.8	13.2	13.7	20.5	24.5	19.7	19.7	19.0	16.1	12.9	9.2	4.6	-3.3	-14.3	-27.9
Idling Diesel	LrD	29.4	-21.1	-16.3	-12.1	-10.5	-5.6	-0.3	-0.5	16.7	6.9	2.5	3.3	6.2	11.9	13.3	13.8	20.6	24.6	19.8	19.8	19.1	16.3	13.1	9.4	4.8	-3.1	-13.9	-27.5
Idling Diesel	LrD	29.5	-21.0	-16.2	-12.0	-10.4	-5.5	-0.2	-0.4	16.8	7.0	2.6	3.4	6.3	12.0	13.4	13.9	20.7	24.7	19.9	19.9	19.2	16.4	13.2	9.5	5.0	-2.8	-13.6	-27.1
Idling Diesel	LrD	30.2	-20.5	-15.7	-11.5	-9.9	-5.0	0.3	0.3	17.5	7.6	3.3	4.1	7.0	12.6	14.0	14.6	21.3	25.3	20.5	20.6	19.9	17.1	14.0	10.5	6.2	-1.4	-11.7	-24.4
Idling Diesel	LrD	30.2	-20.4	-15.6	-11.5	-9.9	-5.0	0.4	0.3	17.5	7.7	3.4	4.1	7.0	12.7	14.1	14.6	21.3	25.4	20.6	20.6	19.9	17.2	14.1	10.6	6.3	-1.2	-11.5	-24.2
Idling Diesel	LrD	30.3	-20.4	-15.6	-11.4	-9.8	-4.9	0.4	0.4	17.6	7.7	3.4	4.2	7.1	12.7	14.1	14.7	21.4	25.4	20.6	20.7	20.0	17.2	14.1	10.6	6.4	-1.1	-11.4	-24.0
Idling Diesel	LrD	30.3	-20.4	-15.6	-11.4	-9.8	-4.9	0.4	0.4	17.6	7.8	3.4	4.2	7.1	12.8	14.1	14.7	21.4	25.4	20.7	20.7	20.0	17.3	14.2	10.7	6.4	-1.1	-11.3	-23.9
Idling Diesel	LrD	30.4	-20.3	-15.5	-11.3	-9.7	-4.8	0.5	0.6	17.7	7.9	3.5	4.3	7.2	12.9	14.3	14.8	21.5	25.5	20.8	20.8	20.1	17.4	14.3	10.8	6.6	-0.8	-11.0	-23.5
Idling Diesel	LrD	29.8	-20.8	-16.0	-11.9	-10.3	-5.3	0.0	-0.1	17.1	7.2	2.9	3.7	6.6	12.2	13.6	14.2	20.9	24.9	20.1	20.2	19.5	16.7	13.5	9.9	5.5	-2.3	-12.9	-26.1

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	29.7	-20.9	-16.1	-11.9	-10.3	-5.4	-0.1	-0.2	17.0	7.1	2.8	3.6	6.5	12.1	13.5	14.1	20.8	24.8	20.0	20.1	19.4	16.5	13.4	9.8	5.3	-2.5	-13.2	-26.4
Idling Diesel	LrD	29.6	-21.0	-16.2	-12.0	-10.4	-5.5	-0.2	-0.3	16.9	7.1	2.7	3.5	6.4	12.0	13.4	14.0	20.7	24.7	20.0	20.0	19.3	16.4	13.3	9.6	5.1	-2.7	-13.4	-26.8
Idling Diesel	LrD	29.5	-21.0	-16.3	-12.1	-10.5	-5.6	-0.3	-0.4	16.8	7.0	2.6	3.4	6.3	11.9	13.3	13.9	20.6	24.6	19.9	19.9	19.1	16.3	13.1	9.5	5.0	-2.9	-13.7	-27.3
Idling Diesel	LrD	30.2	-20.4	-15.7	-11.5	-9.9	-5.0	0.3	0.3	17.5	7.7	3.3	4.1	7.0	12.6	14.0	14.6	21.3	25.3	20.6	20.6	19.9	17.1	14.0	10.5	6.2	-1.3	-11.6	-24.3
Idling Diesel	LrD	30.1	-20.5	-15.7	-11.5	-9.9	-5.0	0.3	0.3	17.4	7.6	3.3	4.0	7.0	12.6	14.0	14.5	21.3	25.3	20.5	20.5	19.8	17.1	14.0	10.5	6.1	-1.4	-11.8	-24.6
Idling Diesel	LrD	29.9	-20.7	-15.9	-11.7	-10.1	-5.2	0.1	0.0	17.2	7.4	3.1	3.8	6.8	12.4	13.8	14.3	21.1	25.1	20.3	20.3	19.6	16.8	13.7	10.2	5.8	-1.9	-12.4	-25.4
Idling Diesel	LrD	29.8	-20.7	-16.0	-11.8	-10.2	-5.3	0.0	0.0	17.1	7.3	3.0	3.8	6.7	12.3	13.7	14.3	21.0	25.0	20.2	20.3	19.5	16.8	13.6	10.0	5.6	-2.1	-12.6	-25.7
Idling Diesel	LrD	30.8	-21.7	-16.9	-12.8	-11.2	-6.2	-0.9	-1.3	16.0	6.1	1.8	2.6	7.8	13.4	14.8	15.4	22.2	26.2	21.4	21.4	20.6	17.6	14.3	10.4	5.5	-2.9	-14.5	-29.1
Idling Diesel	LrD	29.4	-21.1	-16.3	-12.2	-10.6	-5.6	-0.3	-0.5	16.7	6.9	2.5	3.3	6.2	11.8	13.2	13.8	20.5	24.6	19.8	19.8	19.1	16.2	13.0	9.3	4.8	-3.2	-14.0	-27.6
Idling Diesel	LrD	30.1	-20.5	-15.8	-11.6	-10.0	-5.1	0.2	0.2	17.4	7.5	3.2	4.0	6.9	12.5	13.9	14.5	21.2	25.2	20.5	20.5	19.8	17.0	13.9	10.4	6.0	-1.6	-11.9	-24.8
Idling Diesel	LrD	30.4	-20.3	-15.5	-11.3	-9.7	-4.8	0.5	0.5	17.7	7.8	3.5	4.3	7.2	12.8	14.2	14.8	21.5	25.5	20.7	20.8	20.1	17.4	14.3	10.8	6.6	-0.9	-11.0	-23.6
Idling Diesel	LrD	29.1	-21.3	-16.5	-12.4	-10.8	-5.8	-0.5	1.6	16.4	6.6	2.3	3.0	6.0	11.6	13.0	13.6	20.3	24.3	19.5	19.6	18.8	15.9	12.7	9.0	4.3	-3.7	-14.8	-28.7
Idling Diesel	LrD	29.0	-21.4	-16.6	-12.5	-10.9	-5.9	-0.6	1.4	16.3	6.5	2.2	2.9	5.8	11.5	12.9	13.4	20.2	24.2	19.4	19.4	18.7	15.8	12.6	8.8	4.1	-4.0	-15.1	-29.1
Idling Diesel	LrD	29.8	-21.5	-16.7	-12.6	-11.0	-6.0	-0.7	-1.0	16.2	6.4	2.0	2.8	5.7	11.4	13.8	14.3	21.1	25.1	20.3	20.3	19.5	16.6	13.3	9.5	4.7	-3.6	-15.0	-29.3
Idling Diesel	LrD	29.8	-21.6	-16.8	-12.6	-11.1	-6.1	-0.8	-1.2	16.1	6.3	1.9	2.7	5.6	12.3	13.7	14.3	21.1	25.1	20.3	20.3	19.5	16.6	13.3	9.4	4.6	-3.8	-15.2	-29.7
Parking	LrD	2.6					-3.3			0.4			-11.5			-10.2			-12.8			-14.3			-23.7			-52.4	
Parking	LrD	4.1					-1.7			2.0			-11.1			-10.1			-11.8			-13.0			-22.3			-49.6	
Parking	LrD	17.8					6.6			13.8			-1.7			1.5			9.5			12.6			4.7			-20.2	
Parking	LrD	18.7					7.9			15.2			-0.3			2.9			10.1			12.7			5.0			-18.3	
Parking	LrD	18.2					7.3			14.6			-0.8			2.4			9.6			12.3			4.9			-17.6	
Parking	LrD	0.3					-5.8			-2.1			-12.5			-11.0			-14.3			-16.9			-30.8			-69.8	
Parking	LrD	0.4					-5.6			-2.0			-12.5			-11.1			-14.3			-16.8			-29.7			-66.2	
Parking	LrD	0.8					-5.2			-1.6			-12.2			-10.9			-14.0			-16.4			-28.3			-62.7	
Parking	LrD	1.2					-4.8			-1.2			-12.0			-10.7			-13.7			-15.8			-26.8			-59.2	
Parking	LrD	1.9					-4.1			-0.4			-11.7			-10.3			-13.2			-15.1			-25.3			-55.7	
Parking	LrD	18.4					7.3			14.9			-0.6			2.6			9.8			12.5			5.5			-15.5	
Parking	LrD	19.1					8.1			15.5			0.0			3.2			10.5			13.2			5.8			-16.0	
Parking	LrD	-5.5					-11.2			-8.0			-18.6			-17.4			-20.9			-22.1			-34.4			-75.4	
Parking	LrD	21.0					9.6			17.4			2.0			5.2			12.3			15.0			8.6			-10.5	
Parking	LrD	-4.2					-10.1			-6.6			-17.1			-15.9			-18.1			-21.6			-34.1			-75.5	
Parking	LrD	-4.5					-10.5			-6.9			-17.5			-16.2			-18.4			-22.2			-35.2			-77.3	
Parking	LrD	14.9					3.9			11.3			-4.2			-1.0			6.2			9.1			1.8			-20.2	
Parking	LrD	16.7					5.6			13.1			-2.4			0.9			8.0			10.9			3.8			-17.2	
Parking	LrD	17.8					6.8			14.2			-1.3			1.9			9.1			11.9			4.6			-17.5	
Parking	LrD	18.8					7.6			15.2			-0.3			2.9			10.1			13.0			6.1			-14.5	
Parking	LrD	20.4					9.2			16.8			1.3			4.6			11.7			14.4			7.7			-12.1	

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	LrD	1.3					-4.9			-1.1			-11.5			-10.0			-13.4			-16.1			-30.9			-72.3	
Parking	LrD	2.7					-3.3			0.5			-11.4			-10.0			-12.7			-14.1			-23.2			-51.6	
Parking	LrD	1.9					-4.0			-0.3			-11.7			-10.3			-13.2			-15.0			-24.8			-55.0	
Parking	LrD	1.3					-4.7			-1.1			-12.0			-10.6			-13.6			-15.7			-26.6			-58.7	
Parking	LrD	0.7					-5.2			-1.7			-12.3			-10.9			-14.1			-16.3			-28.1			-62.3	
Parking	LrD	0.3					-5.7			-2.1			-12.6			-11.2			-14.4			-16.9			-29.6			-65.9	
Parking	LrD	19.3					7.9			15.4			-0.1			3.1			11.6			13.5			6.5			-15.0	
Parking	LrD	19.5					7.5			15.0			1.7			5.0			12.2			14.2			7.1			-14.8	
Parking	LrD	20.1					8.3			15.6			2.4			5.6			12.9			14.8			7.4			-16.1	
Parking	LrD	9.4					-0.1			6.4			-8.8			-6.3			0.4			2.1			-5.6			-30.7	
Parking	LrD	4.7					-1.1			2.6			-10.4			-9.3			-11.1			-12.3			-17.5			-48.1	
Parking	LrD	-0.2					-6.2			-2.6			-13.1			-11.7			-15.0			-17.6			-31.0			-69.5	
Parking	LrD	4.4					-2.5			2.0			-7.9			-6.0			-9.1			-11.3			-24.9			-62.8	
Parking	LrD	5.1					-1.6			2.8			-7.5			-5.7			-8.7			-10.8			-23.6			-58.4	
Parking	LrD	6.1					-0.4			3.9			-7.2			-5.6			-8.3			-10.3			-22.3			-53.8	
Parking	LrD	15.7					5.7			12.4			-2.6			0.3			7.4			9.1			0.7			-25.8	
Parking	LrD	16.8					5.3			12.3			-3.1			0.1			9.9			11.6			3.3			-22.7	
Parking	LrD	-0.7					-6.8			-3.1			-13.5			-12.1			-15.4			-18.2			-32.6			-73.7	
Parking	LrD	-3.5					-9.2			-5.9			-16.5			-15.3			-18.8			-20.6			-33.3			-75.1	
Parking	LrD	4.8					-2.4			2.3			-7.1			-5.1			-8.1			-10.7			-25.9			-70.2	
Parking	LrD	3.9					-3.2			1.4			-8.2			-6.2			-9.2			-11.7			-26.3			-68.4	
Parking	LrD	4.2					-2.8			1.7			-7.9			-6.0			-9.1			-11.5			-25.5			-65.5	
Receiver -448,616 Fl G LrD,lim dB(A) LrD 42.1 dB(A)																													
Backup Alarms	LrD	2.4														2.4													
Backup Alarms	LrD	1.9														1.9													
Backup Alarms	LrD	1.8														1.8													
Backup Alarms	LrD	2.5														2.5													
Backup Alarms	LrD	2.9														2.9													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	2.6														2.6													
Backup Alarms	LrD	0.8														0.8													
Backup Alarms	LrD	0.7														0.7													
Backup Alarms	LrD	0.6														0.6													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	1.7														1.7													
Backup Alarms	LrD	1.6														1.6													

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	1.5														1.5													
Backup Alarms	LrD	3.0														3.0													
Backup Alarms	LrD	1.1														1.1													
Backup Alarms	LrD	1.1														1.1													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	1.0														1.0													
Backup Alarms	LrD	0.9														0.9													
Backup Alarms	LrD	1.0														1.0													
Backup Alarms	LrD	1.0														1.0													
Backup Alarms	LrD	1.4														1.4													
Backup Alarms	LrD	1.5														1.5													
Backup Alarms	LrD	5.4														5.4													
Backup Alarms	LrD	1.4														1.4													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	4.4														4.4													
Backup Alarms	LrD	4.3														4.3													
Backup Alarms	LrD	4.1														4.1													
Backup Alarms	LrD	4.9														4.9													
Backup Alarms	LrD	4.4														4.4													
Backup Alarms	LrD	4.6														4.6													
Backup Alarms	LrD	4.7														4.7													
Backup Alarms	LrD	3.6														3.6													
Backup Alarms	LrD	5.2														5.2													
Backup Alarms	LrD	5.4														5.4													
Backup Alarms	LrD	5.0														5.0													
Backup Alarms	LrD	4.0														4.0													
Backup Alarms	LrD	3.8														3.8													
Backup Alarms	LrD	3.7														3.7													
Backup Alarms	LrD	3.1														3.1													
Backup Alarms	LrD	2.3														2.3													
Backup Alarms	LrD	5.9														5.9													
Backup Alarms	LrD	6.0														6.0													
Backup Alarms	LrD	5.7														5.7													

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	2.7														2.7													
Backup Alarms	LrD	5.5														5.5													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	3.4														3.4													
Backup Alarms	LrD	3.3														3.3													
Backup Alarms	LrD	3.2														3.2													
Backup Alarms	LrD	3.5														3.5													
Backup Alarms	LrD	6.2														6.2													
Backup Alarms	LrD	3.8														3.8													
Backup Alarms	LrD	3.7														3.7													
Backup Alarms	LrD	0.9														0.9													
Backup Alarms	LrD	2.0														2.0													
Backup Alarms	LrD	2.1														2.1													
Backup Alarms	LrD	2.1														2.1													
Backup Alarms	LrD	2.2														2.2													
Backup Alarms	LrD	2.0														2.0													
Backup Alarms	LrD	2.5														2.5													
Backup Alarms	LrD	2.5														2.5													
Backup Alarms	LrD	2.6														2.6													
Backup Alarms	LrD	1.9														1.9													
Backup Alarms	LrD	2.2														2.2													
Backup Alarms	LrD	1.8														1.8													
Backup Alarms	LrD	1.8														1.8													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	0.9														0.9													
Backup Alarms	LrD	1.7														1.7													
Backup Alarms	LrD	1.6														1.6													
Backup Alarms	LrD	1.6														1.6													
Backup Alarms	LrD	1.6														1.6													
Backup Alarms	LrD	1.7														1.7													
Backup Alarms	LrD	2.9														2.9													
Backup Alarms	LrD	3.0														3.0													
Backup Alarms	LrD	2.7														2.7													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	3.2														3.2													
Backup Alarms	LrD	2.8														2.8													

