

**Noise & Vibration Study
First Industrial Warehouse at Day Street
City of Moreno Valley**



Prepared for:

Webb Associates
3788 McCray Street,
Riverside, CA 92506

Prepared by:



Temecula, CA 92590
(951) 506-0055

October 2022

Table of Contents

EXECUTIVE SUMMARY	iii
1.0 INTRODUCTION.....	1
1.1 Project Location and Site Description.....	1
1.2 Project Description	1
2.0 FUNDAMENTALS OF SOUND	5
2.1. Effects of Noise on People	7
2.2. Noise Attenuation.....	8
2.3. Fundamentals of Vibration	8
3.0 REGULATORY FRAMEWORK.....	10
3.1 Federal Regulations and Standards	10
3.2 Federal Transit Authority Vibration Standards.....	10
3.2 State Regulations and Standards	11
3.3 Local Regulations and Standards.....	13
4.0 THRESHOLDS OF SIGNIFICANCE	16
4.1. City of Moreno Valley General Plan Thresholds	16
4.2. Operational and Construction Thresholds.....	16
5.0 EXISTING NOISE MEASUREMENTS	19
5.1 Measurement Procedure and Criteria.....	19
5.2 Noise Measurement Locations	19
6.0 ANALYSIS METHODS AND PROCEDURES	22
6.1 Construction.....	22
6.1.1 Noise Analysis Methods.....	22
6.1.2 Vibration Analysis Methods.....	22
6.2 Operational Noise & Vibration Analysis	22
6.2.1 Operational Traffic Noise Analysis Methods	22
6.2.2 Operational Traffic Noise Analysis Inputs.....	22
6.2.3 Operational Traffic Vibration Analysis	23
6.2.4 Stationary Noise Analysis Method.....	23
7.0 OFF-SITE TRANSPORTATION NOISE IMPACTS.....	24
7.1 TRAFFIC NOISE CONTOURS	24
8.0 STATIONARY-RELATED NOISE IMPACTS	26
9.0 OPERATIONAL VIBRATION ANALYSIS	28
10.0 SHORT-TERM CONSTRUCTION NOISE & VIBRATION IMPACTS	29
10.1 Noise Sensitive Uses and Construction Noise Standards	29
10.2 Construction Schedule	29
10.3 Construction Noise Levels.....	30
10.4 Construction Vibration.....	31
11.0 REFERENCES	33
Appendix A Noise Monitoring Data.....	34
Appendix B Traffic Noise Model Data	35
Appendix C Stationary Noise Model Data	36
Appendix D RCNM Runs	37
Appendix E Vibration Data	38

List of Figures

Figure 1-Vicinity Map.....	2
Figure 2 – Aerial Map.....	3
Figure 3 – Proposed Site Plan	4
Figure 4 – City of Moreno Valley Land Use Compatibility Guidelines	15
Figure 5 – MARB Compatibility Zones	18
Figure 6- Long Term Monitoring Site.....	21
Figure 7 – Stationary Project Noise Levels	27
Figure 8 – Maximum Truck Traffic Vibration Levels vs. Distance.....	28
Figure 9 –Site Distances for Construction Noise	30

List of Tables

Table 2-1. Typical A-Weighted Noise Levels	6
Table 3-1. Construction Vibration Damage Criteria.....	10
Table 3-2. Ground-borne Vibration Impact Criteria for General Assessment.....	11
Table 3-3. California Community Noise Exposure (Ldn or CNEL)	12
Table 5-1. Existing (Ambient) Long-Term (24-hour) Noise Level Measurements ¹	20
Table 6-1. Roadway Parameters and Vehicle Distribution ¹	23
Table 6-2. Reference Noise Levels	23
Table 7-1. Existing Without Project Exterior Noise Levels	25
Table 7-2. Existing With Project Exterior Noise Levels	25
Table 7-3. Change in Existing Noise Levels as a Result of Project	25
Table 8-1. Worst Case Predicted Operational Noise levels	26
Table 10-1. Construction Schedule	29
Table 10-2. Equipment by Construction Activity	29
Table 10-3. Construction Noise Levels by Construction Phase (Daytime).....	31
Table 10-4. Construction Noise Levels by Construction Phase (Nighttime).....	31
Table 10-4. Construction Equipment Vibration Levels	31

EXECUTIVE SUMMARY

A noise study was prepared to determine the potential noise impacts and the necessary noise mitigation measures, if any, for the proposed First Industrial Warehouse at Day Street Project ("Project"). The Project site is located in the City of Moreno Valley as shown in **Figure 1- Vicinity Map** on assessor's parcel number (APN) 297-130-036, which is southeast of the intersection of Alessandro Boulevard and Day Street, in the city of Moreno Valley, Riverside County as shown in **Figure 2-Aerial Map**. The proposed First Industrial Warehouse at Day Street Project and off-site improvements (Project) involves the demolition of an approximately 63,000 square-foot (SF) building and the construction and operation of an approximately 164,968 SF industrial, non-refrigerated warehouse distribution facility.

The warehouse building includes approximately 3,500 SF of office space and 3,500 SF of mezzanine office space on the approximate 8.62 gross acre site (see **Figure 3 – Proposed Site Plan**). The proposed warehouse building will feature approximately 25 truck dock doors and 42 trailer truck parking on the east side of the building. Auto parking is provided on the north and south side of the building.

The Project is anticipated to be constructed in a single phase by the year 2024. At the time this noise analysis was prepared, the future tenants of the proposed Project were unknown, and therefore, this noise study includes a conservative analysis of the proposed Project uses. This study has been prepared to satisfy applicable City of Moreno Valley standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines.

OFF-SITE TRAFFIC NOISE ANALYSIS

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the First Industrial Day Street Scoping Agreement Traffic Study prepared by Webb Associates (September, 2022), the proposed Project would generate 283 daily vehicle trips.

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model-FHWA-RD-77-108. The Existing and Project ADT volumes, posted vehicle speeds and the time of day (daytime, evening, and nighttime) vehicle splits used in this study were obtained from the existing traffic counts and the First Industrial Day Street Scoping Agreement Traffic Study prepared by Webb Associates (September, 2022) and the Riverside County Mix data for collectors and secondary roadways.

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the significance criteria. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60, and 55 CNEL dBA noise levels for Existing and Existing With Project conditions.

The analysis shows that the Project related traffic noise level increases under all “with Project” traffic scenarios would result in *less than significant* impacts at receiving land uses adjacent to the study area roadway segments.

OFF-SITE VIBRATION ANALYSIS

The Project's operation will increase auto and truck traffic within the Project area. Per the Caltrans Transportation Noise and Vibration Manual, traffic, auto, and heavy trucks traveling on roadways rarely generate vibration amplitudes high enough to cause structural or cosmetic damage. It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, the potential for the Project to result in the exposure of persons to, or generation of, excessive ground-borne vibration is determined to be below the 78 VdB FTA daytime and 72 VdB nighttime vibration threshold. Therefore, the Project-related operational vibration impacts are considered *less than significant*.

ON-SITE PROJECT NOISE ANALYSIS

The primary non-transportation noise sources associated with the Project are HVAC equipment, on-site parking lot circulation, and the loading docks' activity. In order to evaluate these noise sources at 200 feet from the property boundary of the Project site, the reference noise level of similar operational activities was obtained from the SoundPlan library. The operational analysis estimates the Project-related stationary-source noise hourly average L_{eq} levels at 200 feet from the property boundary of the Project site. The operational noise analysis shows that the Project will satisfy the City of Moreno Valley stationary-source exterior hourly average L_{eq} noise levels of 65 dBA L_{eq} daytime and 60 dBA L_{eq} nighttime noise level standards 200 feet from the property line of the source. Therefore, the Project-related operational noise level impacts are considered *less than significant*.

CONSTRUCTION NOISE ANALYSIS

The RCNM model was used to determine which phase of construction activity for the Project would generate the greatest construction noise level. Sample reference noise levels for typical planned construction activities were used to estimate Project-related construction. It was assumed that each construction activity would occur at the center of the Project. Noise levels were evaluated at a distance of 200 feet beyond the project site. No sensitive receptors are located near the project site. The unmitigated Project-related short-term construction noise levels are expected to range from 49 to 66 dBA L_{eq} . Some construction activities such as demolition and grading exceed the daytime standard of 65 dBA L_{eq} , therefore mitigation measures are required. Recommended mitigation measures for construction include installing and operating mufflers on all heavy equipment. Implementation of this mitigation measure will satisfy the City of Moreno Valley's daytime noise standard of 65 dBA L_{eq} and the 60 dBA L_{eq} nighttime standard. Therefore, the Project-related construction noise level impacts are considered *less than significant* 200 feet from the property line of the Project site.

CONSTRUCTION VIBRATION ANALYSIS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. As a

conservative measure, it was assumed that two large bulldozers would be operating at the property line. Receivers were placed at 200 feet away from the property line to evaluate construction vibration levels. Based on the FTA's reference vibration levels, a large bulldozer represents the peak vibration source with a reference level of 87 VdB at a distance of 25 feet. The construction vibration levels from the Project are expected to approach 67 VdB and will remain below the FTA Transit Noise and Vibration Impact Assessment Manual maximum acceptable vibration criteria of 78 VdB for daytime and 72 VdB at nighttime 200 feet from the property line of the source. Therefore, the Project-related vibration impacts are considered *less than significant* during typical construction activities at the Project site.

1.0 INTRODUCTION

The First Industrial Warehouse at Day Street Project (Project) is being proposed in the City of Moreno Valley in the County of Riverside. The Project has the potential to generate changes in the existing noise environment. Under the California Environmental Quality Act (CEQA), projects of this type must undergo an environmental review to assess potential impacts. The following noise analysis has been prepared to support the environmental document for the Project and to demonstrate consistency with all applicable federal, state, and local noise regulations.

The following noise study describes the Project, provides information regarding noise fundamentals, describes the applicable federal, state, and local noise guidelines, characterizes the existing noise environment, provides the study methods and procedures used to perform the traffic noise analysis, and evaluates off-site traffic noise impacts, presents stationary-related noise impacts from loading and unloading activities and construction noise impacts near non-residential land uses.

1.1 Project Location and Site Description

The First Industrial Warehouse at Day Street Project is located in the City of Moreno Valley as shown in **Figure 1- Vicinity Map**. The Project site is located on assessor's parcel number (APN) 297-130-036, which is southeast of the intersection of Alessandro Boulevard and Day Street, in the city of Moreno Valley, Riverside County as shown in **Figure 2-Aerial Map**. The land use designation for the site is Industrial (I).

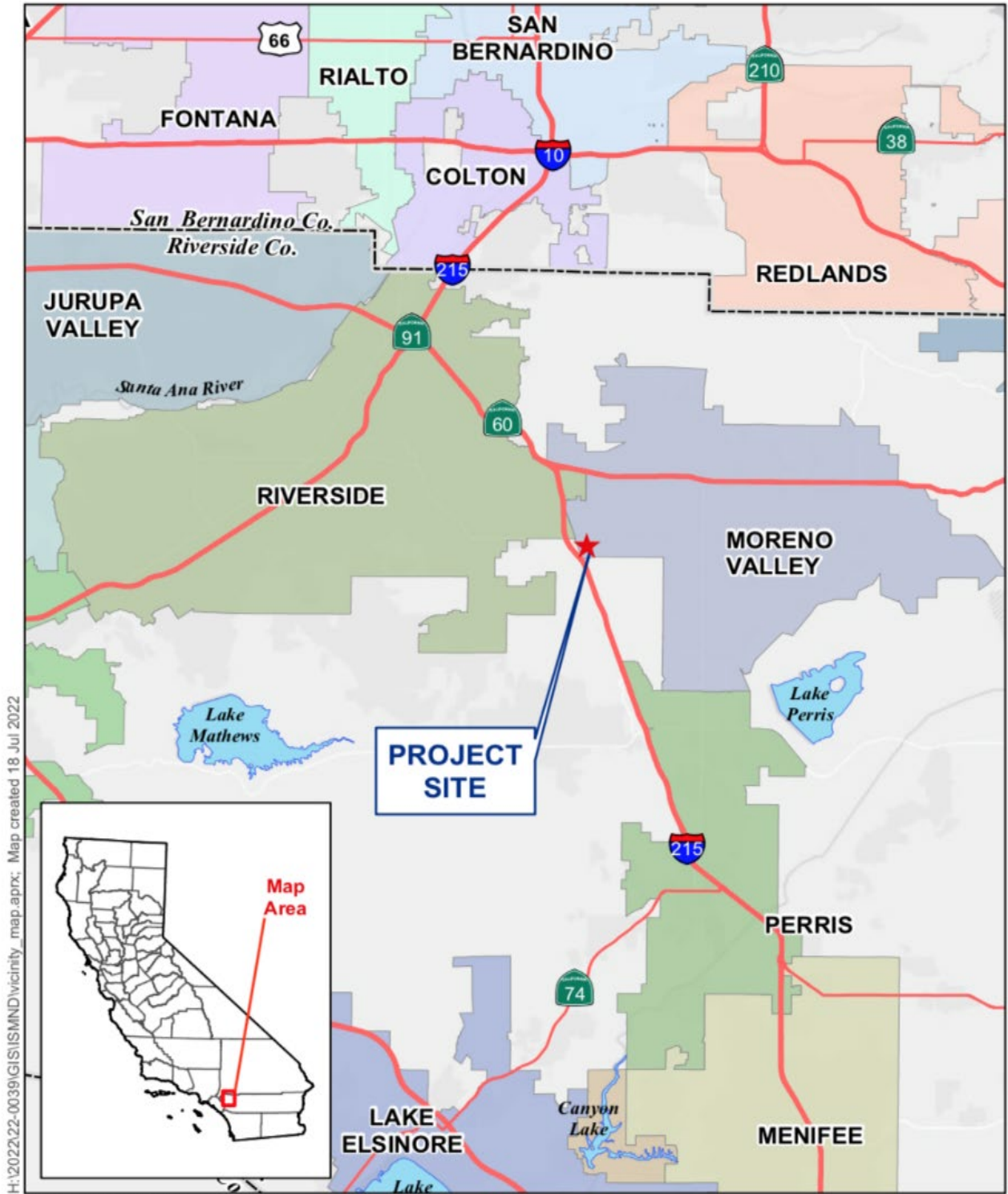
1.2 Project Description

The proposed First Industrial Warehouse at Day Street Project and off-site improvements (Project) involves the demolition of an approximately 63,000 square-foot (SF) building and the construction and operation of an approximately 164,968 SF industrial, non-refrigerated warehouse distribution facility.

The warehouse building includes approximately 3,500 SF of office space and 3,500 SF of mezzanine office space on the approximate 8.62 gross acre site (see **Figure 3 – Proposed Site Plan**). The proposed warehouse building will feature approximately 25 truck dock doors and 42 trailer truck parking on the east side of the building. Auto parking is provided on the north and south side of the building. The speculative warehouse/distribution building is assumed to operate 24 hours a day, 7 days a week. Landscaping, screen walls, and fencing will be provided on site as required for screening, privacy, and security in accordance with City standards.

In addition, a new 12-inch off-site potable water line will be installed in Day Street from the Project's southern frontage to a point of connection in the intersection of Day Street and Alessandro Boulevard. Four lateral water line connections will also be installed from the Project site to the new potable water line in Day Street.

The proposed Project would be constructed in a single phase, and approximately 22,400 cubic yards of soil would be imported to the Project site. The construction schedule would begin June 2023 and last approximately 12 months with construction phases as follows: demolition, grading, building construction, paving, and painting.



H:\2022\22-0039\GIS\ISMND\vicinity_map.aprx; Map created 18 Jul 2022

Source: Riverside Co. GIS, 2022;
San Bernardino Co. GIS, 2019.

Figure 1 – Vicinity Map
FIR Day St ISMND





Sources: Riverside Co. GIS, 2022 (parcels) and 2020 (imagery).

Figure 2 - Aerial Map
FIR Day St IS-MND

2.0 FUNDAMENTALS OF SOUND

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Community noise varies continuously over a period of time with respect to the contributing sound sources of the community noise environment. Community noise is primarily the product of many distant noise sources, which constitute a relatively stable background noise exposure, with the individual contributors unidentifiable. As such, background noise level changes throughout a typical day, corresponding with the addition and subtraction of distant noise sources such as traffic and single-event noise sources (e.g., aircraft flyovers, motor vehicles, sirens), which are readily identifiable to the individual.

Because the noise environment is continually changing, average noise over a period of time is generally used to describe the community noise environment, which requires the measurement of noise over a period of time to accurately characterize a community noise environment. This time-varying characteristic of environmental noise is described using various noise descriptors, which are defined below:

- L_{eq} : The L_{eq} , or equivalent sound level, is used to describe noise over a specified period of time in terms of a single numerical value; the L_{eq} of a time-varying signal and that of a steady signal are the same if they deliver the same acoustic energy over a given time. The L_{eq} may also be referred to as the average sound level.
- L_{max} : The maximum instantaneous noise level experienced during a given period of time.
- L_{min} : The minimum instantaneous noise level experienced during a given period of time.
- L_x : The noise level exceeded a percentage of a specified time period. The “x” represents the percentage of time a noise level is exceeded. For instance, L_{50} and L_{90} represent the noise levels that are exceeded 50 percent and 90 percent of the time, respectively.
- L_{dn} : Also termed the day-night average noise level (DNL), the L_{dn} is the average A-weighted noise level during a 24-hour day, obtained after the addition of 10 dBA to measured noise levels between the hours of 10:00 pm to 7:00 am to account for nighttime noise sensitivity.
- CNEL: CNEL, or Community Noise Equivalent Level, is the average A-weighted noise level during a 24-hour day that is obtained after the addition of 5 dBA to measured noise levels between the hours of 7:00 pm to 10:00 pm and after the addition of 10 dBA to noise levels between the hours of 10:00 pm to 7:00 am to account for noise sensitivity in the evening and nighttime, respectively.

In addition, sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) is used. On this

scale, the human hearing range extends from approximately 3 dBA to around 140 dBA. **Table 2-1** includes examples of A-weighted noise levels from common indoor and outdoor activities.

Table 2-1. Typical A-Weighted Noise Levels

Common Outdoor Noise	Noise Level (dBA)	Common Indoor Noise
	— 110 —	Rock band (noise to some, music to others)
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher in a neighboring room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

SOURCE: Caltrans, 1998.

Sound levels from two or more sources cannot be directly added together to determine the overall sound level using the decibel scale. Rather, the combination of two sounds at the same level yields an increase of 3 dBA. The smallest recognizable change in sound levels is approximately 1 dBA. A 3-dBA increase is generally considered barely perceptible, whereas a 5-dBA increase is readily perceptible. Most people judge a 10-dBA increase as an approximate doubling of the sound loudness.

Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

2.1. Effects of Noise on People

Noise is generally loud, unpleasant, unexpected, or undesired sound that is typically associated with human activity that is a nuisance or disruptive. The effects of noise on people can be placed into four general categories:

- Subjective effects (e.g., dissatisfaction, annoyance)
- Interference effects (e.g., communication, sleep, and learning interference)
- Physiological effects (e.g., startle response)
- Physical effects (e.g., hearing loss)

Although exposure to high noise levels has been demonstrated to cause physical and physiological effects, the principal human responses to typical environmental noise exposure are related to subjective effects and interference with activities. Interference effects refer to interruption of daily activities and include interference with human communication activities, such as normal conversations, watching television, telephone conversations, and interference with sleep. Sleep interference effects can consist of both awakening and arousal to a lesser state of sleep. With regard to the subjective effects, the responses of individuals to similar noise events are diverse. They are influenced by many factors, including the type of noise, the perceived importance of the noise, the appropriateness of the noise to the setting, the duration of the noise, the time of day, and the type of activity during which the noise occurs, and individual noise sensitivity.

Overall, a wide variation of tolerance to noise exists, based on an individual's past experiences with sound. Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted (i.e., comparison to the ambient noise environment). In general, the more a new noise level exceeds the existing ambient noise level, the less acceptable the new noise level will be judged by those hearing it. With regard to increases in A-weighted noise level, the following relationships generally occur:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived.
- A 3 dBA change in noise levels is considered a barely perceivable difference outside the laboratory.
- A change in noise levels of 5 dBA is considered to be a readily perceivable difference.
- A change in noise levels of 10 dBA is subjectively heard as doubling of the perceived loudness.

These relationships partly occur because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed.

Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

2.2. Noise Attenuation

Stationary point noise sources, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance from the reference measurement. Hard sites are those with a reflective surface between the source and the receiver, such as asphalt or concrete surfaces or smooth bodies of water. No excess ground attenuation is assumed for hard sites, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the noise from the source. Soft sites have an absorptive ground surface such as soft dirt, grass, or scattered bushes and trees. In addition to geometric spreading, an excess ground attenuation value of 1.5 dBA (per doubling distance) is normally assumed for soft sites. Noise from line sources (such as traffic noise from vehicles) attenuates at a rate between 3 dBA for hard sites and 4.5 dBA for soft sites for each doubling of distance from the reference measurement (Caltrans 2013).

Physical barriers between the noise source and the receiving property also reduce noise levels. Effective noise barriers can lower noise levels by 10 to 15dBA. Depending on site geometry, a noise barrier is more effective when placed closest to the noise source or receiver. However, there is a limitation on the effectiveness of a noise barrier. Noise barriers must block the line of sight between the receiving property and the noise source. A noise barrier can achieve a 5-dBA noise level reduction when this occurs. This may require the noise barrier to be sufficiently long and high enough to block the view of a road to reduce traffic noise.

2.3. Fundamentals of Vibration

Vibration is energy transmitted in waves through the ground or man-made structures, and these energy waves generally dissipate with distance from the vibration source. Familiar sources of ground-borne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operation of heavy earth-moving equipment. As described in the Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment (FTA 2006), ground-borne vibration can be a serious concern for nearby neighbors of a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard.

Several different methods are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings. The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to measure RMS. The relationship of PPV to RMS velocity is expressed in terms of the "crest factor," defined as the ratio of the PPV amplitude to the RMS amplitude. Peak particle velocity is typically a factor of 1.7 to 6 times greater than RMS vibration velocity (FTA 2006). The decibel notation compresses the range of numbers required to describe vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the vibration source. Sensitive receptors for vibration

include structures (especially older masonry structures), people (especially residents, the elderly, and the sick), and vibration-sensitive equipment.

The effects of ground-borne vibration include movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Building damage is not a factor for most projects, with the occasional exception of blasting and pile-driving during construction. Annoyance from vibration often occurs when the vibration levels exceed the threshold of perception by only a small margin. A vibration level that causes annoyance will be well below the damage threshold for normal buildings. The FTA measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV (FTA 2006).

The background vibration velocity level in residential areas is usually around 50 VdB (approximately 0.0013 in/sec PPV). This level is well below the vibration velocity threshold of perception for humans, approximately 65 VdB. A vibration velocity level of 75 VdB is considered to be the approximate dividing line between barely perceptible and distinctly perceptible levels for many people (FTA 2006).

3.0 REGULATORY FRAMEWORK

The Project's governing regulatory framework within the City of Moreno Valley includes federal, state, and local noise and vibration standards. These standards are summarized below.

3.1 Federal Regulations and Standards

There are no federal noise standards that directly regulate environmental noise related to the construction or operation of the Project. With regard to noise exposure and workers, the Office of Safety and Health Administration (OSHA) regulations safeguard the hearing of workers exposed to occupational noise. Federal regulations also establish noise limits for medium and heavy trucks (more than 4.5 tons, gross vehicle weight rating) under 40 Code of Federal Regulations (CFR), Part 205, Subpart B. The federal truck pass-by noise standard is 80 dBA at 15 meters (approximately 50 feet) from the vehicle pathway centerline. These controls are implemented through regulatory restrictions on truck manufacturers.

3.2 Federal Transit Authority Vibration Standards

The City of Moreno Valley does not have vibration standards for evaluating building damage, and FTA vibration criteria will be utilized as a guide in lieu of specific vibration criteria. The FTA has adopted vibration standards to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in **Table 3-1**.

Table 3-1. Construction Vibration Damage Criteria

Building Category	PPV (in/sec)
I. Reinforced-concrete, steel, or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
SOURCE: FTA, 2006.	

The FTA has also adopted the following standards for ground-borne vibration impacts related to human annoyance: Vibration Category 1 – High Sensitivity, Vibration Category 2 – Residential, and Vibration Category 3 – Institutional. The FTA defines Category 1 as buildings where vibration would interfere with operations, such as vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and research operations. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have

vibration-sensitive equipment but still have the potential for activity interference. The vibration thresholds associated with human annoyance for these three land-use categories are shown in **Table 3-2**. No thresholds have been adopted or recommended for industrial, commercial, and office uses.

Table 3-2. Ground-borne Vibration Impact Criteria for General Assessment

Land Use Category	Frequent Events ^a	Occasional Events ^b	Infrequent Events ^c
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ^d	65 VdB ^d	65 VdB ^d
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB
<p>^a Frequent Events" is defined as more than 70 vibration events of the same source per day. ^b Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. ^c Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. ^d This criterion is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. SOURCE: FTA, 2006</p>			

3.2 State Regulations and Standards

Noise Standards

The California Department of Health Services has established guidelines for land use and noise exposure compatibility that are listed in **Table 3-3**. In addition, the California Government Code (Section 65302(g)) requires a noise element to be included in general plans and requires that the noise element: (1) identify and appraise noise problems in the community; (2) recognize Office of Noise Control guidelines; and (3) analyze and quantify current and projected noise levels.

Table 3-3. California Community Noise Exposure (Ldn or CNEL)

Land Use	Normally Acceptable ^a	Conditionally Acceptable ^b	Normally Unacceptable ^c	Clearly Unacceptable ^d
Single-family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	---	50 - 70	---	above 70
Sports Arena, Outdoor Spectator Sports	---	50 - 75	---	above 75
Playgrounds, Neighborhood Parks	50 - 70	---	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	---	70 - 80	above 80
Office Buildings, Business, and Professional Commercial	50 - 70	67 - 77	above 75	---
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	---

a 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.

b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

c 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.

d Clearly Unacceptable: New construction or development should generally not be undertaken.

SOURCE: FTA, 2006.

The State of California has noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state pass-by standard is consistent with the federal limit of 80 dBA. The state pass-by

standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at 15 meters (50 feet) from the centerline. These standards are implemented through controls on vehicle manufacturers and by state and local law enforcement officials' legal sanctions.

3.3 Local Regulations and Standards

City of Moreno Valley General Plan

The City of Moreno Valley Noise Element typically provides the standards for land use compatibility for community noise exposure. However, the City of Moreno Valley General Plan does not include specific transportation-related noise standards. While the General Plan provides background and noise fundamentals, it does not identify criteria to assess the impacts associated with off-site transportation-related noise impacts. Therefore, for this analysis, the transportation noise criteria are derived from standards contained in the California Office of Planning and Research (OPR) General Plan Guidelines.

The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR land use/noise compatibility criteria, found in Figure 2 of the General Plan Guidelines, Appendix D: Noise Element Guidelines, identify the criteria for industrial land uses such as the Project. When the unmitigated exterior noise levels approach 70 dBA CNEL industrial land use is considered normally acceptable. With exterior noise levels ranging from 70 to 80 dBA CNEL, industrial land uses are considered conditionally acceptable, and with exterior noise levels greater than 80 dBA CNEL, they are considered normally unacceptable. For normally unacceptable land use, 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. For the purposes of this analysis, industrial land uses such as the Project does not contain outdoor living areas requiring exterior noise mitigation as outlined in the OPR General Plan Guidelines, and therefore, only the interior noise levels experienced by employees at the Project site are evaluated against the appropriate noise level standards.

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. City General Policies (City of Moreno Valley General Plan, pp.7-8 and 7-9) act to ensure that when exterior noise levels exceed 65 dBA CNEL at sensitive receivers, mitigation is provided to ensure that interior noise levels of 45 dBA CNEL are maintained. General Plan Policies in this regard are consistent with, and support, the California Building Code interior noise standards.

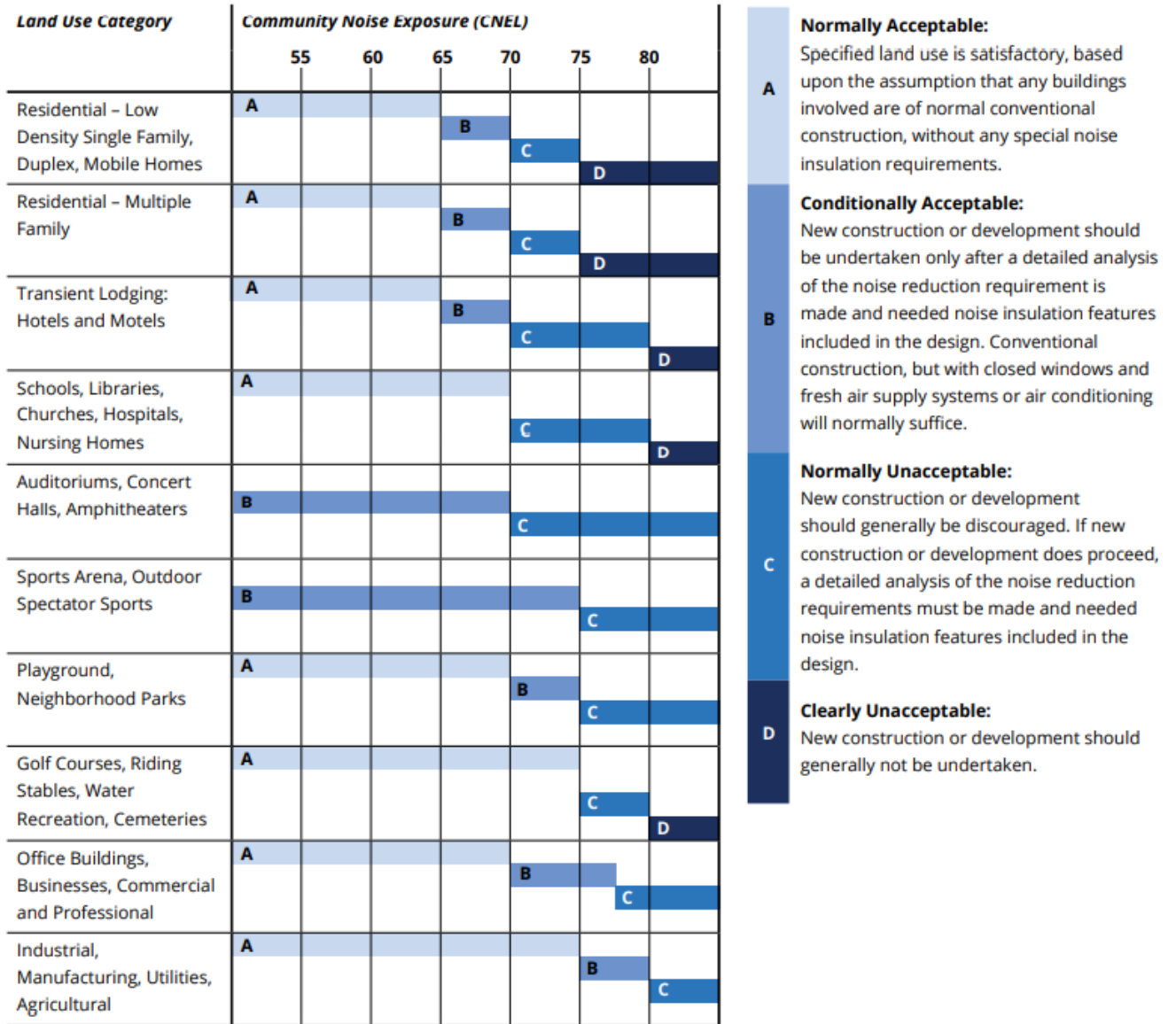
City of Moreno Valley Municipal Code

The City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The City of Moreno Valley Municipal Code defines Maximum Sound Levels (in dB(A)) for Source Land Uses in Table 11.80.030-2 for Residential and Commercial land uses. As defined by the Municipal Code, Section 11.80.020

Definitions, Commercial land use means all uses of land not otherwise classified as residential, and Residential land use means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly. For the purpose of this analysis, the First Industrial Warehouse at Day Street is considered a commercial land use. Based on this standard, the operational noise level limits for commercial land use, from Table 11.80.030-2, of 65 dBA L_{eq} during the daytime (8:00 a.m. to 10:00 p.m.) hours and 60 dBA L_{eq} during the nighttime (10:01 p.m. to 7:59 a.m.) hours shall apply to the operational noise source activities from the Project.

Further, Section 11.80.030 (C) Prohibited Acts, Nonimpulsive Sound Decibel Limits, states: No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on a privately owned property. Therefore, at a distance of 200 feet from the property line, the Project's operational noise levels shall not exceed the 65 dBA L_{eq} daytime and 60 dBA L_{eq} nighttime noise level standards for commercial land uses.

The Municipal Code noise standards for construction are described below for the City of Moreno Valley to determine the potential noise impacts at nearby sensitive receiver locations. As a subset of its stationary-source noise regulations, the City Municipal Code establishes permitted hours of construction activity. More specifically, Municipal Code Section 11.80.030 (D)(7), Construction and Demolition, provides the following: No person shall operate, or cause operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of 8:00 p.m. and 7:00 a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee. Therefore, based on the Section 11.80.030 (D)(7) construction regulations, a construction-related noise disturbance occurs if Project construction activity occurs outside of the permitted hours. However, for this analysis, the stationary-source noise level limits of 65 dBA L_{eq} during the daytime hours and 60 dBA L_{eq} during the nighttime hours are used as appropriate thresholds for construction at 200 feet Project site boundary.



Source: Governor's Office of Planning and Research 2017.

Figure 4 – City of Moreno Valley Land Use Compatibility Guidelines

4.0 THRESHOLDS OF SIGNIFICANCE

Appendix G of the 2020 California Environmental Quality Act (CEQA) Guidelines states that a Project could have a noise impact if any of the following would occur:

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

4.1. City of Moreno Valley General Plan Thresholds

While the City of Moreno Valley General Plan Guidelines provide direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, they do not define the levels at which increases are considered substantial for use under Guideline A. CEQA Appendix G Guideline C applies to nearby public and private airports, if any, and the Project's land use compatibility.

While the CEQA Guidelines and the City of Moreno Valley General Plan Guidelines provide direction on noise compatibility and establish noise standards by land-use type, CEQA thresholds are not defined for the levels at which increases are considered substantial. *However, a jurisdiction will typically identify either 3 dBA or 5 dBA increase as the threshold because these levels represent varying levels of perceived noise increases.*

4.2. Operational and Construction Thresholds

Noise levels exceed CEQA thresholds if any of the following occur as a direct result of the proposed development.

OFF-SITE TRAFFIC NOISE

The City of Moreno Valley General Plan Environmental Impact Report (June, 2021) provides the following traffic noise impacts CEQA thresholds for assessing resulting noise levels at noise-sensitive land uses (e.g., residential, etc.):

- are less than 60 dBA CNEL and the project creates a 5 dBA CNEL or greater project-related noise level increase;
- exceed 60 dBA CNEL, and the project creates a 3 dBA CNEL or greater project-related noise level increase;
- already exceed 65 dBA CNEL, and the Project creates a community noise level increase of greater than 1.5 dBA CNEL.

OPERATIONAL NOISE AND VIBRATION

The noise CEQA threshold is exceeded if one of the following occurs:

- If Project-related operational (stationary source) noise levels:
 - exceed the 65 dBA L_{eq} daytime or 60 dBA L_{eq} nighttime noise level standards at 200 feet from the property line of the noise source (City of Moreno Valley Municipal Code, Table 11.80.030-2); or
- If Project generated operational vibration levels exceed the FTA's acceptable vibration thresholds of 78 VdB for daytime residential use and 72 VdB for nighttime uses in buildings where people normally sleep. (FTA Transit Noise and Vibration Impact Assessment Manual, 2018).

CONSTRUCTION NOISE AND VIBRATION

If project-related construction activities create noise levels at sensitive receiver locations in the City of Moreno Valley above the construction noise level limit of 65 dBA L_{eq} during the daytime hours, or 60 dBA L_{eq} during nighttime hours (City of Moreno Valley Municipal Code 11.80.030-2), noise levels will exceed the noise CEQA threshold. Although the City of Moreno Valley does not have any specified thresholds for vibration, the FTA vibration criteria will be utilized to evaluate vibration impacts. If short-term project-generated construction source vibration levels exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at noise-sensitive receiver locations, noise levels will exceed the vibration CEQA threshold.

AIRPORT NOISE

The proposed Project site is approximately 0.27 miles north of the March Air Reserve Base/Inland Port Airport (MARB/IPA). It is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA LUCP). The MARB/IPA LUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. This Plan provides noise contours for this airport to assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels. The proposed Project site is within Airport Overlay Zone B₁-APZ I and Zone B₂, as shown in **Figure 5 – MARB Compatibility Zones**. The Project site is located within a MARB/IPA Accident Potential Zone. For this zone, the noise contour is 75 CNEL. The Project is consistent with the type of land use for this compatibility zone. Standard building construction for the Project is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less. Compliance with the land use type for this compatibility zone meets the CEQA threshold for airport noise.

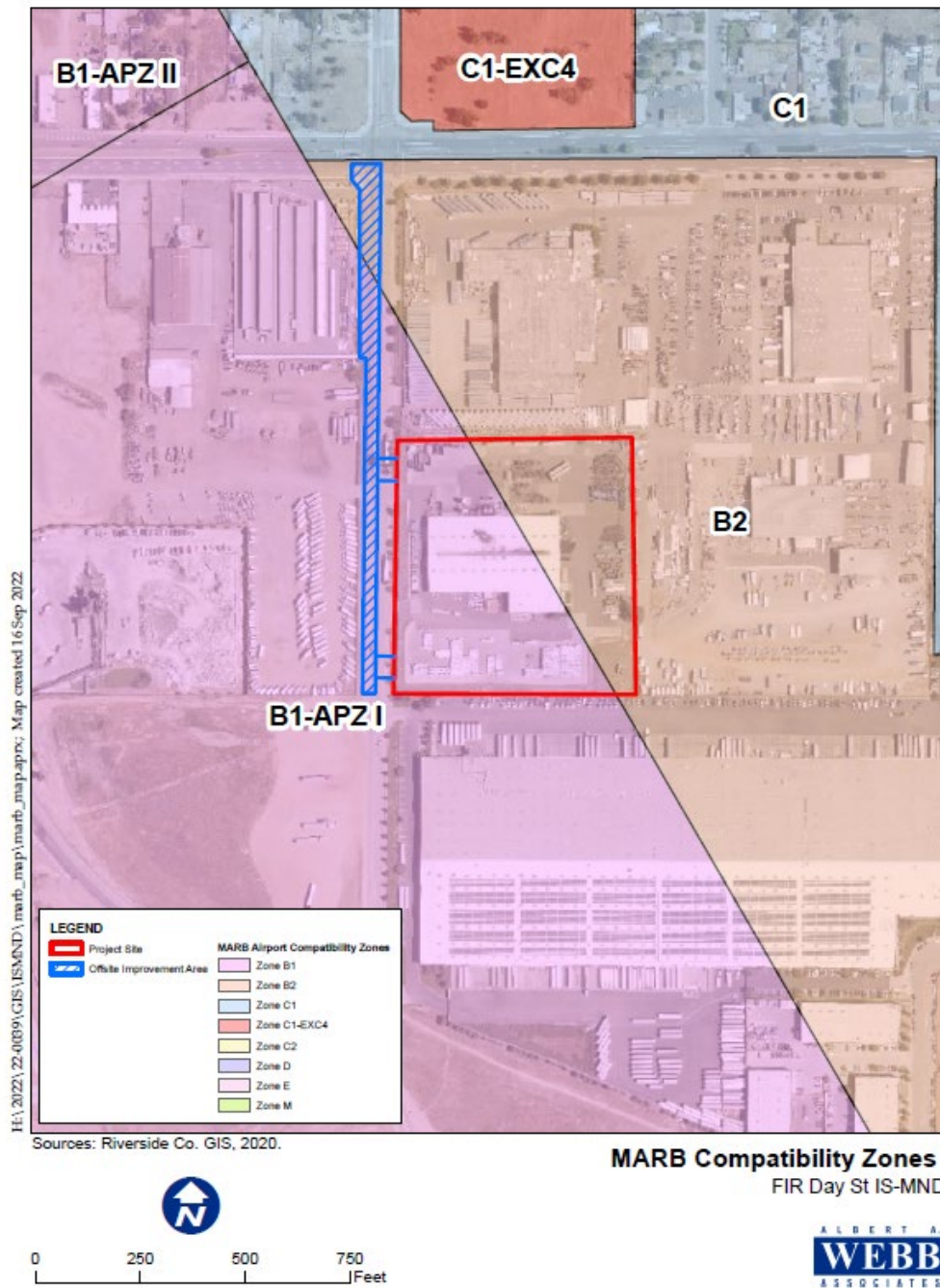


Figure 5 – MARB Compatibility Zones

5.0 EXISTING NOISE MEASUREMENTS

The existing noise environment was characterized by collecting field noise measurements at the southwest property boundary of the Project area. One (1) long-term 24-hour measurement was taken at the Project site from September 6 through September 7, 2022. **Table 5-1** presents the CNEL values and hourly day and night noise levels for the Project site for the sensitive receivers identified in **Figure 6**. Appendix A includes the field monitoring data for this monitoring location.

5.1 Measurement Procedure and Criteria

Hourly noise levels were measured during typical weekday conditions over 24 hours to describe the existing noise environment, the daytime, nighttime hourly noise levels, and associated 24-hour CNEL. The 24-hour measurement provides the hourly noise levels to calculate the CNEL for the Project area. The long-term noise measurements were taken using a Larson Davis Type 1 precision sound level meter. The noise meter was programmed in "slow" mode to record noise levels in the "A" weighted form. The sound level meter and microphone were mounted, five feet above the ground, and equipped with a windscreen during all measurements. The Larson Davis sound level meter was calibrated before the monitoring using a CAL200 calibrator. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

5.2 Noise Measurement Locations

Noise measurement locations are shown in **Figure 6**. **Table 5-1** identifies the hourly daytime (7:01 am to 10:00 pm) and nighttime (10:01 pm to 7:00 am) noise levels for the noise measurement location consistent with the City of Moreno Valley Municipal Code. Appendix A provides a summary of the existing hourly ambient noise levels as described below:

- LT-1 represents the noise levels southeast of the Project site boundary east of Day Street. The noise level measurements collected show an overall 24-hour exterior noise level of 74 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 67.3 dBA L_{eq} with an average nighttime noise level of 66.9 dBA L_{eq} .

Table 5-1. Existing (Ambient) Long-Term (24-hour) Noise Level Measurements¹

Noise Monitoring Location ID ^{2,3}	Description	Hourly Noise Levels (1hr- L_{eq}) ⁴						24-hour Noise Levels (CNEL)
		Daytime Minimum	Daytime Maximum	Average Daytime	Nighttime Minimum	Nighttime Maximum	Average Nighttime	
LT-1	South West Project Site Boundary	64.9	69.1	67.3	63.4	68.9	66.9	74

¹ Noise measurement was taken on September 6 - 7, 2022, for LT-1. See Appendix A for monitoring data.

² See Figure 6 for the location of the monitoring sites.

³ Taken with Larson Davis Type 1 noise meter

⁴ Daytime hours- 7:01am to 10:00pm, Nighttime hours-10:01pm to 7:00am



Figure 6– Long Term Monitoring Site

6.0 ANALYSIS METHODS AND PROCEDURES

The following section outlines the analysis methods utilized to predict future noise and vibration levels from the construction and operation of the Project.

6.1 Construction

6.1.1 Noise Analysis Methods

The assessment of the construction noise impacts must be relatively general at this phase of the Project because many of the decisions affecting noise will be at the contractor's discretion. However, an assessment based on the type of equipment expected to be used by the contractor can provide a reasonable estimate of potential noise impacts and the need for noise mitigation. A representative construction noise scenario was developed to estimate the loudest activities occurring at the Project site. Pile driving and blasting activities are not anticipated; therefore, the loudest construction activities are centered around the movement of heavy construction equipment during grading operations and the erection of buildings. It was assumed that all construction activities would occur at the center of the Project site. The calculated noise level was then compared to the local noise regulation to determine if construction would exceed the City of Moreno Valley's exterior noise standard of 65 dBA L_{max} at 200 feet from the property line of the Project site. Construction of the Project is expected to occur over twelve months. Receiver distance to the construction activity and the equipment operating at the maximum load will greatly influence construction noise levels experienced at residential land uses.

6.1.2 Vibration Analysis Methods

Ground-borne vibration levels resulting from construction activities within the Project area were estimated using the FTA data in its Transit Noise and Vibration Impact Assessment Manual (FTA, 2018). Predicted construction vibration levels were identified at the nearest off-site land use R1 and compared to the FTA damage and human annoyance criteria, as shown previously in **Table 3-2**.

6.2 Operational Noise & Vibration Analysis

6.2.1 Operational Traffic Noise Analysis Methods

The expected roadway noise level increases from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (13) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). The national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels in California. (14) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major, or arterial), the active roadway width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

6.2.2 Operational Traffic Noise Analysis Inputs

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. As shown, Table 6-1 identifies the study area roadway segment, the existing and Project ADT volumes, the posted vehicle speeds, and the time of day (daytime, evening, and nighttime) vehicle splits. The ADT volumes used in this study are presented for the Project were obtained from the existing traffic counts and the First Industrial Day Street Scoping Agreement Traffic Study prepared by Webb Associates (September, 2022) and the Riverside County Mix data for collectors and secondary roadways the following traffic scenarios: Existing without Project and Existing with Project.

Roadway	Segment	Existing without Project ADT	Existing Plus Project ADT	Speed (MPH)	Site Conditions
Day St.	South of Alessandro Blvd	2,968	3,251	40	Hard
	North of Alessandro Blvd.	9,088	9,525	40	Hard
Alessandro Blvd	East of Day St.	29,252	29,689	45	Hard
	West of Day St.	28,237	28,674	45	Hard
Secondary and Collector Vehicle Distribution (Truck Mix) ²					
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		75.5	14.0	10.5	97.42
Medium Trucks		48.9	2.2	48.9	1.84
Heavy Trucks		47.3	5.4	47.3	0.74

Notes:
¹ Existing and project volumes were obtained from peak hour volumes.
² Vehicle distribution data is based on Riverside County Mix data for collectors and secondary roadways.

6.2.3 Operational Traffic Vibration Analysis

As a conservative measure, the vibration vs. distance curve obtained from the Caltrans Transportation and Construction Vibration Guidance Manual will be used to represent worst-case vibration levels from truck traffic at the nearest receiver location. This curve provides empirical data collected from several freeways and local roadways to determine auto and truck traffic vibration levels. This curve will qualitatively assess anticipated vibration levels at residential land uses along local roadways near the Project site. These vibration levels will be compared to the Caltrans and FTA vibration criteria, as shown previously in **Tables 3-1 and 3-2**. These criteria will be utilized to evaluate the vibration effects of continuous auto and truck traffic.

6.2.4 Stationary Noise Analysis Method

The primary non-transportation noise sources associated with the Project are HVAC equipment, on-site parking lot circulation, and the loading docks' activity. In order to evaluate these noise sources at the nearest residential noise-sensitive receptors, the reference noise level of similar operational activities was obtained from the SoundPlan library. **Table 6.2** provides the reference noise level measurements used from the SoundPlan library for operational noise sources. These reference noise levels were used to describe the anticipated operational noise levels generated from idling semi-trucks, trailer parking, backup alarms, HVAC, and parking lot vehicle movements.

The SoundPLAN noise prediction model was used to calculate noise levels at the noise-sensitive receptors located around the Project site. Inputs to the SoundPLAN model included ground topography and ground type, noise source locations and heights, receiver locations, and sound power level data. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). It should be noted that sound power measures the total acoustic energy emitted by a noise source and is irrespective of the distance from the source. Sound power is input into the SoundPLAN model to represent the total acoustic energy emitted by a specific noise source. Sound power levels in this report are reported as A-weighted decibel levels, noted as “dBA, PWL” per industry standards. The model then corrects the many factors (i.e., distance, terrain shielding, atmospheric absorption, etc.) that affect sound propagation from the noise source to the receiver location.

Noise source ¹	Source Type	# of Units	Reference Noise Level L _{eq} (dBA) ¹	Reference Noise Level L _{max} (dBA) ¹	Distance (ft)
Idling Semi Truck	Point Source	25	73.8	74.9	10
Trailer Parking	Area(SP Parking Tool)	42	-	-	1 trailer/hr
Back Up Alarm	Point Source	25	77.9	92.7	3
HVAC	Point Source	18	67.7	68.6	3
Parking	Area(SP Parking Tool)	90	-	-	1 car per hr

¹ Reference noise levels were obtained from the Sound Plan library.

7.0 OFF-SITE TRANSPORTATION NOISE IMPACTS

Roadway Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the First Industrial Day Street Scoping Agreement Traffic Study prepared by Webb Associates (September 2022), the proposed Project would generate 283 daily vehicle trips. The Project's increase in traffic may result in noise increases on Project area roadways. In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA.

Off-site transportation CNEL noise level impacts from the proposed Project were predicted using traffic volumes based on Riverside County Mix data and existing and peak hour traffic counts prepared by Webb Associates. The CNEL noise levels are evaluated from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- Existing Without Project: This scenario refers to the existing present-day noise conditions, without the proposed Project.
- Existing With Project : This scenario refers to the existing present-day noise conditions, with the proposed Project.

7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic based on the significance criteria. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60, and 55 CNEL dBA noise levels.

The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-3 summarize the exterior traffic noise levels, without barrier attenuation, for the affected study area roadway segment. The following operating conditions were analyzed Existing without Project, Existing with Project. Appendix B includes a summary of the traffic noise level contours for each traffic scenario.

Table 7-1 presents the Existing without Project condition CNEL noise levels. The Existing without Project exterior noise level doesn't accounting for noise attenuation features such as noise barriers or topography. Table 7-2 presents the Existing with Project CNEL noise levels. As shown in Table 7-3, the Project will generate a 0.5 dBA increase or less in exterior noise levels between Existing with and without Project condition. Therefore CNEL noise levels will remain below the significance threshold of 3 dBA CNEL when the without Project noise levels are above 60 dBA CNEL. Thus, the off-site Project-related traffic noise level increase is considered a *less than significant* impact under Existing with Project conditions.

Table 7-1. Existing Without Project Exterior Noise Levels						
Roadway ¹	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (ft) ²			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Day St.	South of Alessandro Blvd	63.0	10	31	99	312
	North of Alessandro Blvd	67.8	30	96	302	955
Alessandro Blvd.	East of Day Street	74.4	139	440	1391	4399
	West of Day Street	74.3	134	425	1343	4246

Notes:
¹ Exterior noise levels calculated at 5 feet above ground level.
² Noise levels were calculated from the centerline of the subject roadway.

Table 7-2. Existing With Project Exterior Noise Levels						
Roadway ¹	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (ft) ²			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Day St.	South of Alessandro Blvd	63.5	11	36	113	358
	North of Alessandro Blvd	68.0	32	100	317	1001
Alessandro Blvd.	East of Day Street	74.5	141	446	1412	4465
	West of Day Street	74.4	136	431	1364	4312

Notes:
¹ Exterior noise levels calculated at 5 feet above ground level.
² Noise levels were calculated from the centerline of the subject roadway.

Table 7-3. Change in Existing Noise Levels as a Result of Project					
Roadway ¹	Segment	CNEL at 50 Feet dBA ²			Potential Significant Impact
		Existing Without Project	Existing With Project	Change in Noise Level	
Day St.	South of Alessandro Blvd	63.0	63.5	0.5	No
	North of Alessandro Blvd	67.8	68.0	0.2	No
Alessandro Blvd.	East of Day Street	74.4	74.5	0.5	No
	West of Day Street	74.3	74.4	0.1	No

Notes:
¹ Exterior noise levels calculated at 5 feet above ground level.
² Noise levels were calculated from the centerline of the subject roadway.

8.0 STATIONARY-RELATED NOISE IMPACTS

The Project was evaluated for stationary noise impacts. The City of Moreno Valley Municipal Code, Section 11.80, requires operational noise levels not to exceed the 65 dBA L_{eq} daytime or 60 dBA L_{eq} nighttime noise level standards at 200 feet from the Project site property line in the City of Moreno Valley. This noise study evaluates noise levels 200 feet from the Project site property line, as shown in Figure 6. Receivers R1 through R4 are non-residential land uses. Stationary-related noise impacts were evaluated utilizing the maximum noise levels assumptions outlined in section 6.2.4 for the HVAC equipment, on-site parking lot circulation, trailer parking spaces and the idling of semi-trucks at loading docks (including backup beeps and air brake releases for both trailers and truck loading and unloading activities).

Table 8-1 and **Figure 8** present the sensitive residential receiver locations near the Project site. Distances were measured from the property line out to 200 feet from the Project site boundary for receivers R1 through R4.

The reference noise levels for various operational noise sources provided in **Table 6.1** were utilized to calculate the predicted operational source noise levels at receiving properties, R1 through R4. The combined Project operational noise levels at receivers R1 through R4 range from 48 to 52 dBA L_{max} , and the L_{eq} values range from 31 to 46. Therefore, operational noise levels associated the Project will not exceed the City of Moreno Valley Municipal Code exterior noise level standards of 90 dBA L_{max} continuous noise limit, 65 dBA L_{eq} daytime and 60 dBA L_{eq} for nighttime.

Table 8-1. Worst Case Predicted Operational Noise levels

Receiver Location	Noise Limit distance (ft)	Project Noise Level (dBA L_{eq})	Project Noise Level (dBA L_{max})	Continuous Noise Limit (90 dBA L_{max})	Daytime Noise Limit 65 dBA L_{eq} Exceeded	Nighttime Standard 60 dBA L_{eq} Exceeded
R1-East of the Site	200	46	52	No	No	No
R2-South of the Site	200	36	48			
R3-North of the Site	200	38	51			
R4-West of the Site	200	31	47			

¹ Figure 7 shows the receiver locations.

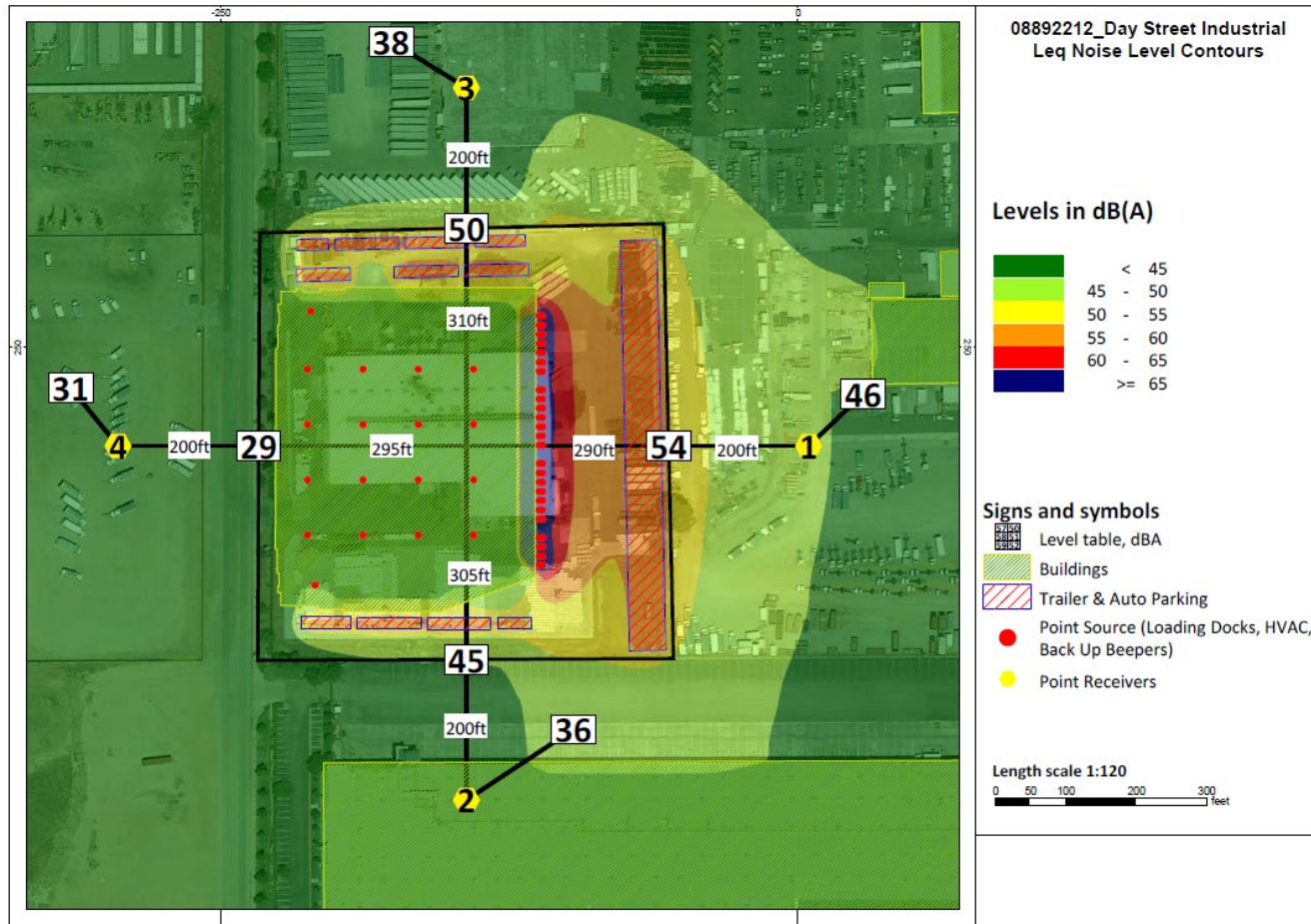


Figure 7 – Stationary Project Noise Levels

9.0 OPERATIONAL VIBRATION ANALYSIS

The Project's operation will increase auto and truck traffic within the Project area. Per the Caltrans Transportation Noise and Vibration Manual, traffic, auto, and heavy trucks traveling on roadways rarely generate vibration amplitudes high enough to cause structural or cosmetic damage. However, a qualitative analysis was provided in this study to evaluate the likelihood of vibration impacts from the Project utilizing the empirical vibration curve developed by Caltrans.

The Caltrans Noise and Vibration Manual collects measured vibration data for truck pass-bys. This data demonstrates that truck pass-bys can be characterized by a peak in vibration that is considerably higher than those generated by automobiles for a few seconds. Vibration from these trucks drops off dramatically with distance. As truck volumes increases, more peaks will occur but not necessarily higher peaks. Vibration wavefronts emanating from several trucks closely together may either cancel or partially cancel (destructive interference) or reinforce or partially reinforce (constructive interference) each other, depending on their phases and frequencies. Since traffic vibrations can be considered random, total destructive or constructive interference probabilities are minimal. Coupled with the fact that two trucks cannot occupy the same space and the rapid drop-off rates, it is understandable that two or more trucks normally do not contribute significantly to each other's peaks.

In order to predict the maximum truck traffic vibrations from the Project, the Caltrans empirical curve, as shown in **Figure 8**, was obtained from the Caltrans Noise and Vibration Manual (Caltrans, 2013). This curve was used to predict operational vibration impacts. **Figure 8** shows a graph of measured vibration data collected from truck traffic traveling on freeways and local roadways plotted by truck traffic vibrations vs. distance from the nearest travel lane's centerline. The graph indicates that the highest traffic-generated vibrations measured on freeway shoulders (5 m from the centerline of the nearest lane) have never exceeded 2.0 mm/s or (0.08 in/sec) with the worst combinations of heavy trucks. This amplitude coincides with the maximum recommended "safe amplitude" for historical buildings. The graph illustrates the rapid attenuation of vibration amplitudes, which dips below the perception threshold for most people at about 45 m (150 ft). Caltrans states that sensitive receivers adjacent to local roadways, within 15 m(50 feet) of the nearest travel lane's centerline will have maximum worst-case vibration levels near 0.08 mm/s or (0.0032 in/sec or 70 VdB).

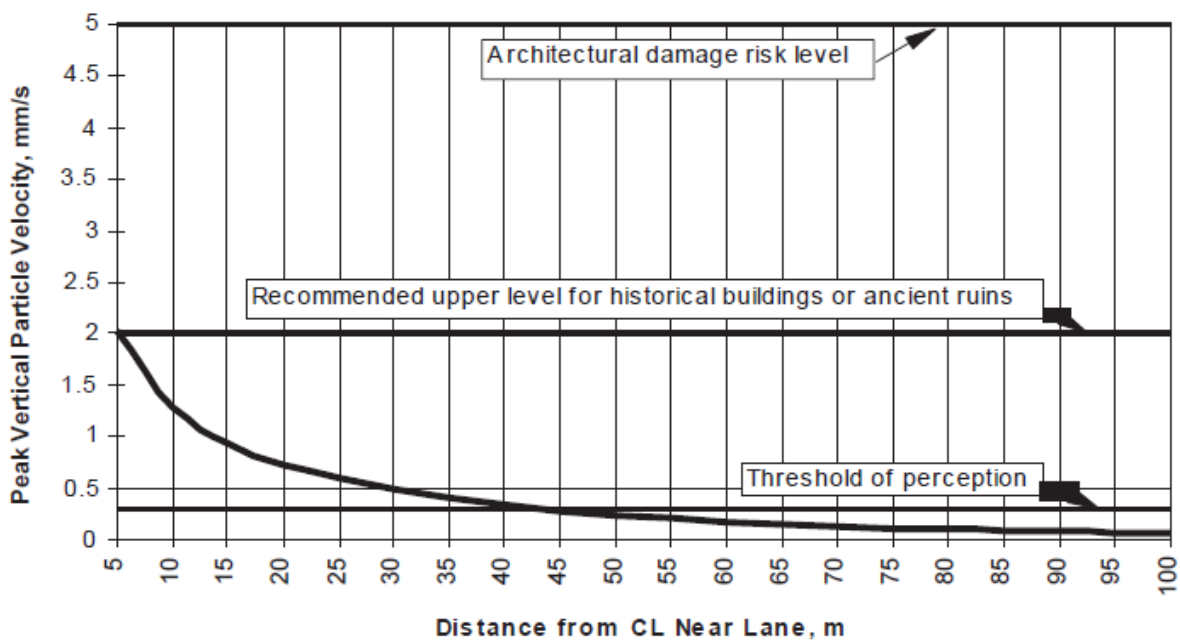


Figure 8 – Maximum Truck Traffic Vibration Levels vs. Distance

Caltrans and FTA provide a range of perceptible annoyance levels, and this predicted vibration level falls well below the distinctly perceptible level of 0.08 PPV (in/sec), below the FTA damage criteria of 0.3 PPV (in/sec) and the human annoyance level of 80 VdB. Further, this worst-case vibration level from truck traffic would not exceed the Caltrans threshold of 0.2 PPV (in/sec). It is expected that actual vibration levels within the Project area from truck traffic will be lower than this worst-case level when soil type and pavement conditions are considered. On this basis, the potential for the Project to result in the exposure of persons to, or generation of, excessive ground-borne vibration is determined to be below the 78 VdB FTA daytime and 72 VdB nighttime vibration threshold.

10.0 SHORT-TERM CONSTRUCTION NOISE & VIBRATION IMPACTS

Construction noise represents a temporary impact on ambient noise levels. Construction noise is primarily caused by diesel engines (trucks, dozers, backhoes), impacts (jackhammers, pile drivers, hoe rams), and backup alarms. Construction equipment can be stationary or mobile. Stationary equipment operates in one location for hours or days in a constant mode (generators, compressors) or generates variable noise operations (pile drivers, jackhammers), producing constant noise for a period of time. Mobile equipment moves around the site and is characterized by variations in power and location, resulting in significant variations in noise levels over time. Grading activities and rock blasting typically generate the greatest noise impacts during construction. This section assesses the potential noise impacts to the existing sensitive residential land uses during construction.

10.1 Noise Sensitive Uses and Construction Noise Standards

Pursuant to the City of Moreno Valley Municipal Code Section 11.80 (Construction Noise), the following construction activities such as demolition, excavation, alteration, or repair of any building or structure are prohibited from creating disturbing, excessive, or offensive noise between the hours of 8:00 pm and 7:00 am, on Sundays, and on a legal holiday. Construction activities within the City of Moreno Valley shall not exceed 65 dBA daytime or 60 dBA nighttime 200 feet from the Project Site property line. Receivers R1 through R4 are non-residential land uses.

10.2 Construction Schedule

The construction schedule for the Project is described below.

As shown in **Table 10-1**, the estimated construction period for the Project is approximately twelve months. Construction is anticipated to begin with demolition in June 2023 and end with architectural coatings (painting) starting in May 2024, as shown in **Table 10-1**.

Table 10-1. Construction Schedule

Construction Activity	Start Date	End Date	Total Working Days
Demolition	6/1/2023	6/30/2023	20
Grading	7/1/2023	7/21/2023	15
Building Construction	7/21/2023	5/31/2024	230
Paving	5/1/2024	5/31/2024	20
Architectural Coatings	5/1/2024	5/31/2024	20

Table 10-2 presents the off-road equipment for each construction activity based on engineering estimates and the Applicant. Additional on-road vehicles would be accessing the Project site for miscellaneous deliveries and for construction worker trips. During concrete pouring activities, the Applicant estimates approximately one concrete pump truck and five concrete mixing trucks would be operating on-site at one time. Concrete pouring may occur during the daytime and nighttime hours during hot weather. All other construction activities will occur during the daytime hours only.

Table 10-2. Equipment by Construction Activity

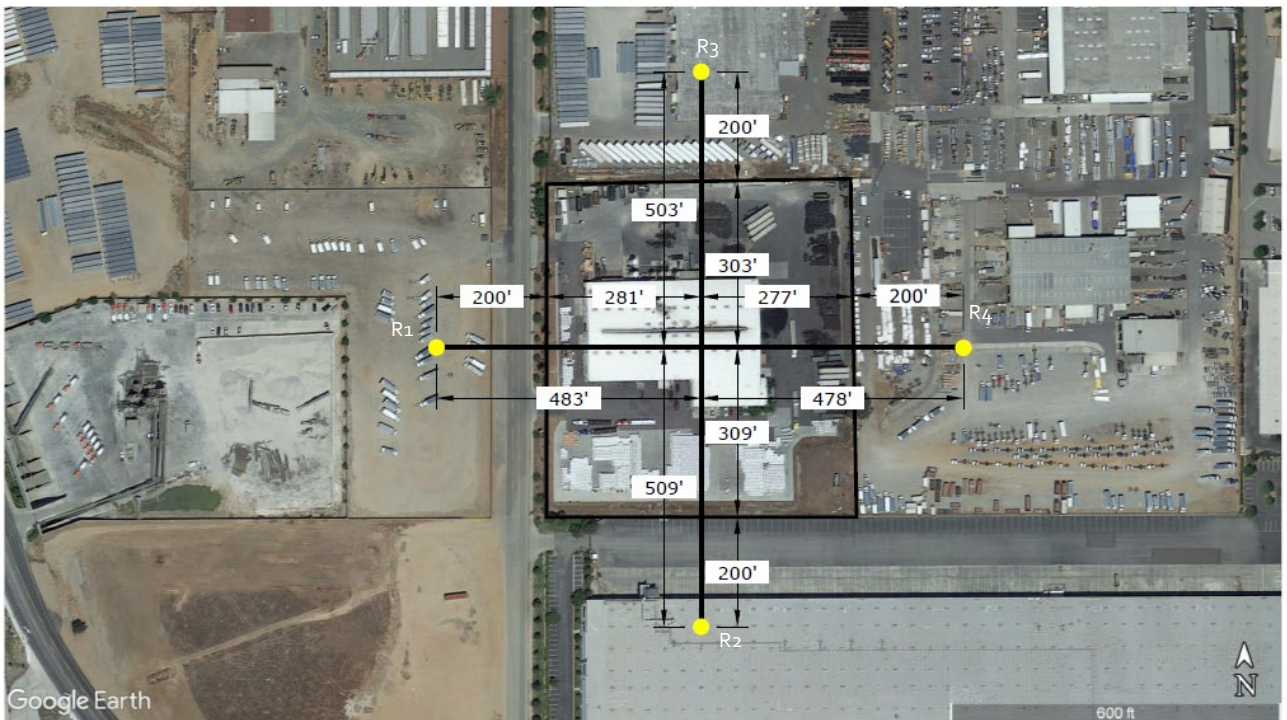
Construction Activity	Off-Road Equipment	Unit Amount
Demolition	Excavator	2
	Rubber Tired Dozers	2
	Concrete/Industrial Saws	1
Grading	Excavator	1
	Grader	1
	Rubber Tired Dozer	1
	Scraper	2
	Tractors/Loaders/Backhoes	3
	Crusher/Processing Equipment	1
Building Construction	Crane	1
	Forklifts	3

Table 10-2. Equipment by Construction Activity

Construction Activity	Off-Road Equipment	Unit Amount
Paving	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welder	1
	Rollers	1
	Paving Equipment	1
Architectural Coating	Paver	1
	Air Compressors	1

10.3 Construction Noise Levels

The RCNM model was used to determine which phase of construction activity for the Project would generate the greatest construction noise level. It was assumed that each construction activity would occur at the center of the Project to beyond the project site at a distance of 200 feet. No sensitive receptors are located near the project site. Construction noise levels are presented in Table 10-3 at a distance of 200 feet for comparison to the City of Moreno Valley’s Noise Ordinance. Figure 9 presents site distances used to evaluate construction noise impacts.



SITE DISTANCEDS FOR CONSTRUCTION NOISE

FOR ILLUSTRATIVE PURPOSES ONLY

Figure 9 –Site Distances for Construction Noise

Table 10-3 and Table 10-4 present the noise levels in L_{eq} for each construction phase for daytime and nighttime hours respectively. Unmitigated noise levels exceed the daytime noise level of 65 L_{eq} during grading therefore mitigation measures are required. Recommended mitigation measures during grading include installing and operating mufflers that can achieve at least a 15 dBA noise reduction on all heavy equipment. As shown in Table 10-3 and Table 10-4, mitigated noise levels are below the City of Moreno Valley’s daytime noise standard of 65 dBA L_{eq} and the 60 dBA L_{eq} nighttime standard.

Table 10-3. Construction Noise Levels by Construction Phase (Daytime)				
Location	Phase	Unmitigated Construction Noise Level ¹	Mitigated Level w/ Muffler ²	Exceeds Standard, L _{eq} dBA (65) (Before/After Mitigation)
R1 (East)	Demo	64	NA	No/No
	Grade	66	62	Yes/No
	Build	62	NA	No/No
	Pave	55	NA	No/No
	Arch Coat	50	NA	No/No
R2 (South)	Demo	63	NA	No/No
	Grade	65	61	Yes/No
	Build	61	NA	No/No
	Pave	54	NA	No/No
	Arch Coat	49	NA	No/No
R3 (North)	Demo	63	NA	No/No
	Grade	66	61	Yes/No
	Build	61	NA	No/No
	Pave	54	NA	No/No
	Arch Coat	49	NA	No/No
R4 (West)	Demo	64	NA	No/No
	Grade	66	50	Yes/No
	Build	61	NA	No/No
	Pave	55	NA	No/No
	Arch Coat	49	NA	No/No

Notes:
 1. Construction noise projected from center of project site out to 200 feet beyond the Project Site property line.
 2. Assumes a 15dB insertion loss for muffler added to grading equipment only. NA-Not Applicable, no mitigation is required.

Table 10-4. Construction Noise Levels by Construction Phase (Nighttime)			
Location	Phase	Unmitigated Construction Noise Level ¹	Exceeds Standard, L _{eq} dBA (60)
R1 (East)	Build	58	No
R2 (South)	Build	57	No
R3 (North)	Build	58	No
R4 (West)	Build	58	No

Notes:
 1. Construction noise projected from center of project site out to 200 feet beyond the Project Site property line.

10.4 Construction Vibration

Ground-borne vibration levels resulting from construction activities within the Project site were estimated using the FTA data. Construction activities that would occur within the Project site include grading, building construction, paving, and painting, and these activities can generate low levels of ground-borne vibration.

Using the vibration source level of construction equipment provided in Table 7-4 of the FTA Noise and Vibration Manual and the FTA's construction vibration assessment methodology, it is possible to estimate Project vibration impacts. **Table 10-4** presents the expected Project-related vibration levels 200 feet from the property line.

Table 10-4. Construction Equipment Vibration Levels				
Noise Receiver	Distance	Large Bulldozer Reference Vibration Level PPV _{ref} (VdB) at 25ft ¹	Peak Vibration PPV (VdB)	Exceed Threshold? (Below 80 VdB)
R1	200 feet	87 VdB	67 VdB	No

¹ Reference noise level obtained from the FTA Noise and Vibration Manual, Table 7-4. (FTA, 2018)

Based on the FTA's reference vibration levels, a large bulldozer represents the peak vibration source with a reference level of 87 VdB at a distance of 25 feet. As a conservative measure, it was assumed that two large

bulldozers would be operating at the property line. Receivers were placed at 200 feet away from the property line to evaluate construction vibration levels. The construction vibration levels are expected to approach 67 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, as shown in **Table 3-2**, the construction of the Project site will not result in a perceptible human response (annoyance). Impacts at 200 feet from the Project site project line are unlikely to be sustained during the entire construction period. Further, the predicted construction noise level is below the FTA vibration threshold of 78 VdB and 72 VdB for daytime and nighttime periods.

11.0 REFERENCES

California Department of Transportation's (Caltrans). 2013. *Transportation- and Construction-Vibration Guidance Manual*.

California Department of Transportation (Caltrans). 2013. Technical Noise Supplement (TeNS), A Technical Supplement to the Traffic Noise Analysis Protocol.

http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf

City of Moreno Valley 2040 General Plan 2040 Final Environmental Impact Report (May, 2021)

[MV2040_FinalEIR_W-CommentResponse.pdf \(moval.org\)](#)

City of Moreno Valley General Plan 2040 Noise Element (June, 2021).

https://www.moval.org/city_hall/general-plan2040/MV-GeneralPlan-complete.pdf

City of Moreno Valley Municipal Code.

https://library.qcode.us/lib/moreno_valley_ca/pub/municipal_code/item/title_11-chapter_11_80-11_80_030

Federal Highway Administration (FHWA) Construction Noise Handbook Section 9.o. Accessed at:

https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

Federal Highway Administration (FHWA) Construction Noise Handbook Section 8.o. Accessed at:

https://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook08.cfm

Federal Highway Administration (FHWA), Roadway Construction Noise Model (RCNM) (2008).

Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment.

<https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/fta-noise-and-vibration-impact-assessment>

March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan Mead Hunt, November 13, 2014 Draft (rcaluc.org)

Webb Associates (2022) First Industrial Day Street Scoping Agreement Traffic Study prepared by Webb Associates (September, 2022).