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	2.3														2.3													
Backup Alarms	LrD	3.0														3.0													
Backup Alarms	LrD	2.3														2.3													
Backup Alarms	LrD	2.4														2.4													
Backup Alarms	LrD	3.2														3.2													
Backup Alarms	LrD	2.4														2.4													
Backup Alarms	LrD	0.8														0.8													
HVAC	LrD	10.0	-40.1	-34.2	-30.2	-17.3	-12.3	-18.4	-10.4	-8.4	-9.5	-7.5	-7.5	-5.6	-4.6	-3.6	0.3	2.1	-2.0	-0.1	1.0	-1.3	-0.8	-4.6	-4.8	-8.7	-11.5	-20.8	-32.1
HVAC	LrD	6.1	-43.7	-37.7	-33.7	-20.8	-15.9	-21.9	-13.9	-12.0	-13.1	-11.1	-11.1	-9.1	-8.2	-7.2	-3.3	-1.5	-5.7	-3.9	-2.8	-5.3	-5.0	-9.2	-9.9	-14.7	-19.0	-30.4	-44.6
HVAC	LrD	-3.4	-50.6	-44.7	-40.7	-27.7	-22.8	-28.9	-22.0	-20.1	-21.3	-19.4	-19.4	-17.6	-16.8	-15.9	-12.2	-10.2	-14.7	-13.3	-12.8	-16.2	-17.3	-23.5	-27.3	-36.6	-47.7	-69.1	-97.8
HVAC	LrD	6.8	-41.8	-35.8	-31.8	-18.9	-13.9	-20.0	-12.0	-10.1	-11.3	-9.3	-9.4	-7.6	-6.7	-5.9	-2.2	-0.6	-5.0	-3.4	-2.7	-5.5	-5.5	-10.0	-11.0	-15.8	-19.9	-30.6	-43.8
HVAC	LrD	-2.2	-49.5	-43.5	-39.6	-26.6	-21.7	-27.8	-20.5	-18.7	-19.8	-17.9	-18.0	-16.2	-15.4	-14.6	-10.9	-9.1	-13.6	-12.2	-11.7	-15.0	-15.9	-21.8	-25.0	-33.4	-43.0	-62.1	-87.3
HVAC	LrD	-2.3	-49.7	-43.7	-39.8	-26.8	-21.9	-27.9	-20.8	-18.9	-20.0	-18.1	-18.2	-16.4	-15.6	-14.7	-11.0	-9.2	-13.6	-12.2	-11.7	-15.1	-15.9	-21.8	-25.1	-33.6	-43.4	-62.7	-88.5
HVAC	LrD	5.7	-43.4	-37.4	-33.4	-20.5	-15.5	-21.6	-13.6	-11.7	-12.8	-10.8	-10.8	-9.0	-8.1	-7.2	-3.4	-1.7	-6.0	-4.3	-3.4	-6.2	-6.1	-10.6	-11.7	-16.7	-21.3	-33.0	-47.4
HVAC	LrD	-3.1	-50.3	-44.3	-40.4	-27.4	-22.5	-28.5	-21.6	-19.7	-20.8	-19.0	-19.0	-17.2	-16.4	-15.6	-11.9	-9.9	-14.4	-13.0	-12.6	-16.0	-17.0	-23.1	-26.8	-35.8	-46.5	-67.2	-94.9
HVAC	LrD	2.8	-45.2	-39.2	-35.3	-22.3	-17.4	-23.4	-15.5	-13.6	-14.7	-12.9	-12.9	-11.1	-10.3	-9.6	-5.9	-4.4	-8.9	-7.4	-6.8	-9.8	-10.2	-15.2	-16.8	-22.8	-28.5	-41.7	-58.3
HVAC	LrD	-0.6	-48.3	-42.4	-38.4	-25.5	-20.5	-26.6	-18.9	-17.0	-18.1	-16.3	-16.3	-14.5	-13.7	-12.9	-9.2	-7.7	-12.1	-10.8	-10.2	-13.4	-14.1	-19.7	-22.3	-29.7	-37.7	-54.5	-76.3
Idling Diesel	LrD	6.9	-28.7	-24.7	-21.3	-20.6	-16.5	-12.1	-13.4	0.6	-10.2	-9.2	-9.3	-7.3	-5.1	-4.7	-5.1	-3.1	-0.1	-5.8	-6.8	-8.6	-12.1	-15.4	-19.3	-24.1	-32.5	-44.0	-58.5
Idling Diesel	LrD	7.1	-28.6	-24.5	-21.2	-20.4	-16.4	-12.0	-13.3	0.7	-10.0	-9.0	-9.2	-7.2	-5.0	-4.6	-5.0	-3.0	0.1	-5.7	-6.7	-8.5	-11.9	-15.2	-19.0	-23.8	-32.0	-43.4	-57.7
Idling Diesel	LrD	6.8	-28.9	-24.8	-21.5	-20.7	-16.7	-12.2	-13.6	0.4	-10.3	-9.3	-9.4	-7.5	-5.2	-4.8	-5.2	-3.2	-0.2	-6.0	-7.0	-8.7	-12.3	-15.6	-19.5	-24.4	-32.9	-44.5	-59.2
Idling Diesel	LrD	8.6	-26.6	-22.6	-19.3	-18.7	-14.8	-10.5	-11.4	2.4	-8.4	-7.5	-7.7	-5.8	-3.6	-3.1	-3.5	-1.6	1.4	-4.3	-5.2	-6.5	-9.2	-12.3	-15.6	-19.7	-26.8	-36.5	-48.4
Idling Diesel	LrD	8.5	-26.8	-22.8	-19.5	-18.9	-15.0	-10.7	-11.6	2.2	-8.6	-7.7	-7.9	-5.9	-3.7	-3.3	-3.7	-1.8	1.3	-4.5	-5.4	-6.8	-9.5	-12.5	-15.9	-20.0	-27.3	-37.1	-49.2
Idling Diesel	LrD	1.2	-34.0	-29.9	-26.5	-25.6	-21.5	-17.0	-19.4	-5.4	-16.1	-14.7	-14.9	-12.9	-10.8	-10.4	-10.8	-8.6	-5.7	-11.7	-12.9	-15.1	-19.0	-23.4	-28.9	-36.3	-48.6	-66.0	-89.1
Idling Diesel	LrD	1.5	-33.6	-29.5	-26.1	-25.3	-21.2	-16.8	-19.1	-5.1	-15.9	-14.5	-14.6	-12.7	-10.5	-10.1	-10.6	-8.4	-5.5	-11.4	-12.6	-14.3	-17.5	-21.7	-27.0	-33.9	-45.4	-61.6	-82.9
Idling Diesel	LrD	1.1	-34.1	-30.0	-26.5	-25.7	-21.5	-17.0	-19.4	-5.4	-16.2	-14.7	-14.9	-13.0	-10.8	-10.4	-10.9	-8.7	-5.8	-11.7	-13.0	-15.2	-19.1	-23.6	-29.1	-36.6	-49.0	-66.6	-89.9
Idling Diesel	LrD	7.8	-27.6	-23.6	-20.3	-19.6	-15.7	-11.3	-12.4	1.5	-9.2	-8.3	-8.5	-6.5	-4.3	-3.9	-4.3	-2.4	0.7	-5.1	-6.0	-7.6	-10.4	-13.6	-17.1	-21.5	-29.1	-39.5	-52.4
Idling Diesel	LrD	1.5	-33.5	-29.5	-26.1	-25.3	-21.2	-16.7	-19.0	-5.1	-15.8	-14.4	-14.6	-12.7	-10.5	-10.1	-10.6	-8.4	-5.4	-11.4	-12.5	-14.1	-17.3	-21.6	-26.8	-33.6	-45.0	-61.0	-82.1
Idling Diesel	LrD	1.4	-33.6	-29.6	-26.2	-25.4	-21.3	-16.8	-19.1	-5.1	-15.9	-14.5	-14.7	-12.7	-10.6	-10.2	-10.6	-8.4	-5.5	-11.4	-12.6	-14.4	-17.9	-22.1	-27.3	-34.3	-45.8	-62.1	-83.7
Idling Diesel	LrD	1.3	-33.8	-29.7	-26.3	-25.5	-21.4	-16.9	-19.2	-5.2	-16.0	-14.6	-14.8	-12.8	-10.6	-10.3	-10.7	-8.5	-5.6	-11.5	-12.8	-14.8	-18.3	-22.6	-28.0	-35.1	-47.0	-63.8	-85.9
Idling Diesel	LrD	1.3	-33.9	-29.8	-26.3	-25.5	-21.4	-16.9	-19.3	-5.3	-16.0	-14.6	-14.8	-12.9	-10.7	-10.3	-10.8	-8.5	-5.6	-11.6	-12.8	-14.9	-18.5	-22.8	-28.2	-35.4	-47.4	-64.3	-86.7
Idling Diesel	LrD	1.2	-33.9	-29.8	-26.4	-25.6	-21.4	-16.9	-19.3	-5.3	-16.1	-14.6	-14.8	-12.9	-10.7	-10.3	-10.8	-8.6	-5.7	-11.6	-12.8	-15.0	-18.7	-23.0	-28.4	-35.7	-47.8	-64.9	-87.5
Idling Diesel	LrD	1.2	-34.0	-29.9	-26.4	-25.6	-21.5	-17.0	-19.4	-5.4	-16.1	-14.7	-14.8	-12.9	-10.7	-10.3	-10.8	-8.6	-5.7	-11.7	-12.9	-15.1	-18.8	-23.2	-28.7	-36.0	-48.2	-65.5	-88.3
Idling Diesel	LrD	1.6	-33.4	-29.4	-26.0	-25.2	-21.2	-16.7	-19.0	-5.0	-15.8	-14.4	-14.6	-12.6	-10.5	-10.1	-10.5	-8.3	-5.4	-11.3	-12.5	-14.0	-17.2	-21.4	-26.5	-33.3	-44.6	-60.5	-81.3
Idling Diesel	LrD	7.9	-27.4	-23.4	-20.1	-19.5	-15.5	-11.2	-12.2	1.7	-9.1	-8.2	-8.4	-6.4	-4.2	-3.8	-4.2	-2.2	0.8	-4.9	-5.9	-7.4	-10.2	-13.3	-16.9	-21.2	-28.7	-39.0	-51.7
Idling Diesel	LrD	8.1	-27.2	-23.2	-19.9	-19.3	-15.3	-11.0	-12.1	1.9	-8.9	-8.0	-8.2	-6.3	-4.1	-3.6	-4.0	-2.1	1.0	-4.8	-5.7	-7.2	-10.0	-13.1	-16.6	-20.8	-28.2	-38.4	-50.9
Idling Diesel	LrD	8.3	-27.0	-23.0	-19.7	-19.1	-15.2	-10.9	-11.8	2.0	-8.8	-7.9	-8.1	-6.1	-3.9	-3.5	-3.9	-1.9	1.1	-4.6	-5.6	-7.0	-9.8	-12.8	-16.2	-20.4	-27.8	-37.8	-50.1

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	0.9	-34.4	-30.3	-26.8	-25.9	-21.7	-17.2	-19.6	-5.6	-16.3	-14.9	-15.0	-13.1	-10.9	-10.6	-11.0	-8.8	-5.9	-11.9	-13.2	-15.5	-20.0	-24.6	-30.5	-38.3	-51.4	-69.8	-94.6
Idling Diesel	LrD	2.8	-34.5	-30.3	-26.8	-25.9	-21.7	-17.2	-19.7	-5.6	-16.4	-12.5	-12.7	-10.7	-8.6	-8.2	-8.7	-6.5	-3.6	-9.6	-10.9	-13.2	-17.9	-22.6	-28.6	-36.7	-50.0	-68.9	-94.1
Idling Diesel	LrD	1.6	-33.4	-29.4	-26.0	-25.2	-21.1	-16.7	-19.0	-5.0	-15.7	-14.4	-14.5	-12.6	-10.4	-10.0	-10.5	-8.3	-5.3	-11.3	-12.4	-13.8	-17.0	-21.2	-26.3	-33.0	-44.2	-59.9	-80.6
Idling Diesel	LrD	1.6	-33.3	-29.3	-25.9	-25.2	-21.1	-16.6	-18.9	-4.9	-15.7	-14.3	-14.5	-12.6	-10.4	-10.0	-10.5	-8.2	-5.3	-11.2	-12.4	-13.7	-16.8	-21.0	-26.1	-32.7	-43.8	-59.3	-79.8
Idling Diesel	LrD	1.0	-34.2	-30.1	-26.6	-25.8	-21.6	-17.1	-19.5	-5.5	-16.2	-14.8	-15.0	-13.0	-10.9	-10.5	-10.9	-8.7	-5.8	-11.8	-13.1	-15.3	-19.6	-24.1	-29.8	-37.5	-50.2	-68.2	-92.2
Idling Diesel	LrD	1.0	-34.3	-30.2	-26.7	-25.8	-21.6	-17.1	-19.6	-5.5	-16.3	-14.8	-15.0	-13.1	-10.9	-10.5	-11.0	-8.8	-5.9	-11.9	-13.1	-15.4	-19.7	-24.3	-30.0	-37.7	-50.6	-68.7	-93.0
Idling Diesel	LrD	1.0	-34.3	-30.2	-26.7	-25.8	-21.7	-17.2	-19.6	-5.6	-16.3	-14.8	-15.0	-13.1	-10.9	-10.5	-11.0	-8.8	-5.9	-11.9	-13.2	-15.4	-19.9	-24.4	-30.2	-38.0	-51.0	-69.3	-93.7
Idling Diesel	LrD	2.7	-31.9	-28.1	-24.9	-24.3	-20.4	-16.0	-17.7	-3.8	-14.6	-13.6	-13.8	-11.8	-9.7	-9.3	-9.7	-7.6	-4.6	-9.9	-10.0	-10.9	-13.9	-17.5	-21.7	-27.1	-36.3	-49.2	-65.6
Idling Diesel	LrD	2.6	-32.0	-28.2	-25.0	-24.4	-20.4	-16.1	-17.8	-3.9	-14.7	-13.6	-13.8	-11.9	-9.7	-9.3	-9.7	-7.7	-4.7	-10.0	-10.1	-11.0	-14.1	-17.7	-21.9	-27.4	-36.7	-49.6	-66.2
Idling Diesel	LrD	3.8	-30.5	-26.8	-23.8	-23.3	-19.5	-15.3	-16.7	-2.9	-13.7	-12.9	-13.1	-11.2	-9.0	-8.6	-9.0	-7.0	-3.3	-8.2	-8.2	-9.0	-11.9	-15.2	-19.0	-23.7	-32.0	-43.3	-57.6
Idling Diesel	LrD	3.7	-30.7	-26.9	-23.9	-23.4	-19.6	-15.4	-16.8	-3.0	-13.8	-12.9	-13.2	-11.2	-9.0	-8.6	-9.1	-7.0	-3.5	-8.3	-8.3	-9.1	-12.1	-15.4	-19.2	-24.0	-32.3	-43.8	-58.2
Idling Diesel	LrD	3.0	-31.5	-27.7	-24.6	-24.0	-20.1	-15.8	-17.4	-3.5	-14.3	-13.4	-13.6	-11.6	-9.4	-9.1	-9.5	-7.4	-4.4	-9.3	-9.4	-10.2	-13.2	-16.7	-20.8	-25.9	-34.8	-47.1	-62.8
Idling Diesel	LrD	2.9	-31.6	-27.8	-24.7	-24.1	-20.2	-15.9	-17.5	-3.6	-14.4	-13.4	-13.6	-11.7	-9.5	-9.1	-9.5	-7.5	-4.5	-9.5	-9.5	-10.4	-13.4	-16.9	-21.0	-26.2	-35.2	-47.6	-63.5
Idling Diesel	LrD	2.9	-31.7	-27.9	-24.7	-24.2	-20.3	-15.9	-17.6	-3.7	-14.5	-13.5	-13.7	-11.7	-9.6	-9.2	-9.6	-7.5	-4.5	-9.6	-9.7	-10.6	-13.6	-17.1	-21.3	-26.5	-35.6	-48.1	-64.2
Idling Diesel	LrD	2.8	-31.8	-28.0	-24.8	-24.2	-20.3	-16.0	-17.7	-3.7	-14.5	-13.5	-13.7	-11.8	-9.6	-9.2	-9.7	-7.6	-4.6	-9.8	-9.8	-10.7	-13.8	-17.3	-21.5	-26.8	-36.0	-48.7	-64.9
Idling Diesel	LrD	5.3	-31.0	-26.8	-23.3	-22.3	-18.1	-13.6	-15.5	-1.4	-12.1	-10.8	-10.9	-9.0	-6.7	-6.3	-6.7	-4.5	-1.5	-7.4	-8.5	-10.5	-14.8	-19.6	-24.5	-30.7	-41.1	-55.6	-74.6
Idling Diesel	LrD	5.1	-31.1	-26.9	-23.4	-22.4	-18.2	-13.7	-15.6	-1.6	-12.2	-10.9	-11.0	-9.1	-6.8	-6.4	-6.8	-4.6	-1.7	-7.5	-8.6	-10.6	-14.9	-19.8	-24.8	-31.0	-41.5	-56.3	-75.5
Idling Diesel	LrD	5.0	-31.2	-27.0	-23.5	-22.6	-18.3	-13.8	-15.8	-1.7	-12.4	-11.0	-11.1	-9.2	-6.9	-6.5	-6.9	-4.7	-1.8	-7.6	-8.8	-10.8	-15.1	-20.0	-25.0	-31.4	-42.0	-56.9	-76.3
Idling Diesel	LrD	4.9	-31.3	-27.1	-23.6	-22.7	-18.4	-13.9	-15.9	-1.8	-12.5	-11.1	-11.3	-9.3	-7.0	-6.6	-7.0	-4.8	-1.9	-7.8	-8.9	-10.9	-15.2	-20.1	-25.3	-31.7	-42.4	-57.5	-77.2
Idling Diesel	LrD	3.6	-30.8	-27.1	-24.0	-23.5	-19.7	-15.5	-16.9	-3.1	-13.9	-13.0	-13.2	-11.3	-9.1	-8.7	-9.1	-7.1	-3.6	-8.5	-8.5	-9.3	-12.2	-15.6	-19.4	-24.3	-32.7	-44.2	-58.9
Idling Diesel	LrD	3.5	-30.9	-27.2	-24.1	-23.6	-19.8	-15.5	-17.0	-3.1	-14.0	-13.1	-13.3	-11.4	-9.2	-8.8	-9.2	-7.1	-3.8	-8.6	-8.6	-9.5	-12.4	-15.8	-19.7	-24.6	-33.0	-44.7	-59.5
Idling Diesel	LrD	3.4	-31.0	-27.3	-24.2	-23.7	-19.9	-15.6	-17.1	-3.2	-14.0	-13.1	-13.3	-11.4	-9.2	-8.8	-9.3	-7.2	-3.9	-8.7	-8.8	-9.6	-12.6	-15.9	-19.9	-24.8	-33.4	-45.2	-60.1
Idling Diesel	LrD	3.3	-31.1	-27.4	-24.3	-23.8	-19.9	-15.7	-17.2	-3.3	-14.1	-13.2	-13.4	-11.5	-9.3	-8.9	-9.3	-7.3	-4.0	-8.9	-8.9	-9.7	-12.7	-16.1	-20.1	-25.1	-33.7	-45.6	-60.7
Idling Diesel	LrD	3.1	-31.4	-27.6	-24.5	-24.0	-20.1	-15.8	-17.3	-3.4	-14.3	-13.3	-13.5	-11.6	-9.4	-9.0	-9.4	-7.4	-4.3	-9.2	-9.2	-10.1	-13.1	-16.5	-20.5	-25.7	-34.4	-46.6	-62.1
Idling Diesel	LrD	2.0	-32.9	-28.9	-25.6	-24.9	-20.8	-16.4	-18.5	-4.5	-15.3	-14.1	-14.3	-12.4	-10.2	-9.8	-10.2	-8.0	-5.1	-11.0	-11.7	-12.8	-15.9	-19.8	-24.7	-30.9	-41.4	-56.0	-75.1
Idling Diesel	LrD	1.9	-33.0	-29.0	-25.7	-24.9	-20.9	-16.5	-18.6	-4.6	-15.4	-14.1	-14.3	-12.4	-10.2	-9.8	-10.3	-8.1	-5.1	-11.0	-11.8	-12.9	-16.0	-20.0	-24.9	-31.2	-41.8	-56.6	-75.9
Idling Diesel	LrD	1.9	-33.0	-29.1	-25.7	-25.0	-20.9	-16.5	-18.6	-4.7	-15.4	-14.2	-14.4	-12.4	-10.2	-9.9	-10.3	-8.1	-5.1	-11.0	-12.0	-13.1	-16.2	-20.2	-25.1	-31.5	-42.2	-57.1	-76.7
Idling Diesel	LrD	1.8	-33.1	-29.1	-25.8	-25.0	-21.0	-16.5	-18.7	-4.7	-15.5	-14.2	-14.4	-12.5	-10.3	-9.9	-10.3	-8.1	-5.2	-11.1	-12.1	-13.2	-16.3	-20.4	-25.4	-31.8	-42.6	-57.7	-77.4
Idling Diesel	LrD	1.1	-34.1	-30.0	-26.6	-25.7	-21.6	-17.1	-19.5	-5.5	-16.2	-14.7	-14.9	-13.0	-10.8	-10.4	-10.9	-8.7	-5.8	-11.8	-13.0	-15.2	-19.3	-23.7	-29.3	-36.9	-49.4	-67.1	-90.6
Idling Diesel	LrD	1.4	-33.7	-29.6	-26.2	-25.4	-21.3	-16.8	-19.2	-5.2	-15.9	-14.5	-14.7	-12.8	-10.6	-10.2	-10.7	-8.4	-5.5	-11.5	-12.7	-14.5	-18.0	-22.2	-27.5	-34.5	-46.2	-62.6	-84.3
Idling Diesel	LrD	2.1	-32.7	-28.8	-25.5	-24.8	-20.7	-16.3	-18.3	-4.4	-15.2	-14.0	-14.2	-12.3	-10.1	-9.7	-10.1	-7.9	-5.0	-10.9	-11.4	-12.5	-15.5	-19.4	-24.2	-30.3	-40.6	-54.9	-73.6
Idling Diesel	LrD	2.0	-32.8	-28.9	-25.5	-24.8	-20.8	-16.4	-18.4	-4.5	-15.2	-14.1	-14.3	-12.3	-10.1	-9.7	-10.2	-8.0	-5.0	-10.9	-11.6	-12.6	-15.7	-19.6	-24.4	-30.6	-41.0	-55.5	-74.4
Idling Diesel	LrD	2.4	-32.4	-28.5	-25.2	-24.5	-20.5	-16.1	-18.0	-4.1	-14.8	-13.8	-14.0	-12.1	-9.9	-9.5	-9.9	-7.7	-4.7	-10.6	-10.7	-11.7	-14.9	-18.6	-23.1	-28.9	-38.7	-52.3	-70.0
Idling Diesel	LrD	2.3	-32.4	-28.5	-25.3	-24.6	-20.6	-16.2	-18.1	-4.1	-14.9	-13.9	-14.1	-12.1	-9.9	-9.5	-10.0	-7.8	-4.8	-10.7	-10.9	-11.9	-15.1	-18.8	-23.3	-29.2	-39.1	-52.9	-70.7
Idling Diesel	LrD	2.3	-32.5	-28.6	-25.3	-24.6	-20.6	-16.2	-18.1	-4.2	-15.0	-13.9	-14.1	-12.2	-10.0	-9.6	-10.0	-7.8	-4.8	-10.7	-11.0	-12.0	-15.2	-19.0	-23.6	-29.5	-39.4	-53.4	-71.5
Idling Diesel	LrD	2.2	-32.6	-28.7	-25.4	-24.7	-20.7	-16.3	-18.2	-4.2	-15.0	-13.9	-14.1	-12.2	-10.0	-9.6	-10.0	-7.8	-4.9	-10.7	-11.1	-12.1	-15.2	-19.1	-23.7	-29.7	-39.8	-53.8	-72.1

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	1.8	-33.2	-29.2	-25.8	-25.1	-21.0	-16.6	-18.7	-4.8	-15.5	-14.2	-14.4	-12.5	-10.3	-9.9	-10.4	-8.2	-5.2	-11.1	-12.2	-13.3	-16.5	-20.6	-25.6	-32.1	-42.9	-58.1	-78.1
Idling Diesel	LrD	2.5	-32.2	-28.3	-25.1	-24.5	-20.5	-16.2	-18.0	-4.0	-14.8	-13.7	-13.9	-12.0	-9.8	-9.4	-9.9	-7.8	-4.8	-10.3	-10.4	-11.3	-14.5	-18.1	-22.4	-28.0	-37.5	-50.7	-67.8
Idling Diesel	LrD	2.6	-32.2	-28.3	-25.1	-24.4	-20.4	-16.0	-17.8	-3.9	-14.7	-13.7	-13.9	-12.0	-9.8	-9.4	-9.8	-7.6	-4.6	-10.3	-10.4	-11.4	-14.5	-18.2	-22.6	-28.3	-37.9	-51.2	-68.5
Idling Diesel	LrD	2.5	-32.3	-28.4	-25.1	-24.5	-20.5	-16.1	-17.9	-4.0	-14.8	-13.8	-14.0	-12.0	-9.8	-9.4	-9.9	-7.7	-4.7	-10.4	-10.6	-11.5	-14.7	-18.4	-22.8	-28.6	-38.3	-51.8	-69.2
Idling Diesel	LrD	5.4	-30.8	-26.6	-23.1	-22.2	-18.0	-13.5	-15.3	-1.3	-11.9	-10.7	-10.8	-8.9	-6.6	-6.2	-6.6	-4.4	-1.5	-7.3	-8.4	-10.4	-14.6	-19.3	-23.9	-30.0	-40.1	-54.3	-72.8
Idling Diesel	LrD	6.7	-29.1	-25.0	-21.6	-20.9	-16.8	-12.3	-13.7	0.3	-10.4	-9.4	-9.5	-7.5	-5.3	-4.9	-5.3	-3.3	-0.2	-6.0	-7.0	-8.8	-12.8	-16.2	-20.2	-25.2	-33.8	-45.8	-61.0
Idling Diesel	LrD	6.6	-29.2	-25.2	-21.8	-21.0	-16.9	-12.4	-13.9	0.1	-10.6	-9.5	-9.6	-7.7	-5.5	-5.0	-5.4	-3.4	-0.4	-6.2	-7.2	-9.0	-13.0	-16.4	-20.4	-25.5	-34.3	-46.4	-61.8
Idling Diesel	LrD	6.5	-29.4	-25.3	-21.9	-21.1	-17.0	-12.6	-14.0	0.0	-10.7	-9.6	-9.8	-7.8	-5.6	-5.2	-5.6	-3.5	-0.5	-6.3	-7.3	-9.1	-13.1	-16.7	-20.7	-25.9	-34.8	-47.0	-62.7
Idling Diesel	LrD	5.8	-30.3	-26.2	-22.7	-21.8	-17.6	-13.1	-14.8	-0.7	-11.4	-10.3	-10.4	-8.4	-6.2	-5.8	-6.2	-4.0	-1.0	-6.9	-7.9	-9.8	-14.0	-18.4	-22.9	-28.6	-38.4	-52.0	-69.5
Idling Diesel	LrD	5.7	-30.4	-26.3	-22.8	-21.9	-17.7	-13.2	-14.9	-0.9	-11.6	-10.4	-10.5	-8.6	-6.3	-5.9	-6.3	-4.1	-1.1	-7.0	-8.1	-10.0	-14.1	-18.7	-23.2	-29.0	-38.9	-52.6	-70.4
Idling Diesel	LrD	5.6	-30.6	-26.4	-22.9	-22.0	-17.8	-13.3	-15.1	-1.0	-11.7	-10.5	-10.6	-8.7	-6.4	-6.0	-6.4	-4.2	-1.2	-7.1	-8.2	-10.1	-14.3	-18.9	-23.4	-29.3	-39.3	-53.2	-71.2
Idling Diesel	LrD	5.5	-30.7	-26.5	-23.0	-22.1	-17.9	-13.4	-15.2	-1.1	-11.8	-10.6	-10.8	-8.8	-6.5	-6.1	-6.5	-4.3	-1.4	-7.2	-8.3	-10.3	-14.4	-19.1	-23.7	-29.7	-39.7	-53.8	-72.1
Idling Diesel	LrD	7.7	-27.8	-23.8	-20.5	-19.8	-15.8	-11.4	-12.6	1.4	-9.4	-8.4	-8.6	-6.6	-4.4	-4.0	-4.4	-2.4	0.6	-5.1	-6.1	-7.8	-10.9	-14.1	-17.8	-22.3	-30.1	-40.8	-54.2
Idling Diesel	LrD	7.5	-28.0	-24.0	-20.7	-20.0	-16.0	-11.6	-12.7	1.2	-9.5	-8.6	-8.7	-6.8	-4.6	-4.1	-4.5	-2.5	0.5	-5.3	-6.2	-8.0	-11.2	-14.4	-18.1	-22.6	-30.6	-41.5	-55.1
Idling Diesel	LrD	7.4	-28.2	-24.2	-20.8	-20.1	-16.1	-11.7	-12.9	1.1	-9.7	-8.7	-8.9	-6.9	-4.7	-4.3	-4.7	-2.7	0.4	-5.4	-6.4	-8.1	-11.4	-14.7	-18.4	-23.0	-31.1	-42.1	-55.9
Idling Diesel	LrD	7.2	-28.4	-24.4	-21.0	-20.3	-16.3	-11.9	-13.1	0.9	-9.9	-8.9	-9.0	-7.1	-4.9	-4.4	-4.8	-2.8	0.2	-5.6	-6.5	-8.3	-11.7	-14.9	-18.7	-23.4	-31.5	-42.7	-56.8
Idling Diesel	LrD	6.3	-29.6	-25.5	-22.1	-21.3	-17.2	-12.7	-14.2	-0.2	-10.9	-9.8	-9.9	-7.9	-5.7	-5.3	-5.7	-3.6	-0.6	-6.4	-7.5	-9.3	-13.3	-16.9	-21.0	-26.3	-35.3	-47.7	-63.6
Idling Diesel	LrD	6.2	-29.7	-25.6	-22.2	-21.4	-17.3	-12.8	-14.3	-0.3	-11.0	-9.9	-10.0	-8.1	-5.8	-5.4	-5.8	-3.8	-0.8	-6.6	-7.6	-9.4	-13.5	-17.2	-21.3	-26.6	-35.7	-48.3	-64.4
Idling Diesel	LrD	6.2	-29.8	-25.7	-22.2	-21.4	-17.2	-12.7	-14.3	-0.3	-11.0	-10.0	-10.1	-8.1	-5.9	-5.5	-5.9	-3.7	-0.7	-6.5	-7.6	-9.4	-13.5	-17.2	-21.5	-26.9	-36.1	-48.9	-65.2
Idling Diesel	LrD	6.1	-29.9	-25.8	-22.3	-21.5	-17.3	-12.8	-14.4	-0.4	-11.1	-10.1	-10.2	-8.2	-6.0	-5.6	-6.0	-3.8	-0.8	-6.6	-7.7	-9.6	-13.6	-17.4	-21.7	-27.2	-36.5	-49.4	-65.9
Idling Diesel	LrD	6.0	-30.2	-26.0	-22.5	-21.7	-17.5	-13.0	-14.6	-0.6	-11.3	-10.2	-10.3	-8.3	-6.1	-5.7	-6.1	-3.9	-0.9	-6.7	-7.8	-9.7	-13.8	-18.2	-22.6	-28.3	-37.9	-51.3	-68.6
Idling Diesel	LrD	4.1	-32.1	-27.9	-24.3	-23.4	-19.2	-14.6	-16.8	-2.7	-13.4	-11.9	-12.0	-10.1	-7.8	-7.4	-7.9	-5.6	-2.7	-8.6	-9.8	-11.9	-16.3	-21.5	-27.0	-33.9	-45.4	-61.6	-83.0
Idling Diesel	LrD	4.0	-32.2	-28.0	-24.4	-23.5	-19.3	-14.7	-16.9	-2.8	-13.5	-12.0	-12.1	-10.2	-7.9	-7.5	-8.0	-5.7	-2.8	-8.7	-9.9	-12.0	-16.5	-21.7	-27.3	-34.3	-45.9	-62.2	-83.8
Idling Diesel	LrD	3.9	-32.3	-28.1	-24.5	-23.6	-19.3	-14.8	-17.0	-2.9	-13.6	-12.1	-12.2	-10.3	-8.0	-7.6	-8.1	-5.8	-2.9	-8.8	-10.0	-12.2	-16.6	-21.8	-27.5	-34.6	-46.3	-62.8	-84.6
Idling Diesel	LrD	3.7	-32.4	-28.2	-24.6	-23.7	-19.4	-14.8	-17.1	-3.0	-13.7	-12.2	-12.3	-10.4	-8.1	-7.7	-8.2	-5.9	-3.0	-8.9	-10.1	-12.3	-16.8	-22.0	-27.8	-34.9	-46.7	-63.4	-85.5
Idling Diesel	LrD	4.8	-31.5	-27.3	-23.7	-22.8	-18.5	-14.0	-16.0	-1.9	-12.6	-11.2	-11.4	-9.4	-7.1	-6.7	-7.1	-4.9	-2.0	-7.9	-9.0	-11.0	-15.4	-20.3	-25.6	-32.0	-42.9	-58.1	-78.1
Idling Diesel	LrD	4.7	-31.6	-27.4	-23.8	-22.9	-18.6	-14.1	-16.1	-2.1	-12.7	-11.3	-11.5	-9.5	-7.2	-6.8	-7.2	-5.0	-2.1	-8.0	-9.1	-11.2	-15.5	-20.5	-25.8	-32.4	-43.3	-58.7	-78.9
Idling Diesel	LrD	4.3	-31.9	-27.7	-24.1	-23.2	-19.0	-14.4	-16.6	-2.5	-13.2	-11.7	-11.8	-9.9	-7.6	-7.2	-7.6	-5.4	-2.5	-8.4	-9.6	-11.6	-16.0	-21.1	-26.5	-33.3	-44.5	-60.4	-81.3
Idling Diesel	LrD	4.2	-32.0	-27.8	-24.2	-23.3	-19.1	-14.5	-16.7	-2.6	-13.3	-11.8	-11.9	-10.0	-7.7	-7.3	-7.8	-5.5	-2.6	-8.5	-9.7	-11.8	-16.2	-21.3	-26.8	-33.6	-45.0	-61.0	-82.1
Idling Diesel	LrD	4.8	-33.2	-29.0	-25.4	-24.4	-20.1	-15.6	-17.9	-3.8	-14.5	-10.6	-10.7	-8.8	-6.6	-6.2	-6.6	-4.4	-1.5	-7.5	-8.7	-11.0	-15.7	-21.2	-27.5	-35.2	-48.0	-66.2	-90.3
Idling Diesel	LrD	3.7	-32.5	-28.3	-24.7	-23.8	-19.5	-14.9	-17.2	-3.1	-13.8	-12.3	-12.4	-10.4	-8.2	-7.8	-8.3	-6.0	-3.1	-9.0	-10.2	-12.4	-16.9	-22.2	-28.0	-35.2	-47.1	-64.0	-86.3
Idling Diesel	LrD	4.6	-31.7	-27.5	-23.9	-22.9	-18.7	-14.1	-16.3	-2.2	-12.9	-11.4	-11.5	-9.6	-7.3	-6.9	-7.3	-5.1	-2.2	-8.1	-9.2	-11.3	-15.6	-20.7	-26.0	-32.6	-43.7	-59.2	-79.6
Idling Diesel	LrD	6.1	-30.0	-25.9	-22.4	-21.5	-17.4	-12.9	-14.5	-0.5	-11.1	-10.1	-10.2	-8.2	-6.0	-5.5	-5.9	-3.8	-0.8	-6.6	-7.7	-9.6	-13.7	-18.0	-22.3	-27.9	-37.5	-50.7	-67.8
Idling Diesel	LrD	3.3	-32.8	-28.6	-25.0	-24.0	-19.8	-15.2	-17.5	-3.4	-14.1	-12.6	-12.7	-10.8	-8.6	-8.1	-8.6	-6.4	-3.4	-9.4	-10.6	-12.8	-17.3	-22.7	-28.6	-35.9	-48.1	-65.3	-88.1
Idling Diesel	LrD	3.2	-32.9	-28.7	-25.1	-24.1	-19.9	-15.3	-17.6	-3.5	-14.2	-12.7	-12.8	-10.9	-8.7	-8.2	-8.7	-6.5	-3.5	-9.5	-10.7	-12.9	-17.5	-22.8	-28.8	-36.2	-48.5	-65.9	-88.9
Idling Diesel	LrD	4.7	-33.0	-28.8	-25.2	-24.2	-20.0	-15.4	-17.7	-3.6	-14.3	-12.8	-12.9	-11.0	-6.5	-6.1	-6.5	-4.3	-1.4	-7.4	-8.6	-10.9	-15.5	-21.0	-27.3	-35.0	-47.7	-65.5	-89.2

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	4.7	-33.1	-28.9	-25.3	-24.3	-20.1	-15.5	-17.8	-3.7	-14.4	-12.9	-13.0	-8.7	-6.5	-6.1	-6.6	-4.3	-1.4	-7.4	-8.7	-10.9	-15.6	-21.1	-27.4	-35.1	-47.9	-65.9	-89.8
Parking	LrD	30.8					16.7			25.9			14.0			17.6			23.2			25.2			21.0			9.3	
Parking	LrD	28.0					14.4			23.2			10.8			14.3			20.5			22.7			18.0			4.6	
Parking	LrD	19.6					8.4			16.0			0.5			3.8			11.3			13.4			6.8			-13.3	
Parking	LrD	19.5					8.5			15.9			0.4			3.6			10.8			13.8			6.6			-15.7	
Parking	LrD	18.4					7.5			14.9			-0.6			2.6			9.8			12.4			5.3			-16.7	
Parking	LrD	25.1					12.3			20.5			5.3			10.8			17.7			19.9			14.3			-2.0	
Parking	LrD	27.3					14.0			22.5			9.5			13.3			19.8			21.9			17.0			2.8	
Parking	LrD	29.7					15.8			24.9			12.7			16.2			22.1			24.2			19.7			7.4	
Parking	LrD	31.9					17.8			27.1			15.4			19.1			24.3			26.2			22.2			11.1	
Parking	LrD	32.5					18.4			27.8			16.1			19.8			24.9			26.8			22.8			12.1	
Parking	LrD	16.9					6.2			13.5			-2.0			1.2			8.4			10.7			3.3			-19.9	
Parking	LrD	18.0					7.1			14.3			-1.1			2.1			9.3			12.2			4.5			-19.6	
Parking	LrD	0.1					-6.5			-2.3			-12.2			-10.5			-13.7			-16.3			-30.7			-72.5	
Parking	LrD	17.7					7.2			14.4			-1.1			2.1			9.3			11.2			3.8			-19.8	
Parking	LrD	4.4					-2.1			2.3			-9.7			-8.2			-9.7			-11.9			-19.3			-41.3	
Parking	LrD	16.1					4.7			11.9			-1.7			4.4			9.3			9.5			2.8			-18.0	
Parking	LrD	14.7					3.9			11.4			-4.1			-0.9			6.3			8.3			1.4			-20.1	
Parking	LrD	15.5					4.8			12.2			-3.3			-0.1			7.1			9.1			2.0			-20.3	
Parking	LrD	18.4					7.5			15.0			-0.5			2.8			9.9			12.0			5.4			-15.0	
Parking	LrD	17.6					6.8			14.2			-1.3			2.0			9.2			11.2			4.2			-17.5	
Parking	LrD	17.4					6.8			14.0			-1.5			1.7			8.9			11.4			3.5			-21.2	
Parking	LrD	24.3					11.9			19.7			4.3			9.9			16.9			19.1			12.9			-5.9	
Parking	LrD	-4.8					-10.5			-7.3			-18.0			-16.8			-20.0			-20.3			-32.4			-72.6	
Parking	LrD	-4.7					-10.4			-7.2			-17.8			-16.6			-19.9			-20.3			-32.3			-72.5	
Parking	LrD	-4.6					-10.4			-7.1			-17.8			-16.6			-19.9			-20.3			-32.4			-72.6	
Parking	LrD	-4.7					-10.4			-7.2			-17.8			-16.6			-20.0			-20.4			-32.6			-73.0	
Parking	LrD	-4.8					-10.5			-7.3			-17.9			-16.7			-20.1			-20.6			-32.8			-73.7	
Parking	LrD	12.6					4.7			10.8			-2.6			-1.3			-0.6			-0.2			-7.6			-27.2	
Parking	LrD	1.9					-5.2			-0.6			-10.2			-8.3			-11.4			-13.7			-27.8			-68.1	
Parking	LrD	-0.5					-6.6			-2.9			-13.2			-11.7			-15.0			-17.6			-31.4			-71.7	
Parking	LrD	-10.0					-15.7			-12.5			-23.2			-22.0			-25.3			-25.7			-38.0			-78.9	
Parking	LrD	-4.8					-10.5			-7.3			-17.9			-16.7			-20.0			-20.4			-32.6			-73.1	
Parking	LrD	-4.9					-10.6			-7.4			-18.1			-16.9			-20.2			-20.8			-33.2			-74.6	
Parking	LrD	30.6					16.9			26.1			12.7			17.2			22.7			24.7			20.5			8.8	
Parking	LrD	34.7					20.8			30.3			18.3			22.5			26.7			28.4			24.7			15.1	