Appendix A Noise Monitoring Data

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Day Street Logistics
 ROADWAY: Alessandro Blvd, East of Day Street
 LOCATION: 14050 Day Street, Moreno Valley CA 92553

JOB #: 0889-2022-12
 DATE: 29-Sep-22
 ENGINEER: F. Irarrazabal

NOISE INPUT DATA Existing

ROADWAY CONDITIONS

ADT = 29,252
 SPEED = 45
 PK HR % = 10
 NEAR LANE/FAR LANE DIS = 48
 ROAD ELEVATION = 0.0
 GRADE = 0.0 %
 PK HR VOL = 2,925

RECEIVER INPUT DATA

RECEIVER DISTANCE = 50
 DIST C/L TO WALL = 30
 RECEIVER HEIGHT = 5.0
 WALL DISTANCE FROM RECEIVER = 0
 PAD ELEVATION = 0.0
 ROADWAY VIEW: LF ANGLE= -90
 RT ANGLE= 90
 DF ANGLE= 180

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	43.97	--
MEDIUM TRUCKS	4.0	43.87	--
HEAVY TRUCKS	8.0	43.97	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	72.5	70.5	69.2	63.2	71.6	72.3
MEDIUM TRUCKS	63.6	59.7	52.2	60.9	67.1	67.2
HEAVY TRUCKS	64.1	60.1	56.7	61.4	67.6	67.6
NOISE LEVELS (dBA)	73.6	71.2	69.5	66.7	74.0	74.4

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	72.5	70.5	69.2	63.2	71.6	72.3
MEDIUM TRUCKS	63.6	59.7	52.2	60.9	67.1	67.2
HEAVY TRUCKS	64.1	60.1	56.7	61.4	67.6	67.6
NOISE LEVELS (dBA)	73.6	71.2	69.5	66.7	74.0	74.4

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	139	440	1391	4399
LDN	127	401	1269	4014

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Day Street Logistics
 ROADWAY: Alessandro Blvd, East of Day Street
 LOCATION: 14050 Day Street, Moreno Valley CA 92553

JOB #: 0889-2022-12
 DATE: 29-Sep-22
 ENGINEER: F. Irarrazabal

NOISE INPUT DATA Existing+Project

ROADWAY CONDITIONS

ADT = 29,689
 SPEED = 45
 PK HR % = 10
 NEAR LANE/FAR LANE DIS = 48
 ROAD ELEVATION = 0.0
 GRADE = 0.0 %
 PK HR VOL = 2,969

RECEIVER INPUT DATA

RECEIVER DISTANCE = 50
 DIST C/L TO WALL = 30
 RECEIVER HEIGHT = 5.0
 WALL DISTANCE FROM RECEIVER = 0
 PAD ELEVATION = 0.0
 ROADWAY VIEW: LF ANGLE= -90
 RT ANGLE= 90
 DF ANGLE= 180

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	43.97	--
MEDIUM TRUCKS	4.0	43.87	--
HEAVY TRUCKS	8.0	43.97	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	72.6	70.6	69.3	63.3	71.7	72.3
MEDIUM TRUCKS	63.7	59.8	52.3	61.0	67.2	67.2
HEAVY TRUCKS	64.2	60.2	56.8	61.4	67.6	67.7
NOISE LEVELS (dBA)	73.7	71.3	69.6	66.8	74.1	74.5

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	72.6	70.6	69.3	63.3	71.7	72.3
MEDIUM TRUCKS	63.7	59.8	52.3	61.0	67.2	67.2
HEAVY TRUCKS	64.2	60.2	56.8	61.4	67.6	67.7
NOISE LEVELS (dBA)	73.7	71.3	69.6	66.8	74.1	74.5

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	141	446	1412	4465
LDN	129	407	1288	4074

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Day Street Logistics
 ROADWAY: Alessandro Blvd, West of Day Street
 LOCATION: 14050 Day Street, Moreno Valley CA 92553

JOB #: 0889-2022-12
 DATE: 29-Sep-22
 ENGINEER: F. Irarrazabal

NOISE INPUT DATA Existing

ROADWAY CONDITIONS

ADT = 28,237
 SPEED = 45
 PK HR % = 10
 NEAR LANE/FAR LANE DIS = 48
 ROAD ELEVATION = 0.0
 GRADE = 0.0 %
 PK HR VOL = 2,824

RECEIVER INPUT DATA

RECEIVER DISTANCE = 50
 DIST C/L TO WALL = 30
 RECEIVER HEIGHT = 5.0
 WALL DISTANCE FROM RECEIVER = 0
 PAD ELEVATION = 0.0
 ROADWAY VIEW: LF ANGLE= -90
 RT ANGLE= 90
 DF ANGLE= 180

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	43.97	--
MEDIUM TRUCKS	4.0	43.87	--
HEAVY TRUCKS	8.0	43.97	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	72.4	70.4	69.1	63.1	71.5	72.1
MEDIUM TRUCKS	63.4	59.5	52.1	60.8	67.0	67.0
HEAVY TRUCKS	64.0	60.0	56.6	61.2	67.4	67.5
NOISE LEVELS (dBA)	73.4	71.1	69.4	66.6	73.9	74.3

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	72.4	70.4	69.1	63.1	71.5	72.1
MEDIUM TRUCKS	63.4	59.5	52.1	60.8	67.0	67.0
HEAVY TRUCKS	64.0	60.0	56.6	61.2	67.4	67.5
NOISE LEVELS (dBA)	73.4	71.1	69.4	66.6	73.9	74.3

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	134	425	1343	4246
LDN	123	388	1225	3875

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **Day Street Logistics**
 ROADWAY: **Alessandro Blvd, West of Day Street**
 LOCATION: **14050 Day Street, Moreno Valley CA 92553**

JOB #: **0889-2022-12**
 DATE: **29-Sep-22**
 ENGINEER: **F. Irarrazabal**

NOISE INPUT DATA Existing+Project

ROADWAY CONDITIONS

ADT = **28,674**
 SPEED = **45**
 PK HR % = **10**
 NEAR LANE/FAR LANE DIS = **48**
 ROAD ELEVATION = **0.0**
 GRADE = **0.0 %**
 PK HR VOL = **2,867**

RECEIVER INPUT DATA

RECEIVER DISTANCE = **50**
 DIST C/L TO WALL = **30**
 RECEIVER HEIGHT = **5.0**
 WALL DISTANCE FROM RECEIVER = **0**
 PAD ELEVATION = **0.0**
 ROADWAY VIEW: LF ANGLE= **-90**
 RT ANGLE= **90**
 DF ANGLE= **180**

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	43.97	--
MEDIUM TRUCKS	4.0	43.87	--
HEAVY TRUCKS	8.0	43.97	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	72.5	70.4	69.1	63.1	71.5	72.2
MEDIUM TRUCKS	63.5	59.6	52.2	60.9	67.0	67.1
HEAVY TRUCKS	64.1	60.0	56.6	61.3	67.5	67.6
NOISE LEVELS (dBA)	73.5	71.1	69.5	66.6	74.0	74.4

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	72.5	70.4	69.1	63.1	71.5	72.2
MEDIUM TRUCKS	63.5	59.6	52.2	60.9	67.0	67.1
HEAVY TRUCKS	64.1	60.0	56.6	61.3	67.5	67.6
NOISE LEVELS (dBA)	73.5	71.1	69.5	66.6	74.0	74.4

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	136	431	1364	4312
LDN	124	393	1244	3935

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Day Street Logistics
 ROADWAY: Day Street, south of Alessandro Blvd
 LOCATION: 14050 Day Street, Moreno Valley CA 92553

JOB #: 0889-2022-12
 DATE: 29-Sep-22
 ENGINEER: F. Irarrazabal

NOISE INPUT DATA Existing

ROADWAY CONDITIONS

ADT = 2,968
 SPEED = 40
 PK HR % = 10
 NEAR LANE/FAR LANE DIS = 24
 ROAD ELEVATION = 0.0
 GRADE = 0.0 %
 PK HR VOL = 297

RECEIVER INPUT DATA

RECEIVER DISTANCE = 50
 DIST C/L TO WALL = 30
 RECEIVER HEIGHT = 5.0
 WALL DISTANCE FROM RECEIVER = 0
 PAD ELEVATION = 0.0
 ROADWAY VIEW: LF ANGLE= -90
 RT ANGLE= 90
 DF ANGLE= 180

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	48.63	--
MEDIUM TRUCKS	4.0	48.55	--
HEAVY TRUCKS	8.0	48.63	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.7	58.7	57.4	51.4	59.8	60.4
MEDIUM TRUCKS	52.4	48.5	41.1	49.8	55.9	56.0
HEAVY TRUCKS	53.3	49.3	45.9	50.5	56.7	56.8
NOISE LEVELS (dBA)	61.9	59.5	57.8	55.4	62.6	63.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.7	58.7	57.4	51.4	59.8	60.4
MEDIUM TRUCKS	52.4	48.5	41.1	49.8	55.9	56.0
HEAVY TRUCKS	53.3	49.3	45.9	50.5	56.7	56.8
NOISE LEVELS (dBA)	61.9	59.5	57.8	55.4	62.6	63.0

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	10	31	99	312
LDN	9	29	91	286

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: Day Street Logistics
 ROADWAY: Day Street, south of Alessandro Blvd
 LOCATION: 14050 Day Street, Moreno Valley CA 92553

JOB #: 0889-2022-12
 DATE: 29-Sep-22
 ENGINEER: F. Irarrazabal

NOISE INPUT DATA Existing + Project

ROADWAY CONDITIONS

ADT = 3,405
 SPEED = 40
 PK HR % = 10
 NEAR LANE/FAR LANE DIS = 24
 ROAD ELEVATION = 0.0
 GRADE = 0.0 %
 PK HR VOL = 341

RECEIVER INPUT DATA

RECEIVER DISTANCE = 50
 DIST C/L TO WALL = 30
 RECEIVER HEIGHT = 5.0
 WALL DISTANCE FROM RECEIVER = 0
 PAD ELEVATION = 0.0
 ROADWAY VIEW: LF ANGLE= -90
 RT ANGLE= 90
 DF ANGLE= 180

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	48.63	--
MEDIUM TRUCKS	4.0	48.55	--
HEAVY TRUCKS	8.0	48.63	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.3	59.3	58.0	52.0	60.4	61.0
MEDIUM TRUCKS	53.0	49.1	41.7	50.4	56.5	56.6
HEAVY TRUCKS	53.9	49.9	46.5	51.1	57.3	57.4
NOISE LEVELS (dBA)	62.5	60.1	58.4	56.0	63.2	63.5

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.3	59.3	58.0	52.0	60.4	61.0
MEDIUM TRUCKS	53.0	49.1	41.7	50.4	56.5	56.6
HEAVY TRUCKS	53.9	49.9	46.5	51.1	57.3	57.4
NOISE LEVELS (dBA)	62.5	60.1	58.4	56.0	63.2	63.5

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	11	36	113	358
LDN	10	33	104	329

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **Day Street Logistics**
 ROADWAY: **Day Street, North of Alessandro Blvd**
 LOCATION: **14050 Day Street, Moreno Valley CA 92553**

JOB #: **0889-2022-12**
 DATE: **29-Sep-22**
 ENGINEER: **F. Irarrazabal**

NOISE INPUT DATA Existing

ROADWAY CONDITIONS

ADT = **9,088**
 SPEED = **40**
 PK HR % = **10**
 NEAR LANE/FAR LANE DIS = **24**
 ROAD ELEVATION = **0.0**
 GRADE = **0.0 %**
 PK HR VOL = **909**

RECEIVER INPUT DATA

RECEIVER DISTANCE = **50**
 DIST C/L TO WALL = **30**
 RECEIVER HEIGHT = **5.0**
 WALL DISTANCE FROM RECEIVER = **0**
 PAD ELEVATION = **0.0**
 ROADWAY VIEW: LF ANGLE= **-90**
 RT ANGLE= **90**
 DF ANGLE= **180**

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	48.63	--
MEDIUM TRUCKS	4.0	48.55	--
HEAVY TRUCKS	8.0	48.63	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.5	62.2	56.2	64.6	65.3
MEDIUM TRUCKS	57.3	53.4	45.9	54.6	60.8	60.8
HEAVY TRUCKS	58.2	54.1	50.7	55.4	61.6	61.7
NOISE LEVELS (dBA)	66.8	64.4	62.6	60.2	67.4	67.8

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.6	63.5	62.2	56.2	64.6	65.3
MEDIUM TRUCKS	57.3	53.4	45.9	54.6	60.8	60.8
HEAVY TRUCKS	58.2	54.1	50.7	55.4	61.6	61.7
NOISE LEVELS (dBA)	66.8	64.4	62.6	60.2	67.4	67.8

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	30	96	302	955
LDN	28	88	277	877

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: **Day Street Logistics**
 ROADWAY: **Day Street, North of Alessandro Blvd**
 LOCATION: **14050 Day Street, Moreno Valley CA 92553**

JOB #: **0889-2022-12**
 DATE: **29-Sep-22**
 ENGINEER: **F. Irarrazabal**

NOISE INPUT DATA Existing+Project

ROADWAY CONDITIONS

ADT = **9,525**
 SPEED = **40**
 PK HR % = **10**
 NEAR LANE/FAR LANE DIS = **24**
 ROAD ELEVATION = **0.0**
 GRADE = **0.0 %**
 PK HR VOL = **953**

RECEIVER INPUT DATA

RECEIVER DISTANCE = **50**
 DIST C/L TO WALL = **30**
 RECEIVER HEIGHT = **5.0**
 WALL DISTANCE FROM RECEIVER = **0**
 PAD ELEVATION = **0.0**
 ROADWAY VIEW: LF ANGLE= **-90**
 RT ANGLE= **90**
 DF ANGLE= **180**

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.755	0.140	0.105	0.9742
MEDIUM TRUCKS	0.489	0.022	0.489	0.0184
HEAVY TRUCKS	0.473	0.054	0.473	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	48.63	--
MEDIUM TRUCKS	4.0	48.55	--
HEAVY TRUCKS	8.0	48.63	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.7	62.4	56.4	64.8	65.5
MEDIUM TRUCKS	57.5	53.6	46.1	54.8	61.0	61.0
HEAVY TRUCKS	58.4	54.3	50.9	55.6	61.8	61.9
NOISE LEVELS (dBA)	67.0	64.6	62.8	60.4	67.6	68.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.7	62.4	56.4	64.8	65.5
MEDIUM TRUCKS	57.5	53.6	46.1	54.8	61.0	61.0
HEAVY TRUCKS	58.4	54.3	50.9	55.6	61.8	61.9
NOISE LEVELS (dBA)	67.0	64.6	62.8	60.4	67.6	68.0

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	32	100	317	1001
LDN	29	92	291	919

The proposed project is a redevelopment of a site currently used as a tire recycling center. The new project has been identified as a high-cube warehouse facility generating less than 50 trips during peak hours.

No traffic impact analysis will be required from this development.

Carolina Fernandez - 7/22/2022

Case PEN22-0144
(TR, PM, CUP, PP, etc.)

Related Cases
(GPA, SP, EIR, CZ, etc. For SPs also list other projects within the SP.)

Project Name FIR Day Street Warehouse

Project Address 14050 Day Street

Project Description New 168,412 sf warehouse to replace existing tire recycling facility on east side of Day St south of Alessandro Blvd
(attach site plan)

	Consultant	Applicant / Developer
Name	<u>Albert A. Webb Associates</u>	<u>First Industrial Realty, Inc.</u>
Address	<u>3788 McCray St Riverside, CA 92506</u>	<u>898 N Sepulveda Blvd #175 El Segundo, CA 90245</u>
Phone	<u>951-320-6081</u>	

A. Trip Generation Source: ITE 11th Edition (2021)

Current Land Use Industrial Proposed Land Use Industrial
Current Zoning _____ Proposed Zoning _____

	Current Trip Generation			Proposed Trip Generation (PCE)		
Passenger Cars	<i>In</i>	<i>Out</i>	Total	<i>In</i>	<i>Out</i>	Total
AM Peak Hour	<u>(TBD)</u>	<u>per</u>	<u>counts</u>	<u>20</u>	<u>5</u>	<u>25</u>
PM Peak Hour	<u>(TBD)</u>	<u>per</u>	<u>counts</u>	<u>6</u>	<u>9</u>	<u>15</u>
Trucks						
AM Peak Hour	<u>(TBD)</u>	<u>per</u>	<u>counts</u>	<u>1</u>	<u>1</u>	<u>2</u>
PM Peak Hour	<u>(TBD)</u>	<u>per</u>	<u>counts</u>	<u>3</u>	<u>3</u>	<u>6</u>

Revise units to PCE

Internal Trip Allowance (_____ % trip discount)

Pass-By Trip Allowance (_____ % trip discount)

B. Trip Geographic Distribution (attach exhibit for details)

Passenger Cars	N 30 %	S 20 %	E 20 %	W 30 %
Trucks	N 0 %	S 0 %	E 0 %	W 100 %

C. Background Traffic

Annual Ambient Growth Rate: 2 %

Project Opening Year/s (by phase): 2024

Other Area Projects For Analysis: (provided by respective agency planning departments)

Model/Forecast Method: build-up method

Future Peak-Hour Factor (PHF): 0.95
(existing conditions use existing PHF)

Wei Sun *7/26/2022*

D. Traffic Study Requirements

- Traffic study required
- Exempt from further analysis
- Focused study required: _____

E. Analysis Scenarios

- Existing
- Existing + Ambient +Project
- Existing + Ambient + Cumulative + Project
- General Plan Buildout
- General Plan Buildout + Project
- Buildout Analysis Year: _____
- Other: _____

F. Study Intersections:

(subject to revision per review of project site plan, project traffic, other projects, or other agency comments)

1	N/A	6	_____
2	_____	7	_____
3	_____	8	_____
4	_____	9	_____
5	_____	10	_____

G. Study Roadway Segments:

(subject to revision per review of project site plan, project traffic, other projects, or other agency comments)

1	N/A	6	_____
2	_____	7	_____
3	_____	8	_____
4	_____	9	_____
5	_____	10	_____

H. Existing Conditions Traffic Volumes


Traffic Volume Data: New Recent, counts dated (within 1 year): _____

I. Other Jurisdictional Impacts:

- Project is within another City's sphere of influence, one mile of city boundaries, or adjacent to a State Highway
- If so, name of agency: _____

J. Specific issues to be addressed (in addition to standard analysis described in the Guidelines):

Recommended by:



_____ 07-11-2022
 Albert A. Webb Associates Date

Revised: _____
 Date Date

Approved Scoping Agreement:

_____ Date
 City Engineering Department Representative

Table 1: Trip Generation Rates
Warehousing

Vehicle Type	PCE Factor ¹	Estimated Mix ²	Units ³	Daily	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Trip Generation Rates (classification, non-PCE)⁴										
<i>Passenger Cars</i> ⁵	-	-	KSF	1.11	0.121	0.030	0.15	0.035	0.115	0.15
<i>2-axle Trucks</i>	-	16.7%		0.100	0.0017	0.0016	0.003	0.0026	0.0024	0.005
<i>3-axle Trucks</i>	-	20.7%		0.124	0.0022	0.0020	0.004	0.0032	0.0030	0.006
<i>4-axle Trucks</i>	-	62.5%		0.375	0.0065	0.0060	0.013	0.0098	0.0090	0.019
Total		100%		1.71	0.131	0.039	0.17	0.050	0.130	0.18
Calculated Trip Generation Rates (PCE)										
<i>Passenger Cars</i> ⁵	1	-	KSF	1.11	0.121	0.030	0.15	0.035	0.115	0.15
<i>2-axle Trucks</i>	1.5	16.7%		0.151	0.0026	0.0024	0.005	0.0039	0.0036	0.008
<i>3-axle Trucks</i>	2	20.7%		0.249	0.0043	0.0040	0.008	0.0065	0.0060	0.012
<i>4-axle Trucks</i>	3	62.5%		1.13	0.0195	0.0180	0.038	0.0293	0.0270	0.056
Total		100%		2.64	0.147	0.054	0.20	0.074	0.152	0.23

¹ PCE factors per San Bernardino County Transportation Authority

² Truck mix per High-Cube Warehouse Vehicle Trip Generation Analysis, ITE (2017); Warehouse Truck Trip Study, SCAQMD (2014)

³ KSF = 1,000 square feet gross floor area

⁴ ITE Trip Generation Manual 11th Ed, 2021 - Land Use 105, Warehousing

⁵ Passenger car rates per ITE vehicle trip generation rates less ITE truck trip generation rates.

HCM

Table 2: Project Trip Generation
FIR Day St Warehouse

Vehicle Type	PCE Factor ¹	Units ²	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)³									
<i>Passenger Cars</i>	-	168 KSF	187	20	5	25	6	19	25
<i>2-axle Trucks</i>	-		17	0	0	0	0	0	0
<i>3-axle Trucks</i>	-		21	0	0	0	1	1	2
<i>4-axle Trucks</i>	-		63	1	1	2	2	2	4
Total			288	21	6	27	9	22	31
Passenger Car Equivalent (PCE) Project Trip Generation									
<i>Passenger Cars</i>	1	168 KSF	187	20	5	25	6	19	25
<i>2-axle Trucks</i>	1.5		26	0	0	0	0	0	0
<i>3-axle Trucks</i>	2		42	0	0	0	2	2	4
<i>4-axle Trucks</i>	3		189	3	3	6	6	6	12
Total			444	23	8	31	14	27	41

¹ PCE factors per San Bernardino County Transportation Authority

² KSF = 1,000 square feet gross floor area

³ Trip generation per ITE Trip Generation Manual 11th Ed, 2021 - Land Use 150, Warehousing

Figure 1: Project Trip Distribution - Passenger Cars

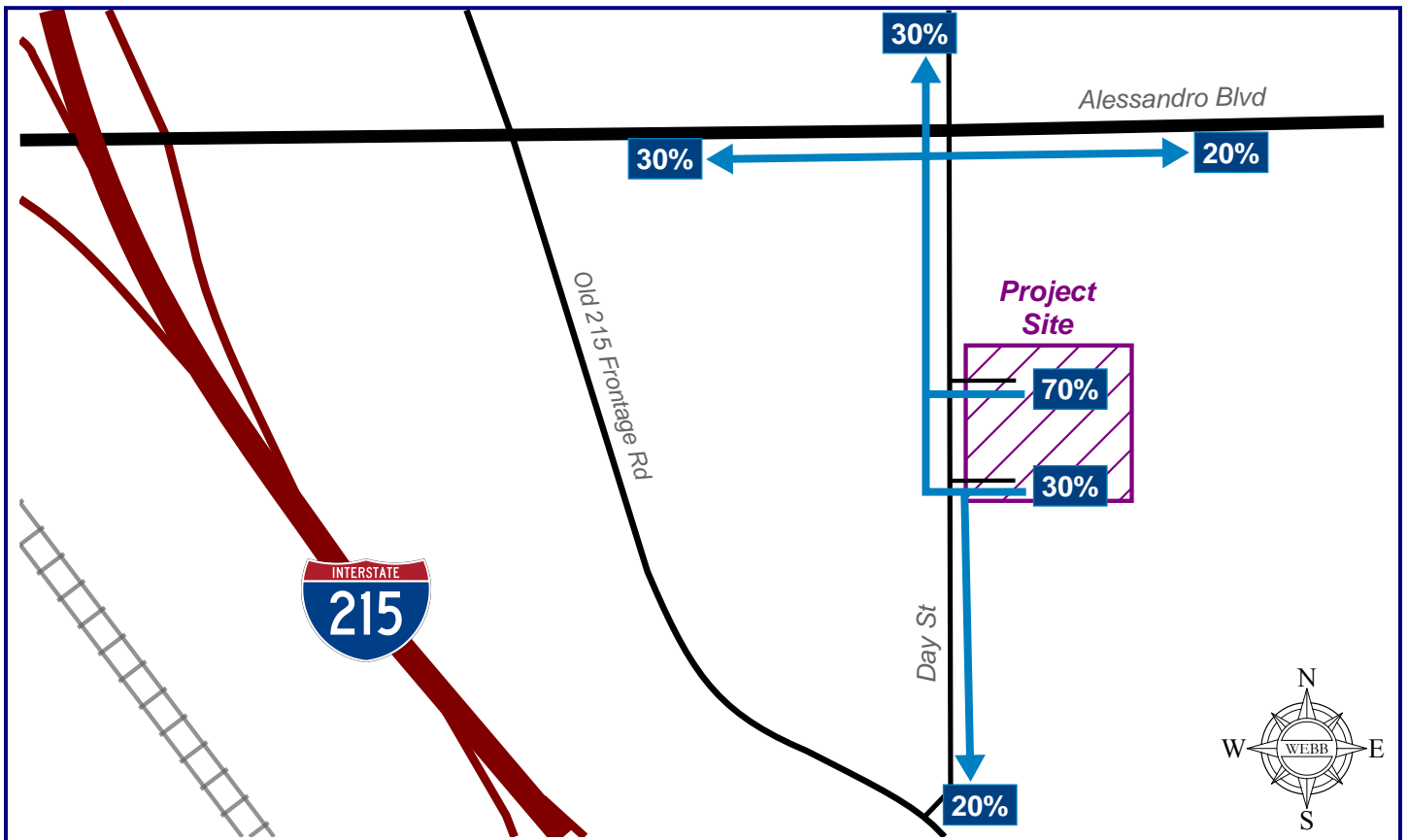


Figure 2: Project Trip Distribution - Trucks



Appendix C Stationary Noise Model Data

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Receiver R1 FIG Lr,lim dB(A) Leq,d 45.9 dB(A)						
HVAC	Default industrial noise	Point		11.4	0.0	
HVAC	Default industrial noise	Point		11.7	0.0	
HVAC	Default industrial noise	Point		11.7	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		13.9	0.0	
HVAC	Default industrial noise	Point		15.4	0.0	
HVAC	Default industrial noise	Point		11.7	0.0	
HVAC	Default industrial noise	Point		12.8	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		15.8	0.0	
HVAC	Default industrial noise	Point		11.7	0.0	
HVAC	Default industrial noise	Point		12.9	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		15.7	0.0	
HVAC	Default industrial noise	Point		11.7	0.0	
HVAC	Default industrial noise	Point		12.8	0.0	
HVAC	Default industrial noise	Point		13.9	0.0	
HVAC	Default industrial noise	Point		15.3	0.0	
Loading Docks	Default industrial noise	Point		19.0	0.0	
Loading Docks	Default industrial noise	Point		19.1	0.0	
Loading Docks	Default industrial noise	Point		19.2	0.0	
Loading Docks	Default industrial noise	Point		19.3	0.0	
Loading Docks	Default industrial noise	Point		19.6	0.0	
Loading Docks	Default industrial noise	Point		19.6	0.0	
Loading Docks	Default industrial noise	Point		19.6	0.0	
Loading Docks	Default industrial noise	Point		19.7	0.0	
Loading Docks	Default industrial noise	Point		19.8	0.0	
Loading Docks	Default industrial noise	Point		19.8	0.0	
Loading Docks	Default industrial noise	Point		19.9	0.0	
Loading Docks	Default industrial noise	Point		19.9	0.0	
Loading Docks	Default industrial noise	Point		19.9	0.0	
Loading Docks	Default industrial noise	Point		20.0	0.0	
Loading Docks	Default industrial noise	Point		20.0	0.0	
Loading Docks	Default industrial noise	Point		20.0	0.0	
Loading Docks	Default industrial noise	Point		19.9	0.0	
Loading Docks	Default industrial noise	Point		19.9	0.0	
Loading Docks	Default industrial noise	Point		19.7	0.0	
Loading Docks	Default industrial noise	Point		19.6	0.0	
Loading Docks	Default industrial noise	Point		19.5	0.0	
Loading Docks	Default industrial noise	Point		19.5	0.0	
Loading Docks	Default industrial noise	Point		19.4	0.0	
Loading Docks	Default industrial noise	Point		19.3	0.0	
Loading Docks	Default industrial noise	Point		19.2	0.0	
Back Up Beepers	Default industrial noise	Point		30.0	0.0	

		1
--	--	---

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Back Up Beepers	Default industrial noise	Point		30.3	0.0	
Back Up Beepers	Default industrial noise	Point		30.4	0.0	
Back Up Beepers	Default industrial noise	Point		30.5	0.0	
Back Up Beepers	Default industrial noise	Point		30.9	0.0	
Back Up Beepers	Default industrial noise	Point		30.9	0.0	
Back Up Beepers	Default industrial noise	Point		30.9	0.0	
Back Up Beepers	Default industrial noise	Point		31.0	0.0	
Back Up Beepers	Default industrial noise	Point		31.1	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.3	0.0	
Back Up Beepers	Default industrial noise	Point		31.3	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		31.2	0.0	
Back Up Beepers	Default industrial noise	Point		30.9	0.0	
Back Up Beepers	Default industrial noise	Point		30.9	0.0	
Back Up Beepers	Default industrial noise	Point		30.8	0.0	
Back Up Beepers	Default industrial noise	Point		30.7	0.0	
Back Up Beepers	Default industrial noise	Point		30.6	0.0	
Back Up Beepers	Default industrial noise	Point		30.5	0.0	
Back Up Beepers	Default industrial noise	Point		30.4	0.0	
Trailer	Default parking lot noise	PLot		36.6	0.0	
Parking	Default parking lot noise	PLot		8.9	0.0	
Parking	Default parking lot noise	PLot		12.7	0.0	
Parking	Default parking lot noise	PLot		20.3	0.0	
Parking	Default parking lot noise	PLot		19.4	0.0	
Parking	Default parking lot noise	PLot		7.4	0.0	
Parking	Default parking lot noise	PLot		12.1	0.0	
Parking	Default parking lot noise	PLot		18.5	0.0	
Parking	Default parking lot noise	PLot		21.1	0.0	
Parking	Default parking lot noise	PLot		5.2	0.0	
Parking	Default parking lot noise	PLot		10.6	0.0	
Parking	Default parking lot noise	PLot		19.9	0.0	
Receiver R2 FIG Lr,lim dB(A) Leq,d 36.2 dB(A)						
HVAC	Default industrial noise	Point		12.9	0.0	
HVAC	Default industrial noise	Point		19.3	0.0	
HVAC	Default industrial noise	Point		14.0	0.0	
HVAC	Default industrial noise	Point		14.4	0.0	
HVAC	Default industrial noise	Point		14.6	0.0	
HVAC	Default industrial noise	Point		14.6	0.0	
HVAC	Default industrial noise	Point		15.1	0.0	
HVAC	Default industrial noise	Point		15.6	0.0	

		2
--	--	---

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB
HVAC	Default industrial noise	Point		15.9	0.0
HVAC	Default industrial noise	Point		15.9	0.0
HVAC	Default industrial noise	Point		16.3	0.0
HVAC	Default industrial noise	Point		16.9	0.0
HVAC	Default industrial noise	Point		17.4	0.0
HVAC	Default industrial noise	Point		17.4	0.0
HVAC	Default industrial noise	Point		17.6	0.0
HVAC	Default industrial noise	Point		18.5	0.0
HVAC	Default industrial noise	Point		19.1	0.0
HVAC	Default industrial noise	Point		19.2	0.0
Loading Docks	Default industrial noise	Point		14.8	0.0
Loading Docks	Default industrial noise	Point		0.7	0.0
Loading Docks	Default industrial noise	Point		0.5	0.0
Loading Docks	Default industrial noise	Point		0.2	0.0
Loading Docks	Default industrial noise	Point		-0.2	0.0
Loading Docks	Default industrial noise	Point		-0.4	0.0
Loading Docks	Default industrial noise	Point		-0.5	0.0
Loading Docks	Default industrial noise	Point		-0.7	0.0
Loading Docks	Default industrial noise	Point		-0.9	0.0
Loading Docks	Default industrial noise	Point		-1.1	0.0
Loading Docks	Default industrial noise	Point		-1.2	0.0
Loading Docks	Default industrial noise	Point		-1.6	0.0
Loading Docks	Default industrial noise	Point		-1.7	0.0
Loading Docks	Default industrial noise	Point		-1.9	0.0
Loading Docks	Default industrial noise	Point		-2.0	0.0
Loading Docks	Default industrial noise	Point		-2.1	0.0
Loading Docks	Default industrial noise	Point		-2.3	0.0
Loading Docks	Default industrial noise	Point		-2.4	0.0
Loading Docks	Default industrial noise	Point		-2.7	0.0
Loading Docks	Default industrial noise	Point		-2.8	0.0
Loading Docks	Default industrial noise	Point		-2.9	0.0
Loading Docks	Default industrial noise	Point		-3.1	0.0
Loading Docks	Default industrial noise	Point		-3.2	0.0
Loading Docks	Default industrial noise	Point		-3.3	0.0
Loading Docks	Default industrial noise	Point		-3.4	0.0
Back Up Beepers	Default industrial noise	Point		26.9	0.0
Back Up Beepers	Default industrial noise	Point		26.7	0.0
Back Up Beepers	Default industrial noise	Point		12.4	0.0
Back Up Beepers	Default industrial noise	Point		12.2	0.0
Back Up Beepers	Default industrial noise	Point		11.9	0.0
Back Up Beepers	Default industrial noise	Point		11.7	0.0
Back Up Beepers	Default industrial noise	Point		11.6	0.0
Back Up Beepers	Default industrial noise	Point		11.4	0.0
Back Up Beepers	Default industrial noise	Point		11.3	0.0
Back Up Beepers	Default industrial noise	Point		11.1	0.0

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Back Up Beepers	Default industrial noise	Point		11.0	0.0	
Back Up Beepers	Default industrial noise	Point		10.7	0.0	
Back Up Beepers	Default industrial noise	Point		10.6	0.0	
Back Up Beepers	Default industrial noise	Point		10.5	0.0	
Back Up Beepers	Default industrial noise	Point		10.4	0.0	
Back Up Beepers	Default industrial noise	Point		10.3	0.0	
Back Up Beepers	Default industrial noise	Point		10.2	0.0	
Back Up Beepers	Default industrial noise	Point		10.1	0.0	
Back Up Beepers	Default industrial noise	Point		9.9	0.0	
Back Up Beepers	Default industrial noise	Point		9.8	0.0	
Back Up Beepers	Default industrial noise	Point		9.7	0.0	
Back Up Beepers	Default industrial noise	Point		9.6	0.0	
Back Up Beepers	Default industrial noise	Point		9.5	0.0	
Back Up Beepers	Default industrial noise	Point		9.5	0.0	
Back Up Beepers	Default industrial noise	Point		9.4	0.0	
Trailer	Default parking lot noise	PLot		30.5	0.0	
Parking	Default parking lot noise	PLot		21.3	0.0	
Parking	Default parking lot noise	PLot		25.2	0.0	
Parking	Default parking lot noise	PLot		24.9	0.0	
Parking	Default parking lot noise	PLot		21.6	0.0	
Parking	Default parking lot noise	PLot		5.5	0.0	
Parking	Default parking lot noise	PLot		8.4	0.0	
Parking	Default parking lot noise	PLot		8.6	0.0	
Parking	Default parking lot noise	PLot		7.7	0.0	
Parking	Default parking lot noise	PLot		2.8	0.0	
Parking	Default parking lot noise	PLot		5.3	0.0	
Parking	Default parking lot noise	PLot		5.7	0.0	
Receiver R3 FIG Lr,lim dB(A) Leq,d 37.8 dB(A)						
HVAC	Default industrial noise	Point		18.2	0.0	
HVAC	Default industrial noise	Point		10.8	0.0	
HVAC	Default industrial noise	Point		15.9	0.0	
HVAC	Default industrial noise	Point		16.3	0.0	
HVAC	Default industrial noise	Point		16.4	0.0	
HVAC	Default industrial noise	Point		16.3	0.0	
HVAC	Default industrial noise	Point		14.2	0.0	
HVAC	Default industrial noise	Point		14.5	0.0	
HVAC	Default industrial noise	Point		14.5	0.0	
HVAC	Default industrial noise	Point		14.5	0.0	
HVAC	Default industrial noise	Point		12.8	0.0	
HVAC	Default industrial noise	Point		13.0	0.0	
HVAC	Default industrial noise	Point		13.1	0.0	
HVAC	Default industrial noise	Point		13.0	0.0	
HVAC	Default industrial noise	Point		11.8	0.0	
HVAC	Default industrial noise	Point		11.8	0.0	
HVAC	Default industrial noise	Point		11.8	0.0	

		4
--	--	---

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB
HVAC	Default industrial noise	Point		11.8	0.0
Loading Docks	Default industrial noise	Point		-7.8	0.0
Loading Docks	Default industrial noise	Point		-7.6	0.0
Loading Docks	Default industrial noise	Point		-7.5	0.0
Loading Docks	Default industrial noise	Point		-7.3	0.0
Loading Docks	Default industrial noise	Point		-7.0	0.0
Loading Docks	Default industrial noise	Point		-6.9	0.0
Loading Docks	Default industrial noise	Point		-6.7	0.0
Loading Docks	Default industrial noise	Point		-6.5	0.0
Loading Docks	Default industrial noise	Point		-6.3	0.0
Loading Docks	Default industrial noise	Point		-6.1	0.0
Loading Docks	Default industrial noise	Point		-5.9	0.0
Loading Docks	Default industrial noise	Point		-5.4	0.0
Loading Docks	Default industrial noise	Point		-5.2	0.0
Loading Docks	Default industrial noise	Point		-4.9	0.0
Loading Docks	Default industrial noise	Point		-4.6	0.0
Loading Docks	Default industrial noise	Point		-4.3	0.0
Loading Docks	Default industrial noise	Point		-4.0	0.0
Loading Docks	Default industrial noise	Point		-3.6	0.0
Loading Docks	Default industrial noise	Point		-2.8	0.0
Loading Docks	Default industrial noise	Point		-2.3	0.0
Loading Docks	Default industrial noise	Point		-1.7	0.0
Loading Docks	Default industrial noise	Point		-1.0	0.0
Loading Docks	Default industrial noise	Point		-0.2	0.0
Loading Docks	Default industrial noise	Point		0.8	0.0
Loading Docks	Default industrial noise	Point		2.3	0.0
Back Up Beepers	Default industrial noise	Point		3.0	0.0
Back Up Beepers	Default industrial noise	Point		3.1	0.0
Back Up Beepers	Default industrial noise	Point		3.3	0.0
Back Up Beepers	Default industrial noise	Point		3.4	0.0
Back Up Beepers	Default industrial noise	Point		3.7	0.0
Back Up Beepers	Default industrial noise	Point		3.8	0.0
Back Up Beepers	Default industrial noise	Point		3.9	0.0
Back Up Beepers	Default industrial noise	Point		4.1	0.0
Back Up Beepers	Default industrial noise	Point		4.3	0.0
Back Up Beepers	Default industrial noise	Point		4.4	0.0
Back Up Beepers	Default industrial noise	Point		4.6	0.0
Back Up Beepers	Default industrial noise	Point		5.1	0.0
Back Up Beepers	Default industrial noise	Point		5.3	0.0
Back Up Beepers	Default industrial noise	Point		5.6	0.0
Back Up Beepers	Default industrial noise	Point		5.8	0.0
Back Up Beepers	Default industrial noise	Point		6.1	0.0
Back Up Beepers	Default industrial noise	Point		6.4	0.0
Back Up Beepers	Default industrial noise	Point		6.8	0.0
Back Up Beepers	Default industrial noise	Point		7.6	0.0

		5
--	--	---

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Back Up Beepers	Default industrial noise	Point		8.1	0.0	
Back Up Beepers	Default industrial noise	Point		8.7	0.0	
Back Up Beepers	Default industrial noise	Point		9.5	0.0	
Back Up Beepers	Default industrial noise	Point		10.4	0.0	
Back Up Beepers	Default industrial noise	Point		11.8	0.0	
Back Up Beepers	Default industrial noise	Point		14.0	0.0	
Trailer	Default parking lot noise	PLot		29.2	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		2.0	0.0	
Parking	Default parking lot noise	PLot		1.3	0.0	
Parking	Default parking lot noise	PLot		24.8	0.0	
Parking	Default parking lot noise	PLot		29.1	0.0	
Parking	Default parking lot noise	PLot		29.7	0.0	
Parking	Default parking lot noise	PLot		27.9	0.0	
Parking	Default parking lot noise	PLot		25.6	0.0	
Parking	Default parking lot noise	PLot		29.3	0.0	
Parking	Default parking lot noise	PLot		28.0	0.0	
Receiver R4 FI G Lr,lim dB(A) Leq,d 31.2 dB(A)						
HVAC	Default industrial noise	Point		18.7	0.0	
HVAC	Default industrial noise	Point		18.2	0.0	
HVAC	Default industrial noise	Point		19.8	0.0	
HVAC	Default industrial noise	Point		16.8	0.0	
HVAC	Default industrial noise	Point		14.7	0.0	
HVAC	Default industrial noise	Point		13.1	0.0	
HVAC	Default industrial noise	Point		20.3	0.0	
HVAC	Default industrial noise	Point		17.0	0.0	
HVAC	Default industrial noise	Point		14.8	0.0	
HVAC	Default industrial noise	Point		13.2	0.0	
HVAC	Default industrial noise	Point		20.2	0.0	
HVAC	Default industrial noise	Point		17.0	0.0	
HVAC	Default industrial noise	Point		14.8	0.0	
HVAC	Default industrial noise	Point		13.2	0.0	
HVAC	Default industrial noise	Point		19.5	0.0	
HVAC	Default industrial noise	Point		16.6	0.0	
HVAC	Default industrial noise	Point		14.6	0.0	
HVAC	Default industrial noise	Point		13.4	0.0	
Loading Docks	Default industrial noise	Point		-10.1	0.0	
Loading Docks	Default industrial noise	Point		-10.1	0.0	
Loading Docks	Default industrial noise	Point		-10.1	0.0	
Loading Docks	Default industrial noise	Point		-10.1	0.0	
Loading Docks	Default industrial noise	Point		-10.0	0.0	
Loading Docks	Default industrial noise	Point		-10.0	0.0	
Loading Docks	Default industrial noise	Point		-10.0	0.0	
Loading Docks	Default industrial noise	Point		-10.0	0.0	