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	LrD	32.1					18.3			27.7			14.8			19.2			24.3			26.2			22.1			11.4	
Parking	LrD	27.8					14.5			23.2			8.9			13.8			20.0			22.2			17.4			3.8	
Parking	LrD	22.1					9.7			17.8			2.5			5.8			14.5			16.7			11.0			-6.1	
Parking	LrD	-5.3					-11.0			-7.8			-18.4			-17.2			-20.6			-21.5			-34.1			-76.4	
Parking	LrD	-1.4					-7.3			-3.8			-14.2			-12.9			-16.3			-19.1			-33.2			-74.8	
Parking	LrD	24.4					12.1			20.0			4.6			7.9			17.0			19.1			12.9			-5.7	
Parking	LrD	25.3					12.6			20.9			5.8			9.1			17.7			19.9			14.4			-1.7	
Parking	LrD	27.7					14.6			23.2			8.7			13.6			20.0			22.1			17.3			3.4	
Receiver -474,173 Fl G LrD,lim dB(A) LrD 40.3 dB(A)																													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	2.9														2.9													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	2.6														2.6													
Backup Alarms	LrD	2.7														2.7													
Backup Alarms	LrD	2.7														2.7													
Backup Alarms	LrD	3.3														3.3													
Backup Alarms	LrD	3.4														3.4													
Backup Alarms	LrD	3.5														3.5													
Backup Alarms	LrD	3.2														3.2													
Backup Alarms	LrD	3.0														3.0													
Backup Alarms	LrD	3.1														3.1													
Backup Alarms	LrD	3.1														3.1													
Backup Alarms	LrD	2.5														2.5													
Backup Alarms	LrD	4.8														4.8													
Backup Alarms	LrD	4.6														4.6													
Backup Alarms	LrD	4.5														4.5													
Backup Alarms	LrD	4.9														4.9													
Backup Alarms	LrD	5.6														5.6													
Backup Alarms	LrD	5.2														5.2													
Backup Alarms	LrD	5.0														5.0													
Backup Alarms	LrD	3.7														3.7													
Backup Alarms	LrD	3.6														3.6													
Backup Alarms	LrD	0.2														0.2													
Backup Alarms	LrD	3.8														3.8													
Backup Alarms	LrD	4.2														4.2													

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	4.1														4.1													
Backup Alarms	LrD	3.9														3.9													
Backup Alarms	LrD	3.6														3.6													
Backup Alarms	LrD	1.1														1.1													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	0.7														0.7													
Backup Alarms	LrD	0.8														0.8													
Backup Alarms	LrD	0.7														0.7													
Backup Alarms	LrD	0.7														0.7													
Backup Alarms	LrD	1.4														1.4													
Backup Alarms	LrD	0.6														0.6													
Backup Alarms	LrD	0.6														0.6													
Backup Alarms	LrD	0.6														0.6													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	2.2														2.2													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	0.1														0.1													
Backup Alarms	LrD	0.0														0.0													
Backup Alarms	LrD	0.1														0.1													
Backup Alarms	LrD	3.7														3.7													
Backup Alarms	LrD	0.1														0.1													
Backup Alarms	LrD	3.3														3.3													
Backup Alarms	LrD	2.0														2.0													
Backup Alarms	LrD	2.1														2.1													
Backup Alarms	LrD	2.2														2.2													
Backup Alarms	LrD	2.0														2.0													
Backup Alarms	LrD	2.4														2.4													
Backup Alarms	LrD	1.9														1.9													
Backup Alarms	LrD	1.9														1.9													
Backup Alarms	LrD	5.7														5.7													
Backup Alarms	LrD	2.2														2.2													
Backup Alarms	LrD	2.1														2.1													
Backup Alarms	LrD	2.0														2.0													

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	1.8														1.8													
Backup Alarms	LrD	2.3														2.3													
Backup Alarms	LrD	1.1														1.1													
Backup Alarms	LrD	1.0														1.0													
Backup Alarms	LrD	0.9														0.9													
Backup Alarms	LrD	2.4														2.4													
Backup Alarms	LrD	1.7														1.7													
Backup Alarms	LrD	2.7														2.7													
Backup Alarms	LrD	2.6														2.6													
Backup Alarms	LrD	4.3														4.3													
Backup Alarms	LrD	5.3														5.3													
Backup Alarms	LrD	2.8														2.8													
Backup Alarms	LrD	3.3														3.3													
Backup Alarms	LrD	3.2														3.2													
Backup Alarms	LrD	3.1														3.1													
Backup Alarms	LrD	3.0														3.0													
Backup Alarms	LrD	0.4														0.4													
Backup Alarms	LrD	0.3														0.3													
Backup Alarms	LrD	0.7														0.7													
Backup Alarms	LrD	0.5														0.5													
Backup Alarms	LrD	6.0														6.0													
Backup Alarms	LrD	0.6														0.6													
Backup Alarms	LrD	1.5														1.5													
Backup Alarms	LrD	2.5														2.5													
Backup Alarms	LrD	1.4														1.4													
Backup Alarms	LrD	1.3														1.3													
Backup Alarms	LrD	6.1														6.1													
Backup Alarms	LrD	1.2														1.2													
Backup Alarms	LrD	5.8														5.8													
HVAC	LrD	-3.7	-50.4	-44.4	-40.5	-27.5	-22.6	-28.7	-21.7	-19.9	-21.0	-19.2	-19.3	-17.5	-16.8	-16.0	-12.4	-10.5	-15.1	-13.9	-13.5	-17.1	-18.3	-24.6	-28.4	-37.7	-48.6	-69.5	-97.5
HVAC	LrD	-3.7	-50.4	-44.4	-40.4	-27.5	-22.6	-28.6	-21.7	-19.8	-21.0	-19.1	-19.3	-17.5	-16.7	-16.0	-12.3	-10.5	-15.1	-13.8	-13.5	-17.1	-18.2	-24.5	-28.4	-37.6	-48.4	-69.4	-97.3
HVAC	LrD	8.1	-41.7	-35.7	-31.8	-18.8	-13.9	-19.9	-11.9	-10.0	-11.1	-9.1	-9.1	-7.2	-6.2	-5.3	-1.4	0.4	-3.7	-1.9	-0.8	-3.3	-2.9	-6.9	-7.4	-11.7	-15.3	-25.6	-38.2
HVAC	LrD	-2.7	-49.4	-43.4	-39.5	-26.6	-21.7	-27.7	-20.4	-18.6	-19.8	-17.9	-18.1	-16.3	-15.6	-14.8	-11.2	-9.6	-14.2	-12.9	-12.6	-16.0	-17.1	-23.1	-26.4	-34.8	-44.3	-63.1	-88.0
HVAC	LrD	6.3	-41.8	-35.8	-31.8	-18.9	-14.0	-20.0	-12.1	-10.2	-11.4	-9.5	-9.6	-7.8	-7.0	-6.2	-2.5	-1.0	-5.5	-4.0	-3.4	-6.3	-6.4	-11.0	-12.0	-16.9	-21.0	-31.9	-45.0
HVAC	LrD	5.9	-42.1	-36.1	-32.1	-19.2	-14.3	-20.3	-12.4	-10.5	-11.6	-9.8	-9.9	-8.1	-7.3	-6.5	-2.9	-1.3	-5.8	-4.4	-3.7	-6.6	-6.8	-11.4	-12.5	-17.5	-21.7	-32.7	-46.1
HVAC	LrD	-2.7	-49.5	-43.5	-39.6	-26.6	-21.7	-27.8	-20.5	-18.7	-19.9	-18.0	-18.1	-16.4	-15.6	-14.9	-11.3	-9.6	-14.2	-13.0	-12.7	-16.1	-17.2	-23.2	-26.5	-35.0	-44.6	-63.6	-88.7

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
HVAC	LrD	8.0	-41.8	-35.8	-31.9	-18.9	-14.0	-20.0	-12.0	-10.1	-11.2	-9.2	-9.2	-7.3	-6.3	-5.4	-1.5	0.3	-3.9	-2.1	-1.0	-3.5	-3.1	-7.2	-7.7	-12.1	-15.7	-26.1	-38.8
HVAC	LrD	-1.0	-48.1	-42.1	-38.2	-25.2	-20.3	-26.4	-18.5	-16.7	-17.9	-16.0	-16.2	-14.5	-13.8	-13.1	-9.5	-8.1	-12.7	-11.5	-11.1	-14.5	-15.3	-20.8	-23.5	-30.8	-38.5	-54.8	-75.8
HVAC	LrD	2.6	-44.4	-38.5	-34.5	-21.6	-16.7	-22.8	-14.8	-13.0	-14.2	-12.4	-12.6	-10.8	-10.1	-9.5	-5.9	-4.6	-9.2	-7.9	-7.4	-10.6	-11.0	-16.0	-17.7	-23.4	-28.8	-41.4	-57.2
Idling Diesel	LrD	3.0	-32.6	-28.5	-25.0	-24.1	-20.0	-15.5	-17.7	-3.7	-14.4	-12.9	-13.1	-11.1	-8.9	-8.5	-9.0	-6.8	-3.8	-9.8	-10.9	-13.0	-17.4	-21.5	-26.6	-33.3	-44.6	-60.4	-81.3
Idling Diesel	LrD	2.9	-32.7	-28.6	-25.1	-24.2	-20.0	-15.5	-17.7	-3.7	-14.4	-13.0	-13.1	-11.2	-9.0	-8.6	-9.0	-6.8	-3.9	-9.8	-11.0	-13.1	-17.5	-21.7	-26.8	-33.6	-45.0	-61.0	-82.1
Idling Diesel	LrD	3.0	-32.6	-28.4	-25.0	-24.1	-19.9	-15.4	-17.6	-3.6	-14.3	-12.9	-13.0	-11.1	-8.9	-8.5	-8.9	-6.7	-3.8	-9.7	-10.9	-13.0	-17.2	-21.3	-26.4	-33.1	-44.2	-60.0	-80.6
Idling Diesel	LrD	4.0	-33.6	-29.4	-25.8	-24.9	-20.7	-16.2	-18.5	-4.5	-15.2	-13.7	-11.4	-9.5	-7.3	-6.9	-7.4	-5.2	-2.3	-8.2	-9.5	-11.8	-16.4	-21.7	-27.4	-35.1	-47.9	-65.9	-89.9
Idling Diesel	LrD	3.9	-33.5	-29.3	-25.8	-24.9	-20.7	-16.1	-18.5	-4.4	-15.1	-13.6	-13.8	-9.5	-7.3	-6.9	-7.4	-5.2	-2.3	-8.3	-9.5	-11.8	-16.4	-21.6	-27.4	-35.0	-47.7	-65.6	-89.4
Idling Diesel	LrD	5.6	-29.4	-25.5	-22.3	-21.7	-17.8	-13.4	-14.7	-0.8	-11.6	-10.6	-10.8	-8.9	-6.7	-6.3	-6.7	-4.7	-1.6	-7.4	-8.0	-8.7	-11.6	-14.9	-18.6	-23.3	-31.4	-42.6	-56.6
Idling Diesel	LrD	4.6	-30.6	-26.6	-23.3	-22.7	-18.6	-14.2	-15.8	-1.8	-12.6	-11.7	-11.8	-9.9	-7.7	-7.3	-7.7	-5.5	-2.5	-8.4	-9.2	-10.0	-13.1	-16.6	-20.6	-25.8	-34.7	-46.9	-62.6
Idling Diesel	LrD	5.7	-29.2	-25.4	-22.2	-21.6	-17.6	-13.3	-14.5	-0.6	-11.4	-10.5	-10.7	-8.7	-6.5	-6.1	-6.5	-4.5	-1.5	-7.3	-7.8	-8.6	-11.4	-14.7	-18.4	-23.0	-31.0	-42.0	-55.8
Idling Diesel	LrD	2.4	-33.3	-29.1	-25.6	-24.7	-20.5	-16.0	-18.3	-4.2	-14.9	-13.5	-13.6	-11.7	-9.5	-9.1	-9.5	-7.3	-4.4	-10.4	-11.6	-13.8	-18.3	-22.9	-28.3	-35.5	-47.6	-64.6	-87.1
Idling Diesel	LrD	4.4	-30.7	-26.8	-23.5	-22.8	-18.8	-14.4	-15.9	-2.0	-12.7	-11.8	-12.0	-10.0	-7.8	-7.4	-7.8	-5.7	-2.7	-8.5	-9.3	-10.2	-13.3	-16.8	-20.9	-26.1	-35.1	-47.5	-63.4
Idling Diesel	LrD	4.6	-30.5	-26.6	-23.3	-22.7	-18.7	-14.3	-15.8	-1.8	-12.6	-11.6	-11.8	-9.8	-7.6	-7.2	-7.6	-5.6	-2.6	-8.4	-9.2	-10.0	-13.0	-16.4	-20.5	-25.6	-34.3	-46.4	-61.8
Idling Diesel	LrD	5.0	-30.1	-26.2	-22.9	-22.3	-18.3	-13.9	-15.3	-1.4	-12.2	-11.2	-11.4	-9.4	-7.2	-6.8	-7.2	-5.2	-2.2	-8.0	-8.7	-9.5	-12.4	-15.8	-19.7	-24.6	-33.1	-44.8	-59.6
Idling Diesel	LrD	5.1	-29.9	-26.0	-22.8	-22.1	-18.2	-13.8	-15.2	-1.2	-12.0	-11.1	-11.2	-9.3	-7.1	-6.7	-7.1	-5.1	-2.1	-7.9	-8.5	-9.3	-12.2	-15.6	-19.4	-24.3	-32.7	-44.2	-58.9
Idling Diesel	LrD	5.3	-29.7	-25.9	-22.6	-22.0	-18.0	-13.7	-15.0	-1.1	-11.9	-10.9	-11.1	-9.1	-6.9	-6.5	-7.0	-4.9	-1.9	-7.7	-8.3	-9.1	-12.0	-15.3	-19.2	-24.0	-32.3	-43.7	-58.1
Idling Diesel	LrD	5.4	-29.6	-25.7	-22.5	-21.9	-17.9	-13.6	-14.9	-0.9	-11.7	-10.8	-10.9	-9.0	-6.8	-6.4	-6.8	-4.8	-1.8	-7.6	-8.1	-8.9	-11.8	-15.1	-18.9	-23.6	-31.8	-43.1	-57.3
Idling Diesel	LrD	4.3	-30.9	-26.9	-23.6	-22.9	-18.9	-14.5	-16.1	-2.1	-12.9	-11.9	-12.1	-10.2	-8.0	-7.5	-8.0	-5.8	-2.8	-8.6	-9.5	-10.4	-13.5	-17.0	-21.2	-26.5	-35.6	-48.1	-64.2
Idling Diesel	LrD	2.4	-33.3	-29.2	-25.6	-24.7	-20.5	-16.0	-18.3	-4.3	-15.0	-13.5	-13.7	-11.7	-9.5	-9.1	-9.6	-7.4	-4.5	-10.4	-11.6	-13.8	-18.4	-23.1	-28.5	-35.8	-47.9	-65.1	-87.8
Idling Diesel	LrD	2.3	-33.4	-29.2	-25.7	-24.8	-20.6	-16.0	-18.4	-4.3	-15.0	-13.5	-13.7	-11.8	-9.6	-9.2	-9.6	-7.4	-4.5	-10.5	-11.7	-13.9	-18.4	-23.2	-28.7	-36.1	-48.3	-65.6	-88.6
Idling Diesel	LrD	2.3	-33.5	-29.3	-25.7	-24.8	-20.6	-16.1	-18.4	-4.4	-15.1	-13.6	-13.7	-11.8	-9.6	-9.2	-9.7	-7.4	-4.5	-10.5	-11.7	-13.9	-18.5	-23.4	-29.0	-36.4	-48.8	-66.2	-89.4
Idling Diesel	LrD	6.6	-28.2	-24.3	-21.1	-20.6	-16.7	-12.5	-13.6	0.3	-10.5	-9.6	-9.8	-7.9	-5.7	-5.2	-5.7	-3.7	-0.7	-6.4	-6.7	-7.5	-10.2	-13.3	-16.8	-21.1	-28.7	-38.9	-51.7
Idling Diesel	LrD	6.8	-28.0	-24.1	-21.0	-20.4	-16.6	-12.3	-13.4	0.5	-10.3	-9.4	-9.6	-7.7	-5.5	-5.1	-5.5	-3.6	-0.5	-6.3	-6.6	-7.3	-10.0	-13.1	-16.6	-20.8	-28.3	-38.4	-50.9
Idling Diesel	LrD	4.1	-31.0	-27.1	-23.8	-23.0	-19.0	-14.6	-16.2	-2.3	-13.0	-12.1	-12.3	-10.3	-8.1	-7.7	-8.1	-6.0	-3.0	-8.8	-9.7	-10.6	-13.7	-17.2	-21.5	-26.8	-36.0	-48.7	-65.0
Idling Diesel	LrD	4.0	-31.1	-27.2	-23.9	-23.2	-19.1	-14.7	-16.4	-2.4	-13.2	-12.2	-12.4	-10.4	-8.2	-7.8	-8.3	-6.1	-3.1	-8.9	-9.8	-10.8	-13.9	-17.5	-21.7	-27.1	-36.4	-49.3	-65.8
Idling Diesel	LrD	6.2	-28.7	-24.9	-21.7	-21.1	-17.2	-12.9	-14.1	-0.2	-11.0	-10.1	-10.3	-8.3	-6.1	-5.7	-6.1	-4.1	-1.1	-6.9	-7.3	-8.0	-10.8	-14.0	-17.6	-22.1	-29.9	-40.5	-53.8
Idling Diesel	LrD	6.3	-28.6	-24.7	-21.5	-21.0	-17.1	-12.8	-13.9	0.0	-10.8	-9.9	-10.1	-8.2	-6.0	-5.5	-6.0	-4.0	-1.0	-6.7	-7.1	-7.8	-10.6	-13.8	-17.4	-21.8	-29.5	-40.0	-53.0
Idling Diesel	LrD	6.5	-28.4	-24.5	-21.3	-20.8	-16.9	-12.6	-13.7	0.2	-10.7	-9.8	-10.0	-8.0	-5.8	-5.4	-5.8	-3.9	-0.8	-6.6	-6.9	-7.6	-10.4	-13.6	-17.1	-21.5	-29.1	-39.4	-52.4
Idling Diesel	LrD	1.4	-33.5	-29.5	-26.1	-25.3	-21.3	-16.8	-19.1	-5.1	-15.9	-14.5	-14.7	-12.8	-10.6	-10.2	-10.7	-8.5	-5.5	-11.5	-12.6	-13.9	-17.3	-21.4	-26.5	-33.2	-44.5	-60.3	-81.0
Idling Diesel	LrD	1.5	-33.4	-29.4	-26.0	-25.3	-21.2	-16.7	-19.0	-5.0	-15.8	-14.4	-14.6	-12.7	-10.5	-10.1	-10.6	-8.4	-5.4	-11.3	-12.5	-13.8	-17.2	-21.3	-26.3	-33.0	-44.1	-59.8	-80.4
Idling Diesel	LrD	-0.1	-34.8	-30.8	-27.4	-26.6	-22.5	-18.1	-20.5	-6.6	-17.3	-16.0	-16.2	-14.2	-12.1	-11.7	-12.2	-9.9	-7.0	-13.0	-14.3	-15.6	-19.3	-23.7	-29.4	-36.9	-49.5	-67.2	-90.8
Idling Diesel	LrD	0.1	-34.7	-30.7	-27.3	-26.5	-22.4	-18.0	-20.4	-6.4	-17.2	-15.8	-16.0	-14.1	-11.9	-11.6	-12.0	-9.8	-6.9	-12.9	-14.1	-15.5	-19.1	-23.6	-29.1	-36.6	-49.0	-66.6	-90.0
Idling Diesel	LrD	0.9	-34.0	-30.0	-26.6	-25.8	-21.7	-17.2	-19.6	-5.6	-16.4	-15.0	-15.2	-13.3	-11.1	-10.7	-11.2	-9.0	-6.0	-12.0	-13.2	-14.5	-18.0	-22.2	-27.5	-34.5	-46.1	-62.6	-84.3
Idling Diesel	LrD	1.0	-33.9	-29.8	-26.5	-25.7	-21.6	-17.1	-19.5	-5.5	-16.3	-14.9	-15.1	-13.2	-11.0	-10.6	-11.1	-8.8	-5.9	-11.8	-13.0	-14.3	-17.8	-22.0	-27.3	-34.2	-45.7	-62.0	-83.5
Idling Diesel	LrD	1.2	-33.7	-29.7	-26.3	-25.6	-21.5	-17.0	-19.4	-5.4	-16.1	-14.8	-15.0	-13.0	-10.9	-10.5	-10.9	-8.7	-5.8	-11.7	-12.9	-14.2	-17.7	-21.8	-27.0	-33.9	-45.3	-61.4	-82.7

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	1.3	-33.6	-29.6	-26.2	-25.5	-21.4	-16.9	-19.2	-5.3	-16.0	-14.7	-14.9	-12.9	-10.7	-10.3	-10.8	-8.6	-5.6	-11.6	-12.8	-14.0	-17.5	-21.6	-26.8	-33.5	-44.9	-60.8	-81.8
Idling Diesel	LrD	4.9	-30.6	-26.6	-23.2	-22.4	-18.4	-13.9	-15.5	-1.5	-12.3	-11.2	-11.4	-9.5	-7.2	-6.8	-7.2	-5.1	-2.1	-7.9	-9.0	-10.8	-14.0	-17.6	-21.8	-27.3	-36.6	-49.5	-66.1
Idling Diesel	LrD	4.9	-30.5	-26.5	-23.1	-22.4	-18.3	-13.8	-15.4	-1.4	-12.2	-11.2	-11.3	-9.4	-7.2	-6.7	-7.2	-5.0	-2.0	-7.9	-8.9	-10.7	-13.8	-17.3	-21.6	-26.9	-36.2	-48.9	-65.3
Idling Diesel	LrD	5.0	-30.4	-26.4	-23.0	-22.3	-18.2	-13.8	-15.3	-1.4	-12.1	-11.1	-11.3	-9.3	-7.1	-6.7	-7.1	-5.0	-2.0	-7.8	-8.8	-10.5	-13.6	-17.1	-21.3	-26.6	-35.7	-48.3	-64.5
Idling Diesel	LrD	5.1	-30.3	-26.3	-22.9	-22.2	-18.1	-13.7	-15.2	-1.3	-12.0	-11.0	-11.2	-9.2	-7.0	-6.6	-7.0	-4.9	-1.9	-7.7	-8.7	-10.3	-13.4	-16.9	-21.0	-26.3	-35.3	-47.7	-63.7
Idling Diesel	LrD	0.2	-34.6	-30.6	-27.2	-26.4	-22.3	-17.9	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.7	-6.8	-12.7	-14.0	-15.3	-19.0	-23.4	-28.9	-36.3	-48.6	-66.0	-89.1
Idling Diesel	LrD	0.3	-34.5	-30.5	-27.1	-26.3	-22.2	-17.8	-20.2	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.3	-11.8	-9.5	-6.6	-12.6	-13.8	-15.2	-18.8	-23.2	-28.7	-36.0	-48.2	-65.4	-88.3
Idling Diesel	LrD	0.4	-34.4	-30.4	-27.0	-26.2	-22.1	-17.7	-20.1	-6.1	-16.8	-15.5	-15.7	-13.8	-11.6	-11.2	-11.7	-9.4	-6.5	-12.5	-13.7	-15.1	-18.6	-23.0	-28.4	-35.7	-47.8	-64.9	-87.5
Idling Diesel	LrD	0.5	-34.3	-30.3	-26.9	-26.1	-22.0	-17.6	-20.0	-6.0	-16.7	-15.4	-15.6	-13.7	-11.5	-11.1	-11.6	-9.3	-6.4	-12.4	-13.6	-14.9	-18.5	-22.8	-28.2	-35.4	-47.4	-64.4	-86.8
Idling Diesel	LrD	0.8	-34.1	-30.1	-26.7	-25.9	-21.8	-17.4	-19.7	-5.7	-16.5	-15.1	-15.3	-13.4	-11.2	-10.8	-11.3	-9.1	-6.2	-12.1	-13.3	-14.6	-18.2	-22.4	-27.7	-34.8	-46.6	-63.2	-85.2
Idling Diesel	LrD	3.1	-32.0	-28.0	-24.6	-23.9	-19.8	-15.4	-17.3	-3.3	-14.1	-13.0	-13.2	-11.2	-9.0	-8.6	-9.1	-6.9	-3.9	-9.7	-10.8	-11.8	-15.0	-18.8	-23.3	-29.1	-39.0	-52.8	-70.6
Idling Diesel	LrD	3.3	-31.8	-27.9	-24.5	-23.8	-19.7	-15.3	-17.1	-3.2	-13.9	-12.8	-13.0	-11.1	-8.9	-8.5	-8.9	-6.7	-3.8	-9.6	-10.7	-11.6	-14.8	-18.5	-23.0	-28.8	-38.5	-52.2	-69.8
Idling Diesel	LrD	3.4	-31.7	-27.7	-24.4	-23.7	-19.6	-15.2	-17.0	-3.0	-13.8	-12.7	-12.9	-11.0	-8.7	-8.3	-8.8	-6.6	-3.6	-9.5	-10.5	-11.5	-14.6	-18.3	-22.8	-28.4	-38.1	-51.6	-68.9
Idling Diesel	LrD	3.5	-31.6	-27.6	-24.3	-23.5	-19.5	-15.1	-16.8	-2.9	-13.6	-12.6	-12.8	-10.8	-8.6	-8.2	-8.7	-6.5	-3.5	-9.3	-10.3	-11.3	-14.5	-18.1	-22.5	-28.1	-37.7	-51.0	-68.2
Idling Diesel	LrD	5.9	-29.1	-25.2	-22.0	-21.4	-17.5	-13.2	-14.4	-0.5	-11.3	-10.3	-10.5	-8.6	-6.4	-6.0	-6.4	-4.4	-1.4	-7.2	-7.6	-8.4	-11.2	-14.4	-18.1	-22.7	-30.6	-41.5	-55.2
Idling Diesel	LrD	4.7	-30.4	-26.5	-23.2	-22.6	-18.6	-14.2	-15.7	-1.7	-12.5	-11.5	-11.7	-9.7	-7.5	-7.1	-7.5	-5.5	-2.5	-8.3	-9.0	-9.9	-12.8	-16.2	-20.2	-25.3	-34.0	-45.9	-61.2
Idling Diesel	LrD	2.9	-32.2	-28.2	-24.9	-24.1	-20.1	-15.6	-17.6	-3.6	-14.4	-13.2	-13.4	-11.5	-9.3	-8.9	-9.3	-7.1	-4.1	-10.0	-11.1	-12.2	-15.4	-19.2	-23.8	-29.8	-39.8	-53.9	-72.2
Idling Diesel	LrD	3.0	-32.1	-28.1	-24.8	-24.0	-20.0	-15.5	-17.4	-3.4	-14.2	-13.1	-13.3	-11.3	-9.1	-8.7	-9.2	-7.0	-4.0	-9.9	-11.0	-12.0	-15.2	-19.0	-23.5	-29.4	-39.4	-53.3	-71.4
Idling Diesel	LrD	2.2	-32.8	-28.8	-25.4	-24.7	-20.6	-16.2	-18.3	-4.3	-15.0	-13.8	-14.0	-12.1	-9.9	-9.5	-9.9	-7.7	-4.8	-10.7	-11.8	-12.9	-16.3	-20.2	-25.0	-31.3	-41.9	-56.7	-76.1
Idling Diesel	LrD	2.3	-32.7	-28.7	-25.3	-24.6	-20.5	-16.1	-18.1	-4.1	-14.9	-13.7	-13.9	-11.9	-9.7	-9.4	-9.8	-7.6	-4.6	-10.5	-11.6	-12.8	-16.1	-20.0	-24.8	-31.0	-41.5	-56.1	-75.3
Idling Diesel	LrD	2.5	-32.6	-28.6	-25.2	-24.5	-20.4	-16.0	-18.0	-4.0	-14.8	-13.6	-13.8	-11.8	-9.6	-9.2	-9.7	-7.5	-4.5	-10.4	-11.5	-12.6	-15.9	-19.8	-24.5	-30.7	-41.1	-55.6	-74.5
Idling Diesel	LrD	2.6	-32.5	-28.5	-25.1	-24.4	-20.3	-15.9	-17.9	-3.9	-14.6	-13.5	-13.7	-11.7	-9.5	-9.1	-9.6	-7.4	-4.4	-10.3	-11.4	-12.5	-15.8	-19.6	-24.3	-30.4	-40.7	-55.1	-73.8
Idling Diesel	LrD	3.7	-31.4	-27.5	-24.2	-23.4	-19.4	-15.0	-16.7	-2.7	-13.5	-12.5	-12.7	-10.7	-8.5	-8.1	-8.5	-6.4	-3.4	-9.2	-10.2	-11.2	-14.3	-17.9	-22.3	-27.9	-37.3	-50.5	-67.5
Idling Diesel	LrD	1.8	-33.2	-29.2	-25.8	-25.0	-20.9	-16.5	-18.7	-4.7	-15.5	-14.2	-14.4	-12.4	-10.2	-9.9	-10.3	-8.1	-5.2	-11.1	-12.2	-13.4	-16.8	-20.8	-25.8	-32.3	-43.2	-58.5	-78.6
Idling Diesel	LrD	1.9	-33.1	-29.1	-25.7	-24.9	-20.8	-16.4	-18.6	-4.6	-15.3	-14.1	-14.3	-12.3	-10.1	-9.7	-10.2	-8.0	-5.0	-10.9	-12.1	-13.3	-16.6	-20.6	-25.5	-32.0	-42.8	-57.9	-77.8
Idling Diesel	LrD	2.1	-32.9	-28.9	-25.6	-24.8	-20.7	-16.3	-18.4	-4.4	-15.2	-13.9	-14.1	-12.2	-10.0	-9.6	-10.1	-7.8	-4.9	-10.8	-11.9	-13.1	-16.4	-20.4	-25.3	-31.6	-42.3	-57.3	-77.0
Idling Diesel	LrD	4.6	-30.9	-26.9	-23.5	-22.7	-18.6	-14.2	-15.9	-1.9	-12.6	-11.5	-11.7	-9.7	-7.5	-7.1	-7.5	-5.4	-2.4	-8.2	-9.3	-11.2	-14.4	-18.0	-22.4	-28.0	-37.5	-50.7	-67.8
Idling Diesel	LrD	3.3	-32.3	-28.2	-24.7	-23.8	-19.7	-15.2	-17.3	-3.3	-14.0	-12.6	-12.8	-10.8	-8.6	-8.2	-8.6	-6.5	-3.5	-9.4	-10.6	-12.6	-16.9	-20.9	-25.9	-32.4	-43.4	-58.8	-79.0
Idling Diesel	LrD	3.4	-32.2	-28.1	-24.6	-23.8	-19.6	-15.1	-17.2	-3.2	-13.9	-12.6	-12.7	-10.8	-8.5	-8.1	-8.6	-6.4	-3.4	-9.3	-10.5	-12.5	-16.7	-20.7	-25.6	-32.1	-43.0	-58.2	-78.2
Idling Diesel	LrD	3.5	-32.1	-28.0	-24.6	-23.7	-19.6	-15.1	-17.1	-3.1	-13.8	-12.5	-12.7	-10.7	-8.5	-8.1	-8.5	-6.3	-3.4	-9.3	-10.4	-12.5	-16.5	-20.5	-25.4	-31.8	-42.5	-57.6	-77.3
Idling Diesel	LrD	4.3	-31.3	-27.2	-23.8	-23.0	-18.9	-14.4	-16.2	-2.2	-12.9	-11.8	-11.9	-10.0	-7.8	-7.4	-7.8	-5.6	-2.6	-8.5	-9.6	-11.5	-15.1	-18.8	-23.4	-29.2	-39.1	-53.0	-70.9
Idling Diesel	LrD	4.4	-31.2	-27.1	-23.7	-22.9	-18.8	-14.3	-16.1	-2.1	-12.8	-11.7	-11.9	-9.9	-7.7	-7.3	-7.7	-5.6	-2.6	-8.4	-9.5	-11.4	-14.9	-18.6	-23.1	-28.9	-38.7	-52.4	-70.0
Idling Diesel	LrD	4.4	-31.1	-27.1	-23.6	-22.8	-18.7	-14.3	-16.0	-2.0	-12.8	-11.6	-11.8	-9.8	-7.6	-7.2	-7.7	-5.5	-2.5	-8.4	-9.4	-11.3	-14.7	-18.4	-22.8	-28.6	-38.3	-51.8	-69.2
Idling Diesel	LrD	4.5	-31.0	-27.0	-23.6	-22.8	-18.7	-14.2	-15.9	-1.9	-12.7	-11.6	-11.7	-9.8	-7.6	-7.2	-7.6	-5.4	-2.4	-8.3	-9.4	-11.3	-14.5	-18.2	-22.6	-28.2	-37.8	-51.2	-68.4
Idling Diesel	LrD	2.7	-33.0	-28.8	-25.3	-24.4	-20.2	-15.7	-18.0	-3.9	-14.6	-13.2	-13.3	-11.4	-9.2	-8.8	-9.2	-7.0	-4.1	-10.0	-11.2	-13.4	-17.9	-22.5	-27.8	-34.9	-46.7	-63.4	-85.4
Idling Diesel	LrD	2.8	-32.9	-28.8	-25.3	-24.4	-20.2	-15.6	-17.9	-3.9	-14.6	-13.1	-13.3	-11.3	-9.1	-8.7	-9.2	-7.0	-4.0	-10.0	-11.2	-13.3	-17.8	-22.3	-27.6	-34.6	-46.3	-62.8	-84.6