6

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB
Loading Docks	Default industrial noise	Point		-10.0	0.0
Loading Docks	Default industrial noise	Point		-10.0	0.0
Loading Docks	Default industrial noise	Point		-10.0	0.0
Loading Docks	Default industrial noise	Point		-10.0	0.0
Loading Docks	Default industrial noise	Point		-10.0	0.0
Loading Docks	Default industrial noise	Point		-10.1	0.0
Loading Docks	Default industrial noise	Point		-10.2	0.0
Loading Docks	Default industrial noise	Point		-10.2	0.0
Loading Docks	Default industrial noise	Point		-10.2	0.0
Loading Docks	Default industrial noise	Point		-10.2	0.0
Loading Docks	Default industrial noise	Point		-10.3	0.0
Loading Docks	Default industrial noise	Point		-10.3	0.0
Loading Docks	Default industrial noise	Point		-10.3	0.0
Loading Docks	Default industrial noise	Point		-10.4	0.0
Loading Docks	Default industrial noise	Point		-10.4	0.0
Loading Docks	Default industrial noise	Point		-10.4	0.0
Loading Docks	Default industrial noise	Point		-10.4	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.6	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.5	0.0
Back Up Beepers	Default industrial noise	Point		0.3	0.0
Back Up Beepers	Default industrial noise	Point		0.3	0.0
Back Up Beepers	Default industrial noise	Point		0.2	0.0
Back Up Beepers	Default industrial noise	Point		0.2	0.0
Back Up Beepers	Default industrial noise	Point		0.2	0.0
Back Up Beepers	Default industrial noise	Point		0.1	0.0
Back Up Beepers	Default industrial noise	Point		0.1	0.0
Back Up Beepers	Default industrial noise	Point		0.1	0.0
Back Up Beepers	Default industrial noise	Point		0.0	0.0
Back Up Beepers	Default industrial noise	Point		0.0	0.0
Trailer	Default parking lot noise	PLot		17.9	0.0
Parking	Default parking lot noise	PLot		12.2	0.0
Parking	Default parking lot noise	PLot		9.8	0.0

7

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Parking	Default parking lot noise	PLot		14.1	0.0	
Parking	Default parking lot noise	PLot		9.7	0.0	
Parking	Default parking lot noise	PLot		20.9	0.0	
Parking	Default parking lot noise	PLot		15.5	0.0	
Parking	Default parking lot noise	PLot		11.1	0.0	
Parking	Default parking lot noise	PLot		8.8	0.0	
Parking	Default parking lot noise	PLot		14.4	0.0	
Parking	Default parking lot noise	PLot		8.3	0.0	
Parking	Default parking lot noise	PLot		7.3	0.0	
Receiver R5 FIG Lr,lim dB(A) Leq,d 54.1 dB(A)						
HVAC	Default industrial noise	Point		12.2	0.0	
HVAC	Default industrial noise	Point		12.9	0.0	
HVAC	Default industrial noise	Point		12.4	0.0	
HVAC	Default industrial noise	Point		14.0	0.0	
HVAC	Default industrial noise	Point		15.8	0.0	
HVAC	Default industrial noise	Point		18.5	0.0	
HVAC	Default industrial noise	Point		12.7	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		16.0	0.0	
HVAC	Default industrial noise	Point		18.9	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		16.0	0.0	
HVAC	Default industrial noise	Point		18.8	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		15.9	0.0	
HVAC	Default industrial noise	Point		18.4	0.0	
Loading Docks	Default industrial noise	Point		23.3	0.0	
Loading Docks	Default industrial noise	Point		23.6	0.0	
Loading Docks	Default industrial noise	Point		24.0	0.0	
Loading Docks	Default industrial noise	Point		24.3	0.0	
Loading Docks	Default industrial noise	Point		24.9	0.0	
Loading Docks	Default industrial noise	Point		25.1	0.0	
Loading Docks	Default industrial noise	Point		25.4	0.0	
Loading Docks	Default industrial noise	Point		25.6	0.0	
Loading Docks	Default industrial noise	Point		25.8	0.0	
Loading Docks	Default industrial noise	Point		26.0	0.0	
Loading Docks	Default industrial noise	Point		26.1	0.0	
Loading Docks	Default industrial noise	Point		26.2	0.0	
Loading Docks	Default industrial noise	Point		26.2	0.0	
Loading Docks	Default industrial noise	Point		26.2	0.0	
Loading Docks	Default industrial noise	Point		26.2	0.0	
Loading Docks	Default industrial noise	Point		26.1	0.0	
Loading Docks	Default industrial noise	Point		25.9	0.0	
Loading Docks	Default industrial noise	Point		25.7	0.0	

8

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Loading Docks	Default industrial noise	Point		25.5	0.0	
Loading Docks	Default industrial noise	Point		25.0	0.0	
Loading Docks	Default industrial noise	Point		24.7	0.0	
Loading Docks	Default industrial noise	Point		24.4	0.0	
Loading Docks	Default industrial noise	Point		24.1	0.0	
Loading Docks	Default industrial noise	Point		23.8	0.0	
Loading Docks	Default industrial noise	Point		23.5	0.0	
Loading Docks	Default industrial noise	Point		23.1	0.0	
Back Up Beepers	Default industrial noise	Point		34.8	0.0	
Back Up Beepers	Default industrial noise	Point		35.2	0.0	
Back Up Beepers	Default industrial noise	Point		35.6	0.0	
Back Up Beepers	Default industrial noise	Point		35.9	0.0	
Back Up Beepers	Default industrial noise	Point		36.5	0.0	
Back Up Beepers	Default industrial noise	Point		36.8	0.0	
Back Up Beepers	Default industrial noise	Point		37.1	0.0	
Back Up Beepers	Default industrial noise	Point		37.3	0.0	
Back Up Beepers	Default industrial noise	Point		37.5	0.0	
Back Up Beepers	Default industrial noise	Point		37.7	0.0	
Back Up Beepers	Default industrial noise	Point		37.9	0.0	
Back Up Beepers	Default industrial noise	Point		38.0	0.0	
Back Up Beepers	Default industrial noise	Point		38.0	0.0	
Back Up Beepers	Default industrial noise	Point		37.9	0.0	
Back Up Beepers	Default industrial noise	Point		37.8	0.0	
Back Up Beepers	Default industrial noise	Point		37.7	0.0	
Back Up Beepers	Default industrial noise	Point		37.5	0.0	
Back Up Beepers	Default industrial noise	Point		37.3	0.0	
Back Up Beepers	Default industrial noise	Point		36.7	0.0	
Back Up Beepers	Default industrial noise	Point		36.4	0.0	
Back Up Beepers	Default industrial noise	Point		36.0	0.0	
Back Up Beepers	Default industrial noise	Point		35.7	0.0	
Back Up Beepers	Default industrial noise	Point		35.4	0.0	
Back Up Beepers	Default industrial noise	Point		35.0	0.0	
Back Up Beepers	Default industrial noise	Point		34.7	0.0	
Trailer	Default parking lot noise	PLot		51.1	0.0	
Parking	Default parking lot noise	PLot		12.2	0.0	
Parking	Default parking lot noise	PLot		15.4	0.0	
Parking	Default parking lot noise	PLot		19.2	0.0	
Parking	Default parking lot noise	PLot		22.6	0.0	
Parking	Default parking lot noise	PLot		6.6	0.0	
Parking	Default parking lot noise	PLot		11.3	0.0	
Parking	Default parking lot noise	PLot		14.2	0.0	
Parking	Default parking lot noise	PLot		22.1	0.0	
Parking	Default parking lot noise	PLot		4.7	0.0	
Parking	Default parking lot noise	PLot		9.6	0.0	
Parking	Default parking lot noise	PLot		19.0	0.0	

9

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Receiver R6 Fl G Lr,lim dB(A) Leq,d 45.3 dB(A)						
HVAC	Default industrial noise	Point		11.2	0.0	
HVAC	Default industrial noise	Point		22.5	0.0	
HVAC	Default industrial noise	Point		12.5	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		12.6	0.0	
HVAC	Default industrial noise	Point		14.0	0.0	
HVAC	Default industrial noise	Point		14.2	0.0	
HVAC	Default industrial noise	Point		14.2	0.0	
HVAC	Default industrial noise	Point		14.1	0.0	
HVAC	Default industrial noise	Point		15.9	0.0	
HVAC	Default industrial noise	Point		16.5	0.0	
HVAC	Default industrial noise	Point		16.5	0.0	
HVAC	Default industrial noise	Point		16.1	0.0	
HVAC	Default industrial noise	Point		18.6	0.0	
HVAC	Default industrial noise	Point		19.2	0.0	
HVAC	Default industrial noise	Point		19.6	0.0	
HVAC	Default industrial noise	Point		19.0	0.0	
Loading Docks	Default industrial noise	Point		11.4	0.0	
Loading Docks	Default industrial noise	Point		3.5	0.0	
Loading Docks	Default industrial noise	Point		2.0	0.0	
Loading Docks	Default industrial noise	Point		1.0	0.0	
Loading Docks	Default industrial noise	Point		-0.3	0.0	
Loading Docks	Default industrial noise	Point		-0.9	0.0	
Loading Docks	Default industrial noise	Point		-1.3	0.0	
Loading Docks	Default industrial noise	Point		-1.7	0.0	
Loading Docks	Default industrial noise	Point		-2.1	0.0	
Loading Docks	Default industrial noise	Point		-2.5	0.0	
Loading Docks	Default industrial noise	Point		-2.9	0.0	
Loading Docks	Default industrial noise	Point		-3.5	0.0	
Loading Docks	Default industrial noise	Point		-3.8	0.0	
Loading Docks	Default industrial noise	Point		-4.0	0.0	
Loading Docks	Default industrial noise	Point		-4.3	0.0	
Loading Docks	Default industrial noise	Point		-4.6	0.0	
Loading Docks	Default industrial noise	Point		-4.8	0.0	
Loading Docks	Default industrial noise	Point		-5.1	0.0	
Loading Docks	Default industrial noise	Point		-5.5	0.0	
Loading Docks	Default industrial noise	Point		-5.7	0.0	
Loading Docks	Default industrial noise	Point		-6.0	0.0	
Loading Docks	Default industrial noise	Point		-6.2	0.0	
Loading Docks	Default industrial noise	Point		-6.4	0.0	
Loading Docks	Default industrial noise	Point		-6.6	0.0	
Loading Docks	Default industrial noise	Point		-6.8	0.0	
Back Up Beepers	Default industrial noise	Point		27.2	0.0	

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Back Up Beepers	Default industrial noise	Point		22.1	0.0	
Back Up Beepers	Default industrial noise	Point		12.6	0.0	
Back Up Beepers	Default industrial noise	Point		11.5	0.0	
Back Up Beepers	Default industrial noise	Point		10.3	0.0	
Back Up Beepers	Default industrial noise	Point		9.8	0.0	
Back Up Beepers	Default industrial noise	Point		9.4	0.0	
Back Up Beepers	Default industrial noise	Point		9.0	0.0	
Back Up Beepers	Default industrial noise	Point		8.7	0.0	
Back Up Beepers	Default industrial noise	Point		8.2	0.0	
Back Up Beepers	Default industrial noise	Point		7.8	0.0	
Back Up Beepers	Default industrial noise	Point		7.3	0.0	
Back Up Beepers	Default industrial noise	Point		7.0	0.0	
Back Up Beepers	Default industrial noise	Point		6.7	0.0	
Back Up Beepers	Default industrial noise	Point		6.5	0.0	
Back Up Beepers	Default industrial noise	Point		6.2	0.0	
Back Up Beepers	Default industrial noise	Point		6.0	0.0	
Back Up Beepers	Default industrial noise	Point		5.8	0.0	
Back Up Beepers	Default industrial noise	Point		5.4	0.0	
Back Up Beepers	Default industrial noise	Point		5.2	0.0	
Back Up Beepers	Default industrial noise	Point		5.0	0.0	
Back Up Beepers	Default industrial noise	Point		4.8	0.0	
Back Up Beepers	Default industrial noise	Point		4.6	0.0	
Back Up Beepers	Default industrial noise	Point		4.4	0.0	
Back Up Beepers	Default industrial noise	Point		4.2	0.0	
Trailer	Default parking lot noise	PLot		30.9	0.0	
Parking	Default parking lot noise	PLot		33.7	0.0	
Parking	Default parking lot noise	PLot		42.5	0.0	
Parking	Default parking lot noise	PLot		39.8	0.0	
Parking	Default parking lot noise	PLot		31.2	0.0	
Parking	Default parking lot noise	PLot		2.1	0.0	
Parking	Default parking lot noise	PLot		5.1	0.0	
Parking	Default parking lot noise	PLot		5.2	0.0	
Parking	Default parking lot noise	PLot		4.2	0.0	
Parking	Default parking lot noise	PLot		0.9	0.0	
Parking	Default parking lot noise	PLot		3.3	0.0	
Parking	Default parking lot noise	PLot		3.5	0.0	
Receiver R7 FIG Lr,lim dB(A) Leq,d 49.8 dB(A)						
HVAC	Default industrial noise	Point		22.5	0.0	
HVAC	Default industrial noise	Point		8.5	0.0	
HVAC	Default industrial noise	Point		16.7	0.0	
HVAC	Default industrial noise	Point		17.4	0.0	
HVAC	Default industrial noise	Point		17.4	0.0	
HVAC	Default industrial noise	Point		16.8	0.0	
HVAC	Default industrial noise	Point		13.6	0.0	
HVAC	Default industrial noise	Point		14.0	0.0	

		11
--	--	----

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB
HVAC	Default industrial noise	Point		14.0	0.0
HVAC	Default industrial noise	Point		13.7	0.0
HVAC	Default industrial noise	Point		11.6	0.0
HVAC	Default industrial noise	Point		11.7	0.0
HVAC	Default industrial noise	Point		11.7	0.0
HVAC	Default industrial noise	Point		11.5	0.0
HVAC	Default industrial noise	Point		9.8	0.0
HVAC	Default industrial noise	Point		9.9	0.0
HVAC	Default industrial noise	Point		9.9	0.0
HVAC	Default industrial noise	Point		9.7	0.0
Loading Docks	Default industrial noise	Point		-7.6	0.0
Loading Docks	Default industrial noise	Point		-7.4	0.0
Loading Docks	Default industrial noise	Point		-7.2	0.0
Loading Docks	Default industrial noise	Point		-7.0	0.0
Loading Docks	Default industrial noise	Point		-6.6	0.0
Loading Docks	Default industrial noise	Point		-6.4	0.0
Loading Docks	Default industrial noise	Point		-6.2	0.0
Loading Docks	Default industrial noise	Point		-6.0	0.0
Loading Docks	Default industrial noise	Point		-5.7	0.0
Loading Docks	Default industrial noise	Point		-5.5	0.0
Loading Docks	Default industrial noise	Point		-5.3	0.0
Loading Docks	Default industrial noise	Point		-4.7	0.0
Loading Docks	Default industrial noise	Point		-4.5	0.0
Loading Docks	Default industrial noise	Point		-4.2	0.0
Loading Docks	Default industrial noise	Point		-3.9	0.0
Loading Docks	Default industrial noise	Point		-3.6	0.0
Loading Docks	Default industrial noise	Point		-3.3	0.0
Loading Docks	Default industrial noise	Point		-3.0	0.0
Loading Docks	Default industrial noise	Point		-2.3	0.0
Loading Docks	Default industrial noise	Point		-1.9	0.0
Loading Docks	Default industrial noise	Point		-1.4	0.0
Loading Docks	Default industrial noise	Point		-0.9	0.0
Loading Docks	Default industrial noise	Point		-0.4	0.0
Loading Docks	Default industrial noise	Point		0.3	0.0
Loading Docks	Default industrial noise	Point		1.2	0.0
Back Up Beeper	Default industrial noise	Point		3.0	0.0
Back Up Beeper	Default industrial noise	Point		3.2	0.0
Back Up Beeper	Default industrial noise	Point		3.4	0.0
Back Up Beeper	Default industrial noise	Point		3.6	0.0
Back Up Beeper	Default industrial noise	Point		4.0	0.0
Back Up Beeper	Default industrial noise	Point		4.2	0.0
Back Up Beeper	Default industrial noise	Point		4.4	0.0
Back Up Beeper	Default industrial noise	Point		4.6	0.0
Back Up Beeper	Default industrial noise	Point		4.8	0.0
Back Up Beeper	Default industrial noise	Point		5.1	0.0

Day Street Industrial Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
Back Up Beepers	Default industrial noise	Point		5.3	0.0	
Back Up Beepers	Default industrial noise	Point		5.8	0.0	
Back Up Beepers	Default industrial noise	Point		6.1	0.0	
Back Up Beepers	Default industrial noise	Point		6.4	0.0	
Back Up Beepers	Default industrial noise	Point		6.6	0.0	
Back Up Beepers	Default industrial noise	Point		6.9	0.0	
Back Up Beepers	Default industrial noise	Point		7.2	0.0	
Back Up Beepers	Default industrial noise	Point		7.5	0.0	
Back Up Beepers	Default industrial noise	Point		8.3	0.0	
Back Up Beepers	Default industrial noise	Point		8.6	0.0	
Back Up Beepers	Default industrial noise	Point		9.1	0.0	
Back Up Beepers	Default industrial noise	Point		9.5	0.0	
Back Up Beepers	Default industrial noise	Point		10.0	0.0	
Back Up Beepers	Default industrial noise	Point		10.6	0.0	
Back Up Beepers	Default industrial noise	Point		11.5	0.0	
Trailer	Default parking lot noise	PLot		28.5	0.0	
Parking	Default parking lot noise	PLot		0.7	0.0	
Parking	Default parking lot noise	PLot		2.5	0.0	
Parking	Default parking lot noise	PLot		3.5	0.0	
Parking	Default parking lot noise	PLot		2.0	0.0	
Parking	Default parking lot noise	PLot		32.1	0.0	
Parking	Default parking lot noise	PLot		45.8	0.0	
Parking	Default parking lot noise	PLot		45.4	0.0	
Parking	Default parking lot noise	PLot		33.3	0.0	
Parking	Default parking lot noise	PLot		33.7	0.0	
Parking	Default parking lot noise	PLot		40.8	0.0	
Parking	Default parking lot noise	PLot		34.5	0.0	
Receiver R8 FIG Lr,lim dB(A) Leq,d 29.3 dB(A)						
HVAC	Default industrial noise	Point		16.6	0.0	
HVAC	Default industrial noise	Point		15.5	0.0	
HVAC	Default industrial noise	Point		19.2	0.0	
HVAC	Default industrial noise	Point		13.7	0.0	
HVAC	Default industrial noise	Point		10.3	0.0	
HVAC	Default industrial noise	Point		7.8	0.0	
HVAC	Default industrial noise	Point		22.1	0.0	
HVAC	Default industrial noise	Point		14.7	0.0	
HVAC	Default industrial noise	Point		10.8	0.0	
HVAC	Default industrial noise	Point		8.1	0.0	
HVAC	Default industrial noise	Point		20.9	0.0	
HVAC	Default industrial noise	Point		14.4	0.0	
HVAC	Default industrial noise	Point		10.7	0.0	
HVAC	Default industrial noise	Point		8.0	0.0	
HVAC	Default industrial noise	Point		18.1	0.0	
HVAC	Default industrial noise	Point		13.1	0.0	
HVAC	Default industrial noise	Point		10.0	0.0	

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Per. lane	Leq,d dB(A)	A dB	
HVAC	Default industrial noise	Point		7.6	0.0	
Loading Docks	Default industrial noise	Point		-7.7	0.0	
Loading Docks	Default industrial noise	Point		-7.6	0.0	
Loading Docks	Default industrial noise	Point		-7.5	0.0	
Loading Docks	Default industrial noise	Point		-7.4	0.0	
Loading Docks	Default industrial noise	Point		-7.3	0.0	
Loading Docks	Default industrial noise	Point		-7.2	0.0	
Loading Docks	Default industrial noise	Point		-7.1	0.0	
Loading Docks	Default industrial noise	Point		-7.1	0.0	
Loading Docks	Default industrial noise	Point		-7.1	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-7.1	0.0	
Loading Docks	Default industrial noise	Point		-7.1	0.0	
Loading Docks	Default industrial noise	Point		-7.2	0.0	
Loading Docks	Default industrial noise	Point		-7.3	0.0	
Loading Docks	Default industrial noise	Point		-7.4	0.0	
Loading Docks	Default industrial noise	Point		-7.4	0.0	
Loading Docks	Default industrial noise	Point		-7.5	0.0	
Loading Docks	Default industrial noise	Point		-7.6	0.0	
Loading Docks	Default industrial noise	Point		-7.7	0.0	
Back Up Beepers	Default industrial noise	Point		3.4	0.0	
Back Up Beepers	Default industrial noise	Point		3.0	0.0	
Back Up Beepers	Default industrial noise	Point		3.1	0.0	
Back Up Beepers	Default industrial noise	Point		3.2	0.0	
Back Up Beepers	Default industrial noise	Point		3.3	0.0	
Back Up Beepers	Default industrial noise	Point		3.4	0.0	
Back Up Beepers	Default industrial noise	Point		3.4	0.0	
Back Up Beepers	Default industrial noise	Point		3.5	0.0	
Back Up Beepers	Default industrial noise	Point		3.5	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.6	0.0	
Back Up Beepers	Default industrial noise	Point		3.5	0.0	
Back Up Beepers	Default industrial noise	Point		3.5	0.0	
Back Up Beepers	Default industrial noise	Point		3.4	0.0	

Day Street Industrial
Contribution level - 001 - Day Street Industrial: Outdoor SP

9

Source	Source group	Source type	Fr. lane	Leq,d dB(A)	A dB
Back Up Beepers	Default industrial noise	Point		3.3	0.0
Back Up Beepers	Default industrial noise	Point		3.2	0.0
Back Up Beepers	Default industrial noise	Point		3.1	0.0
Back Up Beepers	Default industrial noise	Point		3.1	0.0
Back Up Beepers	Default industrial noise	Point		3.0	0.0
Back Up Beepers	Default industrial noise	Point		2.9	0.0
Trailer	Default parking lot noise	PLot		13.4	0.0
Parking	Default parking lot noise	PLot		8.7	0.0
Parking	Default parking lot noise	PLot		8.3	0.0
Parking	Default parking lot noise	PLot		6.6	0.0
Parking	Default parking lot noise	PLot		3.1	0.0
Parking	Default parking lot noise	PLot		12.4	0.0
Parking	Default parking lot noise	PLot		10.9	0.0
Parking	Default parking lot noise	PLot		8.5	0.0
Parking	Default parking lot noise	PLot		5.8	0.0
Parking	Default parking lot noise	PLot		10.0	0.0
Parking	Default parking lot noise	PLot		7.6	0.0
Parking	Default parking lot noise	PLot		6.0	0.0

--	--

		15
--	--	----

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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 R1 FIG Lr,lim dB(A)		Leq,d 45.9 dB(A)																											
Back Up Beepers	Leq,d	31.2					3.2			10.0			10.4			18.6			25.9			27.4			24.5			12.5	
Back Up Beepers	Leq,d	31.3					3.2			10.0			10.4			18.6			25.9			27.4			24.5			12.6	
Back Up Beepers	Leq,d	31.3					3.2			10.0			10.4			18.6			25.9			27.4			24.5			12.5	
Back Up Beepers	Leq,d	31.2					3.1			10.0			10.3			18.6			25.9			27.4			24.4			12.5	
Back Up Beepers	Leq,d	31.2					3.1			9.9			10.3			18.5			25.9			27.4			24.4			12.4	
Back Up Beepers	Leq,d	30.8					3.0			9.8			10.1			18.3			25.7			26.8			24.0			11.9	
Back Up Beepers	Leq,d	30.9					3.0			9.8			10.2			18.4			25.7			26.9			24.1			12.1	
Back Up Beepers	Leq,d	30.9					3.1			9.9			10.2			18.5			25.8			26.9			24.1			12.2	
Back Up Beepers	Leq,d	31.2					3.1			10.0			10.3			18.5			25.9			27.4			24.4			12.5	
Back Up Beepers	Leq,d	31.2					3.2			10.0			10.4			18.6			25.9			27.4			24.4			12.5	
Back Up Beepers	Leq,d	31.2					3.1			9.9			10.2			18.4			25.8			27.5			24.4			12.2	
Back Up Beepers	Leq,d	30.9					2.7			9.4			9.7			17.9			25.3			27.4			23.9			11.1	
Back Up Beepers	Leq,d	30.5					0.1			9.2			9.5			17.7			25.1			26.9			23.5			10.5	
Back Up Beepers	Leq,d	30.4					0.1			9.1			9.3			17.6			25.0			26.8			23.4			10.2	
Back Up Beepers	Leq,d	30.3					0.0			9.0			9.2			17.5			24.9			26.7			23.3			9.9	
Back Up Beepers	Leq,d	30.0					-0.1			8.8			9.1			17.3			24.8			26.4			23.0			9.5	
Back Up Beepers	Leq,d	31.2					3.0			9.8			10.2			18.4			25.7			27.4			24.3			12.1	
Back Up Beepers	Leq,d	31.1					3.0			9.7			10.1			18.3			25.7			27.4			24.2			11.9	
Back Up Beepers	Leq,d	31.0					2.9			9.7			10.0			18.2			25.6			27.3			24.1			11.7	
Back Up Beepers	Leq,d	30.9					2.9			9.6			9.9			18.1			25.5			27.3			24.0			11.5	
Back Up Beepers	Leq,d	30.9					2.8			9.5			9.8			18.1			25.4			27.2			23.9			11.3	
Back Up Beepers	Leq,d	30.7					2.9			9.7			10.0			18.3			25.6			26.7			23.9			11.8	
Back Up Beepers	Leq,d	30.4					2.7			9.4			9.7			18.0			25.3			26.4			23.5			11.1	
Back Up Beepers	Leq,d	30.5					2.8			9.5			9.8			18.1			25.4			26.5			23.7			11.3	
Back Up Beepers	Leq,d	30.6					2.9			9.6			9.9			18.2			25.5			26.6			23.8			11.6	
HVAC	Leq,d	11.7	-37.7	-31.8	-27.9	-14.9	-10.0	-16.1	-8.1	-6.2	-7.3	-5.4	-5.4	-3.5	-2.6	-1.6	2.2	3.9	-0.3	1.4	3.2	1.2	0.9	-4.0	-5.8	-12.0	-18.1	-32.0	-49.8
HVAC	Leq,d	15.4	-34.4	-28.4	-24.5	-11.5	-6.6	-12.6	-4.7	-2.7	-3.8	-1.9	-1.8	0.1	1.0	2.0	5.9	7.7	3.5	5.4	6.4	4.4	4.6	0.4	-0.3	-4.9	-8.9	-19.8	-33.3
HVAC	Leq,d	12.8	-36.8	-30.8	-26.9	-13.9	-9.0	-15.1	-7.1	-5.2	-6.3	-4.3	-4.3	-2.4	-1.5	-0.6	3.3	5.0	0.8	2.6	4.3	2.2	2.1	-2.6	-4.1	-9.9	-15.3	-28.3	-44.7
HVAC	Leq,d	14.1	-35.6	-29.7	-25.7	-12.8	-7.9	-13.9	-5.9	-4.0	-5.1	-3.2	-3.2	-1.2	-0.3	0.7	4.5	6.3	2.1	3.9	5.5	3.4	3.5	-1.0	-2.2	-7.5	-12.2	-24.2	-39.1
HVAC	Leq,d	13.9	-35.6	-29.7	-25.7	-12.8	-7.9	-13.9	-6.0	-4.1	-5.2	-3.2	-3.2	-1.3	-0.4	0.6	4.5	6.2	2.1	3.8	4.8	2.8	2.9	-1.5	-2.6	-7.7	-12.4	-24.4	-39.4
HVAC	Leq,d	11.4	-37.5	-31.6	-27.7	-14.8	-10.0	-16.1	-8.2	-6.3	-7.4	-5.5	-5.5	-3.6	-2.7	-1.7	2.1	3.8	-0.4	1.3	2.2	0.2	0.3	-4.6	-6.4	-12.5	-18.6	-32.5	-50.4
HVAC	Leq,d	11.7	-37.6	-31.7	-27.8	-15.0	-10.1	-16.2	-8.3	-6.4	-7.6	-5.7	-5.7	-3.8	-2.9	-1.9	1.9	3.6	-0.6	1.1	4.0	1.2	1.0	-4.0	-5.8	-12.1	-18.6	-32.9	-51.3
HVAC	Leq,d	11.7	-37.7	-31.7	-27.8	-14.9	-10.0	-16.1	-8.1	-6.2	-7.4	-5.4	-5.4	-3.5	-2.6	-1.7	2.2	3.9	-0.3	1.4	3.1	1.0	0.8	-4.1	-5.9	-12.1	-18.3	-32.2	-50.0
HVAC	Leq,d	12.6	-36.7	-30.8	-26.9	-13.9	-9.0	-15.1	-7.1	-5.2	-6.3	-4.4	-4.4	-2.5	-1.5	-0.6	3.3	5.0	0.8	2.5	3.5	1.5	1.5	-3.1	-4.5	-10.1	-15.5	-28.4	-44.9
HVAC	Leq,d	11.7	-37.8	-31.9	-28.0	-15.1	-10.2	-16.3	-8.3	-6.4	-7.5	-5.6	-5.6	-3.7	-2.8	-1.9	2.0	3.7	-0.5	1.2	4.0	1.2	1.1	-3.9	-5.8	-12.2	-18.5	-32.7	-50.9

		1
--	--	---

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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	Leq,d	12.8	-36.8	-30.9	-27.0	-14.1	-9.2	-15.3	-7.3	-5.4	-6.6	-4.6	-4.6	-2.7	-1.8	-0.8	3.0	4.8	0.5	2.3	5.0	2.2	2.2	-2.6	-4.2	-10.1	-15.9	-29.1	-45.9
HVAC	Leq,d	13.9	-35.8	-29.9	-26.0	-13.0	-8.2	-14.2	-6.3	-4.4	-5.5	-3.5	-3.5	-1.6	-0.7	0.3	4.2	5.9	1.7	3.5	6.0	3.3	3.4	-1.2	-2.5	-7.9	-12.9	-25.2	-40.6
HVAC	Leq,d	15.3	-34.6	-28.7	-24.8	-11.9	-7.0	-13.0	-5.0	-3.1	-4.2	-2.3	-2.3	-0.3	0.6	1.6	5.5	7.3	3.1	4.9	7.1	4.5	4.8	0.4	-0.5	-5.4	-9.7	-20.9	-34.9
HVAC	Leq,d	15.7	-34.5	-28.5	-24.6	-11.6	-6.7	-12.7	-4.7	-2.8	-3.9	-1.9	-1.9	0.0	1.0	1.9	5.8	7.6	3.5	5.9	7.4	4.9	5.1	0.8	-0.1	-4.9	-9.0	-19.9	-33.5
HVAC	Leq,d	15.8	-34.4	-28.4	-24.4	-11.5	-6.6	-12.6	-4.6	-2.7	-3.7	-1.8	-1.8	0.2	1.1	2.1	6.0	7.8	3.6	6.0	7.5	4.9	5.1	0.9	0.1	-4.6	-8.7	-19.5	-32.9
HVAC	Leq,d	11.7	-37.8	-31.8	-27.9	-15.0	-10.1	-16.1	-8.2	-6.3	-7.4	-5.5	-5.5	-3.6	-2.6	-1.7	2.2	3.9	-0.3	1.4	3.1	1.2	1.0	-4.0	-5.8	-12.0	-18.2	-32.2	-50.1
HVAC	Leq,d	12.9	-36.8	-30.9	-26.9	-14.0	-9.1	-15.1	-7.2	-5.3	-6.4	-4.4	-4.4	-2.5	-1.6	-0.6	3.2	5.0	0.8	2.5	5.0	2.2	2.1	-2.6	-4.1	-9.9	-15.5	-28.5	-45.0
HVAC	Leq,d	14.1	-35.7	-29.8	-25.8	-12.9	-8.0	-14.0	-6.0	-4.1	-5.2	-3.3	-3.3	-1.3	-0.4	0.6	4.4	6.2	2.0	3.8	6.1	3.4	3.5	-1.1	-2.3	-7.6	-12.4	-24.5	-39.5
Loading Docks	Leq,d	19.8	-31.9	-24.6	-20.5	-18.9	-14.0	-8.6	-8.2	6.7	-3.1	-7.2	-6.4	-3.5	2.0	3.4	4.0	10.5	14.5	10.3	10.7	10.1	7.3	4.4	1.1	-2.7	-9.3	-18.1	-28.7
Loading Docks	Leq,d	19.7	-31.9	-24.7	-20.5	-18.9	-14.0	-8.7	-8.3	6.6	-3.2	-7.3	-6.5	-3.6	1.9	3.3	3.9	10.4	14.5	10.2	10.7	10.0	7.3	4.3	1.0	-2.8	-9.5	-18.3	-29.0
Loading Docks	Leq,d	19.6	-32.0	-24.8	-20.6	-19.0	-14.1	-8.8	-8.3	6.6	-3.3	-7.4	-6.6	-3.7	1.8	3.2	3.8	10.3	14.4	10.1	10.6	9.9	7.3	4.2	0.9	-2.9	-9.6	-18.5	-29.2
Loading Docks	Leq,d	19.9	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-8.0	6.9	-2.9	-7.0	-6.2	-3.3	2.2	3.6	4.2	10.7	14.7	10.5	10.7	10.1	7.4	4.5	1.3	-2.4	-8.9	-17.6	-28.0
Loading Docks	Leq,d	19.9	-31.8	-24.6	-20.4	-18.8	-13.9	-8.6	-8.1	6.8	-3.0	-7.1	-6.3	-3.4	2.1	3.5	4.1	10.6	14.6	10.4	10.8	10.1	7.4	4.5	1.3	-2.5	-9.1	-17.8	-28.3
Loading Docks	Leq,d	19.8	-31.8	-24.6	-20.4	-18.8	-13.9	-8.6	-8.1	6.8	-3.0	-7.1	-6.3	-3.4	2.1	3.5	4.1	10.5	14.6	10.3	10.8	10.1	7.4	4.4	1.2	-2.6	-9.2	-18.0	-28.5
Loading Docks	Leq,d	19.2	-32.4	-27.6	-21.0	-19.4	-14.5	-9.2	-8.8	6.1	-3.8	-8.0	-7.2	-4.3	1.3	2.7	3.3	9.8	13.9	10.2	10.2	9.5	6.7	3.7	0.3	-3.7	-10.6	-19.9	-31.0
Loading Docks	Leq,d	19.1	-32.5	-27.7	-21.1	-19.5	-14.6	-9.2	-9.0	5.9	-3.9	-8.1	-7.3	-4.4	1.2	2.6	3.1	9.7	13.8	10.1	10.1	9.4	6.7	3.6	0.2	-3.9	-10.9	-20.2	-31.4
Loading Docks	Leq,d	19.0	-32.6	-27.8	-21.2	-19.6	-14.6	-9.3	-9.1	5.8	-4.0	-8.2	-7.4	-4.5	1.0	2.4	3.0	9.6	13.6	10.0	10.0	9.3	6.6	3.5	0.0	-4.1	-11.1	-20.5	-31.9
Loading Docks	Leq,d	19.6	-32.1	-27.3	-20.7	-19.1	-14.1	-8.8	-8.4	6.5	-3.3	-7.5	-6.7	-3.8	1.7	3.2	3.7	10.2	14.3	10.0	10.6	9.9	7.2	4.2	0.8	-3.0	-9.8	-18.8	-29.5
Loading Docks	Leq,d	19.6	-32.1	-27.4	-20.7	-19.1	-14.2	-8.9	-8.5	6.4	-3.4	-7.6	-6.8	-3.9	1.6	3.0	3.6	10.1	14.2	10.3	10.8	10.1	7.3	4.2	0.8	-3.1	-10.0	-19.0	-29.9
Loading Docks	Leq,d	19.3	-32.3	-27.5	-20.9	-19.3	-14.4	-9.1	-8.7	6.2	-3.6	-7.8	-7.0	-4.1	1.4	2.8	3.4	9.9	14.0	10.2	10.3	9.6	6.8	3.8	0.4	-3.5	-10.4	-19.6	-30.6
Loading Docks	Leq,d	19.9	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-8.0	6.9	-2.9	-7.0	-6.2	-3.2	2.3	3.7	4.3	10.7	14.8	10.5	10.7	10.1	7.4	4.5	1.3	-2.4	-8.9	-17.6	-28.0
Loading Docks	Leq,d	19.5	-31.9	-24.7	-20.5	-18.9	-14.0	-8.7	-8.2	6.7	-3.2	-7.3	-6.5	-3.6	1.9	3.4	3.9	10.4	14.5	9.7	9.8	9.4	6.8	3.9	0.8	-2.9	-9.5	-18.3	-28.9
Loading Docks	Leq,d	19.5	-31.9	-24.6	-20.5	-18.9	-13.9	-8.6	-8.2	6.7	-3.1	-7.2	-6.4	-3.5	2.0	3.4	4.0	10.5	14.5	9.8	9.9	9.5	6.9	4.0	0.9	-2.8	-9.3	-18.1	-28.7
Loading Docks	Leq,d	19.6	-31.8	-24.6	-20.4	-18.8	-13.9	-8.6	-8.1	6.8	-3.0	-7.1	-6.3	-3.4	2.1	3.5	4.1	10.5	14.6	9.9	10.0	9.5	6.9	4.1	1.0	-2.7	-9.2	-17.9	-28.5
Loading Docks	Leq,d	19.2	-32.1	-24.9	-20.7	-19.1	-14.2	-8.9	-8.5	6.4	-3.4	-7.6	-6.8	-3.9	1.7	3.1	3.7	10.2	14.2	9.5	9.6	9.1	6.5	3.6	0.4	-3.3	-10.0	-19.0	-29.8
Loading Docks	Leq,d	19.3	-32.1	-24.8	-20.6	-19.0	-14.1	-8.8	-8.4	6.5	-3.3	-7.5	-6.7	-3.7	1.8	3.2	3.8	10.3	14.3	9.6	9.7	9.2	6.6	3.7	0.5	-3.2	-9.8	-18.7	-29.5
Loading Docks	Leq,d	19.4	-32.0	-24.7	-20.6	-19.0	-14.1	-8.7	-8.3	6.6	-3.2	-7.4	-6.6	-3.6	1.9	3.3	3.9	10.3	14.4	9.7	9.7	9.3	6.7	3.8	0.7	-3.0	-9.6	-18.5	-29.2
Loading Docks	Leq,d	20.0	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-7.9	7.0	-2.9	-6.9	-6.1	-3.2	2.3	3.7	4.3	10.7	14.8	10.5	10.7	10.1	7.4	4.5	1.3	-2.3	-8.9	-17.5	-27.9
Loading Docks	Leq,d	20.0	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-7.9	7.0	-2.9	-6.9	-6.1	-3.2	2.3	3.7	4.3	10.7	14.8	10.5	10.7	10.1	7.4	4.5	1.3	-2.3	-8.8	-17.5	-27.9
Loading Docks	Leq,d	20.0	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-7.9	7.0	-2.9	-6.9	-6.1	-3.2	2.3	3.7	4.3	10.7	14.8	10.5	10.7	10.1	7.4	4.5	1.3	-2.3	-8.9	-17.5	-27.9
Loading Docks	Leq,d	19.7	-31.8	-24.6	-20.4	-18.8	-13.9	-8.5	-8.0	6.8	-3.0	-7.1	-6.3	-3.3	2.1	3.6	4.1	10.6	14.7	9.9	10.0	9.6	7.0	4.1	1.0	-2.6	-9.1	-17.8	-28.3
Loading Docks	Leq,d	19.9	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-8.0	6.9	-2.9	-7.0	-6.2	-3.3	2.2	3.6	4.2	10.7	14.7	10.5	10.7	10.0	7.4	4.5	1.3	-2.4	-8.9	-17.6	-28.0
Loading Docks	Leq,d	19.9	-31.7	-24.5	-20.3	-18.7	-13.8	-8.5	-7.9	6.9	-2.9	-6.9	-6.2	-3.2	2.3	3.7	4.3	10.7	14.8	10.5	10.7	10.1	7.4	4.5	1.3	-2.4	-8.9	-17.6	-27.9
Parking	Leq,d	21.1					9.0			16.9						8.8										8.3			-10.9
Parking	Leq,d	18.5					7.8			15.2						6.6										4.1			-16.3
Parking	Leq,d	12.1					4.2			10.1						0.6													-39.3