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	2.8	-32.9	-28.7	-25.2	-24.3	-20.1	-15.6	-17.9	-3.8	-14.5	-13.1	-13.2	-11.3	-9.1	-8.7	-9.1	-6.9	-4.0	-9.9	-11.1	-13.2	-17.7	-22.1	-27.3	-34.3	-45.9	-62.2	-83.8
Idling Diesel	LrD	2.9	-32.8	-28.6	-25.1	-24.2	-20.1	-15.5	-17.8	-3.8	-14.5	-13.0	-13.2	-11.2	-9.0	-8.6	-9.1	-6.9	-3.9	-9.9	-11.0	-13.2	-17.6	-21.9	-27.1	-34.0	-45.4	-61.6	-82.9
Idling Diesel	LrD	3.5	-32.1	-28.0	-24.5	-23.7	-19.5	-15.0	-17.1	-3.0	-13.8	-12.4	-12.6	-10.6	-8.4	-8.0	-8.5	-6.3	-3.3	-9.2	-10.4	-12.4	-16.3	-20.3	-25.1	-31.5	-42.1	-57.0	-76.5
Idling Diesel	LrD	3.6	-32.0	-27.9	-24.4	-23.6	-19.4	-15.0	-17.0	-3.0	-13.7	-12.4	-12.6	-10.6	-8.4	-8.0	-8.4	-6.2	-3.3	-9.2	-10.3	-12.3	-16.2	-20.1	-24.9	-31.1	-41.7	-56.4	-75.7
Idling Diesel	LrD	3.7	-31.9	-27.8	-24.4	-23.5	-19.4	-14.9	-16.9	-2.9	-13.6	-12.3	-12.5	-10.5	-8.3	-7.9	-8.4	-6.2	-3.2	-9.1	-10.2	-12.2	-16.0	-19.9	-24.6	-30.8	-41.2	-55.8	-74.9
Idling Diesel	LrD	3.7	-31.8	-27.7	-24.3	-23.5	-19.3	-14.9	-16.8	-2.8	-13.5	-12.3	-12.5	-10.5	-8.3	-7.9	-8.3	-6.1	-3.2	-9.1	-10.2	-12.2	-15.8	-19.7	-24.4	-30.5	-40.9	-55.3	-74.2
Idling Diesel	LrD	4.2	-31.4	-27.3	-23.9	-23.1	-18.9	-14.5	-16.3	-2.3	-13.0	-11.8	-12.0	-10.0	-7.8	-7.4	-7.8	-5.7	-2.7	-8.6	-9.7	-11.6	-15.3	-19.1	-23.6	-29.6	-39.6	-53.6	-71.7
Idling Diesel	LrD	5.5	-29.6	-25.7	-22.4	-21.8	-17.8	-13.5	-14.8	-0.8	-11.6	-10.6	-10.8	-8.9	-6.7	-6.3	-6.7	-4.7	-1.6	-7.4	-8.4	-9.2	-12.1	-15.4	-19.3	-24.1	-32.4	-43.9	-58.4
Idling Diesel	LrD	5.6	-29.5	-25.6	-22.3	-21.7	-17.7	-13.4	-14.7	-0.7	-11.5	-10.6	-10.7	-8.8	-6.6	-6.2	-6.6	-4.6	-1.6	-7.4	-8.2	-9.0	-11.9	-15.2	-19.0	-23.7	-32.0	-43.3	-57.6
Idling Diesel	LrD	5.7	-29.4	-25.5	-22.2	-21.6	-17.7	-13.3	-14.6	-0.7	-11.4	-10.5	-10.7	-8.7	-6.5	-6.1	-6.5	-4.5	-1.5	-7.3	-8.0	-8.8	-11.7	-15.0	-18.7	-23.4	-31.6	-42.8	-56.9
Idling Diesel	LrD	5.8	-29.2	-25.3	-22.1	-21.5	-17.6	-13.2	-14.5	-0.5	-11.3	-10.4	-10.6	-8.6	-6.4	-6.0	-6.4	-4.4	-1.4	-7.2	-7.8	-8.6	-11.5	-14.7	-18.5	-23.1	-31.1	-42.2	-56.1
Idling Diesel	LrD	5.2	-30.2	-26.2	-22.8	-22.1	-18.1	-13.6	-15.1	-1.2	-11.9	-11.0	-11.1	-9.2	-6.9	-6.5	-6.9	-4.8	-1.8	-7.6	-8.6	-10.1	-13.2	-16.6	-20.7	-25.9	-34.8	-47.2	-62.9
Idling Diesel	LrD	5.3	-30.1	-26.1	-22.8	-22.0	-18.0	-13.6	-15.0	-1.1	-11.8	-10.9	-11.1	-9.1	-6.9	-6.5	-6.9	-4.7	-1.7	-7.6	-8.6	-9.9	-13.0	-16.4	-20.5	-25.6	-34.4	-46.6	-62.1
Idling Diesel	LrD	5.3	-29.9	-25.9	-22.7	-22.0	-18.0	-13.6	-15.0	-1.0	-11.8	-10.8	-11.0	-9.0	-6.8	-6.4	-6.8	-4.8	-1.8	-7.6	-8.6	-9.6	-12.5	-15.9	-19.8	-24.7	-33.3	-45.0	-59.9
Idling Diesel	LrD	5.4	-29.7	-25.8	-22.6	-21.9	-17.9	-13.5	-14.9	-0.9	-11.7	-10.7	-10.9	-8.9	-6.8	-6.3	-6.8	-4.7	-1.7	-7.5	-8.5	-9.4	-12.3	-15.6	-19.5	-24.4	-32.8	-44.4	-59.1
Idling Diesel	LrD	6.5	-28.2	-24.4	-21.2	-20.7	-16.9	-12.7	-13.7	0.1	-10.7	-9.8	-10.0	-8.1	-5.9	-5.5	-5.9	-4.0	-0.9	-6.6	-6.6	-7.3	-10.0	-13.1	-16.6	-20.8	-28.2	-38.4	-50.9
Idling Diesel	LrD	5.9	-29.1	-25.2	-22.0	-21.4	-17.5	-13.2	-14.4	-0.5	-11.2	-10.3	-10.5	-8.6	-6.4	-5.9	-6.4	-4.4	-1.3	-7.1	-7.7	-8.4	-11.3	-14.5	-18.2	-22.8	-30.8	-41.7	-55.4
Idling Diesel	LrD	5.4	-30.0	-26.0	-22.7	-22.0	-17.9	-13.5	-14.9	-1.0	-11.7	-10.8	-11.0	-9.0	-6.8	-6.4	-6.8	-4.7	-1.7	-7.5	-8.5	-9.8	-12.8	-16.2	-20.3	-25.3	-34.1	-46.1	-61.4
Idling Diesel	LrD	4.1	-31.5	-27.4	-24.0	-23.1	-19.0	-14.5	-16.4	-2.4	-13.1	-11.9	-12.1	-10.1	-7.9	-7.5	-7.9	-5.7	-2.8	-8.6	-9.7	-11.7	-15.5	-19.3	-23.9	-29.9	-40.0	-54.1	-72.5
Idling Diesel	LrD	6.0	-28.8	-25.0	-21.8	-21.2	-17.4	-13.1	-14.2	-0.3	-11.1	-10.2	-10.4	-8.5	-6.3	-5.9	-6.3	-4.3	-1.3	-7.0	-7.3	-8.0	-10.8	-14.0	-17.6	-22.1	-29.9	-40.5	-53.8
Idling Diesel	LrD	6.1	-28.7	-24.8	-21.7	-21.1	-17.3	-13.0	-14.1	-0.2	-11.0	-10.1	-10.3	-8.4	-6.2	-5.8	-6.2	-4.2	-1.2	-7.0	-7.1	-7.8	-10.6	-13.8	-17.4	-21.8	-29.5	-40.0	-53.1
Idling Diesel	LrD	6.2	-28.6	-24.7	-21.5	-21.0	-17.1	-12.9	-14.0	-0.1	-10.9	-10.0	-10.2	-8.3	-6.1	-5.7	-6.1	-4.1	-1.1	-6.9	-6.9	-7.6	-10.4	-13.6	-17.1	-21.4	-29.1	-39.4	-52.3
Idling Diesel	LrD	6.3	-28.4	-24.6	-21.4	-20.9	-17.0	-12.8	-13.9	0.0	-10.8	-9.9	-10.1	-8.2	-6.0	-5.6	-6.0	-4.1	-1.0	-6.8	-6.7	-7.5	-10.2	-13.3	-16.8	-21.1	-28.7	-38.9	-51.6
Parking	LrD	-4.6					-10.3			-7.1			-17.7			-16.5			-19.8			-20.2			-32.1			-71.9	
Parking	LrD	-5.2					-10.9			-7.7			-18.4			-17.2			-20.4			-20.8			-32.8			-73.0	
Parking	LrD	2.7					-5.2			-0.2			-9.2			-6.7			-7.8			-10.5			-26.6			-74.2	
Parking	LrD	4.0					-4.1			1.1			-7.8			-5.2			-6.4			-9.0			-25.4			-73.7	
Parking	LrD	2.8					-5.0			0.1			-8.8			-6.2			-8.8			-11.3			-27.0			-73.4	
Parking	LrD	-4.2					-9.9			-6.6			-17.3			-16.0			-19.5			-20.2			-32.3			-72.3	
Parking	LrD	-4.3					-10.0			-6.8			-17.4			-16.2			-19.6			-20.1			-32.0			-71.6	
Parking	LrD	-4.2					-10.0			-6.7			-17.3			-16.1			-19.5			-20.0			-31.9			-71.2	
Parking	LrD	-4.4					-10.1			-6.9			-17.5			-16.3			-19.6			-20.0			-31.8			-71.1	
Parking	LrD	-4.4					-10.1			-6.9			-17.5			-16.3			-19.6			-20.1			-31.9			-71.4	
Parking	LrD	2.4					-5.5			-0.3			-9.1			-6.5			-9.2			-11.6			-27.0			-72.8	
Parking	LrD	3.5					-4.5			0.8			-8.2			-5.3			-7.8			-10.2			-26.1			-73.4	
Parking	LrD	5.1					-1.3			3.1			-9.6			-8.3			-10.5			-10.4			-17.2			-36.5	

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	LrD	4.0					-3.9			1.3			-7.6			-5.0			-7.7			-10.0			-25.0			-69.0	
Parking	LrD	1.4					-5.6			-1.1			-10.9			-9.2			-11.1			-14.9			-28.9			-69.0	
Parking	LrD	-1.8					-8.1			-4.2			-14.5			-13.1			-15.2			-19.3			-33.6			-73.7	
Parking	LrD	-0.8					-8.6			-3.4			-12.4			-9.9			-12.7			-15.1			-30.6			-76.1	
Parking	LrD	0.7					-7.2			-2.0			-11.0			-8.4			-11.2			-13.6			-28.9			-73.9	
Parking	LrD	2.1					-5.5			-0.5			-9.5			-7.2			-10.0			-12.5			-27.8			-72.6	
Parking	LrD	2.5					-5.3			-0.2			-9.2			-6.8			-9.6			-11.9			-27.0			-71.0	
Parking	LrD	3.9					-4.1			1.1			-7.8			-5.0			-7.5			-9.9			-25.3			-70.9	
Parking	LrD	-3.0					-8.7			-5.4			-16.1			-14.8			-18.3			-19.3			-31.5			-72.1	
Parking	LrD	29.2					15.4			24.3			12.2			15.7			21.7			23.8			19.3			6.6	
Parking	LrD	32.3					18.0			27.4			15.9			19.6			24.7			26.6			22.6			11.7	
Parking	LrD	34.6					20.4			29.8			18.7			22.5			27.0			28.7			25.0			15.1	
Parking	LrD	33.5					19.2			28.6			17.3			21.1			25.8			27.6			23.8			13.5	
Parking	LrD	30.4					16.3			25.5			13.6			17.2			22.8			24.8			20.6			8.6	
Parking	LrD	2.6					-4.6			0.1			-9.4			-7.3			-10.4			-12.8			-27.2			-68.6	
Parking	LrD	4.1					-2.3			2.1			-10.8			-9.5			-11.2			-10.5			-17.1			-36.4	
Parking	LrD	18.8					7.6			14.9			0.8			3.9			10.6			12.8			6.9			-11.0	
Parking	LrD	19.7					6.9			14.9			-0.3			5.4			12.2			14.4			8.8			-7.9	
Parking	LrD	26.6					13.4			21.8			8.3			12.6			19.1			21.3			16.2			1.4	
Parking	LrD	27.6					14.2			22.7			9.9			13.7			20.1			22.2			17.4			3.4	
Parking	LrD	-1.4					-7.4			-3.8			-14.2			-12.9			-16.4			-19.2			-32.6			-73.2	
Parking	LrD	-1.4					-7.4			-3.8			-14.2			-12.9			-16.4			-19.1			-32.7			-73.3	
Parking	LrD	-1.6					-7.5			-4.0			-14.4			-13.0			-16.5			-19.3			-32.9			-73.8	
Parking	LrD	-1.2					-7.3			-3.6			-14.0			-12.6			-16.1			-18.9			-33.2			-75.1	
Parking	LrD	0.6					-6.6			-2.0			-11.5			-9.5			-12.7			-13.7			-29.8			-76.3	
Parking	LrD	24.8					11.9			20.0			4.9			10.5			17.3			19.5			14.1			-2.2	
Parking	LrD	19.3					8.2			15.6			0.3			4.2			11.0			13.1			7.1			-10.9	
Parking	LrD	-0.2					-6.2			-2.6			-13.0			-11.7			-15.2			-18.0			-32.2			-74.0	
Parking	LrD	-1.4					-7.4			-3.8			-14.2			-12.8			-16.3			-19.1			-33.0			-74.2	
Parking	LrD	-1.4					-7.3			-3.8			-14.2			-12.8			-16.3			-19.1			-32.8			-73.6	
Receiver -644,390 Fl G LrD,lim dB(A) LrD 54.2 dB(A)																													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.3														-2.3													
Backup Alarms	LrD	-2.3														-2.3													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-1.8														-1.8													

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-2.8														-2.8													
Backup Alarms	LrD	-2.9														-2.9													
Backup Alarms	LrD	-3.0														-3.0													
Backup Alarms	LrD	-2.5														-2.5													
Backup Alarms	LrD	-2.4														-2.4													
Backup Alarms	LrD	-2.4														-2.4													
Backup Alarms	LrD	-2.5														-2.5													
Backup Alarms	LrD	-1.8														-1.8													
Backup Alarms	LrD	28.8														28.8													
Backup Alarms	LrD	29.2														29.2													
Backup Alarms	LrD	29.5														29.5													
Backup Alarms	LrD	28.5														28.5													
Backup Alarms	LrD	28.3														28.3													
Backup Alarms	LrD	27.8														27.8													
Backup Alarms	LrD	28.2														28.2													
Backup Alarms	LrD	31.9														31.9													
Backup Alarms	LrD	32.2														32.2													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	31.6														31.6													
Backup Alarms	LrD	30.6														30.6													
Backup Alarms	LrD	30.9														30.9													
Backup Alarms	LrD	31.2														31.2													
Backup Alarms	LrD	-3.1														-3.1													
Backup Alarms	LrD	-1.8														-1.8													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.0														-2.0													

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-2.0														-2.0													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	-3.1														-3.1													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	-2.6														-2.6													
Backup Alarms	LrD	-1.8														-1.8													
Backup Alarms	LrD	-1.8														-1.8													
Backup Alarms	LrD	-1.9														-1.9													
Backup Alarms	LrD	-1.8														-1.8													
Backup Alarms	LrD	-2.2														-2.2													
Backup Alarms	LrD	-1.7														-1.7													
Backup Alarms	LrD	-1.7														-1.7													
Backup Alarms	LrD	28.1														28.1													
Backup Alarms	LrD	32.4														32.4													
Backup Alarms	LrD	32.1														32.1													
Backup Alarms	LrD	31.8														31.8													
Backup Alarms	LrD	31.5														31.5													
Backup Alarms	LrD	32.6														32.6													
Backup Alarms	LrD	29.0														29.0													
Backup Alarms	LrD	28.7														28.7													
Backup Alarms	LrD	28.3														28.3													
Backup Alarms	LrD	32.8														32.8													
Backup Alarms	LrD	31.1														31.1													
Backup Alarms	LrD	33.1														33.1													
Backup Alarms	LrD	33.1														33.1													
Backup Alarms	LrD	30.3														30.3													
Backup Alarms	LrD	27.5														27.5													
Backup Alarms	LrD	33.2														33.2													
Backup Alarms	LrD	32.7														32.7													
Backup Alarms	LrD	32.9														32.9													

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Backup Alarms	LrD	33.0														33.0													
Backup Alarms	LrD	33.1														33.1													
Backup Alarms	LrD	28.4														28.4													
Backup Alarms	LrD	28.3														28.2													
Backup Alarms	LrD	27.7														27.7													
Backup Alarms	LrD	28.5														28.5													
Backup Alarms	LrD	27.9														27.9													
Backup Alarms	LrD	28.7														28.7													
Backup Alarms	LrD	30.4														30.4													
Backup Alarms	LrD	28.1														28.1													
Backup Alarms	LrD	30.1														30.1													
Backup Alarms	LrD	29.7														29.7													
Backup Alarms	LrD	27.8														27.8													
Backup Alarms	LrD	29.4														29.4													
Backup Alarms	LrD	28.0														28.0													
HVAC	LrD	-1.0	-48.9	-43.0	-39.0	-26.1	-21.2	-27.2	-19.8	-17.9	-19.0	-17.1	-17.2	-15.3	-14.5	-13.6	-9.8	-8.0	-12.4	-10.9	-10.3	-13.4	-14.1	-19.7	-22.5	-30.2	-39.0	-56.9	-80.5
HVAC	LrD	6.3	-42.3	-36.5	-32.7	-19.8	-15.0	-21.2	-13.3	-11.5	-12.6	-10.8	-10.9	-8.9	-8.0	-7.0	-3.2	-1.4	-5.5	-3.7	-2.7	-5.1	-4.9	-9.0	-9.8	-14.5	-18.7	-30.1	-44.2
HVAC	LrD	6.0	-44.1	-38.0	-34.0	-21.0	-16.1	-22.1	-14.1	-12.1	-13.2	-11.2	-11.2	-9.3	-8.3	-7.3	-3.4	-1.7	-5.8	-4.0	-2.9	-5.4	-5.1	-9.3	-10.1	-14.9	-19.2	-30.7	-45.1
HVAC	LrD	0.6	-47.7	-41.7	-37.8	-24.8	-19.9	-26.0	-18.0	-16.1	-17.2	-15.3	-15.4	-13.5	-12.7	-11.9	-8.1	-6.5	-10.9	-9.5	-8.8	-11.9	-12.3	-17.6	-19.8	-26.7	-34.0	-49.7	-70.0
HVAC	LrD	0.6	-47.8	-41.8	-37.9	-24.9	-20.0	-26.1	-18.1	-16.2	-17.3	-15.4	-15.5	-13.6	-12.8	-11.9	-8.2	-6.6	-11.0	-9.5	-8.8	-11.9	-12.4	-17.6	-19.9	-26.8	-34.2	-50.0	-70.5
HVAC	LrD	6.5	-43.1	-37.1	-33.1	-20.2	-15.3	-21.3	-13.3	-11.4	-12.5	-10.5	-10.5	-8.6	-7.6	-6.7	-2.8	-1.1	-5.3	-3.5	-2.5	-5.0	-4.8	-9.0	-9.8	-14.6	-18.8	-30.0	-44.0
HVAC	LrD	6.5	-43.0	-37.0	-33.1	-20.1	-15.2	-21.2	-13.3	-11.3	-12.4	-10.5	-10.5	-8.6	-7.6	-6.7	-2.8	-1.0	-5.2	-3.5	-2.5	-5.0	-4.8	-9.0	-9.8	-14.6	-18.8	-30.0	-44.0
HVAC	LrD	-1.0	-49.0	-43.0	-39.0	-26.1	-21.2	-27.2	-19.8	-17.9	-19.1	-17.1	-17.2	-15.3	-14.5	-13.6	-9.9	-8.1	-12.4	-11.0	-10.3	-13.5	-14.1	-19.7	-22.5	-30.3	-39.1	-57.0	-80.7
HVAC	LrD	3.9	-44.4	-38.4	-34.5	-21.5	-16.6	-22.6	-14.7	-12.8	-13.9	-12.0	-12.1	-10.2	-9.4	-8.6	-4.9	-3.3	-7.7	-6.2	-5.5	-8.5	-8.7	-13.5	-14.9	-20.5	-25.8	-38.3	-54.0
HVAC	LrD	3.8	-44.6	-38.6	-34.7	-21.7	-16.8	-22.9	-14.9	-13.0	-14.1	-12.2	-12.3	-10.4	-9.6	-8.8	-5.1	-3.5	-7.9	-6.4	-5.7	-8.6	-8.9	-13.7	-15.2	-20.8	-26.2	-38.9	-54.8
Idling Diesel	LrD	0.3	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.4	-12.5	-13.6	-17.0	-21.0	-26.0	-32.5	-43.4	-58.8	-79.0
Idling Diesel	LrD	0.3	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.4	-12.6	-13.7	-17.0	-21.1	-26.0	-32.5	-43.5	-58.9	-79.2
Idling Diesel	LrD	0.3	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.5	-11.9	-9.8	-6.9	-12.3	-12.5	-13.6	-17.0	-21.0	-25.9	-32.4	-43.3	-58.7	-78.8
Idling Diesel	LrD	0.1	-34.6	-30.7	-27.3	-26.6	-22.6	-18.2	-20.5	-6.6	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-10.0	-7.0	-12.9	-13.1	-14.2	-17.6	-21.7	-26.9	-33.6	-45.0	-60.9	-81.9
Idling Diesel	LrD	0.1	-34.6	-30.6	-27.3	-26.6	-22.6	-18.2	-20.5	-6.6	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-10.0	-7.0	-12.8	-13.0	-14.1	-17.6	-21.7	-26.8	-33.5	-44.8	-60.7	-81.6
Idling Diesel	LrD	34.5	-17.5	-12.8	-8.6	-7.0	-2.1	3.2	4.1	19.0	11.6	7.7	8.5	11.4	16.8	18.3	18.8	25.6	29.6	24.9	25.0	24.4	21.9	19.2	16.3	12.9	6.8	-1.3	-10.7
Idling Diesel	LrD	36.8	-15.2	-10.4	-6.2	-4.6	0.3	5.6	8.9	23.8	14.0	10.8	11.6	14.5	19.7	21.1	21.7	27.6	31.6	27.0	27.0	26.6	24.2	21.7	19.1	16.2	10.9	3.8	-4.2
Idling Diesel	LrD	34.2	-17.8	-13.0	-8.8	-7.2	-2.3	3.0	3.8	18.7	11.3	7.4	8.2	11.1	16.5	17.9	19.0	25.3	29.4	24.7	24.8	24.2	21.6	18.9	15.9	12.5	6.3	-1.9	-11.6
Idling Diesel	LrD	0.1	-34.5	-30.6	-27.3	-26.6	-22.6	-18.2	-20.5	-6.5	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-10.0	-7.0	-12.6	-12.8	-13.9	-17.3	-21.4	-26.4	-33.1	-44.2	-59.9	-80.5
Idling Diesel	LrD	37.1	-14.9	-10.1	-5.9	-4.3	0.6	5.9	9.2	24.2	14.3	11.2	12.0	14.9	20.1	21.5	22.1	27.9	32.0	27.3	27.4	26.9	24.5	22.0	19.5	16.7	11.4	4.4	-3.4
Idling Diesel	LrD	36.4	-15.5	-10.7	-6.5	-4.9	0.0	5.3	8.6	23.5	13.7	10.4	11.2	14.1	19.3	20.8	21.4	27.2	31.3	26.7	26.7	26.3	23.9	21.3	18.7	15.8	10.4	3.2	-4.9

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	35.7	-16.4	-11.7	-7.5	-5.9	-1.0	4.4	5.4	22.6	12.8	9.2	10.0	12.9	18.2	19.6	20.2	26.3	30.7	26.0	26.1	25.5	23.1	20.5	17.7	14.6	8.9	1.4	-7.3
Idling Diesel	LrD	35.4	-16.8	-12.0	-7.8	-6.2	-1.3	4.0	5.1	22.3	12.4	8.8	9.6	12.5	17.9	19.3	19.9	26.3	30.4	25.7	25.8	25.2	22.8	20.1	17.3	14.1	8.3	0.7	-8.1
Idling Diesel	LrD	35.1	-17.1	-12.3	-8.1	-6.5	-1.6	3.7	4.7	21.9	12.1	8.4	9.2	12.1	17.5	18.9	19.5	26.0	30.1	25.4	25.5	25.0	22.5	19.8	16.9	13.7	7.8	0.0	-9.0
Idling Diesel	LrD	34.7	-17.3	-12.6	-8.4	-6.8	-1.9	3.5	4.4	19.3	11.8	8.0	8.8	11.8	17.1	18.6	19.2	25.8	29.9	25.2	25.2	24.7	22.2	19.5	16.6	13.3	7.3	-0.6	-9.9
Idling Diesel	LrD	37.4	-14.5	-9.8	-5.6	-4.0	0.9	6.2	9.6	24.5	14.7	11.6	12.4	15.3	20.4	21.9	22.5	28.2	32.3	27.6	27.7	27.2	24.9	22.4	19.9	17.1	11.8	5.0	-2.7
Idling Diesel	LrD	0.1	-34.5	-30.6	-27.3	-26.6	-22.6	-18.2	-20.5	-6.5	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-10.0	-7.0	-12.7	-12.8	-14.0	-17.4	-21.4	-26.5	-33.2	-44.3	-60.0	-80.7
Idling Diesel	LrD	0.1	-34.5	-30.6	-27.3	-26.6	-22.5	-18.1	-20.5	-6.5	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-9.9	-7.0	-12.7	-12.9	-14.0	-17.4	-21.5	-26.6	-33.3	-44.5	-60.2	-81.0
Idling Diesel	LrD	0.1	-34.5	-30.6	-27.3	-26.6	-22.5	-18.1	-20.5	-6.5	-17.3	-15.9	-16.1	-14.2	-12.0	-11.6	-12.1	-9.9	-7.0	-12.7	-12.9	-14.1	-17.5	-21.6	-26.7	-33.4	-44.6	-60.5	-81.3
Idling Diesel	LrD	34.0	-19.0	-14.2	-10.0	-8.4	-3.5	1.8	2.2	17.1	7.3	5.5	6.3	11.1	16.6	18.0	18.6	25.2	29.2	24.5	24.5	23.9	21.2	18.3	15.1	11.2	4.3	-4.9	-16.1
Idling Diesel	LrD	33.9	-19.2	-14.4	-10.2	-8.6	-3.7	1.6	1.9	16.8	7.0	6.5	8.0	11.0	16.5	17.9	18.5	25.1	29.1	24.4	24.5	23.8	21.2	18.2	15.0	11.0	4.1	-5.3	-16.7
Idling Diesel	LrD	37.7	-14.3	-9.5	-5.3	-3.7	1.2	6.5	9.8	24.7	14.9	11.9	12.7	15.7	20.8	22.2	22.8	28.5	32.6	27.9	27.9	27.5	25.2	22.7	20.2	17.4	12.3	5.5	-2.0
Idling Diesel	LrD	38.0	-14.0	-9.2	-5.0	-3.4	1.5	6.8	10.1	25.0	15.2	12.3	13.1	16.0	21.1	22.5	23.1	28.7	32.8	28.2	28.2	27.8	25.4	23.0	20.5	17.8	12.7	6.0	-1.5
Idling Diesel	LrD	34.3	-18.3	-13.6	-9.4	-7.8	-2.9	2.4	3.0	17.9	10.5	6.4	7.2	10.2	15.6	18.4	19.0	25.5	29.5	24.8	24.9	24.3	21.6	18.8	15.6	11.9	5.3	-3.5	-13.9
Idling Diesel	LrD	34.2	-18.6	-13.8	-9.6	-8.0	-3.1	2.2	2.8	17.7	7.8	6.1	6.9	9.8	16.3	18.3	18.8	25.4	29.4	24.7	24.7	24.1	21.5	18.6	15.4	11.6	4.9	-4.0	-14.7
Idling Diesel	LrD	34.1	-18.8	-14.0	-9.8	-8.2	-3.3	2.0	2.5	17.4	7.6	5.8	6.6	9.5	16.7	18.1	18.7	25.3	29.3	24.6	24.6	24.0	21.4	18.5	15.2	11.4	4.6	-4.5	-15.4
Idling Diesel	LrD	36.0	-16.0	-11.2	-7.0	-5.4	-0.5	4.8	8.2	23.1	13.3	9.8	10.6	13.6	18.8	20.2	20.8	26.8	30.9	26.2	26.3	25.8	23.4	20.8	18.2	15.2	9.7	2.4	-6.0
Idling Diesel	LrD	36.3	-15.7	-10.9	-6.8	-5.2	-0.2	7.4	8.5	23.4	13.6	10.2	11.0	13.9	19.1	20.6	21.2	27.1	31.2	26.5	26.6	26.1	23.7	21.2	18.5	15.6	10.1	2.9	-5.3
Idling Diesel	LrD	34.3	-18.9	-14.1	-10.0	-8.4	-3.4	1.9	4.7	19.6	9.8	5.7	8.4	11.4	16.9	18.3	18.9	25.4	29.5	24.7	24.8	24.2	21.6	18.7	15.5	11.6	4.8	-4.3	-15.4
Idling Diesel	LrD	34.4	-18.7	-13.9	-9.8	-8.2	-3.2	2.1	5.0	19.9	10.1	6.0	6.8	11.5	17.0	18.4	19.0	25.5	29.6	24.8	24.9	24.3	21.7	18.8	15.6	11.8	5.1	-3.9	-14.8
Idling Diesel	LrD	35.0	-17.3	-12.5	-8.3	-6.7	-1.8	3.5	6.9	21.8	12.0	8.3	9.0	12.0	17.3	18.8	19.4	26.0	30.1	25.3	25.4	24.9	22.4	19.7	16.8	13.6	7.6	-0.3	-9.4
Idling Diesel	LrD	35.3	-17.0	-12.2	-8.0	-6.4	-1.5	3.8	7.2	22.1	12.3	8.6	9.4	12.4	17.7	19.1	19.7	26.2	30.3	25.6	25.7	25.2	22.7	20.0	17.2	14.0	8.1	0.4	-8.6
Idling Diesel	LrD	35.6	-16.6	-11.9	-7.7	-6.1	-1.2	4.1	7.5	22.4	12.6	9.0	9.8	12.8	18.1	19.5	20.1	26.5	30.6	25.9	26.0	25.5	23.0	20.3	17.6	14.4	8.7	1.1	-7.7
Idling Diesel	LrD	35.9	-16.3	-11.5	-7.4	-5.8	-0.8	4.5	7.9	22.8	13.0	9.4	10.2	13.2	18.5	19.9	20.5	26.8	30.9	26.2	26.3	25.8	23.3	20.7	17.9	14.9	9.2	1.8	-6.8
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.1	-16.9	-15.5	-15.7	-13.8	-11.6	-11.3	-11.7	-9.6	-6.7	-12.2	-12.4	-13.5	-16.8	-20.8	-25.7	-32.2	-43.0	-58.2	-78.2
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-16.9	-15.6	-15.8	-13.8	-11.7	-11.3	-11.8	-9.6	-6.7	-12.3	-12.4	-13.5	-16.8	-20.8	-25.7	-32.2	-43.0	-58.3	-78.3
Idling Diesel	LrD	0.5	-34.3	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.3	-11.8	-9.7	-6.7	-12.3	-12.4	-13.5	-16.9	-20.9	-25.8	-32.2	-43.1	-58.4	-78.4
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.3	-18.0	-20.2	-6.2	-17.0	-15.6	-15.8	-13.9	-11.8	-11.4	-11.8	-9.7	-6.8	-12.3	-12.5	-13.5	-16.9	-20.9	-25.8	-32.3	-43.2	-58.4	-78.5
Idling Diesel	LrD	34.5	-18.5	-13.7	-9.5	-8.0	-3.0	2.3	5.3	20.2	10.4	6.3	7.1	10.0	17.1	18.5	19.1	25.6	29.7	24.9	25.0	24.4	21.8	18.9	15.8	12.0	5.4	-3.5	-14.1
Idling Diesel	LrD	34.6	-18.3	-13.5	-9.3	-7.7	-2.8	2.5	5.6	20.5	10.6	6.6	7.4	10.3	15.8	18.7	19.2	25.7	29.8	25.1	25.1	24.5	21.9	19.1	15.9	12.3	5.7	-3.0	-13.3
Idling Diesel	LrD	34.8	-18.1	-13.3	-9.1	-7.5	-2.6	2.7	5.8	20.7	10.9	6.9	7.7	10.7	16.1	18.8	19.4	25.9	29.9	25.2	25.3	24.7	22.1	19.2	16.2	12.5	6.1	-2.5	-12.6
Idling Diesel	LrD	34.9	-17.9	-13.1	-9.0	-7.4	-2.4	2.9	6.1	20.9	11.1	7.2	8.0	10.9	16.4	17.8	19.6	26.0	30.0	25.3	25.4	24.8	22.2	19.4	16.3	12.8	6.4	-2.0	-11.9
Idling Diesel	LrD	35.3	-17.5	-12.7	-8.5	-6.9	-2.0	3.3	6.6	21.5	11.7	7.9	8.7	11.6	17.0	18.4	20.0	26.3	30.4	25.7	25.7	25.2	22.6	19.8	16.9	13.4	7.3	-0.8	-10.2
Idling Diesel	LrD	38.9	-13.1	-8.4	-4.2	-2.6	2.3	9.7	11.0	25.9	16.0	13.4	14.2	17.1	22.1	23.5	24.1	29.6	33.7	29.0	29.1	28.6	26.3	23.9	21.5	18.9	13.9	7.5	0.4
Idling Diesel	LrD	38.8	-13.2	-8.4	-4.2	-2.6	2.3	9.7	10.9	25.8	16.0	13.3	14.1	17.1	22.0	23.5	24.1	29.5	33.6	29.0	29.0	28.6	26.3	23.9	21.5	18.9	13.9	7.4	0.3
Idling Diesel	LrD	38.7	-13.2	-8.5	-4.3	-2.7	2.2	9.6	10.8	25.7	15.9	13.2	14.0	16.9	21.9	23.4	24.0	29.5	33.6	28.9	28.9	28.5	26.2	23.8	21.4	18.7	13.8	7.3	0.1
Idling Diesel	LrD	38.6	-13.4	-8.6	-4.4	-2.8	2.1	9.5	10.7	25.6	15.8	13.0	13.8	16.8	21.8	23.2	23.8	29.3	33.4	28.8	28.8	28.4	26.1	23.7	21.2	18.6	13.6	7.1	-0.1

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	34.6	-17.9	-13.2	-9.0	-7.4	-2.5	2.8	3.6	18.5	11.0	7.1	7.9	10.8	16.2	17.6	19.3	25.8	29.8	25.1	25.2	24.6	22.0	19.2	16.1	12.5	6.1	-2.4	-12.3
Idling Diesel	LrD	36.2	-15.8	-11.0	-6.8	-5.2	-0.3	5.0	6.1	23.3	13.4	10.0	10.8	13.8	19.0	20.4	21.0	27.0	31.1	26.4	26.5	26.0	23.6	21.0	18.4	15.4	9.9	2.7	-5.6
Idling Diesel	LrD	38.8	-13.2	-8.4	-4.3	-2.7	2.3	9.7	10.9	25.8	16.0	13.3	14.1	17.0	22.0	23.4	24.0	29.5	33.6	28.9	29.0	28.6	26.2	23.8	21.4	18.8	13.8	7.4	0.2
Idling Diesel	LrD	38.8	-13.2	-8.4	-4.2	-2.6	2.3	9.7	10.9	25.8	16.0	13.3	14.1	17.1	22.1	23.5	24.1	29.6	33.7	29.0	29.0	28.6	26.3	23.9	21.5	18.9	13.9	7.5	0.4
Idling Diesel	LrD	37.9	-14.1	-9.4	-5.2	-3.6	1.3	8.8	10.0	24.9	15.1	12.2	13.0	15.9	21.0	22.4	23.0	28.6	32.7	28.1	28.1	27.7	25.3	22.9	20.4	17.7	12.5	5.9	-1.7
Idling Diesel	LrD	38.1	-13.9	-9.1	-4.9	-3.3	1.6	9.1	10.3	25.2	15.4	12.5	13.3	16.2	21.3	22.7	23.3	28.9	33.0	28.3	28.4	27.9	25.6	23.2	20.7	18.0	12.9	6.3	-1.1
Idling Diesel	LrD	38.4	-13.7	-8.9	-4.7	-3.1	1.8	9.3	10.5	25.4	15.6	12.7	13.5	16.5	21.5	22.9	23.5	29.1	33.2	28.5	28.6	28.2	25.8	23.4	20.9	18.3	13.2	6.7	-0.7
Idling Diesel	LrD	38.5	-13.5	-8.7	-4.5	-2.9	2.0	9.4	10.6	25.5	15.7	12.9	13.7	16.7	21.7	23.1	23.7	29.2	33.3	28.7	28.7	28.3	26.0	23.6	21.1	18.5	13.4	6.9	-0.3
Idling Diesel	LrD	38.5	-13.5	-8.7	-4.6	-3.0	2.0	9.4	10.6	25.5	15.7	12.9	13.7	16.6	21.6	23.1	23.7	29.2	33.3	28.6	28.7	28.3	25.9	23.5	21.1	18.4	13.4	6.8	-0.4
Idling Diesel	LrD	37.0	-15.0	-10.2	-6.1	-4.5	0.5	8.0	9.1	24.0	14.2	11.0	11.8	14.8	19.9	21.4	22.0	27.8	31.9	27.2	27.3	26.8	24.4	21.9	19.4	16.5	11.2	4.2	-3.7
Idling Diesel	LrD	37.3	-14.7	-9.9	-5.8	-4.2	0.8	8.3	9.5	24.4	14.5	11.4	12.2	15.2	20.3	21.7	22.3	28.1	32.2	27.5	27.6	27.1	24.7	22.3	19.7	16.9	11.7	4.8	-3.0
Idling Diesel	LrD	37.6	-14.4	-9.6	-5.5	-3.9	1.1	8.6	9.7	24.6	14.8	11.8	12.6	15.5	20.6	22.1	22.7	28.4	32.5	27.8	27.8	27.4	25.0	22.6	20.1	17.3	12.1	5.3	-2.3
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.3	-11.8	-9.7	-6.7	-12.2	-12.4	-13.5	-16.8	-20.8	-25.7	-32.1	-42.9	-58.1	-78.0
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.8	-11.7	-11.3	-11.8	-9.6	-6.7	-12.3	-12.5	-13.6	-16.9	-20.9	-25.8	-32.3	-43.2	-58.5	-78.6
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.3	-11.8	-9.7	-6.7	-12.3	-12.5	-13.5	-16.9	-20.9	-25.8	-32.3	-43.1	-58.4	-78.4
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.3	-11.8	-9.7	-6.7	-12.3	-12.4	-13.5	-16.9	-20.8	-25.8	-32.2	-43.1	-58.3	-78.3
Idling Diesel	LrD	0.6	-34.2	-30.3	-27.0	-26.3	-22.2	-17.8	-20.0	-6.1	-16.9	-15.5	-15.7	-13.8	-11.6	-11.2	-11.7	-9.6	-6.6	-12.2	-12.4	-13.4	-16.8	-20.8	-25.6	-32.1	-42.9	-58.0	-77.9
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.1	-16.9	-15.5	-15.7	-13.8	-11.6	-11.3	-11.7	-9.6	-6.7	-12.2	-12.4	-13.4	-16.8	-20.8	-25.6	-32.1	-42.9	-58.0	-77.9
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.1	-16.9	-15.5	-15.7	-13.8	-11.7	-11.3	-11.7	-9.6	-6.7	-12.2	-12.4	-13.4	-16.8	-20.8	-25.6	-32.1	-42.9	-58.1	-77.9
Idling Diesel	LrD	0.5	-34.2	-30.3	-27.0	-26.3	-22.3	-17.9	-20.1	-6.2	-17.0	-15.6	-15.8	-13.8	-11.7	-11.3	-11.8	-9.7	-6.7	-12.2	-12.4	-13.4	-16.8	-20.8	-25.7	-32.1	-42.9	-58.1	-78.0
Idling Diesel	LrD	0.3	-34.4	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-13.9	-11.8	-11.4	-11.9	-9.7	-6.8	-12.5	-12.7	-13.8	-17.2	-21.3	-26.3	-32.9	-44.0	-59.6	-80.0
Idling Diesel	LrD	0.3	-34.4	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.5	-12.7	-13.8	-17.2	-21.2	-26.2	-32.8	-43.8	-59.4	-79.8
Idling Diesel	LrD	0.3	-34.4	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.5	-12.7	-13.7	-17.1	-21.2	-26.1	-32.7	-43.7	-59.2	-79.6
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.4	-12.6	-13.7	-17.1	-21.1	-26.1	-32.6	-43.6	-59.1	-79.4
Idling Diesel	LrD	0.5	-34.3	-30.3	-27.1	-26.4	-22.3	-17.9	-20.2	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.4	-11.8	-9.7	-6.8	-12.2	-12.4	-13.5	-16.8	-20.8	-25.7	-32.2	-43.0	-58.2	-78.2
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.3	-18.0	-20.2	-6.2	-17.0	-15.6	-15.8	-13.9	-11.7	-11.4	-11.8	-9.7	-6.8	-12.2	-12.4	-13.5	-16.8	-20.8	-25.7	-32.1	-43.0	-58.2	-78.1
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.2	-6.2	-17.0	-15.6	-15.8	-13.9	-11.8	-11.4	-11.8	-9.7	-6.8	-12.2	-12.4	-13.5	-16.8	-20.8	-25.7	-32.1	-42.9	-58.1	-78.0
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.2	-6.3	-17.0	-15.7	-15.9	-13.9	-11.8	-11.4	-11.9	-9.7	-6.8	-12.2	-12.4	-13.4	-16.8	-20.8	-25.7	-32.1	-42.9	-58.1	-78.0
Idling Diesel	LrD	0.6	-34.1	-30.2	-26.9	-26.2	-22.2	-17.8	-20.0	-6.1	-16.9	-15.5	-15.7	-13.7	-11.6	-11.2	-11.7	-9.6	-6.6	-12.2	-12.4	-13.4	-16.8	-20.8	-25.6	-32.1	-42.9	-58.1	-77.9
Idling Diesel	LrD	0.1	-34.6	-30.7	-27.4	-26.7	-22.7	-18.3	-20.6	-6.6	-17.4	-16.0	-16.2	-14.3	-12.1	-11.7	-12.2	-10.1	-7.1	-12.5	-12.7	-13.7	-17.1	-21.2	-26.1	-32.7	-43.7	-59.2	-79.5
Idling Diesel	LrD	0.0	-34.6	-30.7	-27.4	-26.7	-22.7	-18.3	-20.6	-6.7	-17.5	-16.0	-16.2	-14.3	-12.2	-11.8	-12.3	-10.1	-7.2	-12.5	-12.7	-13.8	-17.2	-21.2	-26.2	-32.8	-43.8	-59.4	-79.8
Idling Diesel	LrD	0.0	-34.6	-30.7	-27.5	-26.8	-22.7	-18.4	-20.7	-6.7	-17.5	-16.1	-16.3	-14.4	-12.2	-11.8	-12.3	-10.2	-7.2	-12.5	-12.7	-13.8	-17.2	-21.3	-26.3	-32.9	-43.9	-59.5	-80.0
Idling Diesel	LrD	-0.1	-34.7	-30.8	-27.5	-26.8	-22.8	-18.4	-20.7	-6.8	-17.6	-16.1	-16.3	-14.4	-12.3	-11.9	-12.4	-10.2	-7.3	-12.6	-12.8	-13.9	-17.3	-21.3	-26.3	-33.0	-44.1	-59.7	-80.2
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.2	-6.3	-17.1	-15.7	-15.9	-13.9	-11.8	-11.4	-11.9	-9.8	-6.8	-12.3	-12.5	-13.6	-16.9	-20.9	-25.8	-32.3	-43.2	-58.5	-78.6
Idling Diesel	LrD	0.4	-34.3	-30.4	-27.1	-26.4	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.8	-11.4	-11.9	-9.8	-6.8	-12.3	-12.5	-13.6	-16.9	-21.0	-25.9	-32.4	-43.3	-58.6	-78.7
Idling Diesel	LrD	0.2	-34.5	-30.6	-27.3	-26.6	-22.6	-18.2	-20.5	-6.5	-17.3	-15.9	-16.1	-14.2	-12.0	-11.7	-12.1	-10.0	-7.1	-12.4	-12.6	-13.7	-17.0	-21.1	-26.0	-32.5	-43.5	-58.9	-79.2