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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	Leq,d	19.9					8.8			16.4			2.2			7.8			12.3			12.6			6.5			-11.6	
Parking	Leq,d	10.6					3.6			8.8			-4.2			-2.3			-2.8			-5.5			-13.8			-37.1	
Parking	Leq,d	5.2					-1.7			3.1			-8.6			-6.8			-8.2			-10.9			-21.1			-46.8	
Parking	Leq,d	8.9					-3.3			0.9			-10.7			-9.1			-10.7			7.1			-2.5			-33.6	
Parking	Leq,d	12.7					1.1			5.7			-7.3			-5.2			-5.6			10.7			1.5			-28.4	
Parking	Leq,d	20.3					8.1			15.5			1.2			7.1			13.6			14.7			7.1			-14.7	
Parking	Leq,d	7.4					-0.3			5.2			-5.6			-3.4			-4.6			-7.2			-17.3			-46.3	
Parking	Leq,d	19.4					6.9			14.7			0.1			6.7			12.8			13.8			6.8			-13.3	
Trailer	Leq,d	36.6														36.6													
Receiver R2 FIG Lr,lim dB(A)		Leq,d 36.2 dB(A)																											
Back Up Beepers	Leq,d	10.3					-10.0			-4.3			0.9			4.6			5.6			3.1			-3.7			-20.8	
Back Up Beepers	Leq,d	10.4					-9.9			-4.2			1.0			4.7			5.7			3.3			-3.5			-20.2	
Back Up Beepers	Leq,d	10.5					-9.7			-4.0			1.1			4.8			5.8			3.4			-3.3			-19.5	
Back Up Beepers	Leq,d	10.6					-9.6			-3.9			1.3			4.9			5.9			3.5			-3.1			-18.8	
Back Up Beepers	Leq,d	10.7					-9.4			-3.8			1.4			5.0			6.0			3.6			-2.8			-18.2	
Back Up Beepers	Leq,d	9.7					-10.9			-5.0			0.3			4.0			5.1			2.6			-4.8			-24.7	
Back Up Beepers	Leq,d	9.8					-10.8			-4.9			0.4			4.1			5.1			2.7			-4.7			-24.1	
Back Up Beepers	Leq,d	9.9					-10.6			-4.8			0.5			4.2			5.2			2.7			-4.5			-23.4	
Back Up Beepers	Leq,d	10.1					-10.3			-4.6			0.7			4.4			5.4			2.9			-4.1			-22.1	
Back Up Beepers	Leq,d	10.2					-10.2			-4.4			0.8			4.5			5.5			3.0			-3.9			-21.5	
Back Up Beepers	Leq,d	11.0					-9.1			-3.5			1.6			5.2			6.2			3.8			-2.1			-16.8	
Back Up Beepers	Leq,d	11.9					-8.0			-2.5			2.5			6.0			6.9			4.7			0.1			-12.7	
Back Up Beepers	Leq,d	12.2					-7.5			-2.1			2.8			6.3			7.2			5.0			0.9			-11.2	
Back Up Beepers	Leq,d	12.4					-7.3			-1.9			3.0			6.4			7.4			5.2			1.3			-10.5	
Back Up Beepers	Leq,d	26.7					-4.5			2.5			9.6			15.8			19.9			21.9			21.8			10.3	
Back Up Beepers	Leq,d	26.9					-4.2			2.8			9.9			16.0			20.1			21.9			22.2			11.0	
Back Up Beepers	Leq,d	11.1					-8.9			-3.3			1.8			5.3			6.3			4.0			-1.7			-16.2	
Back Up Beepers	Leq,d	11.3					-8.7			-3.2			1.9			5.5			6.4			4.1			-1.4			-15.5	
Back Up Beepers	Leq,d	11.4					-8.5			-3.0			2.0			5.6			6.5			4.3			-1.0			-14.8	
Back Up Beepers	Leq,d	11.6					-8.3			-2.8			2.2			5.7			6.7			4.4			-0.6			-14.1	
Back Up Beepers	Leq,d	11.7					-8.2			-2.7			2.3			5.8			6.8			4.5			-0.2			-13.4	
Back Up Beepers	Leq,d	9.6					-11.0			-5.2			0.2			4.0			5.0			2.5			-5.0			-25.3	
Back Up Beepers	Leq,d	9.4					-11.4			-5.5			-0.1			3.7			4.8			2.2			-5.5			-27.2	
Back Up Beepers	Leq,d	9.5					-11.3			-5.4			0.0			3.8			4.9			2.3			-5.4			-26.6	
Back Up Beepers	Leq,d	9.5					-11.2			-5.3			0.1			3.9			4.9			2.4			-5.2			-26.0	
HVAC	Leq,d	15.1	-36.5	-30.5	-26.5	-13.5	-8.5	-14.5	-6.5	-4.5	-5.6	-2.6	-2.5	-0.5	0.7	1.7	5.7	6.8	2.8	4.9	5.9	3.9	4.8	1.5	1.6	-3.5	-8.3	-20.4	-35.8

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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	Leq,d	14.6	-37.0	-31.0	-27.0	-14.0	-9.0	-15.0	-7.0	-5.0	-6.1	-3.0	-3.0	-1.0	0.2	1.2	5.3	6.3	2.4	4.4	5.4	3.4	4.3	1.1	0.8	-4.5	-9.6	-22.1	-38.1
HVAC	Leq,d	15.6	-36.2	-30.1	-26.1	-13.1	-8.2	-14.1	-6.1	-4.1	-5.2	-2.2	-2.1	-0.1	1.1	2.2	6.2	7.3	3.3	5.4	6.4	4.4	5.4	2.3	2.2	-2.7	-7.3	-19.1	-34.1
HVAC	Leq,d	15.9	-35.9	-29.9	-25.9	-12.9	-7.9	-13.9	-5.9	-3.9	-5.0	-1.9	-1.8	0.2	1.3	2.4	6.4	7.5	3.6	5.7	6.8	4.8	5.8	2.8	2.6	-2.2	-6.7	-18.3	-33.0
HVAC	Leq,d	14.6	-37.1	-31.0	-27.1	-14.1	-9.1	-15.1	-7.0	-5.1	-6.1	-3.1	-3.0	-1.0	0.2	1.2	5.2	6.3	2.4	4.4	5.5	3.5	4.5	1.4	0.7	-4.6	-9.7	-22.3	-38.4
HVAC	Leq,d	12.9	-38.5	-32.5	-28.5	-15.5	-10.5	-16.5	-8.5	-6.5	-7.6	-4.6	-4.5	-2.5	-1.3	-0.3	3.7	4.8	0.8	2.8	3.8	1.7	2.6	-0.7	-1.9	-7.8	-13.8	-27.7	-45.8
HVAC	Leq,d	19.3	-32.7	-26.7	-22.7	-9.7	-4.7	-10.7	-2.7	-0.7	-1.8	1.3	1.4	3.4	4.6	5.6	9.7	10.8	6.8	8.9	10.0	8.1	9.2	6.3	7.5	3.5	0.4	-9.2	-20.9
HVAC	Leq,d	14.0	-37.6	-31.5	-27.5	-14.5	-9.6	-15.6	-7.5	-5.6	-6.6	-3.6	-3.5	-1.5	-0.4	0.7	4.7	5.8	1.8	3.8	4.9	2.8	3.6	0.4	-0.2	-5.6	-11.0	-24.0	-40.7
HVAC	Leq,d	14.4	-37.3	-31.2	-27.2	-14.2	-9.3	-15.3	-7.2	-5.3	-6.3	-3.3	-3.2	-1.2	0.0	1.0	5.0	6.1	2.2	4.2	5.3	3.2	4.2	1.1	0.4	-5.0	-10.2	-22.9	-39.2
HVAC	Leq,d	17.6	-34.1	-28.1	-24.1	-11.1	-6.1	-12.1	-4.1	-2.1	-3.2	-0.1	-0.1	1.9	3.1	4.2	8.2	9.2	5.3	7.3	8.3	6.3	7.2	4.0	4.7	1.1	-2.6	-13.0	-25.8
HVAC	Leq,d	18.5	-33.4	-27.4	-23.4	-10.4	-5.4	-11.4	-3.4	-1.4	-2.5	0.6	0.7	2.7	3.8	4.9	8.9	10.0	6.1	8.1	9.2	7.3	8.3	5.2	6.3	2.3	-1.1	-11.0	-23.3
HVAC	Leq,d	19.1	-33.0	-26.9	-23.0	-10.0	-5.0	-11.0	-2.9	-1.0	-2.0	1.1	1.1	3.1	4.3	5.4	9.4	10.5	6.6	8.7	9.8	7.9	9.0	6.1	7.1	3.1	-0.1	-9.9	-21.8
HVAC	Leq,d	19.2	-32.9	-26.8	-22.8	-9.8	-4.9	-10.8	-2.8	-0.8	-1.9	1.2	1.2	3.2	4.4	5.5	9.5	10.6	6.7	8.8	9.9	7.9	9.0	6.0	7.2	3.3	0.1	-9.5	-21.3
HVAC	Leq,d	17.4	-34.5	-28.5	-24.5	-11.5	-6.5	-12.5	-4.4	-2.5	-3.5	-0.5	-0.4	1.6	2.8	3.8	7.9	8.9	5.0	7.1	8.1	6.2	7.2	4.1	4.9	0.4	-3.3	-14.0	-27.2
HVAC	Leq,d	15.9	-35.9	-29.8	-25.8	-12.8	-7.9	-13.8	-5.8	-3.9	-4.9	-1.9	-1.8	0.2	1.4	2.4	6.5	7.5	3.6	5.7	6.7	4.7	5.7	2.5	2.7	-2.1	-6.5	-18.1	-32.7
HVAC	Leq,d	16.3	-35.4	-29.4	-25.4	-12.4	-7.4	-13.4	-5.4	-3.4	-4.5	-1.4	-1.3	0.6	1.8	2.9	6.9	8.0	4.0	6.0	7.1	5.0	5.9	2.7	3.4	-1.3	-5.4	-16.7	-30.8
HVAC	Leq,d	16.9	-34.9	-28.9	-24.9	-11.9	-6.9	-12.9	-4.8	-2.9	-3.9	-0.9	-0.8	1.2	2.4	3.4	7.5	8.5	4.6	6.7	7.7	5.8	6.8	3.7	4.3	-0.3	-4.3	-15.2	-28.8
HVAC	Leq,d	17.4	-34.6	-28.5	-24.5	-11.5	-6.6	-12.6	-4.5	-2.6	-3.6	-0.5	-0.5	1.5	2.7	3.8	7.8	8.9	5.0	7.1	8.2	6.2	7.3	4.3	4.7	0.3	-3.5	-14.2	-27.5
Loading Docks	Leq,d	-0.9	-40.8	-36.4	-32.6	-31.5	-27.1	-22.4	-22.4	-8.2	-18.8	-17.0	-17.1	-15.0	-12.7	-12.2	-12.6	-10.8	-7.7	-13.4	-14.7	-15.4	-18.1	-21.1	-24.4	-28.5	-35.7	-45.4	-57.4
Loading Docks	Leq,d	-0.7	-40.6	-36.2	-32.4	-31.3	-26.9	-22.2	-22.2	-8.0	-18.6	-16.9	-16.9	-14.8	-12.6	-12.1	-12.4	-10.6	-7.5	-13.2	-14.4	-15.1	-17.8	-20.7	-24.0	-28.0	-35.1	-44.7	-56.5
Loading Docks	Leq,d	-0.5	-40.4	-36.0	-32.2	-31.1	-26.7	-22.0	-22.0	-7.8	-18.4	-16.7	-16.7	-14.7	-12.4	-11.9	-12.2	-10.5	-7.4	-13.1	-14.2	-14.8	-17.5	-20.4	-23.7	-27.6	-34.6	-44.0	-55.5
Loading Docks	Leq,d	-1.6	-41.6	-37.1	-33.4	-32.2	-27.8	-23.1	-23.0	-8.8	-19.4	-17.7	-17.7	-15.6	-13.3	-12.8	-13.2	-11.4	-8.3	-14.0	-15.3	-16.4	-19.2	-22.3	-25.8	-30.2	-37.8	-48.1	-61.0
Loading Docks	Leq,d	-1.2	-41.2	-36.8	-33.0	-31.9	-27.5	-22.8	-22.7	-8.5	-19.1	-17.4	-17.4	-15.3	-13.0	-12.5	-12.9	-11.1	-8.0	-13.7	-15.0	-15.9	-18.6	-21.7	-25.1	-29.3	-36.7	-46.8	-59.2
Loading Docks	Leq,d	-1.1	-41.0	-36.6	-32.8	-31.7	-27.3	-22.6	-22.6	-8.4	-18.9	-17.2	-17.2	-15.2	-12.9	-12.4	-12.7	-10.9	-7.8	-13.6	-14.8	-15.6	-18.3	-21.4	-24.8	-28.9	-36.2	-46.1	-58.3
Loading Docks	Leq,d	0.5	-39.2	-34.9	-31.1	-30.1	-25.7	-21.0	-21.1	-6.9	-17.5	-15.8	-15.8	-13.8	-11.5	-11.0	-11.4	-9.5	-6.4	-12.1	-12.7	-13.3	-15.8	-18.6	-21.7	-25.3	-31.7	-40.4	-50.8
Loading Docks	Leq,d	0.7	-39.0	-34.6	-30.9	-29.8	-25.5	-20.8	-20.8	-6.7	-17.3	-15.6	-15.6	-13.6	-11.3	-10.8	-11.2	-9.3	-6.2	-11.9	-12.4	-12.9	-15.5	-18.3	-21.3	-24.8	-31.1	-39.7	-49.8
Loading Docks	Leq,d	14.8	-36.6	-31.8	-27.6	-26.0	-21.1	-15.8	-15.1	-0.2	-10.0	-7.4	-6.6	-3.6	-0.4	1.1	1.9	4.8	9.0	4.6	4.7	4.6	2.8	1.2	-0.9	-4.3	-10.6	-18.9	-28.9
Loading Docks	Leq,d	-0.4	-40.1	-35.8	-32.0	-30.9	-26.6	-21.9	-21.8	-7.7	-18.2	-16.5	-16.6	-14.5	-12.2	-11.7	-12.1	-10.3	-7.2	-12.9	-13.9	-14.5	-17.2	-20.1	-23.3	-27.1	-34.0	-43.3	-54.6
Loading Docks	Leq,d	-0.2	-39.9	-35.5	-31.8	-30.7	-26.4	-21.7	-21.7	-7.5	-18.1	-16.4	-16.4	-14.3	-12.1	-11.6	-11.9	-10.1	-7.0	-12.7	-13.6	-14.2	-16.8	-19.7	-22.9	-26.7	-33.5	-42.6	-53.7
Loading Docks	Leq,d	0.2	-39.5	-35.1	-31.4	-30.3	-25.9	-21.3	-21.3	-7.1	-17.7	-16.0	-16.0	-14.0	-11.7	-11.2	-11.5	-9.7	-6.6	-12.3	-13.0	-13.6	-16.2	-19.0	-22.1	-25.8	-32.3	-41.2	-51.8
Loading Docks	Leq,d	-1.7	-41.7	-37.3	-33.5	-32.4	-28.0	-23.2	-23.2	-9.0	-19.5	-17.8	-17.8	-15.7	-13.5	-13.0	-13.3	-11.5	-8.4	-14.2	-15.5	-16.6	-19.4	-22.6	-26.2	-30.6	-38.3	-48.8	-61.9
Loading Docks	Leq,d	-3.1	-43.4	-38.9	-35.1	-33.9	-29.5	-24.7	-24.6	-10.3	-20.9	-19.1	-19.1	-17.0	-14.7	-14.2	-14.5	-12.8	-9.7	-15.5	-16.8	-18.6	-21.9	-25.3	-29.3	-34.4	-43.2	-55.3	-70.7
Loading Docks	Leq,d	-2.9	-43.2	-38.8	-35.0	-33.8	-29.3	-24.5	-24.5	-10.2	-20.7	-19.0	-19.0	-16.9	-14.6	-14.1	-14.4	-12.7	-9.6	-15.4	-16.7	-18.5	-21.7	-25.1	-29.0	-34.1	-42.7	-54.7	-69.9
Loading Docks	Leq,d	-2.8	-43.1	-38.6	-34.8	-33.6	-29.2	-24.4	-24.3	-10.1	-20.6	-18.9	-18.9	-16.8	-14.5	-14.0	-14.3	-12.5	-9.5	-15.2	-16.6	-18.3	-21.4	-24.8	-28.7	-33.7	-42.2	-54.0	-69.0
Loading Docks	Leq,d	-3.4	-43.8	-39.3	-35.5	-34.3	-29.9	-25.1	-25.0	-10.7	-21.2	-19.4	-19.4	-17.3	-15.0	-14.5	-14.9	-13.1	-10.1	-15.8	-17.2	-19.0	-22.6	-26.1	-30.2	-35.5	-44.6	-57.2	-73.3
Loading Docks	Leq,d	-3.3	-43.7	-39.2	-35.4	-34.2	-29.7	-24.9	-24.8	-10.6	-21.1	-19.3	-19.3	-17.2	-14.9	-14.4	-14.8	-13.0	-9.9	-15.7	-17.1	-18.9	-22.3	-25.8	-29.9	-35.2	-44.1	-56.5	-72.4
Loading Docks	Leq,d	-3.2	-43.5	-39.1	-35.2	-34.1	-29.6	-24.8	-24.7	-10.5	-21.0	-19.2	-19.2	-17.1	-14.8	-14.3	-14.6	-12.9	-9.8	-15.6	-17.0	-18.8	-22.1	-25.6	-29.6	-34.8	-43.7	-55.9	-71.6

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Loading Docks	Leq,d	-2.1	-42.3	-37.8	-34.0	-32.9	-28.5	-23.7	-23.6	-9.4	-20.0	-18.2	-18.2	-16.2	-13.9	-13.4	-13.7	-11.9	-8.9	-14.6	-15.9	-17.4	-20.2	-23.4	-27.2	-31.8	-39.8	-50.8	-64.6
Loading Docks	Leq,d	-2.0	-42.1	-37.7	-33.9	-32.7	-28.3	-23.6	-23.5	-9.3	-19.8	-18.1	-18.1	-16.0	-13.7	-13.2	-13.6	-11.8	-8.7	-14.5	-15.8	-17.1	-20.0	-23.2	-26.8	-31.4	-39.3	-50.1	-63.7
Loading Docks	Leq,d	-1.9	-41.9	-37.5	-33.7	-32.6	-28.1	-23.4	-23.4	-9.1	-19.7	-17.9	-18.0	-15.9	-13.6	-13.1	-13.4	-11.7	-8.6	-14.3	-15.6	-16.9	-19.7	-22.9	-26.5	-31.0	-38.8	-49.5	-62.8
Loading Docks	Leq,d	-2.7	-42.9	-38.5	-34.7	-33.5	-29.0	-24.3	-24.2	-10.0	-20.5	-18.7	-18.7	-16.7	-14.4	-13.8	-14.2	-12.4	-9.4	-15.1	-16.4	-18.2	-21.2	-24.5	-28.4	-33.3	-41.7	-53.4	-68.1
Loading Docks	Leq,d	-2.4	-42.6	-38.2	-34.4	-33.2	-28.8	-24.0	-23.9	-9.7	-20.2	-18.5	-18.5	-16.4	-14.1	-13.6	-13.9	-12.2	-9.1	-14.9	-16.2	-17.8	-20.7	-24.0	-27.8	-32.5	-40.8	-52.1	-66.4
Loading Docks	Leq,d	-2.3	-42.4	-38.0	-34.2	-33.0	-28.6	-23.8	-23.8	-9.6	-20.1	-18.3	-18.4	-16.3	-14.0	-13.5	-13.8	-12.1	-9.0	-14.7	-16.0	-17.6	-20.5	-23.7	-27.5	-32.2	-40.3	-51.4	-65.5
Parking	Leq,d	7.7					-2.2			5.4			-3.7		-1.3			-3.2			-6.4				-17.6			-46.6	
Parking	Leq,d	8.6					-1.3			6.2			-2.9		-0.5				-2.5			-5.7				-16.8			-45.5
Parking	Leq,d	8.4					-1.5			6.1			-3.1		-0.8				-2.7			-6.0				-17.2			-45.9
Parking	Leq,d	5.7					-2.9			3.7			-6.3		-4.6				-7.0			-9.7				-17.9			-43.7
Parking	Leq,d	5.3					-3.3			3.2			-6.8		-5.2				-7.5			-9.8				-17.9			-43.6
Parking	Leq,d	2.8					-5.8			0.7			-9.3		-7.6				-10.0			-12.3				-20.5			-46.7
Parking	Leq,d	21.3					5.4			15.0			8.5		12.9				14.5			15.2				10.1			-3.6
Parking	Leq,d	25.2					9.0			19.8			12.2		16.7				18.1			18.5				14.0			1.8
Parking	Leq,d	24.9					9.7			18.8			12.4		16.9				17.8			18.4				14.6			2.2
Parking	Leq,d	5.5					-4.5			3.1			-6.0		-3.6				-5.5			-8.7				-20.0			-49.6
Parking	Leq,d	21.6					6.4			15.1			7.4		13.6				14.5			15.4				11.7			-2.0
Trailer	Leq,d	30.5														30.5													
Receiver R3 FIG Lr,lim dB(A)		Leq,d 37.8 dB(A)																											
Back Up Beepers	Leq,d	6.1					-9.2			-5.9			-4.4		-0.9				1.2			-0.5				-5.0			-20.2
Back Up Beepers	Leq,d	5.8					-9.5			-6.2			-4.6		-1.2				0.9			-0.9				-5.4			-20.9
Back Up Beepers	Leq,d	5.6					-9.8			-6.5			-4.8		-1.4				0.7			-1.2				-5.8			-21.6
Back Up Beepers	Leq,d	5.3					-10.0			-6.8			-4.9		-1.5				0.4			-1.5				-6.2			-22.2
Back Up Beepers	Leq,d	5.1					-10.2			-7.0			-5.1		-1.7				0.2			-1.8				-6.5			-22.9
Back Up Beepers	Leq,d	8.7					-6.8			-3.0			-2.5		1.2				3.9			2.4				-2.0			-15.7
Back Up Beepers	Leq,d	8.1					-7.3			-3.7			-3.0		0.6				3.3			1.8				-2.6			-16.6
Back Up Beepers	Leq,d	7.6					-7.8			-4.3			-3.3		0.2				2.7			1.2				-3.2			-17.3
Back Up Beepers	Leq,d	6.8					-8.6			-5.2			-3.9		-0.4				1.9			0.3				-4.1			-18.8
Back Up Beepers	Leq,d	6.4					-8.9			-5.5			-4.2		-0.7				1.5			-0.1				-4.6			-19.5
Back Up Beepers	Leq,d	4.6					-10.6			-7.4			-5.4		-2.0				-0.2			-2.4				-7.2			-24.2
Back Up Beepers	Leq,d	3.7					-11.6			-8.5			-6.1		-2.8				-1.1			-3.5				-9.1			-28.0
Back Up Beepers	Leq,d	3.4					-11.9			-8.8			-6.2		-3.0				-1.4			-3.8				-9.7			-29.2
Back Up Beepers	Leq,d	3.3					-12.0			-9.0			-6.3		-3.1				-1.5			-4.0				-10.0			-29.8
Back Up Beepers	Leq,d	3.1					-12.2			-9.2			-6.4		-3.2				-1.6			-4.1				-10.3			-30.5
Back Up Beepers	Leq,d	3.0					-12.3			-9.3			-6.5		-3.3				-1.7			-4.3				-10.6			-31.1
Back Up Beepers	Leq,d	4.4					-10.8			-7.6			-5.5		-2.2				-0.4			-2.7				-7.5			-24.8

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Back Up Beepers	Leq,d	4.3					-11.0			-7.8			-5.6		-2.3			-0.5				-2.9				-7.9			-25.5
Back Up Beepers	Leq,d	4.1					-11.2			-8.0			-5.7		-2.4			-0.7				-3.0				-8.2			-26.1
Back Up Beepers	Leq,d	3.9					-11.3			-8.2			-5.8		-2.6			-0.9				-3.2				-8.5			-26.7
Back Up Beepers	Leq,d	3.8					-11.5			-8.4			-5.9		-2.7			-1.0				-3.4				-8.8			-27.4
Back Up Beepers	Leq,d	9.5					-6.3			-2.3			-2.0		1.8			4.7				3.2				-1.3			-14.8
Back Up Beepers	Leq,d	14.0					-3.9			1.3			1.5		5.8			9.7				8.1				3.2			-10.3
Back Up Beepers	Leq,d	11.8					-4.9			-0.2			-0.1		3.8			7.2				5.7				1.0			-12.4
Back Up Beepers	Leq,d	10.4					-5.6			-1.4			-1.2		2.6			5.8				4.3				-0.3			-13.7
HVAC	Leq,d	14.2	-33.7	-27.9	-24.1	-11.2	-6.5	-12.6	-4.8	-3.0	-4.2	-2.4	-2.5	-0.6	0.3	1.2	5.0	6.8	2.5	4.2	5.1	2.4	2.5	-1.9	-2.9	-7.9	-12.5	-24.2	-38.8
HVAC	Leq,d	16.3	-32.9	-27.0	-23.1	-10.2	-5.3	-11.3	-3.4	-1.5	-2.6	-0.7	-0.7	1.2	2.2	3.1	7.0	8.7	4.5	6.3	7.3	4.7	5.0	0.8	0.2	-4.3	-8.0	-18.4	-31.2
HVAC	Leq,d	14.5	-33.8	-27.9	-24.1	-11.3	-6.4	-12.6	-4.7	-2.9	-4.0	-2.2	-2.2	-0.3	0.6	1.5	5.3	7.0	2.7	4.4	5.3	2.7	2.8	-1.6	-2.6	-7.6	-12.1	-23.5	-37.8
HVAC	Leq,d	14.5	-34.2	-28.3	-24.4	-11.5	-6.6	-12.7	-4.8	-2.9	-4.0	-2.1	-2.1	-0.3	0.7	1.6	5.4	7.1	2.8	4.5	5.4	2.7	2.8	-1.5	-2.5	-7.5	-11.9	-23.3	-37.5
HVAC	Leq,d	16.4	-32.8	-26.9	-23.0	-10.0	-5.2	-11.2	-3.3	-1.4	-2.5	-0.5	-0.5	1.4	2.3	3.2	7.1	8.8	4.6	6.4	7.4	4.8	5.1	0.9	0.3	-4.1	-7.8	-18.2	-30.9
HVAC	Leq,d	18.2	-30.1	-24.4	-20.6	-7.9	-3.1	-9.3	-1.6	0.3	-0.9	0.8	0.8	2.7	3.7	4.6	8.5	10.4	6.2	8.1	9.2	6.8	7.3	3.5	3.3	-0.6	-3.6	-13.0	-24.4
HVAC	Leq,d	10.8	-36.6	-30.8	-27.0	-14.2	-9.4	-15.6	-7.9	-6.1	-7.3	-5.5	-5.6	-3.7	-2.8	-2.0	1.8	3.5	-0.8	0.8	1.6	-1.3	-1.5	-6.4	-8.1	-14.3	-20.7	-35.0	-53.5
HVAC	Leq,d	15.9	-32.7	-26.9	-23.1	-10.2	-5.4	-11.5	-3.7	-1.8	-2.9	-1.1	-1.1	0.8	1.7	2.7	6.5	8.3	4.1	5.9	6.9	4.3	4.6	0.5	-0.2	-4.8	-8.6	-19.3	-32.4
HVAC	Leq,d	16.3	-32.3	-26.4	-22.6	-9.8	-4.9	-11.1	-3.2	-1.3	-2.5	-0.6	-0.7	1.2	2.2	3.1	7.0	8.7	4.5	6.2	7.2	4.7	4.9	0.8	0.1	-4.3	-8.1	-18.5	-31.4
HVAC	Leq,d	11.8	-35.5	-29.6	-25.8	-13.0	-8.2	-14.4	-6.8	-5.0	-6.2	-4.6	-4.7	-2.8	-1.9	-1.0	2.7	4.5	0.1	1.7	2.6	-0.3	-0.4	-5.1	-6.7	-12.6	-18.4	-31.9	-49.2
HVAC	Leq,d	11.8	-36.2	-30.3	-26.5	-13.7	-8.9	-15.0	-7.1	-5.3	-6.5	-4.6	-4.7	-2.8	-1.9	-1.0	2.8	4.5	0.2	1.8	2.6	-0.2	-0.3	-5.1	-6.6	-12.4	-18.1	-31.5	-48.5
HVAC	Leq,d	11.8	-36.5	-30.6	-26.7	-13.9	-9.0	-15.1	-7.2	-5.3	-6.5	-4.6	-4.6	-2.8	-1.9	-1.0	2.8	4.5	0.2	1.8	2.7	-0.2	-0.3	-5.0	-6.5	-12.3	-18.0	-31.3	-48.3
HVAC	Leq,d	11.8	-36.6	-30.7	-26.8	-14.0	-9.1	-15.2	-7.3	-5.4	-6.5	-4.7	-4.7	-2.8	-1.9	-1.0	2.8	4.4	0.1	1.8	2.6	-0.2	-0.3	-5.0	-6.6	-12.4	-18.1	-31.4	-48.4
HVAC	Leq,d	13.0	-35.5	-29.6	-25.8	-12.9	-8.0	-14.1	-6.2	-4.3	-5.4	-3.5	-3.6	-1.7	-0.8	0.1	3.9	5.6	1.3	3.0	3.9	1.1	1.1	-3.5	-4.8	-10.1	-15.2	-27.7	-43.3
HVAC	Leq,d	14.5	-34.3	-28.4	-24.5	-11.6	-6.7	-12.8	-4.9	-3.0	-4.1	-2.2	-2.2	-0.3	0.6	1.5	5.3	7.0	2.7	4.4	5.3	2.7	2.8	-1.6	-2.6	-7.6	-12.0	-23.5	-37.7
HVAC	Leq,d	12.8	-35.1	-29.3	-25.5	-12.7	-7.9	-14.0	-6.2	-4.4	-5.5	-3.7	-3.7	-1.9	-1.0	-0.1	3.7	5.4	1.1	2.8	3.7	0.9	0.9	-3.7	-5.0	-10.4	-15.7	-28.3	-44.2
HVAC	Leq,d	13.0	-35.1	-29.2	-25.4	-12.5	-7.7	-13.9	-6.0	-4.2	-5.3	-3.5	-3.5	-1.7	-0.8	0.1	3.9	5.6	1.3	3.0	3.8	1.1	1.1	-3.5	-4.8	-10.2	-15.3	-27.7	-43.4
HVAC	Leq,d	13.1	-35.4	-29.5	-25.7	-12.8	-7.9	-14.0	-6.1	-4.2	-5.3	-3.5	-3.5	-1.6	-0.7	0.2	4.0	5.7	1.4	3.0	3.9	1.2	1.1	-3.4	-4.7	-10.1	-15.1	-27.5	-43.1
Loading Docks	Leq,d	-6.3	-40.9	-37.0	-33.8	-33.2	-29.2	-24.9	-26.2	-12.3	-23.1	-23.9	-24.1	-22.2	-19.5	-19.1	-19.5	-16.2	-13.2	-18.8	-19.2	-20.3	-23.5	-27.0	-31.0	-35.8	-44.1	-55.4	-69.6
Loading Docks	Leq,d	-6.5	-41.1	-37.2	-34.0	-33.3	-29.4	-25.1	-26.4	-12.5	-23.3	-24.1	-24.3	-22.3	-19.7	-19.3	-19.7	-16.4	-13.4	-19.1	-19.4	-20.6	-23.8	-27.3	-31.3	-36.2	-44.6	-56.1	-70.5
Loading Docks	Leq,d	-6.7	-41.3	-37.4	-34.1	-33.5	-29.6	-25.2	-26.6	-12.7	-23.5	-24.2	-24.4	-22.5	-19.8	-19.4	-19.8	-16.6	-13.6	-19.3	-19.7	-20.8	-24.0	-27.6	-31.6	-36.6	-45.1	-56.7	-71.3
Loading Docks	Leq,d	-5.4	-40.1	-36.2	-32.9	-32.3	-28.4	-24.1	-25.3	-11.4	-22.2	-23.3	-23.5	-21.6	-18.8	-18.4	-18.8	-15.4	-12.4	-17.8	-18.2	-19.3	-22.4	-25.8	-29.6	-34.3	-42.2	-52.9	-66.2
Loading Docks	Leq,d	-5.9	-40.5	-36.6	-33.4	-32.8	-28.8	-24.5	-25.8	-11.9	-22.7	-23.6	-23.8	-21.9	-19.2	-18.8	-19.2	-15.8	-12.8	-18.3	-18.7	-19.8	-23.0	-26.4	-30.3	-35.1	-43.1	-54.2	-67.9
Loading Docks	Leq,d	-6.1	-40.7	-36.8	-33.6	-33.0	-29.0	-24.7	-26.0	-12.1	-22.9	-23.8	-24.0	-22.1	-19.4	-19.0	-19.4	-16.0	-13.0	-18.6	-19.0	-20.1	-23.2	-26.7	-30.7	-35.5	-43.6	-54.8	-68.8
Loading Docks	Leq,d	-7.5	-42.1	-38.2	-34.9	-34.3	-30.3	-25.9	-27.5	-13.5	-24.3	-24.7	-24.9	-23.0	-20.4	-20.0	-20.4	-17.4	-14.4	-20.2	-20.8	-21.9	-25.2	-28.9	-33.1	-38.5	-47.5	-59.8	-75.6
Loading Docks	Leq,d	-7.6	-42.3	-38.4	-35.1	-34.4	-30.4	-26.1	-27.6	-13.7	-24.5	-24.8	-25.0	-23.1	-20.5	-20.1	-20.6	-17.5	-14.5	-20.3	-21.0	-22.2	-25.4	-29.1	-33.4	-38.8	-47.9	-60.4	-76.4
Loading Docks	Leq,d	-7.8	-42.4	-38.5	-35.2	-34.5	-30.5	-26.2	-27.8	-13.8	-24.6	-24.9	-25.1	-23.2	-20.6	-20.2	-20.7	-17.6	-14.6	-20.4	-21.2	-22.3	-25.6	-29.4	-33.7	-39.2	-48.4	-61.0	-77.2
Loading Docks	Leq,d	-6.9	-41.5	-37.6	-34.3	-33.7	-29.7	-25.4	-26.8	-12.9	-23.7	-24.3	-24.5	-22.6	-19.9	-19.5	-20.0	-16.8	-13.7	-19.5	-19.9	-21.0	-24.3	-27.8	-31.9	-37.0	-45.6	-57.3	-72.2