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Idling Diesel	LrD	0.1	-34.5	-30.6	-27.3	-26.6	-22.6	-18.2	-20.5	-6.6	-17.3	-15.9	-16.1	-14.2	-12.1	-11.7	-12.2	-10.0	-7.1	-12.4	-12.6	-13.7	-17.1	-21.1	-26.1	-32.6	-43.6	-59.1	-79.3
Idling Diesel	LrD	-0.5	-35.1	-31.2	-27.9	-27.3	-23.2	-18.9	-21.2	-7.3	-18.1	-16.6	-16.8	-14.9	-12.8	-12.4	-12.9	-10.7	-7.8	-12.9	-13.1	-14.3	-17.7	-21.8	-26.9	-33.7	-45.1	-61.1	-82.2
Idling Diesel	LrD	-0.1	-34.7	-30.8	-27.5	-26.8	-22.8	-18.4	-20.8	-6.8	-17.6	-16.2	-16.4	-14.5	-12.3	-11.9	-12.4	-10.3	-7.3	-12.6	-12.8	-13.9	-17.3	-21.4	-26.4	-33.0	-44.2	-59.8	-80.4
Idling Diesel	LrD	0.3	-34.4	-30.5	-27.2	-26.5	-22.4	-18.0	-20.3	-6.3	-17.1	-15.7	-15.9	-14.0	-11.9	-11.5	-11.9	-9.8	-6.9	-12.4	-12.5	-13.6	-17.0	-21.0	-25.9	-32.4	-43.4	-58.7	-78.9
Idling Diesel	LrD	0.6	-34.1	-30.2	-26.9	-26.2	-22.2	-17.8	-20.0	-6.0	-16.8	-15.4	-15.6	-13.7	-11.6	-11.2	-11.6	-9.5	-6.6	-12.2	-12.4	-13.4	-16.8	-20.8	-25.7	-32.1	-42.9	-58.1	-78.0
Idling Diesel	LrD	-0.3	-34.9	-31.0	-27.7	-27.0	-23.0	-18.6	-21.0	-7.0	-17.8	-16.4	-16.6	-14.7	-12.5	-12.1	-12.6	-10.5	-7.5	-12.7	-12.9	-14.0	-17.4	-21.5	-26.6	-33.3	-44.5	-60.2	-81.0
Idling Diesel	LrD	-0.3	-34.9	-31.0	-27.7	-27.1	-23.0	-18.7	-21.0	-7.1	-17.9	-16.4	-16.6	-14.7	-12.6	-12.2	-12.7	-10.5	-7.6	-12.7	-12.9	-14.1	-17.5	-21.6	-26.6	-33.4	-44.6	-60.4	-81.3
Idling Diesel	LrD	-0.4	-35.0	-31.1	-27.8	-27.1	-23.1	-18.7	-21.1	-7.1	-17.9	-16.5	-16.7	-14.8	-12.6	-12.3	-12.7	-10.6	-7.6	-12.8	-13.0	-14.1	-17.5	-21.6	-26.7	-33.5	-44.8	-60.6	-81.6
Idling Diesel	LrD	-0.5	-35.1	-31.2	-27.9	-27.2	-23.2	-18.8	-21.2	-7.2	-18.0	-16.5	-16.8	-14.8	-12.7	-12.3	-12.8	-10.7	-7.7	-12.9	-13.1	-14.2	-17.6	-21.7	-26.8	-33.6	-44.9	-60.9	-81.9
Parking	LrD	0.5					-5.7			-1.8			-12.7			-11.3			-14.5			-16.1			-25.9			-56.8	
Parking	LrD	-0.6					-6.7			-3.0			-13.7			-12.3			-15.6			-17.3			-27.7			-60.5	
Parking	LrD	1.7					-5.3			-0.7			-10.3			-8.4			-11.6			-14.1			-29.0			-72.1	
Parking	LrD	3.2					-4.2			0.7			-8.6			-6.5			-9.5			-12.1			-27.5			-72.3	
Parking	LrD	2.1					-5.2			-0.4			-9.8			-7.8			-10.9			-13.4			-28.5			-72.4	
Parking	LrD	4.4					-1.9			2.3			-9.8			-8.4			-11.2			-11.8			-19.3			-42.2	
Parking	LrD	3.2					-3.1			1.1			-10.5			-9.2			-12.1			-12.7			-20.4			-44.5	
Parking	LrD	2.5					-3.9			0.4			-11.0			-9.7			-12.7			-13.3			-21.6			-47.2	
Parking	LrD	1.7					-4.6			-0.5			-11.7			-10.3			-13.4			-13.9			-22.8			-50.2	
Parking	LrD	1.2					-5.1			-1.1			-12.1			-10.7			-13.9			-14.9			-24.3			-53.4	
Parking	LrD	1.7					-5.7			-0.8			-10.1			-7.9			-10.9			-13.4			-28.6			-72.8	
Parking	LrD	2.9					-4.7			0.3			-8.9			-6.6			-9.6			-12.1			-27.7			-73.5	
Parking	LrD	21.2					9.4			17.2			1.8			5.5			13.4			15.5			9.4			-9.1	
Parking	LrD	3.3					-4.2			0.7			-8.5			-6.3			-9.2			-11.7			-26.6			-70.1	
Parking	LrD	22.4					9.5			17.6			3.1			10.6			15.9			16.3			10.2			-8.0	
Parking	LrD	21.0					7.9			15.6			1.0			10.0			15.0			15.2			8.7			-11.4	
Parking	LrD	-1.7					-8.9			-4.1			-13.6			-11.6			-14.7			-17.3			-32.2			-75.4	
Parking	LrD	-0.2					-7.5			-2.7			-12.1			-10.0			-13.0			-15.6			-30.5			-73.9	
Parking	LrD	1.1					-5.9			-1.4			-11.0			-9.2			-12.3			-14.9			-29.5			-71.5	
Parking	LrD	1.7					-5.6			-0.8			-10.3			-8.2			-11.3			-13.8			-28.4			-70.7	
Parking	LrD	3.3					-4.4			0.7			-8.4			-6.0			-8.9			-11.4			-26.7			-71.8	
Parking	LrD	12.1					3.6			9.4			-5.2			-3.1			2.1			3.9			-3.0			-24.6	
Parking	LrD	0.2					-6.0			-2.2			-13.1			-11.7			-14.9			-16.2			-25.9			-56.8	
Parking	LrD	0.9					-5.4			-1.4			-12.5			-11.1			-14.2			-14.7			-24.2			-53.5	
Parking	LrD	1.5					-4.8			-0.7			-12.0			-10.6			-13.7			-13.9			-22.9			-50.3	
Parking	LrD	2.1					-4.2			-0.1			-11.5			-10.1			-13.1			-13.5			-21.7			-47.3	
Parking	LrD	2.8					-3.5			0.7			-11.0			-9.7			-12.6			-12.8			-20.5			-44.7	

Stoddard Wells Noise
Contribution spectra - 001 - Stoddard Wells: Outoor SP

Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Parking	LrD	0.9					-5.6			-1.5			-11.5			-9.9			-13.2			-15.6			-29.2			-66.2	
Parking	LrD	-5.0					-10.8			-7.6			-18.2			-17.0			-19.7			-19.4			-29.7			-63.5	
Parking	LrD	-3.2					-9.1			-5.8			-16.4			-15.2			-18.1			-18.2			-28.8			-63.5	
Parking	LrD	-5.9					-11.9			-8.4			-18.9			-17.6			-20.9			-22.8			-33.7			-68.1	
Parking	LrD	-0.3					-6.3			-2.7			-13.4			-12.0			-15.3			-17.0			-27.4			-60.2	
Parking	LrD	3.8					-2.4			1.6			-10.6			-9.3			-11.9			-11.8			-19.4			-42.4	
Parking	LrD	5.4					-1.4			3.3			-7.6			-6.0			-9.1			-10.7			-22.0			-48.9	
Parking	LrD	4.6					-2.2			2.4			-8.3			-6.7			-9.8			-11.1			-23.4			-53.0	
Parking	LrD	3.6					-3.0			1.3			-9.0			-7.4			-10.6			-12.8			-25.4			-58.0	
Parking	LrD	2.9					-3.7			0.5			-9.6			-8.0			-11.2			-13.6			-27.0			-62.8	
Parking	LrD	0.0					-6.5			-2.4			-12.4			-10.8			-14.1			-16.6			-30.7			-69.8	
Parking	LrD	13.3					3.4			9.9			-4.7			-1.9			4.6			6.5			-0.4			-22.2	
Parking	LrD	21.9					9.7			17.3			1.8			7.4			14.6			16.6			10.0			-10.4	
Parking	LrD	14.8					5.8			12.0			-2.4			-0.1			5.1			6.9			-0.5			-23.2	
Parking	LrD	7.1					0.4			5.0			-6.5			-5.0			-7.8			-9.5			-19.9			-44.1	
Parking	LrD	6.2					-0.5			4.1			-7.0			-5.4			-8.4			-10.1			-21.0			-46.5	

Appendix D:

Construction Modeling Output

Activity	L_{eq} at 660 feet dBA	L_{Max} at 660 feet dBA
Grading	60	61
Building Construction	57	59
Paving	57	60

Equipment Summary	Reference (dBA) 50 ft Lmax
Rock Drills	96
Jack Hammers	82
Pneumatic Tools	85
Pavers	80
Dozers	85
Scrappers	87
Haul Trucks	88
Cranes	82
Portable Generators	80
Rollers	80
Tractors	80
Front-End Loaders	86
Hydraulic Excavators	86
Graders	86
Air Compressors	86
Trucks	86

L_{eq} at 660 feet dBA L_{Max} at 660 feet dBA

Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements

No.	Equipment Description	Reference (dBA) 50 ft Lmax	Quantity	Usage Factor[1]	Distance to Receptor (ft)	Ground Effect	Shielding (dBA)	Calculated (dBA) Lmax	Calculated (dBA) Leq	Energy
1	Grader	86	1	40	660	0.5	0	58.0	54.0	251550.487
2	Dozer	85	1	40	660	0.5	0	57.0	53.0	199813.655
3	Excavator	86	1	40	660	0.5	0	58.0	54.0	251550.487
4	Tractor/Backhoe	80	3	40	660	0.5	0	56.8	52.8	189559.877
							Lmax*	**61**	**Leq**	**60**
							Lw	**92**	**Lw**	**91**

Source: MD Acoustics, January 2022.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	Meters	Ground Effect	No Shielding Leq dBA	1 dBA Shielding Leq dBA	2 dBA Shielding Leq dBA	3 dBA Shielding Leq dBA	4 dBA Shielding Leq dBA	5 dBA Shielding Leq dBA	6 dBA Shielding Leq dBA	7 dBA Shielding Leq dBA	8 dBA Shielding Leq dBA	9 dBA Shielding Leq dBA	10 dBA Shielding Leq dBA	11 dBA Shielding LeqdBA	12 dBA Shielding Leq dBA	13 dBA Shielding Leq dBA	14 dBA Shielding Leq dBA	15 dBA Shielding Leq dBA
50	**15.2**	**0.5**	**60**	**59**	**58**	**57**	**56**	**55**	**54**	**53**	**52**	**51**	**50**	**49**	**48**	**47**	**46**	**45**
60	18.3	0.5	58	57	56	55	54	53	52	51	50	49	48	47	46	45	44	43
70	21.3	0.5	56	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41
80	24.4	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
90	27.4	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
100	30.5	0.5	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37
110	33.5	0.5	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36
120	36.6	0.5	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35
130	39.6	0.5	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34
140	42.7	0.5	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33
150	45.7	0.5	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33
160	48.8	0.5	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32
170	51.8	0.5	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
180	54.9	0.5	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
190	57.9	0.5	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30
200	61.0	0.5	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29
210	64.0	0.5	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29
220	67.1	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
230	70.1	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
240	73.1	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
250	76.2	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
260	79.2	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
270	82.3	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
280	85.3	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
290	88.4	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
300	91.4	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
310	94.5	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
320	97.5	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
330	100.6	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
340	103.6	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
350	106.7	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
360	109.7	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
370	112.8	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23

L_{eq} at 660 feet dBA L_{Max} at 660 feet dBA

Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements

No.	Equipment Description	Reference (dBA) 50 ft Lmax	Quantity	Usage Factor[1]	Distance to Receptor (ft)	Ground Effect	Shielding (dBA)	Calculated (dBA) Lmax	Calculated (dBA) Leq	Energy
1	Cranes	82	1	40	660	0.5	0	54.0	50.0	100144.053
2	Forklift/Tractor	80	3	40	660	0.5	0	56.8	52.8	189559.877
3	Generator	80	1	40	660	0.5	0	52.0	48.0	63186.6256
4	Tractor/Backhoe	80	3	40	660	0.5	0	56.8	52.8	189559.877
							Lmax*	**59**	**Leq**	**57**
							Lw	**90**	**Lw**	**89**

Source: MD Acoustics, January 2022.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	Meters	Ground Effect	No Shielding Leq dBA	1 dBA Shielding Leq dBA	2 dBA Shielding Leq dBA	3 dBA Shielding Leq dBA	4 dBA Shielding Leq dBA	5 dBA Shielding Leq dBA	6 dBA Shielding Leq dBA	7 dBA Shielding Leq dBA	8 dBA Shielding Leq dBA	9 dBA Shielding Leq dBA	10 dBA Shielding Leq dBA	11 dBA Shielding LeqdBA	12 dBA Shielding Leq dBA	13 dBA Shielding Leq dBA	14 dBA Shielding Leq dBA	15 dBA Shielding Leq dBA
50	**15.2**	**0.5**	**57**	**56**	**55**	**54**	**53**	**52**	**51**	**50**	**49**	**48**	**47**	**46**	**45**	**44**	**43**	**42**
60	18.3	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
70	21.3	0.5	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39
80	24.4	0.5	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37
90	27.4	0.5	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36
100	30.5	0.5	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35
110	33.5	0.5	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34
120	36.6	0.5	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33
130	39.6	0.5	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32
140	42.7	0.5	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
150	45.7	0.5	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30
160	48.8	0.5	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30
170	51.8	0.5	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29
180	54.9	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
190	57.9	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
200	61.0	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
210	64.0	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
220	67.1	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
230	70.1	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
240	73.1	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
250	76.2	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
260	79.2	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
270	82.3	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
280	85.3	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
290	88.4	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
300	91.4	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
310	94.5	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
320	97.5	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
330	100.6	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
340	103.6	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
350	106.7	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
360	109.7	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
370	112.8	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21

L_{eq} at 660 feet dBA L_{Max} at 660 feet dBA

Noise Level Calculation Prior to Implementation of Noise Attenuation Requirements

No.	Equipment Description	Reference (dBA) 50 ft Lmax	Quantity	Usage Factor[1]	Distance to Receptor (ft)	Ground Effect	Shielding (dBA)	Calculated (dBA) Lmax	Calculated (dBA) Leq	Energy
1	Pavers	86	1	40	660	0.5	0	58.0	54.0	251550.487
2	Rollers	80	2	40	660	0.5	0	55.0	51.0	126373.251
3	Paving Equipment	80	2	40	660	0.5	0	55.0	51.0	126373.251
							Lmax*	**60**	**Leq**	**57**
							Lw	**91**	**Lw**	**89**

Source: MD Acoustics, January 2022.

1- Percentage of time that a piece of equipment is operating at full power.

dBA – A-weighted Decibels

Lmax- Maximum Level

Leq- Equivalent Level

Feet	Meters	Ground Effect	No Shielding Leq dBA	1 dBA Shielding Leq dBA	2 dBA Shielding Leq dBA	3 dBA Shielding Leq dBA	4 dBA Shielding Leq dBA	5 dBA Shielding Leq dBA	6 dBA Shielding Leq dBA	7 dBA Shielding Leq dBA	8 dBA Shielding Leq dBA	9 dBA Shielding Leq dBA	10 dBA Shielding Leq dBA	11 dBA Shielding LeqdBA	12 dBA Shielding Leq dBA	13 dBA Shielding Leq dBA	14 dBA Shielding Leq dBA	15 dBA Shielding Leq dBA
50	**15.2**	**0.5**	**57**	**56**	**55**	**54**	**53**	**52**	**51**	**50**	**49**	**48**	**47**	**46**	**45**	**44**	**43**	**42**
60	18.3	0.5	55	54	53	52	51	50	49	48	47	46	45	44	43	42	41	40
70	21.3	0.5	53	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38
80	24.4	0.5	52	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37
90	27.4	0.5	51	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36
100	30.5	0.5	50	49	48	47	46	45	44	43	42	41	40	39	38	37	36	35
110	33.5	0.5	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33
120	36.6	0.5	48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33
130	39.6	0.5	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32
140	42.7	0.5	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31
150	45.7	0.5	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30
160	48.8	0.5	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29
170	51.8	0.5	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29
180	54.9	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
190	57.9	0.5	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28
200	61.0	0.5	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27
210	64.0	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
220	67.1	0.5	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26
230	70.1	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
240	73.1	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
250	76.2	0.5	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25
260	79.2	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
270	82.3	0.5	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24
280	85.3	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
290	88.4	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
300	91.4	0.5	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23
310	94.5	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
320	97.5	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
330	100.6	0.5	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22
340	103.6	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
350	106.7	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
360	109.7	0.5	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21
370	112.8	0.5	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20

VIBRATION LEVEL IMPACT

Project:	Stoddard Wells Warehouse	Date: 6/3/22
Source:	Large Bulldozer	
Scenario:	Unmitigated	
Location:	Project Site	
Address:	SW corner of Stoddard Wells Rd and Abbey Ln, Victorville CA	

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	2	Large Bulldozer	INPUT SECTION IN BLUE
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	130.00	Distance from Equipment to Receiver (ft)	
n =	1.10	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV =	**0.015**	IN/SEC	OUTPUT IN RED