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Loading Docks	Leq,d	-7.0	-41.6	-37.7	-34.5	-33.8	-29.9	-25.5	-27.0	-13.0	-23.8	-24.4	-24.6	-22.7	-20.1	-19.7	-20.1	-16.9	-13.9	-19.7	-20.1	-21.3	-24.5	-28.1	-32.2	-37.4	-46.0	-58.0	-73.0
Loading Docks	Leq,d	-7.3	-41.9	-38.0	-34.8	-34.1	-30.1	-25.8	-27.3	-13.4	-24.1	-24.6	-24.8	-22.9	-20.3	-19.9	-20.3	-17.2	-14.2	-20.0	-20.5	-21.7	-25.0	-28.6	-32.8	-38.1	-47.0	-59.2	-74.7
Loading Docks	Leq,d	-5.2	-39.9	-36.0	-32.7	-32.1	-28.2	-23.9	-25.0	-11.1	-21.9	-23.1	-23.4	-21.4	-18.6	-18.2	-18.6	-15.2	-12.1	-17.5	-17.9	-19.0	-22.1	-25.5	-29.3	-33.9	-41.7	-52.2	-65.3
Loading Docks	Leq,d	-1.0	-37.0	-32.9	-29.4	-28.5	-24.5	-20.1	-20.7	-6.8	-17.6	-20.0	-20.3	-18.4	-15.2	-14.8	-15.2	-10.9	-7.6	-13.0	-13.6	-14.8	-17.9	-21.3	-24.8	-28.9	-35.9	-45.0	-56.1
Loading Docks	Leq,d	-1.7	-37.4	-33.3	-29.8	-29.0	-25.0	-20.7	-21.3	-7.4	-18.3	-20.5	-20.8	-18.9	-15.7	-15.3	-15.8	-11.6	-8.3	-13.7	-14.3	-15.4	-18.5	-21.9	-25.4	-29.5	-36.5	-45.8	-57.0
Loading Docks	Leq,d	-2.3	-37.8	-33.6	-30.2	-29.5	-25.5	-21.2	-21.9	-8.1	-18.9	-21.0	-21.3	-19.4	-16.3	-15.9	-16.3	-12.2	-9.0	-14.3	-14.8	-16.0	-19.1	-22.4	-26.0	-30.1	-37.2	-46.7	-58.1
Loading Docks	Leq,d	2.3	-35.6	-31.3	-27.6	-26.6	-22.2	-17.6	-17.7	-3.6	-14.3	-17.1	-17.4	-15.6	-12.0	-11.6	-12.0	-7.3	-4.0	-9.6	-10.2	-11.6	-14.8	-18.3	-21.9	-26.0	-32.8	-41.8	-52.3
Loading Docks	Leq,d	0.8	-36.2	-31.9	-28.3	-27.3	-23.1	-18.6	-18.9	-4.9	-15.7	-18.4	-18.7	-16.9	-13.5	-13.1	-13.5	-8.9	-5.6	-11.1	-11.8	-13.0	-16.3	-19.6	-23.2	-27.3	-34.1	-43.1	-53.8
Loading Docks	Leq,d	-0.2	-36.6	-32.4	-28.8	-28.0	-23.8	-19.4	-19.9	-5.9	-16.7	-19.3	-19.6	-17.8	-14.4	-14.0	-14.4	-10.0	-6.8	-12.2	-12.8	-14.0	-17.2	-20.5	-24.1	-28.2	-35.1	-44.2	-55.0
Loading Docks	Leq,d	-4.3	-39.2	-35.2	-31.9	-31.3	-27.4	-23.1	-24.1	-10.2	-21.0	-22.5	-22.8	-20.8	-17.9	-17.5	-18.0	-14.3	-11.2	-16.5	-16.9	-18.0	-21.1	-24.5	-28.2	-32.6	-40.1	-50.2	-62.6
Loading Docks	Leq,d	-4.6	-39.4	-35.5	-32.2	-31.6	-27.7	-23.4	-24.4	-10.5	-21.4	-22.7	-23.0	-21.1	-18.2	-17.8	-18.2	-14.6	-11.5	-16.8	-17.3	-18.4	-21.5	-24.8	-28.6	-33.0	-40.6	-50.9	-63.5
Loading Docks	Leq,d	-4.9	-39.7	-35.7	-32.5	-31.9	-27.9	-23.7	-24.7	-10.8	-21.7	-23.0	-23.2	-21.3	-18.4	-18.0	-18.4	-14.9	-11.9	-17.2	-17.6	-18.7	-21.8	-25.2	-28.9	-33.4	-41.1	-51.5	-64.4
Loading Docks	Leq,d	-2.8	-38.1	-34.0	-30.6	-29.9	-26.0	-21.7	-22.5	-8.6	-19.4	-21.4	-21.6	-19.7	-16.7	-16.3	-16.7	-12.7	-9.5	-14.8	-15.3	-16.5	-19.6	-22.9	-26.5	-30.7	-37.8	-47.4	-59.0
Loading Docks	Leq,d	-3.6	-38.7	-34.6	-31.3	-30.7	-26.7	-22.5	-23.4	-9.5	-20.3	-22.0	-22.3	-20.4	-17.4	-17.0	-17.4	-13.6	-10.4	-15.7	-16.2	-17.3	-20.4	-23.7	-27.4	-31.6	-39.0	-48.8	-60.8
Loading Docks	Leq,d	-4.0	-38.9	-34.9	-31.6	-31.0	-27.1	-22.8	-23.7	-9.9	-20.7	-22.3	-22.5	-20.6	-17.7	-17.3	-17.7	-14.0	-10.8	-16.1	-16.6	-17.7	-20.8	-24.1	-27.8	-32.1	-39.5	-49.5	-61.7
Parking	Leq,d	27.9					13.9			22.9			9.5			16.8			21.1			21.7			17.1			4.1	
Parking	Leq,d	29.7					15.7			24.8			11.6			18.7			22.9			23.5			19.0			6.6	
Parking	Leq,d	29.1					15.1			24.2			10.8			18.1			22.4			23.0			18.4			5.5	
Parking	Leq,d	28.0					13.7			22.7			10.8			17.1			21.6			22.1			17.3			3.5	
Parking	Leq,d	29.3					14.2			25.2			11.4			17.7			22.1			22.7			18.0			4.6	
Parking	Leq,d	25.6					10.9			21.3			7.8			14.1			18.6			19.2			14.3			-0.1	
Parking	Leq,d	-1.2					-7.7			-3.5			-14.6			-13.2			-15.1			-16.4			-24.7			-50.8	
Parking	Leq,d	0.5					-5.9			-1.8			-12.9			-11.5			-13.3			-14.1			-22.3			-48.2	
Parking	Leq,d	2.0					-4.5			-0.2			-11.3			-9.8			-11.8			-14.0			-22.2			-48.2	
Parking	Leq,d	24.8					10.8			19.8			6.1			13.7			18.1			18.7			13.8			0.0	
Parking	Leq,d	1.3					-5.4			-0.9			-11.8			-10.3			-12.2			-15.3			-25.3			-51.5	
Trailer	Leq,d	29.2														29.2													
Receiver R4 FIG Lr,lim dB(A)		Leq,d 31.2 dB(A)																											
Back Up Beepers	Leq,d	0.3					-16.6			-13.7			-10.5			-7.6			-5.4			-4.9			-9.2			-26.7	
Back Up Beepers	Leq,d	0.3					-16.6			-13.7			-10.5			-7.6			-5.4			-4.9			-9.2			-26.6	
Back Up Beepers	Leq,d	0.5					-16.6			-13.7			-10.5			-7.5			-5.4			-4.2			-8.8			-26.6	
Back Up Beepers	Leq,d	0.5					-16.6			-13.7			-10.5			-7.5			-5.4			-4.2			-8.8			-26.6	
Back Up Beepers	Leq,d	0.6					-16.6			-13.7			-10.4			-7.5			-5.4			-4.2			-8.8			-26.6	
Back Up Beepers	Leq,d	0.1					-16.7			-13.9			-10.7			-7.7			-5.6			-5.1			-9.4			-27.3	
Back Up Beepers	Leq,d	0.1					-16.7			-13.9			-10.6			-7.7			-5.5			-5.0			-9.4			-27.1	
Back Up Beepers	Leq,d	0.2					-16.7			-13.8			-10.6			-7.7			-5.5			-5.0			-9.3			-27.0	

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Back Up Beepers	Leq,d	0.2					-16.6			-13.8			-10.5		-7.6			-5.5			-5.0				-9.2			-26.8	
Back Up Beepers	Leq,d	0.2					-16.6			-13.8			-10.5		-7.6			-5.5			-4.9				-9.2			-26.8	
Back Up Beepers	Leq,d	0.6					-16.6			-13.7			-10.4		-7.5			-5.4			-4.1				-8.8			-26.6	
Back Up Beepers	Leq,d	0.5					-16.5			-13.7			-10.5		-7.5			-5.5			-4.1				-8.8			-27.0	
Back Up Beepers	Leq,d	0.5					-16.5			-13.7			-10.5		-7.6			-5.6			-4.1				-8.9			-27.2	
Back Up Beepers	Leq,d	0.5					-16.5			-13.7			-10.5		-7.6			-5.6			-4.1				-8.9			-27.4	
Back Up Beepers	Leq,d	0.5					-16.5			-13.7			-10.5		-7.6			-5.6			-4.1				-9.0			-27.5	
Back Up Beepers	Leq,d	0.5					-16.5			-13.7			-10.5		-7.6			-5.6			-4.1				-9.0			-27.7	
Back Up Beepers	Leq,d	0.6					-16.5			-13.7			-10.4		-7.5			-5.4			-4.1				-8.8			-26.6	
Back Up Beepers	Leq,d	0.6					-16.5			-13.7			-10.4		-7.5			-5.4			-4.1				-8.8			-26.7	
Back Up Beepers	Leq,d	0.6					-16.5			-13.7			-10.4		-7.5			-5.5			-4.1				-8.8			-26.8	
Back Up Beepers	Leq,d	0.6					-16.5			-13.7			-10.5		-7.5			-5.5			-4.1				-8.8			-26.9	
Back Up Beepers	Leq,d	0.1					-16.7			-13.9			-10.7		-7.7			-5.6			-5.1				-9.5			-27.4	
Back Up Beepers	Leq,d	0.0					-16.7			-13.9			-10.8		-7.8			-5.7			-5.2				-9.7			-27.9	
Back Up Beepers	Leq,d	0.0					-16.7			-13.9			-10.7		-7.8			-5.6			-5.2				-9.6			-27.7	
Back Up Beepers	Leq,d	0.0					-16.7			-13.9			-10.7		-7.8			-5.6			-5.2				-9.6			-27.5	
HVAC	Leq,d	20.3	-29.4	-23.5	-19.6	-6.6	-1.7	-7.7	0.3	2.2	1.1	3.0	3.0	5.0	5.9	6.9	10.8	12.6	8.4	10.2	11.3	8.9	9.4	5.6	5.4	1.7	-0.8	-9.5	-19.7
HVAC	Leq,d	13.1	-34.6	-28.7	-24.9	-12.0	-7.2	-13.3	-5.4	-3.5	-4.7	-2.9	-2.9	-1.1	-0.3	0.5	4.2	5.8	1.4	2.9	3.6	0.7	0.5	-4.2	-5.5	-10.8	-15.7	-27.8	-42.7
HVAC	Leq,d	17.0	-31.6	-25.6	-21.7	-8.8	-3.9	-10.0	-2.0	-0.2	-1.3	0.6	0.6	2.4	3.3	4.1	7.9	9.6	5.2	6.8	7.7	5.0	5.1	0.8	0.1	-4.3	-7.8	-17.7	-29.7
HVAC	Leq,d	14.8	-33.2	-27.3	-23.5	-10.6	-5.7	-11.8	-3.8	-2.0	-3.1	-1.2	-1.3	0.5	1.4	2.2	5.9	7.5	3.1	4.6	5.4	2.5	2.5	-2.0	-3.1	-8.0	-12.1	-23.1	-36.5
HVAC	Leq,d	14.7	-33.2	-27.3	-23.4	-10.6	-5.7	-11.8	-4.0	-2.1	-3.3	-1.4	-1.5	0.3	1.2	2.0	5.7	7.3	3.0	4.5	5.3	2.4	2.4	-2.1	-3.2	-8.1	-12.4	-23.5	-37.0
HVAC	Leq,d	18.7	-30.0	-24.2	-20.4	-7.5	-2.7	-8.9	-1.0	0.8	-0.4	1.4	1.4	3.3	4.3	5.2	9.1	10.9	6.8	8.6	9.7	7.3	7.7	3.9	3.6	-0.3	-3.2	-12.5	-23.7
HVAC	Leq,d	18.2	-30.6	-24.7	-20.9	-8.1	-3.3	-9.4	-1.5	0.3	-0.8	1.0	1.0	2.9	3.9	4.8	8.7	10.5	6.3	8.1	9.2	6.8	7.2	3.2	2.9	-1.1	-4.2	-13.7	-25.2
HVAC	Leq,d	19.8	-29.5	-23.6	-19.8	-6.9	-2.0	-8.1	-0.2	1.7	0.6	2.5	2.5	4.4	5.4	6.3	10.2	12.1	7.9	9.7	10.8	8.4	8.9	5.1	4.9	1.1	-1.5	-10.4	-20.9
HVAC	Leq,d	16.8	-31.5	-25.6	-21.8	-8.9	-4.0	-10.1	-2.2	-0.4	-1.5	0.3	0.3	2.1	3.0	3.9	7.7	9.3	5.0	6.6	7.5	4.8	4.9	0.6	-0.1	-4.5	-8.1	-18.2	-30.4
HVAC	Leq,d	19.5	-29.7	-23.8	-19.9	-7.1	-2.2	-8.3	-0.4	1.5	0.3	2.2	2.2	4.2	5.1	6.1	9.9	11.8	7.6	9.4	10.5	8.1	8.6	4.7	4.6	0.8	-2.0	-10.9	-21.6
HVAC	Leq,d	16.6	-31.6	-25.8	-21.9	-9.1	-4.2	-10.3	-2.4	-0.6	-1.7	0.1	0.1	2.0	2.8	3.7	7.5	9.2	4.9	6.5	7.3	4.7	4.8	0.5	-0.2	-4.7	-8.4	-18.5	-30.8
HVAC	Leq,d	14.6	-33.3	-27.4	-23.6	-10.7	-5.9	-12.0	-4.1	-2.2	-3.4	-1.6	-1.6	0.2	1.1	1.9	5.6	7.2	2.9	4.4	5.2	2.4	2.3	-2.2	-3.3	-8.2	-12.5	-23.7	-37.4
HVAC	Leq,d	13.4	-34.7	-28.8	-25.0	-12.1	-7.3	-13.4	-5.5	-3.6	-4.8	-3.0	-3.0	-1.2	-0.4	0.4	4.2	5.7	1.3	2.8	4.8	1.9	1.7	-3.0	-4.6	-10.2	-15.5	-27.8	-43.0
HVAC	Leq,d	13.2	-34.7	-28.8	-24.9	-12.0	-7.2	-13.2	-5.3	-3.5	-4.6	-2.8	-2.9	-1.0	-0.2	0.6	4.3	5.9	1.4	2.9	3.6	0.7	0.6	-4.1	-5.4	-10.8	-15.6	-27.5	-42.3
HVAC	Leq,d	13.2	-34.7	-28.7	-24.9	-12.0	-7.1	-13.2	-5.3	-3.4	-4.6	-2.7	-2.8	-1.0	-0.2	0.6	4.3	5.9	1.5	3.0	3.7	0.8	0.6	-4.1	-5.4	-10.7	-15.6	-27.5	-42.2
HVAC	Leq,d	20.2	-29.6	-23.6	-19.7	-6.7	-1.8	-7.9	0.1	2.1	1.0	2.9	2.9	4.9	5.8	6.8	10.6	12.5	8.3	10.1	11.2	8.8	9.3	5.4	5.3	1.6	-1.0	-9.7	-20.0
HVAC	Leq,d	17.0	-31.6	-25.7	-21.8	-8.9	-4.0	-10.1	-2.1	-0.2	-1.4	0.5	0.5	2.4	3.2	4.1	7.9	9.5	5.2	6.8	7.6	4.9	5.0	0.8	0.1	-4.4	-7.9	-17.8	-29.8
HVAC	Leq,d	14.8	-33.3	-27.4	-23.5	-10.6	-5.7	-11.8	-3.9	-2.0	-3.2	-1.3	-1.4	0.5	1.3	2.1	5.9	7.4	3.0	4.6	5.3	2.5	2.5	-2.1	-3.1	-8.0	-12.2	-23.2	-36.6
Loading Docks	Leq,d	-10.0	-45.3	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.5	-16.5	-21.3	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.1	-56.5	-70.8

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Loading Docks	Leq,d	-10.0	-45.3	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.5	-16.5	-21.4	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.1	-56.5	-70.8
Loading Docks	Leq,d	-10.0	-45.3	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.5	-16.5	-21.4	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.1	-56.6	-71.0
Loading Docks	Leq,d	-10.0	-45.4	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.4	-16.5	-21.3	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.0	-56.3	-70.6
Loading Docks	Leq,d	-10.0	-45.3	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.4	-16.5	-21.3	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.0	-56.4	-70.6
Loading Docks	Leq,d	-10.0	-45.3	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.4	-16.5	-21.3	-20.5	-21.4	-24.4	-27.8	-31.8	-36.7	-45.0	-56.4	-70.7
Loading Docks	Leq,d	-10.1	-45.3	-41.7	-38.7	-38.3	-34.5	-30.2	-31.7	-17.8	-28.6	-28.0	-28.2	-26.3	-24.0	-23.6	-23.7	-20.6	-16.7	-21.5	-20.5	-21.4	-24.4	-27.9	-31.9	-37.0	-45.5	-57.2	-71.8
Loading Docks	Leq,d	-10.1	-45.3	-41.7	-38.7	-38.3	-34.4	-30.2	-31.6	-17.8	-28.6	-28.0	-28.2	-26.3	-24.0	-23.6	-23.7	-20.6	-16.7	-21.5	-20.5	-21.4	-24.4	-27.9	-32.0	-37.0	-45.6	-57.3	-72.0
Loading Docks	Leq,d	-10.1	-45.3	-41.7	-38.7	-38.3	-34.4	-30.2	-31.6	-17.8	-28.6	-28.0	-28.2	-26.3	-24.0	-23.6	-23.7	-20.6	-16.7	-21.6	-20.5	-21.4	-24.4	-27.9	-32.0	-37.1	-45.7	-57.4	-72.2
Loading Docks	Leq,d	-10.0	-45.4	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.6	-20.5	-16.6	-21.4	-20.5	-21.4	-24.4	-27.8	-31.8	-36.8	-45.2	-56.7	-71.1
Loading Docks	Leq,d	-10.0	-45.4	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.1	-26.2	-24.0	-23.6	-23.6	-20.5	-16.6	-21.4	-20.5	-21.4	-24.4	-27.8	-31.8	-36.8	-45.3	-56.8	-71.2
Loading Docks	Leq,d	-10.1	-45.3	-41.8	-38.8	-38.3	-34.5	-30.2	-31.7	-17.8	-28.6	-27.9	-28.2	-26.2	-24.0	-23.6	-23.6	-20.6	-16.6	-21.5	-20.5	-21.4	-24.4	-27.9	-31.9	-36.9	-45.4	-57.0	-71.6
Loading Docks	Leq,d	-10.0	-45.4	-41.8	-38.8	-38.3	-34.5	-30.3	-31.7	-17.8	-28.6	-27.9	-28.2	-26.2	-24.0	-23.6	-23.5	-20.4	-16.5	-21.3	-20.6	-21.4	-24.4	-27.8	-31.8	-36.7	-45.0	-56.3	-70.6
Loading Docks	Leq,d	-10.4	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.9	-18.0	-28.8	-28.2	-28.4	-26.5	-24.2	-23.8	-23.7	-20.6	-16.6	-21.5	-21.5	-22.4	-25.3	-28.6	-32.5	-37.3	-45.7	-57.2	-71.7
Loading Docks	Leq,d	-10.3	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.9	-18.0	-28.8	-28.1	-28.3	-26.4	-24.2	-23.8	-23.6	-20.6	-16.6	-21.5	-21.5	-22.3	-25.2	-28.6	-32.4	-37.2	-45.6	-57.0	-71.5
Loading Docks	Leq,d	-10.3	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.8	-18.0	-28.8	-28.1	-28.3	-26.4	-24.2	-23.8	-23.6	-20.6	-16.6	-21.4	-21.5	-22.3	-25.2	-28.5	-32.4	-37.2	-45.5	-56.9	-71.3
Loading Docks	Leq,d	-10.4	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.9	-18.0	-28.9	-28.3	-28.5	-26.6	-24.3	-23.9	-23.8	-20.6	-16.7	-21.6	-21.6	-22.5	-25.4	-28.8	-32.7	-37.6	-46.0	-57.7	-72.4
Loading Docks	Leq,d	-10.4	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.9	-18.0	-28.9	-28.2	-28.5	-26.5	-24.3	-23.9	-23.7	-20.6	-16.7	-21.6	-21.6	-22.4	-25.4	-28.7	-32.6	-37.5	-45.9	-57.5	-72.1
Loading Docks	Leq,d	-10.4	-45.5	-41.9	-38.9	-38.5	-34.7	-30.4	-31.9	-18.0	-28.9	-28.2	-28.4	-26.5	-24.3	-23.9	-23.7	-20.6	-16.7	-21.5	-21.6	-22.4	-25.3	-28.7	-32.5	-37.4	-45.8	-57.3	-71.9
Loading Docks	Leq,d	-10.2	-45.4	-41.8	-38.8	-38.4	-34.6	-30.3	-31.7	-17.9	-28.7	-27.9	-28.2	-26.2	-24.0	-23.6	-23.5	-20.5	-16.5	-21.3	-21.4	-22.1	-25.1	-28.3	-32.2	-36.9	-45.1	-56.5	-70.7
Loading Docks	Leq,d	-10.1	-45.4	-41.8	-38.8	-38.4	-34.5	-30.3	-31.7	-17.8	-28.7	-27.9	-28.1	-26.2	-24.0	-23.6	-23.5	-20.4	-16.5	-21.3	-21.3	-21.4	-24.4	-27.9	-31.8	-36.7	-45.0	-56.4	-70.6
Loading Docks	Leq,d	-10.3	-45.5	-41.9	-38.9	-38.5	-34.6	-30.4	-31.8	-18.0	-28.8	-28.0	-28.3	-26.4	-24.1	-23.7	-23.6	-20.5	-16.6	-21.4	-21.4	-22.2	-25.2	-28.5	-32.3	-37.1	-45.4	-56.8	-71.2
Loading Docks	Leq,d	-10.2	-45.4	-41.8	-38.8	-38.4	-34.6	-30.4	-31.8	-17.9	-28.7	-28.0	-28.2	-26.3	-24.1	-23.7	-23.5	-20.5	-16.5	-21.4	-21.4	-22.2	-25.1	-28.4	-32.2	-37.0	-45.2	-56.6	-70.9
Loading Docks	Leq,d	-10.2	-45.4	-41.8	-38.8	-38.4	-34.6	-30.4	-31.8	-17.9	-28.7	-28.0	-28.2	-26.3	-24.1	-23.7	-23.5	-20.5	-16.5	-21.3	-21.4	-22.2	-25.1	-28.4	-32.2	-36.9	-45.2	-56.5	-70.8
Parking	Leq,d	8.8					1.4			6.7			-4.3		-2.5			-4.3				-7.0			-17.0			-41.6	
Parking	Leq,d	11.1					3.6			9.1			-2.4		-0.6			-2.1				-4.7			-14.1			-36.1	
Parking	Leq,d	15.5					6.9			13.5			0.9		3.5			4.4				2.7			-5.1			-24.0	
Parking	Leq,d	7.3					0.4			5.2			-6.1		-4.5			-6.4				-9.2			-18.0			-39.4	
Parking	Leq,d	8.3					1.4			6.4			-5.6		-4.1			-5.9				-8.5			-15.7			-34.8	
Parking	Leq,d	14.4					5.0			12.0			-1.8		2.0			4.8				4.5			-1.2			-16.8	
Parking	Leq,d	12.2					3.9			10.3			-3.4		-0.7			0.6				-0.9			-7.9			-24.9	
Parking	Leq,d	9.8					1.7			6.6			-6.0		-4.5			1.5				1.1			-6.9			-30.3	
Parking	Leq,d	14.1					0.1			4.9			-6.8		-5.3			9.4				10.4			1.9			-25.2	
Parking	Leq,d	20.9					8.6			16.9			2.6		9.0			13.8				14.2			8.8			-7.5	
Parking	Leq,d	9.7					-2.7			2.2			-8.8		-7.2			-9.1				7.7			-1.2			-30.0	
Trailer	Leq,d	17.9														17.9													

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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 R5 FIG Lr,lim dB(A)		Leq,d 54.1 dB(A)																											
Back Up Beepers	Leq,d	37.7					8.4			15.9			17.8			25.5			31.9			33.1			31.7			24.7	
Back Up Beepers	Leq,d	37.8					8.5			16.1			18.0			25.7			32.0			33.3			31.9			25.0	
Back Up Beepers	Leq,d	37.9					8.6			16.2			18.1			25.8			32.1			33.4			32.0			25.1	
Back Up Beepers	Leq,d	38.0					8.7			16.2			18.1			25.9			32.2			33.4			32.1			25.2	
Back Up Beepers	Leq,d	38.0					8.7			16.2			18.2			25.9			32.2			33.4			32.1			25.2	
Back Up Beepers	Leq,d	36.0					7.0			14.5			15.9			23.8			30.4			31.6			30.0			22.2	
Back Up Beepers	Leq,d	36.4					7.3			14.8			16.3			24.1			30.7			32.0			30.4			22.7	
Back Up Beepers	Leq,d	36.7					7.6			15.1			16.7			24.5			31.0			32.3			30.7			23.2	
Back Up Beepers	Leq,d	37.3					8.0			15.6			17.3			25.1			31.5			32.8			31.3			24.1	
Back Up Beepers	Leq,d	37.5					8.2			15.8			17.6			25.3			31.7			33.0			31.5			24.5	
Back Up Beepers	Leq,d	37.9					8.6			16.1			18.0			25.7			32.0			33.3			31.9			25.0	
Back Up Beepers	Leq,d	36.5					5.1			14.9			16.4			24.2			30.8			32.2			30.5			22.9	
Back Up Beepers	Leq,d	35.9					4.5			14.3			15.6			23.5			30.2			31.6			29.8			21.8	
Back Up Beepers	Leq,d	35.6					4.2			14.0			15.2			23.2			29.9			31.3			29.5			21.2	
Back Up Beepers	Leq,d	35.2					3.9			13.6			14.8			22.8			29.6			30.8			29.0			20.6	
Back Up Beepers	Leq,d	34.8					3.6			13.3			14.4			22.4			29.2			30.5			28.7			20.0	
Back Up Beepers	Leq,d	37.7					8.4			16.0			17.8			25.6			31.9			33.2			31.8			24.8	
Back Up Beepers	Leq,d	37.5					8.3			15.8			17.6			25.4			31.7			33.0			31.6			24.5	
Back Up Beepers	Leq,d	37.3					8.1			15.6			17.4			25.1			31.5			32.8			31.4			24.2	
Back Up Beepers	Leq,d	37.1					7.9			15.4			17.1			24.9			31.3			32.6			31.1			23.8	
Back Up Beepers	Leq,d	36.8					7.6			15.1			16.7			24.6			31.1			32.4			30.8			23.4	
Back Up Beepers	Leq,d	35.7					4.4			14.2			15.5			23.4			30.1			31.3			29.6			21.6	
Back Up Beepers	Leq,d	34.7					3.5			13.2			14.3			22.3			29.1			30.3			28.5			19.8	
Back Up Beepers	Leq,d	35.0					3.8			13.6			14.7			22.7			29.5			30.7			28.9			20.4	
Back Up Beepers	Leq,d	35.4					4.1			13.9			15.1			23.1			29.8			31.0			29.3			21.0	
HVAC	Leq,d	12.7	-35.2	-29.2	-25.3	-12.4	-7.5	-13.6	-5.7	-3.8	-5.0	-3.2	-3.3	-1.5	-0.7	0.0	3.6	5.1	0.5	1.9	3.7	1.1	0.7	-4.4	-6.2	-12.0	-17.4	-29.7	-44.7
HVAC	Leq,d	18.5	-30.4	-24.4	-20.5	-7.6	-2.7	-8.7	-0.7	1.2	0.0	2.0	1.9	3.8	4.6	5.5	9.2	10.9	6.6	8.2	9.3	6.8	6.9	2.6	1.9	-2.4	-5.5	-14.9	-25.9
HVAC	Leq,d	14.1	-33.8	-27.8	-23.9	-11.0	-6.1	-12.2	-4.2	-2.4	-3.6	-1.7	-1.8	0.0	0.7	1.5	5.1	6.6	2.0	3.5	5.0	2.4	2.1	-2.8	-4.2	-9.6	-14.2	-25.5	-39.1
HVAC	Leq,d	16.0	-32.1	-26.1	-22.2	-9.2	-4.4	-10.4	-2.5	-0.6	-1.8	0.1	0.0	1.8	2.6	3.3	7.0	8.5	4.0	5.5	6.8	4.2	4.0	-0.6	-1.7	-6.5	-10.4	-20.6	-32.8
HVAC	Leq,d	15.8	-32.3	-26.4	-22.5	-9.5	-4.7	-10.7	-2.8	-0.9	-2.1	-0.2	-0.3	1.5	2.3	3.1	6.8	8.3	3.9	5.3	6.6	4.0	3.8	-0.8	-1.9	-6.8	-10.7	-21.1	-33.5
HVAC	Leq,d	12.2	-35.5	-29.6	-25.7	-12.8	-7.9	-14.0	-6.0	-4.2	-5.4	-3.5	-3.6	-1.8	-1.0	-0.3	3.4	4.9	0.4	1.8	2.4	0.3	-0.1	-5.0	-6.8	-12.6	-18.0	-30.5	-45.9
HVAC	Leq,d	12.9	-35.3	-29.4	-25.5	-12.6	-7.8	-13.9	-6.0	-4.1	-5.3	-3.5	-3.6	-1.8	-1.0	-0.2	3.4	4.9	0.4	3.6	4.3	1.6	1.3	-3.6	-5.3	-11.3	-16.9	-29.8	-45.6
HVAC	Leq,d	12.4	-35.3	-29.4	-25.5	-12.5	-7.7	-13.7	-5.8	-4.0	-5.1	-3.3	-3.4	-1.6	-0.9	-0.1	3.5	5.0	0.5	1.8	2.4	0.9	0.5	-4.6	-6.4	-12.3	-17.6	-30.0	-45.2
HVAC	Leq,d	14.0	-33.9	-28.0	-24.1	-11.2	-6.3	-12.4	-4.4	-2.6	-3.7	-1.9	-2.0	-0.2	0.6	1.3	5.0	6.4	1.9	3.4	4.8	2.2	1.9	-3.0	-4.5	-9.9	-14.5	-25.9	-39.7
HVAC	Leq,d	12.6	-35.3	-29.4	-25.5	-12.6	-7.7	-13.8	-5.9	-4.0	-5.2	-3.4	-3.5	-1.7	-0.9	-0.2	3.5	4.9	0.4	1.8	4.0	1.0	0.7	-4.2	-5.9	-11.8	-17.3	-30.0	-45.4

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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	Leq,d	14.1	-34.0	-28.0	-24.1	-11.2	-6.4	-12.4	-4.5	-2.7	-3.8	-2.0	-2.1	-0.3	0.5	1.2	4.9	6.4	1.9	4.5	5.2	2.3	2.1	-2.7	-4.1	-9.5	-14.3	-26.0	-40.0
HVAC	Leq,d	15.9	-32.4	-26.5	-22.6	-9.7	-4.8	-10.9	-2.9	-1.1	-2.2	-0.4	-0.4	1.4	2.2	3.0	6.6	8.2	3.8	6.1	6.9	4.2	4.1	-0.5	-1.6	-6.6	-10.7	-21.3	-34.0
HVAC	Leq,d	18.4	-30.6	-24.6	-20.7	-7.8	-2.9	-9.0	-1.0	0.9	-0.2	1.7	1.6	3.5	4.4	5.2	9.0	10.7	6.3	8.5	9.3	6.8	6.9	2.6	1.9	-2.4	-5.7	-15.2	-26.5
HVAC	Leq,d	18.8	-30.0	-24.1	-20.1	-7.2	-2.3	-8.3	-0.3	1.5	0.4	2.3	2.3	4.1	5.0	5.8	9.6	11.2	6.9	8.5	9.7	7.0	7.1	2.8	2.2	-2.0	-5.1	-14.3	-25.1
HVAC	Leq,d	18.9	-29.9	-24.0	-20.0	-7.1	-2.2	-8.2	-0.2	1.7	0.5	2.4	2.4	4.2	5.1	5.9	9.7	11.3	6.9	8.5	9.7	7.1	7.2	2.9	2.3	-1.9	-5.0	-14.2	-24.9
HVAC	Leq,d	12.6	-35.2	-29.2	-25.3	-12.4	-7.5	-13.6	-5.7	-3.8	-5.0	-3.2	-3.3	-1.5	-0.8	0.0	3.6	5.0	0.5	1.9	3.8	0.8	0.5	-4.4	-6.1	-11.9	-17.3	-29.7	-44.8
HVAC	Leq,d	14.1	-33.8	-27.8	-23.9	-11.0	-6.1	-12.2	-4.3	-2.4	-3.6	-1.7	-1.8	-0.1	0.7	1.4	5.1	6.5	2.0	3.4	5.1	2.2	2.0	-2.8	-4.2	-9.5	-14.2	-25.5	-39.2
HVAC	Leq,d	16.0	-32.1	-26.1	-22.2	-9.3	-4.4	-10.5	-2.5	-0.7	-1.8	0.0	-0.1	1.7	2.5	3.3	7.0	8.5	4.0	5.5	6.9	4.0	3.9	-0.6	-1.7	-6.5	-10.4	-20.7	-33.0
Loading Docks	Leq,d	25.8	-26.5	-19.4	-15.2	-13.6	-8.7	-3.4	-2.1	12.8	2.9	0.3	1.1	4.0	9.0	10.4	11.0	16.5	20.6	16.1	16.1	15.7	13.3	10.9	8.5	5.8	0.9	-5.6	-12.7
Loading Docks	Leq,d	25.6	-26.7	-19.6	-15.4	-13.8	-8.9	-3.6	-2.3	12.6	2.8	0.0	0.8	3.8	8.8	10.2	10.8	16.3	20.4	15.9	15.9	15.5	13.1	10.7	8.2	5.6	0.6	-5.9	-13.1
Loading Docks	Leq,d	25.4	-26.9	-22.2	-15.6	-14.0	-9.1	-3.8	-2.6	12.3	2.5	-0.3	0.5	3.5	8.5	9.9	10.5	16.1	20.2	15.7	15.7	15.3	12.9	10.5	8.0	5.3	0.2	-6.3	-13.6
Loading Docks	Leq,d	26.2	-26.1	-19.0	-14.8	-13.2	-8.3	-3.0	-1.7	13.2	3.4	0.8	1.6	4.5	9.5	10.9	11.5	16.9	21.0	16.3	16.4	16.1	13.7	11.3	8.9	6.3	1.4	-4.9	-11.9
Loading Docks	Leq,d	26.1	-26.2	-19.1	-14.9	-13.3	-8.4	-3.1	-1.9	13.0	3.2	0.6	1.4	4.4	9.3	10.8	11.4	16.8	20.9	16.2	16.4	15.9	13.6	11.2	8.8	6.2	1.3	-5.1	-12.1
Loading Docks	Leq,d	26.0	-26.4	-19.2	-15.1	-13.5	-8.5	-3.2	-2.0	12.9	3.1	0.5	1.3	4.2	9.2	10.6	11.2	16.6	20.7	16.1	16.3	15.8	13.5	11.1	8.6	6.0	1.1	-5.3	-12.4
Loading Docks	Leq,d	24.0	-28.3	-23.5	-17.0	-15.4	-10.4	-5.1	-4.0	10.9	1.1	-2.1	-1.3	1.7	6.8	8.2	8.8	14.6	18.7	14.4	14.4	13.9	11.5	9.0	6.3	3.5	-1.9	-8.9	-16.8
Loading Docks	Leq,d	23.6	-28.6	-23.8	-19.7	-15.7	-10.7	-5.4	-4.3	10.6	0.8	-2.5	-1.7	1.3	6.4	7.9	8.5	14.3	18.4	14.1	14.1	13.6	11.2	8.6	6.0	3.0	-2.4	-9.5	-17.5
Loading Docks	Leq,d	23.3	-28.9	-24.1	-20.0	-16.0	-11.0	-5.7	-4.6	10.3	0.5	-2.9	-2.1	0.9	6.1	7.5	8.1	14.0	18.1	13.6	13.7	13.2	10.8	8.2	5.6	2.6	-2.9	-10.1	-18.3
Loading Docks	Leq,d	25.1	-27.2	-22.4	-15.8	-14.3	-9.3	-4.0	-2.8	12.1	2.3	-0.6	0.2	3.2	8.2	9.6	10.2	15.8	19.9	15.4	15.5	15.1	12.7	10.2	7.7	5.0	-0.1	-6.7	-14.1
Loading Docks	Leq,d	24.9	-27.4	-22.7	-16.1	-14.5	-9.6	-4.3	-3.1	11.8	2.0	-0.9	-0.1	2.8	7.9	9.3	9.9	15.5	19.6	15.2	15.2	14.8	12.4	9.9	7.4	4.6	-0.5	-7.2	-14.7
Loading Docks	Leq,d	24.3	-28.0	-23.2	-16.7	-15.1	-10.1	-4.8	-3.7	11.2	1.4	-1.7	-0.9	2.1	7.2	8.6	9.2	15.0	19.1	14.6	14.7	14.3	11.9	9.3	6.7	3.9	-1.4	-8.3	-16.0
Loading Docks	Leq,d	26.2	-26.1	-19.0	-14.8	-13.2	-8.3	-3.0	-1.7	13.2	3.3	0.8	1.6	4.5	9.5	10.9	11.5	16.9	21.0	16.3	16.4	16.1	13.7	11.3	8.9	6.3	1.4	-4.9	-11.9
Loading Docks	Leq,d	24.1	-28.1	-23.3	-16.7	-15.1	-10.2	-4.9	-3.8	11.1	1.3	-1.8	-1.0	2.0	7.1	8.5	9.1	14.9	19.0	14.3	14.4	14.0	11.6	9.1	6.5	3.7	-1.6	-8.4	-16.2
Loading Docks	Leq,d	24.4	-27.8	-20.6	-16.5	-14.9	-9.9	-4.6	-3.5	11.4	1.6	-1.4	-0.6	2.3	7.4	8.9	9.5	15.2	19.3	14.6	14.7	14.3	11.9	9.4	6.9	4.1	-1.1	-7.9	-15.6
Loading Docks	Leq,d	24.7	-27.5	-20.4	-16.2	-14.6	-9.7	-4.3	-3.2	11.7	1.9	-1.0	-0.2	2.7	7.8	9.2	9.8	15.5	19.6	14.9	15.0	14.6	12.3	9.8	7.3	4.5	-0.6	-7.3	-14.9
Loading Docks	Leq,d	23.1	-29.0	-24.3	-17.6	-16.0	-11.1	-5.8	-4.7	10.2	0.4	-3.0	-2.2	0.7	6.0	7.4	8.0	13.9	18.0	13.3	13.5	13.0	10.6	8.0	5.4	2.4	-3.1	-10.3	-18.5
Loading Docks	Leq,d	23.5	-28.7	-23.9	-17.3	-15.7	-10.8	-5.5	-4.4	10.5	0.7	-2.6	-1.8	1.2	6.4	7.8	8.4	14.2	18.3	13.7	13.8	13.3	10.9	8.4	5.8	2.9	-2.5	-9.6	-17.7
Loading Docks	Leq,d	23.8	-28.4	-23.6	-17.0	-15.4	-10.5	-5.2	-4.1	10.8	1.0	-2.2	-1.4	1.6	6.7	8.1	8.7	14.6	18.7	14.0	14.1	13.7	11.3	8.7	6.2	3.3	-2.0	-9.0	-17.0
Loading Docks	Leq,d	25.9	-26.4	-19.3	-15.1	-13.5	-8.6	-3.3	-2.0	12.9	3.1	0.4	1.2	4.2	9.1	10.6	11.2	16.6	20.7	16.0	16.1	15.8	13.4	11.0	8.6	6.0	1.0	-5.4	-12.4
Loading Docks	Leq,d	26.1	-26.3	-19.1	-15.0	-13.4	-8.4	-3.1	-1.9	13.0	3.2	0.6	1.4	4.3	9.3	10.7	11.3	16.7	20.8	16.2	16.3	15.9	13.6	11.2	8.7	6.1	1.2	-5.1	-12.2
Loading Docks	Leq,d	26.2	-26.2	-19.1	-14.9	-13.3	-8.4	-3.0	-1.8	13.1	3.3	0.7	1.5	4.5	9.4	10.8	11.4	16.8	20.9	16.3	16.4	16.0	13.7	11.3	8.8	6.3	1.4	-5.0	-12.0
Loading Docks	Leq,d	25.0	-27.3	-20.1	-15.9	-14.3	-9.4	-4.1	-2.9	12.0	2.2	-0.7	0.1	3.1	8.1	9.5	10.1	15.7	19.8	15.2	15.3	14.9	12.5	10.1	7.6	4.9	-0.2	-6.9	-14.3
Loading Docks	Leq,d	25.5	-26.8	-19.6	-15.4	-13.9	-8.9	-3.6	-2.4	12.5	2.7	-0.1	0.7	3.7	8.7	10.1	10.7	16.2	20.3	15.7	15.8	15.4	13.1	10.6	8.2	5.5	0.5	-6.0	-13.2
Loading Docks	Leq,d	25.7	-26.6	-19.4	-15.3	-13.7	-8.7	-3.4	-2.2	12.7	2.9	0.2	1.0	3.9	8.9	10.4	11.0	16.4	20.5	15.9	16.0	15.6	13.3	10.8	8.4	5.8	0.8	-5.6	-12.8
Parking	Leq,d	22.1						10.0			18.2					10.0			14.4			15.6			9.9			-6.0	
Parking	Leq,d	14.2						5.4			11.3					0.7			-0.6			7.8			-1.6			-28.5	
Parking	Leq,d	11.3						3.1			8.5					-1.0			-2.7			3.6			-6.4			-34.1	

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)	dB(A)
Parking	Leq,d	19.0					8.1			15.5			1.7			6.4			10.0			12.3			6.2				-9.3	
Parking	Leq,d	9.6					2.5			7.6			-4.6			-2.9			-4.5			-5.1			-12.6				-30.5	
Parking	Leq,d	4.7					-2.3			2.6			-8.9			-7.3			-9.1			-11.3			-19.0				-39.2	
Parking	Leq,d	12.2					-2.8			2.0			-9.5			-8.0			7.1			9.0			0.4				-26.8	
Parking	Leq,d	15.4					1.0			5.7			-6.5			-4.8			10.0			12.1			4.0				-22.0	
Parking	Leq,d	19.2					7.7			14.7			1.3			4.8			12.4			13.4			6.0				-14.0	
Parking	Leq,d	6.6					-1.1			4.3			-6.6			-4.8			-6.6			-5.8			-17.0				-41.8	
Parking	Leq,d	22.6					9.5			18.1			4.0			10.4			15.8			16.6			11.0				-4.4	
Trailer	Leq,d	51.1														51.1														
Receiver R6 FIG Lr,lim dB(A)		Leq,d 45.3 dB(A)																												
Back Up Beepers	Leq,d	6.2					-11.4			-7.7			-5.3			-2.1			0.9			1.0						-2.8		-16.0
Back Up Beepers	Leq,d	6.5					-11.2			-7.5			-5.0			-1.8			1.1			1.3						-2.5		-15.4
Back Up Beepers	Leq,d	6.7					-11.0			-7.2			-4.8			-1.6			1.3			1.5						-2.1		-14.7
Back Up Beepers	Leq,d	7.0					-10.8			-7.0			-4.6			-1.3			1.6			1.8						-1.8		-14.1
Back Up Beepers	Leq,d	7.3					-10.5			-6.7			-4.3			-1.1			1.8			2.0						-1.4		-13.4
Back Up Beepers	Leq,d	5.0					-12.5			-9.1			-6.4			-3.3			-0.1			-0.2						-4.8		-19.9
Back Up Beepers	Leq,d	5.2					-12.3			-8.9			-6.2			-3.1			0.1			0.0						-4.4		-19.2
Back Up Beepers	Leq,d	5.4					-12.2			-8.6			-6.0			-2.9			0.2			0.2						-4.1		-18.6
Back Up Beepers	Leq,d	5.8					-11.8			-8.2			-5.7			-2.5			0.6			0.6						-3.5		-17.3
Back Up Beepers	Leq,d	6.0					-11.6			-8.0			-5.5			-2.3			0.7			0.8						-3.1		-16.7
Back Up Beepers	Leq,d	7.8					-10.0			-6.1			-3.8			-0.5			2.4			2.6						-0.7		-12.1
Back Up Beepers	Leq,d	10.3					-7.4			-3.3			-1.7			1.7			5.2			4.7						1.8		-8.1
Back Up Beepers	Leq,d	11.5					-5.8			-1.7			-0.6			3.0			6.5			5.8						2.9		-6.6
Back Up Beepers	Leq,d	12.6					-4.7			-0.4			0.3			4.0			7.7			6.8						3.7		-5.7
Back Up Beepers	Leq,d	22.1					-3.1			1.6			1.9			5.9			17.9			18.3						14.1		-1.3
Back Up Beepers	Leq,d	27.2					-0.7			5.1			5.5			10.1			22.8			23.4						19.8		5.6
Back Up Beepers	Leq,d	8.2					-9.7			-5.7			-3.5			-0.2			2.7			2.8						-0.3		-11.5
Back Up Beepers	Leq,d	8.7					-9.4			-5.3			-3.2			0.1			3.6			3.1						0.1		-10.8
Back Up Beepers	Leq,d	9.0					-9.0			-4.9			-2.9			0.4			4.0			3.5						0.5		-10.1
Back Up Beepers	Leq,d	9.4					-8.6			-4.5			-2.5			0.8			4.3			3.8						0.9		-9.5
Back Up Beepers	Leq,d	9.8					-8.0			-3.9			-2.2			1.2			4.7			4.2						1.3		-8.8
Back Up Beepers	Leq,d	4.8					-12.7			-9.3			-6.6			-3.4			-0.2			-0.4						-5.1		-20.5
Back Up Beepers	Leq,d	4.2					-13.2			-9.8			-7.1			-4.0			-0.7			-1.0						-6.0		-22.4
Back Up Beepers	Leq,d	4.4					-13.0			-9.6			-6.9			-3.8			-0.5			-0.8						-5.7		-21.7
Back Up Beepers	Leq,d	4.6					-12.8			-9.5			-6.8			-3.6			-0.4			-0.6						-5.4		-21.1
HVAC	Leq,d	14.0	-31.5	-25.8	-22.1	-9.5	-4.9	-11.2	-3.7	-2.1	-3.7	-2.3	-2.9	-1.5	-1.1	-0.8	2.3	6.6	2.0	4.7	5.8	3.0	2.8	-1.9	-3.3	-9.0	-14.2	-26.0	-39.2	

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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	Leq,d	12.6	-33.7	-27.9	-24.1	-11.4	-6.7	-13.1	-5.4	-3.9	-5.4	-4.0	-4.5	-3.2	-2.9	-2.6	0.6	5.2	0.7	3.5	4.2	1.8	1.6	-3.3	-5.0	-11.0	-16.8	-29.3	-43.5
HVAC	Leq,d	14.2	-31.0	-25.3	-21.7	-9.0	-4.4	-10.8	-3.2	-1.7	-3.3	-2.0	-2.5	-1.2	-0.8	-0.6	2.6	6.8	2.2	4.8	6.0	3.2	3.0	-1.7	-3.1	-8.6	-13.6	-24.9	-37.4
HVAC	Leq,d	14.2	-31.7	-25.9	-22.2	-9.4	-4.8	-11.1	-3.5	-1.9	-3.5	-2.0	-2.5	-1.2	-0.9	-0.6	2.5	6.8	2.2	4.8	6.0	3.2	3.1	-1.6	-3.0	-8.5	-13.5	-24.6	-37.0
HVAC	Leq,d	12.6	-33.5	-27.7	-24.0	-11.2	-6.6	-12.9	-5.3	-3.8	-5.3	-3.9	-4.4	-3.1	-2.8	-2.5	0.7	5.3	0.8	3.6	4.3	1.9	1.7	-3.2	-4.9	-10.9	-16.6	-28.9	-42.9
HVAC	Leq,d	11.2	-35.1	-29.3	-25.6	-12.9	-8.2	-14.6	-7.0	-5.5	-7.0	-5.6	-6.1	-4.8	-4.4	-4.2	-1.0	4.0	-0.6	2.3	3.1	0.6	0.3	-4.8	-6.8	-13.3	-20.0	-33.8	-50.0
HVAC	Leq,d	22.5	-24.5	-18.7	-14.9	-2.2	2.6	-3.6	4.2	5.9	4.6	6.2	6.0	7.7	8.4	9.0	13.4	14.9	10.8	12.4	13.1	10.4	10.5	6.4	5.9	1.9	-0.9	-9.5	-18.9
HVAC	Leq,d	12.5	-33.1	-27.4	-23.8	-11.1	-6.5	-12.9	-5.3	-3.8	-5.4	-4.0	-4.6	-3.2	-2.9	-2.6	0.6	5.2	0.6	3.4	4.2	1.7	1.5	-3.4	-5.1	-11.2	-17.1	-29.9	-44.5
HVAC	Leq,d	12.6	-33.5	-27.7	-24.0	-11.3	-6.6	-12.9	-5.3	-3.8	-5.3	-3.9	-4.5	-3.1	-2.8	-2.5	0.6	5.3	0.7	3.5	4.3	1.8	1.6	-3.2	-4.9	-10.9	-16.7	-29.1	-43.3
HVAC	Leq,d	18.6	-26.8	-21.1	-17.4	-4.7	0.0	-6.4	1.3	2.8	1.4	2.7	2.3	3.7	4.2	4.6	9.5	10.9	7.0	8.5	9.4	6.7	6.7	2.4	1.5	-3.1	-6.8	-16.7	-27.8
HVAC	Leq,d	19.2	-26.1	-20.4	-16.7	-3.9	0.7	-5.6	2.1	3.7	2.2	3.6	3.2	4.6	5.0	5.3	10.1	11.5	7.5	9.2	9.8	7.1	7.1	2.8	2.1	-2.4	-5.8	-15.2	-24.6
HVAC	Leq,d	19.6	-25.2	-19.4	-15.7	-3.0	1.6	-4.8	2.9	4.4	2.9	4.2	3.7	5.1	5.5	5.8	10.4	11.8	7.8	9.4	10.1	7.3	7.4	3.1	2.3	-2.1	-5.4	-14.2	-23.3
HVAC	Leq,d	19.0	-27.3	-21.5	-17.6	-4.8	-0.1	-6.3	1.5	3.1	1.7	3.2	2.8	4.2	4.6	5.0	9.8	11.2	7.3	8.8	9.7	7.0	7.0	2.7	2.0	-2.5	-6.0	-15.6	-25.2
HVAC	Leq,d	16.1	-30.1	-24.2	-20.4	-7.7	-3.0	-9.2	-1.5	0.0	-1.4	0.1	-0.4	0.9	1.3	1.6	4.8	8.5	4.9	6.4	7.5	4.7	4.7	0.2	-0.9	-6.0	-10.4	-20.6	-31.8
HVAC	Leq,d	14.1	-32.2	-26.4	-22.6	-9.8	-5.1	-11.4	-3.8	-2.2	-3.7	-2.2	-2.8	-1.4	-1.1	-0.8	2.4	6.6	2.1	4.8	5.9	3.1	3.0	-1.7	-3.1	-8.7	-13.8	-25.1	-37.8
HVAC	Leq,d	15.9	-29.5	-23.8	-20.1	-7.4	-2.8	-9.2	-1.6	-0.1	-1.6	-0.2	-0.7	0.7	1.1	1.4	4.6	8.3	4.7	6.2	7.3	4.5	4.5	0.0	-1.2	-6.4	-10.9	-21.8	-33.6
HVAC	Leq,d	16.5	-28.9	-23.2	-19.5	-6.8	-2.2	-8.6	-1.0	0.5	-1.0	0.4	-0.2	1.2	1.6	1.9	7.3	8.7	5.0	6.5	7.6	4.8	4.8	0.2	-0.9	-5.9	-10.2	-20.3	-31.3
HVAC	Leq,d	16.5	-29.4	-23.6	-19.9	-7.1	-2.4	-8.7	-1.1	0.5	-1.0	0.4	-0.1	1.3	1.6	1.9	7.3	8.7	5.1	6.5	7.6	4.8	4.8	0.3	-0.8	-5.8	-10.0	-19.9	-30.6
Loading Docks	Leq,d	-2.1	-38.4	-34.6	-31.5	-31.1	-27.3	-23.1	-23.2	-9.3	-20.2	-20.8	-21.0	-19.1	-16.4	-16.0	-16.4	-12.2	-8.2	-13.3	-13.5	-14.3	-17.0	-19.9	-23.0	-26.5	-32.6	-40.7	-50.0
Loading Docks	Leq,d	-1.7	-38.1	-34.3	-31.2	-30.7	-26.9	-22.7	-22.8	-8.9	-19.8	-20.4	-20.6	-18.7	-16.1	-15.6	-16.0	-11.9	-7.9	-13.0	-13.2	-13.9	-16.6	-19.5	-22.6	-26.0	-32.1	-40.0	-49.1
Loading Docks	Leq,d	-1.3	-37.6	-33.8	-30.7	-30.2	-26.4	-22.2	-22.3	-8.4	-19.3	-20.0	-20.3	-18.3	-15.7	-15.2	-15.6	-11.4	-7.5	-12.6	-12.8	-13.6	-16.3	-19.1	-22.1	-25.5	-31.5	-39.3	-48.2
Loading Docks	Leq,d	-3.5	-39.6	-35.9	-32.8	-32.3	-28.5	-24.3	-24.6	-10.8	-21.6	-22.0	-22.2	-20.3	-17.7	-17.3	-17.7	-13.5	-9.9	-14.5	-14.7	-15.5	-18.2	-21.2	-24.4	-28.2	-34.7	-43.3	-53.4
Loading Docks	Leq,d	-2.9	-39.0	-35.3	-32.2	-31.7	-27.9	-23.7	-24.0	-10.1	-20.9	-21.4	-21.6	-19.7	-17.1	-16.7	-17.1	-12.9	-9.3	-14.0	-14.1	-14.9	-17.6	-20.6	-23.7	-27.3	-33.7	-42.0	-51.7
Loading Docks	Leq,d	-2.5	-38.7	-35.0	-31.9	-31.4	-27.6	-23.4	-23.6	-9.7	-20.6	-21.1	-21.3	-19.4	-16.8	-16.4	-16.8	-12.6	-9.0	-13.7	-13.8	-14.6	-17.3	-20.2	-23.3	-26.9	-33.2	-41.3	-50.8
Loading Docks	Leq,d	2.0	-34.6	-30.5	-27.2	-26.5	-22.6	-18.4	-18.3	-4.5	-15.3	-17.1	-17.3	-15.5	-12.4	-12.0	-11.7	-8.1	-4.4	-9.6	-10.0	-10.9	-13.7	-16.6	-19.5	-22.7	-28.4	-35.6	-43.8
Loading Docks	Leq,d	3.5	-33.6	-29.5	-26.0	-25.2	-21.1	-16.8	-16.6	-2.8	-13.6	-15.7	-16.0	-14.1	-10.9	-10.5	-10.2	-6.4	-2.9	-8.2	-8.8	-9.7	-12.6	-15.5	-18.5	-21.8	-27.4	-34.6	-42.7
Loading Docks	Leq,d	11.4	-32.3	-28.0	-24.3	-23.3	-19.0	-14.4	-14.0	0.1	-10.6	-13.1	-13.3	-11.5	-7.9	-7.5	-7.2	-3.1	7.3	2.3	2.2	1.4	-1.5	-4.8	-8.5	-12.9	-20.5	-30.2	-40.1
Loading Docks	Leq,d	-0.9	-37.1	-33.3	-30.1	-29.7	-25.9	-21.7	-21.7	-7.9	-18.7	-19.6	-19.8	-17.9	-15.2	-14.8	-15.1	-11.0	-7.1	-12.2	-12.4	-13.2	-15.9	-18.7	-21.7	-25.0	-31.0	-38.6	-47.4
Loading Docks	Leq,d	-0.3	-36.6	-32.7	-29.5	-29.0	-25.2	-21.0	-21.1	-7.2	-18.1	-19.1	-19.4	-17.5	-14.7	-14.3	-14.6	-10.5	-6.6	-11.7	-12.0	-12.7	-15.4	-18.3	-21.2	-24.5	-30.4	-37.9	-46.5
Loading Docks	Leq,d	1.0	-35.4	-31.4	-28.1	-27.5	-23.7	-19.5	-19.5	-5.6	-16.5	-17.9	-18.2	-16.3	-13.4	-13.0	-12.6	-9.1	-5.3	-10.5	-10.8	-11.7	-14.4	-17.2	-20.2	-23.4	-29.1	-36.4	-44.7
Loading Docks	Leq,d	-3.8	-39.9	-36.2	-33.1	-32.6	-28.8	-24.5	-24.9	-11.1	-21.9	-22.3	-22.5	-20.6	-18.0	-17.6	-18.0	-13.7	-10.1	-14.8	-15.0	-15.7	-18.5	-21.5	-24.8	-28.6	-35.2	-43.9	-54.2
Loading Docks	Leq,d	-6.2	-42.2	-38.4	-35.3	-34.7	-30.8	-26.5	-27.5	-13.6	-24.4	-24.5	-24.7	-22.8	-20.4	-19.9	-20.4	-16.1	-12.5	-17.1	-17.3	-18.2	-21.2	-24.4	-28.1	-32.6	-40.2	-50.4	-62.8
Loading Docks	Leq,d	-6.0	-42.0	-38.2	-35.1	-34.6	-30.7	-26.4	-27.3	-13.4	-24.2	-24.4	-24.6	-22.6	-20.2	-19.7	-20.2	-15.9	-12.3	-16.9	-17.1	-18.0	-20.9	-24.2	-27.8	-32.2	-39.8	-49.8	-62.0
Loading Docks	Leq,d	-5.7	-41.8	-38.0	-34.9	-34.4	-30.5	-26.2	-27.0	-13.1	-24.0	-24.1	-24.3	-22.4	-19.9	-19.5	-19.9	-15.6	-12.1	-16.7	-16.9	-17.8	-20.7	-23.9	-27.5	-31.8	-39.2	-49.1	-61.1
Loading Docks	Leq,d	-6.8	-42.7	-39.0	-35.8	-35.3	-31.4	-27.0	-28.1	-14.2	-25.0	-25.1	-25.3	-23.4	-20.9	-20.5	-21.0	-16.6	-13.1	-17.7	-18.0	-18.9	-21.9	-25.2	-29.1	-33.7	-41.7	-52.3	-65.4
Loading Docks	Leq,d	-6.6	-42.6	-38.8	-35.7	-35.1	-31.2	-26.9	-27.9	-14.0	-24.8	-24.9	-25.1	-23.2	-20.7	-20.3	-20.8	-16.4	-12.9	-17.5	-17.8	-18.7	-21.6	-25.0	-28.8	-33.4	-41.2	-51.7	-64.5
Loading Docks	Leq,d	-6.4	-42.4	-38.6	-35.5	-34.9	-31.0	-26.7	-27.7	-13.8	-24.6	-24.7	-24.9	-23.0	-20.6	-20.1	-20.6	-16.2	-12.7	-17.3	-17.6	-18.4	-21.4	-24.7	-28.4	-33.0	-40.7	-51.0	-63.6

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)	dB(A)
Loading Docks	Leq,d	-4.6	-40.6	-36.9	-33.8	-33.3	-29.5	-25.2	-25.8	-11.9	-22.7	-23.0	-23.2	-21.3	-18.8	-18.4	-18.8	-14.5	-10.9	-15.6	-15.8	-16.5	-19.4	-22.4	-25.9	-29.8	-36.8	-45.9	-56.8	
Loading Docks	Leq,d	-4.3	-40.4	-36.7	-33.6	-33.1	-29.2	-25.0	-25.5	-11.7	-22.5	-22.8	-23.0	-21.1	-18.5	-18.1	-18.5	-14.3	-10.7	-15.3	-15.5	-16.3	-19.1	-22.1	-25.5	-29.4	-36.3	-45.3	-55.9	
Loading Docks	Leq,d	-4.0	-40.1	-36.4	-33.3	-32.8	-29.0	-24.7	-25.2	-11.4	-22.2	-22.5	-22.8	-20.8	-18.3	-17.9	-18.3	-14.0	-10.4	-15.1	-15.2	-16.0	-18.8	-21.8	-25.2	-29.0	-35.7	-44.6	-55.1	
Loading Docks	Leq,d	-5.5	-41.5	-37.8	-34.7	-34.2	-30.3	-26.0	-26.8	-12.9	-23.7	-23.9	-24.1	-22.2	-19.7	-19.3	-19.7	-15.4	-11.8	-16.5	-16.7	-17.5	-20.4	-23.6	-27.2	-31.4	-38.8	-48.5	-60.2	
Loading Docks	Leq,d	-5.1	-41.1	-37.4	-34.3	-33.8	-29.9	-25.6	-26.3	-12.4	-23.2	-23.5	-23.7	-21.8	-19.3	-18.9	-19.3	-15.0	-11.4	-16.0	-16.2	-17.0	-19.9	-23.0	-26.5	-30.6	-37.8	-47.2	-58.5	
Loading Docks	Leq,d	-4.8	-40.9	-37.2	-34.1	-33.5	-29.7	-25.4	-26.1	-12.2	-23.0	-23.3	-23.5	-21.5	-19.0	-18.6	-19.0	-14.8	-11.2	-15.8	-16.0	-16.8	-19.6	-22.7	-26.2	-30.2	-37.3	-46.6	-57.7	
Parking	Leq,d	4.2					-3.0			1.8			-9.2		-7.7			-7.4			-9.3			-18.5				-41.5		
Parking	Leq,d	5.2					-2.1			2.8			-8.2		-6.7				-6.5			-8.2			-17.3				-39.8	
Parking	Leq,d	5.1					-2.1			2.7			-8.3		-6.8				-6.7			-8.3			-17.3				-39.9	
Parking	Leq,d	3.5					-3.6			1.1			-10.2		-8.7				-9.1			-9.3			-16.8				-38.4	
Parking	Leq,d	3.3					-3.9			0.9			-10.4		-8.9				-9.3			-9.1			-16.4				-37.7	
Parking	Leq,d	0.9					-6.2			-1.5			-12.8		-11.3				-11.6			-11.4			-18.8				-40.4	
Parking	Leq,d	33.7					18.2			28.3			17.7		23.4				26.9			27.5			23.7				13.9	
Parking	Leq,d	42.5					27.0			37.8			27.7		33.0				34.9			35.5			32.3				24.3	
Parking	Leq,d	39.8					24.9			34.9			24.7		30.1				32.4			33.0			29.6				21.2	
Parking	Leq,d	2.1					-5.1			-0.2			-11.3		-9.8				-9.5			-11.2			-20.5				-43.4	
Parking	Leq,d	31.2					16.0			25.3			13.8		20.7				24.8			25.4			21.3				10.7	
Trailer	Leq,d	30.9													30.9															
Receiver R7 FIG Lr,lim dB(A)		Leq,d 49.8 dB(A)																												
Back Up Beepers	Leq,d	6.9					-10.3			-6.4			-3.9		-0.7				0.8			1.3			-1.3				-11.8	
Back Up Beepers	Leq,d	6.6					-10.5			-6.7			-4.1		-1.0				0.5			1.0			-1.6				-12.4	
Back Up Beepers	Leq,d	6.4					-10.7			-7.0			-4.3		-1.2				0.2			0.7			-2.0				-13.0	
Back Up Beepers	Leq,d	6.1					-11.0			-7.2			-4.6		-1.4				-0.1			0.4			-2.3				-13.7	
Back Up Beepers	Leq,d	5.8					-11.2			-7.4			-4.8		-1.6				-0.3			0.2			-2.7				-14.3	
Back Up Beepers	Leq,d	9.1					-8.0			-4.2			-2.2		1.0				3.1			3.4			1.1				-8.1	
Back Up Beepers	Leq,d	8.6					-8.6			-4.7			-2.6		0.6				2.6			3.0			0.6				-8.7	
Back Up Beepers	Leq,d	8.3					-9.0			-5.1			-2.9		0.3				2.2			2.6			0.2				-9.3	
Back Up Beepers	Leq,d	7.5					-9.8			-5.8			-3.4		-0.3				1.4			1.9			-0.6				-10.6	
Back Up Beepers	Leq,d	7.2					-10.0			-6.1			-3.7		-0.5				1.1			1.6			-0.9				-11.2	
Back Up Beepers	Leq,d	5.3					-11.5			-7.9			-5.1		-2.0				-0.9			-0.4			-3.4				-15.5	
Back Up Beepers	Leq,d	4.0					-12.5			-9.0			-6.2		-3.1				-1.9			-1.9			-5.4				-19.3	
Back Up Beepers	Leq,d	3.6					-12.8			-9.4			-6.5		-3.4				-2.2			-2.4			-6.0				-20.6	
Back Up Beepers	Leq,d	3.4					-12.9			-9.5			-6.6		-3.5				-2.4			-2.6			-6.3				-21.2	
Back Up Beepers	Leq,d	3.2					-13.1			-9.7			-6.8		-3.7				-2.5			-2.9			-6.7				-21.8	
Back Up Beepers	Leq,d	3.0					-13.2			-9.8			-6.9		-3.8				-2.7			-3.1			-6.9				-22.4	
Back Up Beepers	Leq,d	5.1					-11.7			-8.1			-5.3		-2.2				-1.1			-0.7			-3.7				-16.2	

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Back Up Beepers	Leq,d	4.8					-11.9			-8.3			-5.5		-2.4				-1.2				-0.9			-4.1			-16.8
Back Up Beepers	Leq,d	4.6					-12.0			-8.5			-5.7		-2.6				-1.4				-1.2			-4.4			-17.4
Back Up Beepers	Leq,d	4.4					-12.2			-8.7			-5.8		-2.7				-1.6				-1.4			-4.7			-18.1
Back Up Beepers	Leq,d	4.2					-12.3			-8.8			-6.0		-2.9				-1.8				-1.7			-5.0			-18.7
Back Up Beepers	Leq,d	9.5					-7.5			-3.6			-1.9		1.4				3.6				3.8			1.5			-7.5
Back Up Beepers	Leq,d	11.5					-5.1			-0.9			0.0		3.3				5.9				5.7			3.1			-5.5
Back Up Beepers	Leq,d	10.6					-6.1			-2.1			-0.9		2.4				4.9				4.9			2.5			-6.2
Back Up Beepers	Leq,d	10.0					-6.8			-2.9			-1.4		1.9				4.2				4.3			2.0			-6.8
HVAC	Leq,d	13.6	-30.5	-24.6	-20.9	-8.1	-3.4	-9.7	-2.0	-0.3	-1.8	-0.3	-0.7	0.8	1.2	1.6	4.9	6.0	1.2	2.3	2.6	-0.6	-0.8	-5.5	-6.4	-11.0	-14.5	-24.2	-35.4
HVAC	Leq,d	16.8	-28.3	-22.4	-18.6	-5.7	-0.9	-7.1	0.7	2.4	1.0	2.7	2.3	3.8	4.3	4.8	8.1	9.3	4.5	5.7	6.0	3.0	2.8	-1.6	-2.2	-6.4	-9.2	-17.9	-27.9
HVAC	Leq,d	14.0	-29.8	-24.0	-20.2	-7.5	-2.8	-9.1	-1.4	0.2	-1.2	0.3	-0.2	1.2	1.6	2.0	5.2	6.4	1.5	2.6	2.9	-0.2	-0.5	-5.1	-6.0	-10.4	-13.7	-23.1	-33.4
HVAC	Leq,d	14.0	-30.0	-24.1	-20.4	-7.6	-2.9	-9.1	-1.4	0.2	-1.2	0.3	-0.2	1.3	1.7	2.0	5.3	6.4	1.5	2.6	2.9	-0.2	-0.5	-5.0	-5.9	-10.3	-13.6	-23.0	-33.1
HVAC	Leq,d	17.4	-27.2	-21.3	-17.5	-4.7	0.1	-6.2	1.6	3.3	1.8	3.4	3.0	4.5	5.0	5.4	8.6	9.9	5.0	6.2	6.5	3.5	3.3	-1.1	-1.6	-5.6	-8.3	-16.7	-26.1
HVAC	Leq,d	22.5	-25.1	-19.2	-15.4	-2.6	2.3	-3.9	4.0	5.9	4.7	6.5	6.4	8.2	9.0	9.7	13.4	15.0	10.6	12.1	12.8	10.0	10.2	6.2	5.9	2.2	0.0	-8.0	-16.9
HVAC	Leq,d	8.5	-34.8	-29.0	-25.3	-12.6	-7.9	-14.2	-6.6	-5.0	-6.5	-5.0	-5.5	-4.1	-3.7	-3.3	-0.1	1.0	-4.0	-3.0	-2.7	-6.1	-6.7	-11.8	-13.5	-19.2	-24.4	-36.8	-51.3
HVAC	Leq,d	16.7	-27.9	-22.1	-18.4	-5.6	-0.9	-7.1	0.6	2.3	0.9	2.4	2.1	3.6	4.1	4.5	7.9	9.1	4.4	5.5	5.9	2.8	2.7	-1.8	-2.5	-6.7	-9.6	-18.5	-28.7
HVAC	Leq,d	17.4	-27.0	-21.2	-17.4	-4.6	0.1	-6.2	1.6	3.2	1.8	3.3	2.9	4.4	4.9	5.3	8.6	9.8	5.0	6.1	6.5	3.4	3.3	-1.1	-1.7	-5.8	-8.4	-16.9	-26.6
HVAC	Leq,d	9.8	-33.5	-27.7	-24.0	-11.3	-6.6	-12.9	-5.3	-3.8	-5.2	-3.8	-4.3	-2.9	-2.4	-2.1	1.1	2.2	-2.7	-1.7	-1.4	-4.7	-5.2	-10.2	-11.6	-17.0	-21.7	-33.2	-46.6
HVAC	Leq,d	9.9	-33.6	-27.8	-24.0	-11.3	-6.6	-12.9	-5.3	-3.7	-5.2	-3.7	-4.1	-2.8	-2.4	-2.0	1.2	2.3	-2.6	-1.6	-1.4	-4.7	-5.2	-10.1	-11.5	-16.8	-21.3	-32.7	-45.5
HVAC	Leq,d	9.9	-33.7	-27.9	-24.2	-11.4	-6.7	-13.0	-5.3	-3.7	-5.2	-3.7	-4.2	-2.8	-2.4	-2.0	1.2	2.3	-2.7	-1.6	-1.4	-4.7	-5.2	-10.1	-11.5	-16.7	-21.3	-32.5	-45.3
HVAC	Leq,d	9.7	-34.0	-28.2	-24.4	-11.7	-6.9	-13.2	-5.5	-3.9	-5.4	-3.8	-4.3	-2.9	-2.5	-2.2	1.1	2.2	-2.8	-1.7	-1.5	-4.8	-5.3	-10.2	-11.7	-17.0	-21.6	-33.0	-46.2
HVAC	Leq,d	11.5	-32.5	-26.6	-22.8	-10.1	-5.3	-11.6	-3.9	-2.3	-3.7	-2.2	-2.6	-1.2	-0.8	-0.5	2.8	3.9	-1.0	0.0	0.3	-2.9	-3.3	-8.0	-9.2	-14.1	-18.2	-28.7	-40.5
HVAC	Leq,d	13.7	-30.7	-24.9	-21.0	-8.2	-3.5	-9.7	-1.9	-0.3	-1.7	-0.1	-0.5	0.9	1.3	1.7	5.0	6.1	1.3	2.4	2.7	-0.5	-0.8	-5.4	-6.3	-10.8	-14.2	-23.8	-34.6
HVAC	Leq,d	11.6	-31.8	-26.0	-22.3	-9.6	-4.9	-11.3	-3.7	-2.1	-3.5	-2.2	-2.6	-1.2	-0.7	-0.4	2.8	4.0	-0.9	0.1	0.4	-2.8	-3.2	-8.0	-9.2	-14.2	-18.3	-28.9	-41.1
HVAC	Leq,d	11.7	-31.9	-26.1	-22.3	-9.6	-4.9	-11.2	-3.5	-2.0	-3.4	-2.0	-2.4	-1.0	-0.6	-0.3	2.9	4.1	-0.8	0.2	0.5	-2.7	-3.1	-7.9	-9.0	-13.9	-17.8	-28.2	-39.6
HVAC	Leq,d	11.7	-32.1	-26.2	-22.5	-9.7	-5.0	-11.3	-3.6	-2.0	-3.5	-2.0	-2.4	-1.0	-0.6	-0.3	2.9	4.0	-0.9	0.2	0.5	-2.7	-3.1	-7.9	-9.0	-13.8	-17.7	-28.0	-39.4
Loading Docks	Leq,d	-5.7	-41.1	-37.4	-34.3	-33.8	-30.0	-25.7	-26.4	-12.5	-23.4	-23.3	-23.5	-21.6	-19.2	-18.8	-19.2	-16.3	-12.5	-17.4	-17.5	-18.2	-20.9	-23.9	-27.1	-30.9	-37.6	-46.7	-57.6
Loading Docks	Leq,d	-6.0	-41.3	-37.6	-34.5	-34.0	-30.2	-25.9	-26.6	-12.8	-23.6	-23.5	-23.7	-21.8	-19.4	-19.0	-19.4	-16.6	-12.7	-17.6	-17.7	-18.5	-21.2	-24.2	-27.4	-31.3	-38.1	-47.3	-58.5
Loading Docks	Leq,d	-6.2	-41.5	-37.8	-34.7	-34.2	-30.4	-26.1	-26.9	-13.0	-23.8	-23.7	-23.9	-22.0	-19.6	-19.2	-19.6	-16.8	-13.0	-17.9	-18.0	-18.7	-21.5	-24.5	-27.7	-31.7	-38.6	-47.9	-59.3
Loading Docks	Leq,d	-4.7	-40.2	-36.5	-33.5	-33.0	-29.2	-25.0	-25.5	-11.6	-22.5	-22.5	-22.7	-20.8	-18.3	-17.9	-18.3	-15.3	-11.4	-16.3	-16.4	-17.1	-19.8	-22.6	-25.7	-29.3	-35.6	-44.1	-54.3
Loading Docks	Leq,d	-5.3	-40.7	-37.0	-33.9	-33.4	-29.6	-25.4	-26.0	-12.1	-22.9	-22.9	-23.1	-21.2	-18.8	-18.4	-18.8	-15.8	-12.0	-16.9	-16.9	-17.7	-20.3	-23.2	-26.4	-30.1	-36.6	-45.4	-56.0
Loading Docks	Leq,d	-5.5	-40.9	-37.2	-34.1	-33.6	-29.8	-25.6	-26.2	-12.3	-23.2	-23.1	-23.3	-21.4	-19.0	-18.6	-19.0	-16.1	-12.2	-17.1	-17.2	-17.9	-20.6	-23.6	-26.7	-30.5	-37.1	-46.0	-56.8
Loading Docks	Leq,d	-7.2	-42.4	-38.7	-35.5	-35.0	-31.1	-26.8	-27.8	-13.9	-24.7	-24.5	-24.7	-22.8	-20.4	-20.0	-20.4	-18.0	-14.1	-19.1	-19.1	-19.9	-22.8	-25.9	-29.4	-33.6	-41.0	-51.1	-63.5
Loading Docks	Leq,d	-7.4	-42.6	-38.8	-35.7	-35.1	-31.2	-26.9	-28.0	-14.1	-24.9	-24.7	-24.9	-22.9	-20.6	-20.2	-20.6	-18.1	-14.3	-19.3	-19.4	-20.2	-23.0	-26.2	-29.7	-34.0	-41.5	-51.7	-64.4
Loading Docks	Leq,d	-7.6	-42.7	-39.0	-35.8	-35.3	-31.4	-27.1	-28.1	-14.2	-25.0	-24.8	-25.0	-23.1	-20.7	-20.3	-20.7	-18.3	-14.5	-19.5	-19.6	-20.4	-23.2	-26.4	-30.0	-34.4	-42.0	-52.3	-65.2
Loading Docks	Leq,d	-6.4	-41.7	-38.0	-34.9	-34.4	-30.5	-26.2	-27.1	-13.2	-24.0	-23.9	-24.1	-22.1	-19.8	-19.3	-19.8	-17.1	-13.2	-18.1	-18.2	-19.0	-21.7	-24.7	-28.1	-32.1	-39.1	-48.6	-60.2

Day Street Industrial

Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)	
Loading Docks	Leq,d	-6.6	-41.9	-38.2	-35.1	-34.5	-30.7	-26.4	-27.2	-13.4	-24.2	-24.0	-24.2	-22.3	-19.9	-19.5	-19.9	-17.3	-13.5	-18.4	-18.5	-19.2	-22.0	-25.0	-28.4	-32.5	-39.6	-49.2	-61.0	
Loading Docks	Leq,d	-7.0	-42.2	-38.5	-35.4	-34.9	-31.0	-26.7	-27.6	-13.7	-24.5	-24.4	-24.6	-22.6	-20.3	-19.8	-20.3	-17.7	-13.9	-18.8	-18.9	-19.7	-22.5	-25.6	-29.1	-33.2	-40.5	-50.5	-62.7	
Loading Docks	Leq,d	-4.5	-40.0	-36.3	-33.2	-32.8	-29.0	-24.8	-25.2	-11.4	-22.2	-22.3	-22.5	-20.6	-18.1	-17.7	-18.1	-15.0	-11.2	-16.1	-16.1	-16.8	-19.5	-22.3	-25.3	-28.9	-35.1	-43.5	-53.5	
Loading Docks	Leq,d	-0.9	-36.6	-32.7	-29.6	-29.1	-25.3	-21.2	-21.3	-7.5	-18.5	-19.2	-19.5	-17.6	-14.9	-14.5	-14.6	-11.3	-7.6	-12.5	-12.8	-13.4	-16.0	-18.7	-21.5	-24.5	-30.0	-37.2	-45.5	
Loading Docks	Leq,d	-1.4	-37.1	-33.2	-30.1	-29.6	-25.9	-21.8	-21.8	-8.1	-19.0	-19.6	-19.9	-18.0	-15.4	-15.0	-15.0	-11.8	-8.0	-13.0	-13.2	-13.9	-16.4	-19.1	-21.9	-24.9	-30.5	-37.8	-46.2	
Loading Docks	Leq,d	-1.9	-37.5	-33.7	-30.6	-30.2	-26.4	-22.3	-22.4	-8.6	-19.5	-20.0	-20.3	-18.4	-15.8	-15.4	-15.5	-12.3	-8.5	-13.4	-13.6	-14.3	-16.8	-19.5	-22.3	-25.4	-31.1	-38.5	-47.0	
Loading Docks	Leq,d	1.2	-34.8	-30.8	-27.5	-26.8	-22.9	-18.7	-18.7	-4.9	-15.9	-17.2	-17.6	-15.8	-13.0	-12.6	-12.7	-9.1	-5.5	-10.6	-11.0	-11.8	-14.5	-17.2	-20.0	-22.9	-28.4	-35.3	-43.2	
Loading Docks	Leq,d	0.3	-35.5	-31.6	-28.3	-27.7	-23.9	-19.7	-19.8	-6.0	-17.0	-18.1	-18.4	-16.6	-13.8	-13.4	-13.5	-10.0	-6.4	-11.4	-11.7	-12.5	-15.1	-17.8	-20.5	-23.5	-29.0	-36.0	-44.0	
Loading Docks	Leq,d	-0.4	-36.1	-32.2	-29.0	-28.4	-24.6	-20.5	-20.6	-6.8	-17.8	-18.7	-19.0	-17.1	-14.4	-14.0	-14.1	-10.7	-7.0	-12.0	-12.3	-13.0	-15.6	-18.3	-21.0	-24.0	-29.5	-36.6	-44.7	
Loading Docks	Leq,d	-3.6	-39.2	-35.5	-32.5	-32.0	-28.3	-24.1	-24.4	-10.5	-21.4	-21.5	-21.8	-19.8	-17.4	-16.9	-17.2	-14.1	-10.3	-15.2	-15.3	-16.0	-18.6	-21.3	-24.3	-27.6	-33.6	-41.6	-51.0	
Loading Docks	Leq,d	-3.9	-39.5	-35.8	-32.7	-32.3	-28.5	-24.4	-24.7	-10.8	-21.7	-21.8	-22.0	-20.1	-17.6	-17.2	-17.5	-14.4	-10.6	-15.5	-15.6	-16.3	-18.9	-21.7	-24.6	-28.0	-34.1	-42.3	-51.9	
Loading Docks	Leq,d	-4.2	-39.7	-36.0	-33.0	-32.6	-28.8	-24.6	-24.9	-11.1	-22.0	-22.0	-22.3	-20.3	-17.9	-17.5	-17.9	-14.7	-10.9	-15.8	-15.9	-16.5	-19.2	-22.0	-25.0	-28.4	-34.6	-42.9	-52.7	
Loading Docks	Leq,d	-2.3	-38.0	-34.2	-31.1	-30.6	-26.9	-22.8	-22.9	-9.1	-20.0	-20.3	-20.6	-18.7	-16.1	-15.7	-15.8	-12.7	-8.9	-13.8	-14.0	-14.6	-17.2	-19.9	-22.7	-25.9	-31.6	-39.1	-47.8	
Loading Docks	Leq,d	-3.0	-38.7	-34.9	-31.9	-31.5	-27.7	-23.6	-23.7	-9.9	-20.8	-21.0	-21.2	-19.3	-16.8	-16.4	-16.6	-13.5	-9.6	-14.6	-14.7	-15.4	-17.9	-20.7	-23.5	-26.8	-32.7	-40.4	-49.5	
Loading Docks	Leq,d	-3.3	-39.0	-35.2	-32.2	-31.8	-28.0	-23.9	-24.0	-10.2	-21.1	-21.3	-21.5	-19.6	-17.1	-16.7	-16.9	-13.8	-10.0	-14.9	-15.0	-15.7	-18.3	-21.0	-23.9	-27.2	-33.1	-41.0	-50.2	
Parking	Leq,d	33.3					18.9			28.2			16.3			23.2			26.4			27.0			23.3			13.2		
Parking	Leq,d	45.4					30.8			40.4			31.6			36.5			37.6			38.1			35.2			28.0		
Parking	Leq,d	45.8					31.2			40.9			32.2			37.0			38.1			38.6			35.7			28.6		
Parking	Leq,d	34.5					19.6			28.9			18.7			24.5			27.7			28.3			24.6			14.6		
Parking	Leq,d	40.8					25.6			36.1			25.8			31.2			33.2			33.8			30.6			22.4		
Parking	Leq,d	33.7					18.6			28.7			17.9			23.6			26.5			27.1			23.5			14.1		
Parking	Leq,d	0.7					-6.3			-1.6			-12.8			-11.4			-13.1			-13.3			-20.1			-41.0		
Parking	Leq,d	2.5					-4.4			0.3			-11.0			-9.6			-11.0			-11.0			-17.7			-38.3		
Parking	Leq,d	3.5					-3.4			1.4			-9.8			-8.4			-10.3			-11.1			-17.8			-38.7		
Parking	Leq,d	32.1					17.7			27.0			15.7			22.0			25.1			25.7			22.0			12.3		
Parking	Leq,d	2.0					-5.0			-0.1			-11.1			-9.6			-11.7			-14.3			-21.2			-42.5		
Trailer	Leq,d	28.5														28.5														
Receiver R8	FIG Lr,lim	dB(A)	Leq,d 29.3 dB(A)																											
Back Up Beepers	Leq,d	3.6					-15.4			-11.9			-8.7			-5.7			-2.1			-1.2			-4.1			-16.6		
Back Up Beepers	Leq,d	3.6					-15.4			-11.9			-8.6			-5.7			-2.1			-1.2			-4.1			-16.6		
Back Up Beepers	Leq,d	3.6					-15.4			-11.8			-8.6			-5.7			-2.1			-1.2			-4.1			-16.5		
Back Up Beepers	Leq,d	3.6					-15.4			-11.8			-8.6			-5.6			-2.1			-1.2			-4.0			-16.5		
Back Up Beepers	Leq,d	3.2					-15.6			-12.1			-8.9			-6.0			-2.4			-1.6			-4.6			-17.5		
Back Up Beepers	Leq,d	3.3					-15.6			-12.1			-8.9			-5.9			-2.4			-1.5			-4.5			-17.3		
Back Up Beepers	Leq,d	3.4					-15.5			-12.0			-8.8			-5.9			-2.3			-1.4			-4.4			-17.1		

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)	dB(A)
Back Up Beepers	Leq,d	3.5					-15.5			-11.9			-8.7			-5.8			-2.2			-1.3				-4.2			-16.8	
Back Up Beepers	Leq,d	3.5					-15.4			-11.9			-8.7			-5.7			-2.2			-1.3				-4.2			-16.7	
Back Up Beepers	Leq,d	3.6					-15.4			-11.8			-8.6			-5.7			-2.1			-1.2				-4.1			-16.5	
Back Up Beepers	Leq,d	3.3					-15.5			-12.0			-8.8			-5.8			-2.3			-1.5				-4.5			-17.3	
Back Up Beepers	Leq,d	3.2					-15.5			-12.0			-8.9			-5.9			-2.5			-1.7				-4.7			-17.7	
Back Up Beepers	Leq,d	3.1					-15.5			-12.1			-8.9			-5.9			-2.6			-1.8				-4.8			-18.0	
Back Up Beepers	Leq,d	3.0					-15.6			-12.1			-9.0			-6.0			-2.7			-1.9				-5.0			-18.2	
Back Up Beepers	Leq,d	3.4					-15.6			-12.2			-9.0			-6.0			-2.7			-1.9				-4.7			-18.4	
Back Up Beepers	Leq,d	3.6					-15.4			-11.8			-8.6			-5.7			-2.1			-1.2				-4.1			-16.6	
Back Up Beepers	Leq,d	3.5					-15.4			-11.9			-8.6			-5.7			-2.1			-1.3				-4.2			-16.7	
Back Up Beepers	Leq,d	3.5					-15.4			-11.9			-8.7			-5.7			-2.2			-1.3				-4.2			-16.8	
Back Up Beepers	Leq,d	3.4					-15.4			-11.9			-8.7			-5.7			-2.2			-1.4				-4.3			-17.0	
Back Up Beepers	Leq,d	3.4					-15.4			-11.9			-8.7			-5.8			-2.3			-1.4				-4.4			-17.1	
Back Up Beepers	Leq,d	3.1					-15.6			-12.2			-9.0			-6.0			-2.5			-1.7				-4.7			-17.7	
Back Up Beepers	Leq,d	2.9					-15.8			-12.3			-9.2			-6.2			-2.8			-2.0				-5.1			-18.5	
Back Up Beepers	Leq,d	3.0					-15.7			-12.3			-9.1			-6.1			-2.7			-1.9				-5.0			-18.2	
Back Up Beepers	Leq,d	3.1					-15.7			-12.2			-9.0			-6.1			-2.6			-1.8				-4.8			-18.0	
HVAC	Leq,d	22.1	-19.7	-14.0	-10.4	2.2	6.8	0.3	8.3	9.6	7.9	8.8	8.1	9.3	9.6	9.7	12.8	13.9	8.9	9.9	10.1	7.1	7.0	3.6	4.4	2.0	1.3	-4.6	-11.0	
HVAC	Leq,d	7.8	-32.5	-26.9	-23.3	-10.8	-6.4	-13.0	-5.7	-4.4	-6.2	-5.1	-5.9	-4.7	-4.6	-4.5	-1.5	-0.5	-5.6	-4.6	-4.4	-7.3	-6.7	-10.5	-10.6	-14.3	-17.0	-26.0	-36.8	
HVAC	Leq,d	14.7	-26.0	-20.4	-16.8	-4.3	0.1	-6.5	1.0	2.3	0.5	1.6	0.9	2.0	2.2	2.3	5.3	6.4	1.4	2.4	2.6	-0.2	0.5	-2.8	-2.4	-5.2	-6.4	-13.3	-21.0	
HVAC	Leq,d	10.8	-29.7	-24.0	-20.5	-8.0	-3.6	-10.2	-2.8	-1.6	-3.4	-2.2	-3.0	-1.9	-1.7	-1.6	1.4	2.4	-2.6	-1.7	-1.5	-4.0	-3.4	-6.9	-6.7	-9.9	-11.8	-19.7	-28.8	
HVAC	Leq,d	10.3	-30.2	-24.6	-21.0	-8.5	-4.1	-10.7	-3.3	-2.0	-3.8	-2.6	-3.4	-2.3	-2.1	-2.0	1.0	2.0	-3.0	-2.0	-1.9	-4.8	-4.2	-7.8	-7.6	-11.0	-13.1	-21.1	-30.6	
HVAC	Leq,d	16.6	-26.6	-20.8	-17.1	-4.4	0.3	-6.1	1.5	3.1	1.6	2.9	2.4	3.8	4.2	4.5	7.7	8.9	4.0	5.1	5.3	2.2	2.1	-2.3	-2.9	-6.9	-9.6	-17.2	-25.8	
HVAC	Leq,d	15.5	-27.7	-21.9	-18.2	-5.5	-0.8	-7.2	0.5	2.0	0.5	1.9	1.4	2.8	3.1	3.4	6.6	7.8	2.9	3.9	4.2	1.1	0.9	-3.6	-4.2	-8.4	-11.2	-18.9	-27.9	
HVAC	Leq,d	19.2	-23.4	-17.6	-13.9	-1.2	3.4	-3.0	4.8	6.3	4.7	5.9	5.3	6.5	6.8	7.1	10.2	11.4	6.4	7.5	7.7	4.6	4.6	0.3	-0.1	-3.0	-4.1	-10.6	-17.9	
HVAC	Leq,d	13.7	-27.2	-21.6	-18.0	-5.4	-1.0	-7.5	-0.1	1.2	-0.5	0.7	0.0	1.1	1.3	1.4	4.5	5.5	0.5	1.5	1.7	-1.4	-1.1	-4.5	-4.2	-7.1	-8.6	-15.9	-24.1	
HVAC	Leq,d	18.1	-24.9	-19.1	-15.4	-2.7	2.0	-4.4	3.3	4.8	3.3	4.6	4.1	5.4	5.7	6.0	9.2	10.3	5.4	6.5	6.7	3.7	3.5	-0.8	-1.2	-5.0	-6.4	-13.3	-21.1	
HVAC	Leq,d	13.1	-28.0	-22.3	-18.7	-6.2	-1.7	-8.2	-0.7	0.6	-1.1	0.1	-0.6	0.5	0.7	0.9	3.9	5.0	0.0	1.0	1.2	-2.0	-2.1	-5.6	-5.2	-8.3	-10.0	-17.5	-26.1	
HVAC	Leq,d	10.0	-30.7	-25.0	-21.4	-8.9	-4.5	-11.0	-3.6	-2.4	-4.1	-3.0	-3.7	-2.6	-2.4	-2.3	0.7	1.7	-3.3	-2.4	-2.2	-5.3	-4.7	-8.4	-8.3	-11.7	-13.9	-22.2	-31.9	
HVAC	Leq,d	7.6	-32.8	-27.2	-23.6	-11.1	-6.7	-13.3	-5.9	-4.6	-6.4	-5.3	-6.0	-4.9	-4.8	-4.7	-1.7	-0.7	-5.8	-4.8	-4.6	-7.6	-7.1	-10.9	-11.0	-14.8	-17.6	-26.7	-37.7	
HVAC	Leq,d	8.0	-32.3	-26.7	-23.2	-10.7	-6.3	-12.8	-5.5	-4.3	-6.1	-4.9	-5.7	-4.6	-4.4	-4.4	-1.3	-0.4	-5.4	-4.5	-4.3	-6.9	-6.4	-10.1	-10.2	-13.8	-16.4	-25.3	-35.8	
HVAC	Leq,d	8.1	-32.2	-26.6	-23.1	-10.6	-6.2	-12.8	-5.4	-4.2	-6.0	-4.8	-5.6	-4.5	-4.4	-4.3	-1.3	-0.3	-5.3	-4.4	-4.2	-6.8	-6.2	-10.0	-10.0	-13.7	-16.2	-25.0	-35.5	
HVAC	Leq,d	20.9	-21.1	-15.4	-11.7	0.9	5.5	-0.9	7.0	8.4	6.7	7.7	7.0	8.2	8.4	8.6	11.7	12.9	7.9	9.0	9.2	6.1	6.0	2.0	2.7	0.2	-0.6	-6.7	-13.4	
HVAC	Leq,d	14.4	-26.4	-20.8	-17.2	-4.7	-0.2	-6.8	0.6	1.9	0.1	1.3	0.6	1.7	1.9	2.0	5.0	6.1	1.1	2.1	2.3	-0.7	0.1	-3.3	-2.9	-5.7	-7.1	-14.1	-21.9	
HVAC	Leq,d	10.7	-29.9	-24.2	-20.7	-8.2	-3.8	-10.3	-3.0	-1.7	-3.5	-2.3	-3.1	-2.0	-1.9	-1.7	1.3	2.3	-2.7	-1.8	-1.6	-4.3	-3.6	-7.2	-7.0	-10.2	-12.2	-20.1	-29.3	
Loading Docks	Leq,d	-7.1	-43.7	-40.2	-37.2	-36.8	-33.0	-28.8	-29.5	-15.6	-26.5	-25.7	-25.9	-24.0	-21.8	-20.5	-20.0	-17.2	-13.2	-17.9	-17.9	-18.5	-21.1	-24.0	-27.1	-30.8	-37.5	-46.4	-57.3	

Day Street Industrial Contribution spectra - 001 - Day Street Industrial: Outdoor SP

23

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)
Loading Docks	Leq,d	-7.1	-43.7	-40.2	-37.3	-36.9	-33.1	-28.8	-29.5	-15.6	-26.5	-25.7	-25.9	-24.0	-21.8	-20.6	-20.0	-17.2	-13.2	-18.0	-17.9	-18.5	-21.2	-24.0	-27.2	-30.9	-37.6	-46.6	-57.4
Loading Docks	Leq,d	-7.1	-43.8	-40.2	-37.3	-36.9	-33.1	-28.9	-29.5	-15.7	-26.5	-25.8	-26.0	-24.0	-21.8	-20.6	-20.1	-17.3	-13.3	-18.0	-18.0	-18.6	-21.2	-24.1	-27.3	-31.0	-37.7	-46.7	-57.6
Loading Docks	Leq,d	-7.0	-43.7	-40.1	-37.2	-36.8	-33.0	-28.8	-29.4	-15.6	-26.4	-25.7	-25.9	-23.9	-21.7	-20.4	-19.9	-17.1	-13.1	-17.8	-17.8	-18.4	-21.0	-23.9	-27.0	-30.7	-37.3	-46.2	-57.0
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.2	-36.8	-33.0	-28.8	-29.4	-15.6	-26.4	-25.7	-25.9	-23.9	-21.7	-20.5	-19.9	-17.1	-13.1	-17.9	-17.8	-18.4	-21.0	-23.9	-27.0	-30.7	-37.4	-46.3	-57.1
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.2	-36.8	-33.0	-28.8	-29.5	-15.6	-26.4	-25.7	-25.9	-24.0	-21.7	-20.5	-19.9	-17.2	-13.1	-17.9	-17.8	-18.5	-21.1	-23.9	-27.1	-30.8	-37.4	-46.4	-57.2
Loading Docks	Leq,d	-7.5	-44.0	-40.4	-37.5	-37.0	-33.2	-29.0	-29.8	-15.9	-26.7	-26.0	-26.2	-24.3	-22.1	-21.0	-20.5	-17.6	-13.6	-18.4	-18.3	-19.0	-21.6	-24.6	-27.8	-31.6	-38.5	-47.7	-58.9
Loading Docks	Leq,d	-7.6	-44.0	-40.5	-37.5	-37.1	-33.3	-29.0	-29.8	-15.9	-26.8	-26.1	-26.3	-24.4	-22.1	-21.1	-20.6	-17.7	-13.7	-18.5	-18.4	-19.1	-21.7	-24.7	-27.9	-31.8	-38.7	-48.0	-59.3
Loading Docks	Leq,d	-7.7	-44.1	-40.5	-37.6	-37.1	-33.3	-29.1	-29.9	-16.0	-26.8	-26.1	-26.4	-24.4	-22.2	-21.2	-20.7	-17.8	-13.8	-18.6	-18.5	-19.2	-21.9	-24.8	-28.1	-31.9	-38.9	-48.2	-59.7
Loading Docks	Leq,d	-7.2	-43.8	-40.3	-37.3	-36.9	-33.1	-28.9	-29.6	-15.7	-26.5	-25.8	-26.0	-24.1	-21.9	-20.7	-20.1	-17.3	-13.3	-18.1	-18.0	-18.7	-21.3	-24.2	-27.3	-31.1	-37.8	-46.9	-57.8
Loading Docks	Leq,d	-7.3	-43.8	-40.3	-37.3	-36.9	-33.1	-28.9	-29.6	-15.7	-26.6	-25.9	-26.1	-24.1	-21.9	-20.8	-20.2	-17.4	-13.4	-18.1	-18.1	-18.7	-21.4	-24.2	-27.4	-31.2	-38.0	-47.0	-58.1
Loading Docks	Leq,d	-7.4	-43.9	-40.4	-37.4	-37.0	-33.2	-29.0	-29.7	-15.8	-26.7	-26.0	-26.2	-24.2	-22.0	-20.9	-20.4	-17.5	-13.5	-18.3	-18.2	-18.9	-21.5	-24.4	-27.6	-31.5	-38.3	-47.5	-58.6
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.2	-36.8	-33.0	-28.8	-29.4	-15.6	-26.4	-25.7	-25.9	-23.9	-21.7	-20.4	-19.9	-17.1	-13.1	-17.8	-17.8	-18.4	-21.0	-23.9	-27.0	-30.7	-37.3	-46.2	-57.0
Loading Docks	Leq,d	-7.4	-44.1	-40.5	-37.6	-37.1	-33.3	-29.1	-29.9	-16.0	-26.8	-26.1	-26.3	-24.4	-22.2	-20.9	-20.4	-17.5	-13.5	-18.3	-18.3	-18.9	-21.5	-24.4	-27.7	-31.5	-38.3	-47.5	-58.6
Loading Docks	Leq,d	-7.4	-44.0	-40.5	-37.5	-37.1	-33.3	-29.1	-29.8	-15.9	-26.8	-26.0	-26.3	-24.3	-22.1	-20.8	-20.3	-17.5	-13.5	-18.2	-18.2	-18.8	-21.5	-24.4	-27.5	-31.3	-38.1	-47.3	-58.4
Loading Docks	Leq,d	-7.3	-43.9	-40.4	-37.5	-37.0	-33.2	-29.0	-29.7	-15.9	-26.7	-26.0	-26.2	-24.3	-22.0	-20.8	-20.2	-17.4	-13.4	-18.1	-18.1	-18.7	-21.4	-24.3	-27.4	-31.2	-38.0	-47.1	-58.1
Loading Docks	Leq,d	-7.7	-44.2	-40.7	-37.7	-37.3	-33.5	-29.2	-30.0	-16.2	-27.0	-26.4	-26.6	-24.6	-22.4	-21.2	-20.7	-17.8	-13.8	-18.6	-18.5	-19.2	-21.9	-24.8	-28.1	-32.0	-38.9	-48.3	-59.7
Loading Docks	Leq,d	-7.6	-44.2	-40.6	-37.7	-37.2	-33.4	-29.2	-30.0	-16.1	-26.9	-26.3	-26.5	-24.6	-22.3	-21.1	-20.6	-17.7	-13.7	-18.5	-18.4	-19.1	-21.7	-24.7	-27.9	-31.8	-38.7	-48.0	-59.3
Loading Docks	Leq,d	-7.5	-44.1	-40.6	-37.6	-37.2	-33.4	-29.2	-29.9	-16.0	-26.9	-26.2	-26.4	-24.5	-22.2	-21.0	-20.5	-17.6	-13.6	-18.4	-18.3	-19.0	-21.6	-24.6	-27.8	-31.6	-38.5	-47.7	-59.0
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.3	-36.9	-33.1	-28.9	-29.5	-15.6	-26.5	-25.7	-25.9	-24.0	-21.8	-20.5	-19.9	-17.2	-13.1	-17.9	-17.8	-18.5	-21.1	-23.9	-27.1	-30.8	-37.4	-46.4	-57.2
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.2	-36.8	-33.1	-28.8	-29.5	-15.6	-26.5	-25.7	-25.9	-24.0	-21.8	-20.5	-19.9	-17.1	-13.1	-17.9	-17.8	-18.4	-21.0	-23.9	-27.0	-30.7	-37.4	-46.3	-57.1
Loading Docks	Leq,d	-7.0	-43.7	-40.2	-37.2	-36.8	-33.0	-28.8	-29.5	-15.6	-26.4	-25.7	-25.9	-24.0	-21.7	-20.5	-19.9	-17.1	-13.1	-17.8	-17.8	-18.4	-21.0	-23.9	-27.0	-30.7	-37.3	-46.2	-57.0
Loading Docks	Leq,d	-7.2	-43.9	-40.4	-37.4	-37.0	-33.2	-29.0	-29.7	-15.8	-26.6	-25.9	-26.1	-24.2	-22.0	-20.7	-20.1	-17.3	-13.3	-18.1	-18.0	-18.7	-21.3	-24.2	-27.3	-31.1	-37.8	-46.9	-57.8
Loading Docks	Leq,d	-7.1	-43.8	-40.3	-37.3	-36.9	-33.1	-28.9	-29.6	-15.7	-26.6	-25.8	-26.0	-24.1	-21.9	-20.6	-20.0	-17.2	-13.2	-18.0	-17.9	-18.5	-21.2	-24.0	-27.2	-30.9	-37.6	-46.6	-57.4
Loading Docks	Leq,d	-7.1	-43.8	-40.2	-37.3	-36.9	-33.1	-28.9	-29.5	-15.7	-26.5	-25.8	-26.0	-24.1	-21.8	-20.5	-20.0	-17.2	-13.2	-17.9	-17.9	-18.5	-21.1	-24.0	-27.1	-30.8	-37.5	-46.5	-57.3
Parking	Leq,d	5.8					-1.3			3.7			-7.7		-6.2			-8.3			-9.7			-15.6			-33.3		
Parking	Leq,d	8.5					1.3			6.5			-5.1		-3.6			-5.7			-7.2			-12.7			-28.7		
Parking	Leq,d	10.9					3.5			9.1			-2.8		-1.3			-3.5			-5.5			-10.7			-25.3		
Parking	Leq,d	6.0					-1.2			3.9			-7.6		-6.1			-8.1			-8.1			-13.8			-30.6		
Parking	Leq,d	7.6					0.2			5.6			-6.1		-4.6			-6.5			-6.3			-11.4			-26.3		
Parking	Leq,d	10.0					2.5			8.2			-4.7		-3.3			-5.0			-5.4			-10.2			-23.1		
Parking	Leq,d	8.7					1.2			6.9			-5.8		-4.3			-6.1			-6.3			-11.3			-24.7		
Parking	Leq,d	8.3					0.3			5.7			-6.1		-4.6			-1.6			-3.1			-9.9			-25.2		
Parking	Leq,d	6.6					-1.0			4.1			-7.4		-5.9			-4.5			-5.2			-12.2			-29.0		
Parking	Leq,d	12.4					4.4			10.8			-2.6		-1.0			-2.3			-4.9			-11.2			-25.6		
Parking	Leq,d	3.1					-4.3			0.7			-10.6		-9.1			-8.8			-9.3			-16.7			-35.3		
Trailer	Leq,d	13.4														13.4													

Day Street Industrial

Octave spectra of the sources in dB(A) - 001 - Day Street Industrial: Outdoor SP

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,m ²	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)
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	

		1
--	--	---

Day Street Industrial

Octave spectra of the sources in dB(A) - 001 - Day Street Industrial: Outdoor SP

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,m ²	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)
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Beepers	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0

2

Day Street Industrial

Octave spectra of the sources in dB(A) - 001 - Day Street Industrial: Outdoor SP

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,m ²	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)
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	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	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9

3

Day Street Industrial

Octave spectra of the sources in dB(A) - 001 - Day Street Industrial: Outdoor SP

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,m ²	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)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9

4

Day Street Industrial

Octave spectra of the sources in dB(A) - 001 - Day Street Industrial: Outdoor SP

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,m ²	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)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.7	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Parking	PLot	107.06			55.7	76.0	0.0	0.0	98.5	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	134.37			55.7	77.0	0.0	0.0	98.5	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	136.80			55.6	77.0	0.0	0.0	98.5	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	143.50			55.4	77.0	0.0	0.0	98.5	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	140.49			55.5	77.0	0.0	0.0	98.5	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	131.33			53.6	74.8	0.0	0.0	98.5	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	114.19			54.2	74.8	0.0	0.0	98.5	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	141.97			55.5	77.0	0.0	0.0	98.5	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	140.17			55.5	77.0	0.0	0.0	98.5	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	64.45			55.9	74.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	57.3	68.9	61.4	65.9	66.0	66.4	63.7	57.5	44.7
Parking	PLot	70.18			55.5	74.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	57.3	68.9	61.4	65.9	66.0	66.4	63.7	57.5	44.7
Trailer	PLot	2786.03			52.6	87.0	0.0	0.0	98.5	0	100%/24h					87.0					

5

Appendix D RCNM Runs

Receptor - 200ft to the North

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA	Muffler
DEMO										
Excavator	2	85	200	503	40	0.5	0.40	69.9	56.0	41.0
Ruuber Tired Dozer	2	85	200	503	40	0.5	0.40	69.9	56.0	41.0
Concrete Industrial Saw	1	90	200	503	20	0.5	0.20	74.9	57.9	57.9
							Log Sum	77.1	63.4	58.1
GRADE										
Excavator	1	81	200	503	40	0.5	0.40	65.9	52.0	37.0
Grader	1	85	200	503	40	0.5	0.40	69.9	56.0	41.0
Rubber Tired Dozer	1	82	200	503	40	0.5	0.40	66.9	53.0	38.0
Scraper	2	84	200	503	40	0.5	0.40	68.9	55.0	40.0
Tractor/Loader/Backhoe	3	84	200	503	40	0.5	0.40	68.9	55.0	40.0
Crusher/Proc. Equipment	1	90	200	503	40	0.5	0.40	74.9	61.0	61.0
								78.2	65.5	61.1
BUILD										
Crane	1	81	200	503	16	0.5	0.16	65.9	48.0	33.0
Forklifts	3	65	200	503	40	0.5	0.40	49.9	36.0	21.0
Generator Set	1	81	200	503	50	0.5	0.50	65.9	52.9	37.9
Tractor/Loader/Backhoe	3	84	200	503	40	0.5	0.40	68.9	55.0	40.0
Welder	1	74	200	503	40	0.5	0.40	58.9	45.0	45.0
								72.2	60.9	46.9
PAVE										
Paver	1	77	200	503	50	0.5	0.50	61.9	48.9	33.9
Paving Equipment	1	83	200	503	20	0.5	0.20	67.9	50.9	35.9
Roller	1	80	200	503	20	0.5	0.20	64.9	47.9	32.9
								70.4	54.2	39.2
ARCH COAT										
Compressor (air)	1	78	200	503	40	0.5	0.40	62.9	49.0	49.0
								62.9	49.0	49.0

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the North - Nighttime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
BUILD										
Concrete Mixer Truck	5	79	200	503	40	0.5	0.40	63.9	50.0	35.0
Concrete Pump Truck	1	81	200	503	20	0.5	0.20	65.9	48.9	33.9
							Log Sum	68.1	57.6	37.5

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assesment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the East

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA	Muffler
DEMO										
Excavator	2	85	200	478	40	0.5	0.40	69.9	56.5	41.5
Ruuber Tired Dozer	2	85	200	478	40	0.5	0.40	69.9	56.5	41.5
Concrete Industrial Saw	1	90	200	478	20	0.5	0.20	74.9	58.5	58.5
							Log Sum	77.1	64.0	58.7
GRADE										
Excavator	1	81	200	478	40	0.5	0.40	65.9	52.5	37.5
Grader	1	85	200	478	40	0.5	0.40	69.9	56.5	41.5
Rubber Tired Dozer	1	82	200	478	40	0.5	0.40	66.9	53.5	38.5
Scraper	2	84	200	478	40	0.5	0.40	68.9	55.5	40.5
Tractor/Loader/Backhoe	3	84	200	478	40	0.5	0.40	68.9	55.5	40.5
Crusher/Proc. Equipment	1	90	200	478	40	0.5	0.40	74.9	61.5	61.5
								78.2	66.1	61.7
BUILD										
Crane	1	81	200	478	20	0.5	0.20	65.9	49.5	34.5
Forklifts	3	65	200	478	40	0.5	0.40	49.9	36.5	21.5
Generator Set	1	81	200	478	50	0.5	0.50	65.9	53.5	38.5
Tractor/Loader/Backhoe	3	84	200	478	40	0.5	0.40	68.9	55.5	40.5
Welder	1	74	200	478	40	0.5	0.40	58.9	45.5	45.5
								72.2	61.5	47.5
PAVE										
Paver	1	77	200	478	50	0.5	0.50	61.9	49.5	34.5
Paving Equipment	1	83	200	478	20	0.5	0.20	67.9	51.5	36.5
Roller	1	80	200	478	20	0.5	0.20	64.9	48.5	33.5
								70.4	54.8	39.8
ARCH COAT										
Compressor (air)	1	78	200	478	40	0.5	0.40	62.9	49.5	49.5
								62.9	49.5	49.5

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assesment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the East - Nighttime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
BUILD										
Concrete Mixer Truck	5	79	200	478	40	0.5	0.40	63.9	50.5	35.5
Concrete Pump Truck	1	81	200	478	20	0.5	0.20	65.9	49.5	34.5
							Log Sum	68.1	58.1	38.0

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the South

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA	Muffler
DEMO										
Excavator	2	85	200	509	40	0.5	0.40	69.9	55.8	40.8
Ruuber Tired Dozer	2	85	200	509	40	0.5	0.40	69.9	55.8	40.8
Concrete Industrial Saw	1	90	200	509	20	0.5	0.20	74.9	57.8	57.8
							Log Sum	77.1	63.3	58.0
GRADE										
Excavator	1	81	200	509	40	0.5	0.40	65.9	51.8	36.8
Grader	1	85	200	509	40	0.5	0.40	69.9	55.8	40.8
Rubber Tired Dozer	1	82	200	509	40	0.5	0.40	66.9	52.8	37.8
Scraper	2	84	200	509	40	0.5	0.40	68.9	54.8	39.8
Tractor/Loader/Backhoe	3	84	200	509	40	0.5	0.40	68.9	54.8	39.8
Crusher/Proc. Equipment	1	90	200	509	40	0.5	0.40	74.9	60.8	60.8
								78.2	65.4	61.0
BUILD										
Crane	1	81	200	509	20	0.5	0.20	65.9	48.8	33.8
Forklifts	3	65	200	509	40	0.5	0.40	49.9	35.8	20.8
Generator Set	1	81	200	509	50	0.5	0.50	65.9	52.8	37.8
Tractor/Loader/Backhoe	3	84	200	509	40	0.5	0.40	68.9	54.8	39.8
Welder	1	74	200	509	40	0.5	0.40	58.9	44.8	44.8
								72.2	60.9	46.9
PAVE										
Paver	1	77	200	509	50	0.5	0.50	61.9	48.8	33.8
Paving Equipment	1	83	200	509	20	0.5	0.20	67.9	50.8	35.8
Roller	1	80	200	509	20	0.5	0.20	64.9	47.8	32.8
								70.4	54.1	39.1
ARCH COAT										
Compressor (air)	1	78	200	509	40	0.5	0.40	62.9	48.8	48.8
								62.9	48.8	48.8

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the South - Nighttime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
BUILD										
Concrete Mixer Truck	5	79	200	509	40	0.5	0.40	63.9	49.8	34.8
Concrete Pump Truck	1	81	200	509	20	1.5	0.20	59.9	38.7	23.7
							Log Sum	65.4	56.9	35.2

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the West

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA	Muffler
DEMO										
Excavator	2	85	200	483	40	0.5	0.40	69.9	56.4	41.4
Ruuber Tired Dozer	2	85	200	483	40	0.5	0.40	69.9	56.4	41.4
Concrete Industrial Saw	1	90	200	483	20	0.5	0.20	74.9	58.4	58.4
							Log Sum	77.1	63.9	58.6
GRADE										
Excavator	1	81	200	483	40	0.5	0.40	65.9	52.4	37.4
Grader	1	85	200	483	40	0.5	0.40	69.9	56.4	41.4
Rubber Tired Dozer	1	82	200	483	40	0.5	0.40	66.9	53.4	38.4
Scraper	2	84	200	483	40	0.5	0.40	68.9	55.4	40.4
Tractor/Loader/Backhoe	3	84	200	483	40	0.5	0.40	68.9	55.4	40.4
Crusher/Proc. Equipment	1	90	200	483	40	0.5	0.40	74.9	61.4	46.4
								78.2	66.0	49.6
BUILD										
Crane	1	81	200	483	20	0.5	0.20	65.9	49.4	34.4
Forklifts	3	65	200	483	40	0.5	0.40	49.9	36.4	21.4
Generator Set	1	81	200	483	50	0.5	0.50	65.9	53.4	38.4
Tractor/Loader/Backhoe	3	84	200	483	40	0.5	0.40	68.9	55.4	40.4
Welder	1	74	200	483	40	0.5	0.40	58.9	45.4	45.4
								72.2	61.4	47.4
PAVE										
Paver	1	77	200	483	50	0.5	0.50	61.9	49.4	34.4
Paving Equipment	1	83	200	483	20	0.5	0.20	67.9	51.4	36.4
Roller	1	80	200	483	20	0.5	0.20	64.9	48.4	33.4
								70.4	54.7	39.7
ARCH COAT										
Compressor (air)	1	78	200	483	40	0.5	0.40	62.9	49.4	34.4
								62.9	49.4	34.4

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Receptor - 200ft to the West - Nighttime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
BUILD										
Concrete Mixer Truck	5	79	200	483	40	0.5	0.40	63.9	50.4	35.4
Concrete Pump Truck	1	81	200	483	20	0.5	0.20	65.9	49.4	34.4
							Log Sum	68.1	58.0	37.9

¹FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

²FTA Transit Noise and Vibration Impact Assessment Manual Section 7.1, 0.66 for soft ground and 0 for hard ground

Barrier insertion loss For Flat Ground

Receiver - North P/L

Enter variables here:

Source Height H_s (ft)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Receiver Height H_R (ft)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Barrier Height H_B (ft)	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Distance Source to barrier (ft)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Distance Receiver to Barrier (ft)	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450	450
Soft Ground = 1; Hard Ground = 0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Calculations

A	15.524175	15.811388	16.15549442	16.552945	17	17.492856	18.027756	18.601075	19.209373	19.849433	20.518285	21.213203	21.931712	22.671568	23.430749	24.207437
B	450.05444	450.07111	450.089991	450.1111	450.13442	450.15997	450.18774	450.21773	450.24993	450.28435	450.321	450.35986	450.40093	450.44423	450.48973	450.53746
C	465.00968	465.00968	465.0096773	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968	465.00968
P	0.5689385	0.8728165	1.235808105	1.6543654	2.124747	2.6431499	3.2058177	3.809123	4.449626	5.1241105	5.8296038	6.5633822	7.3229674	8.106116	8.9108052	9.7352164
Ground type H_{eff} (with barrier)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Ground type H_{eff} (no barrier)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
H_{eff} (with barrier)	18.5	19.5	20.5	21.5	22.5	23.5	24.5	25.5	26.5	27.5	28.5	29.5	30.5	31.5	32.5	33.5
H_{eff} no barrier	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
G_B	0.4196429	0.4017857	0.383928571	0.3660714	0.3482143	0.3303571	0.3125	0.2946429	0.2767857	0.2589286	0.2410714	0.2232143	0.2053571	0.1875	0.1696429	0.1517857
G_{NB}	0.6339286	0.6339286	0.633928571	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286
$A_{barrier}$	10.564917	12.406879	13.91384253	15.17997	16.266586	17.214701	18.052865	18.801725	19.47671	20.089659	20.649865	21.164751	21.640345	22.081603	22.492644	22.876931

$IL_{barrier}$ **8.5** **10.2** **11.5** **12.4** **12.2** **12.1** **11.9** **11.7** **11.5** **11.4** **11.2** **11.0** **10.8** **10.7** **10.5** **10.3**

Barrier Height (ft)	IL (dBA)
12	8
13	10
14	11
15	12
16	12
17	12
18	12
19	12
20	12
21	11
22	11
23	11
24	11
25	11
26	11
27	10

Equipment Description	Impact Device?	Acoustical Usage Factor (%)	Spec. 721.560 L _{max} @ 50 feet (dBA, slow)	Actual Measured L _{max} @ 50 feet (dBA, slow) (Samples Averaged)	Number of Actual Data Samples (Count)
All Other Equipment > 5 HP	No	50	85	85	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	80	0
Blasting	Yes	N/A	94	94	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4
Compactor (ground)	No	20	80	83	57
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	83	0
Concrete Mixer Truck	No	40	85	79	40
Concrete Pump Truck	No	20	82	81	30
Concrete Saw	No	20	90	90	55
Crane	No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS Signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	85	0
Grapple (on backhoe)	No	40	85	87	1
Horizontal Boring Hydraulic Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	90	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarifier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/Chipping Gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (single nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Sheers (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	80	0
Tractor	No	40	84	84	0
Vacuum Excavator (Vac-Truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder/Torch	No	40	73	74	5

Appendix E Vibration Data

VIBRATION LEVEL IMPACT

Project: Day Street Logistics Date: 9/20/22
Source: Large Bulldozer
Scenario: Unmitigated daytime
Location: Project Site
Address: 14050 Day St, Moreno Valley, CA
PPV = $PPV_{ref}(25/D)^n$ (in/sec)

DATA INPUT

Equipment = 2 Large Bulldozer INPUT SECTION IN BLUE
Type
PPVref = 0.089 Reference PPV (in/sec) at 25 ft.
D = 200.00 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 =	0.009	IN/SEC	OUTPUT IN RED
	67	VdB	

VIBRATION LEVEL IMPACT

Project: Day Street Logistics Date: 9/20/22
Source: Large Bulldozer
Scenario: Unmitigated nighttime
Location: Project Site
Address: 14050 Day St, Moreno Valley, CA
PPV = $PPV_{ref}(25/D)^n$ (in/sec)

DATA INPUT

Equipment = 4 Loaded Trucks INPUT SECTION IN BLUE
Type
PPVref = 0.076 Reference PPV (in/sec) at 25 ft.
D = 200.00 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 = 0.008 IN/SEC OUTPUT IN RED
66 VdB