Oceanside East Shopping Center Project

Noise Study

prepared for
NLA Oceanside, LLC
105 Tallapoosa Street, Suite 307
Montgomery, Alabama 36104

prepared by
Rincon Consultants, Inc.
250 East 1st Street, Suite 301
Los Angeles, California 90012

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Rincon Consultants, Inc.
Environmental Scientists Planners Engineers
www.rinconconsultants.com

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1 Project Description and Impact Summary

1.1 Introduction

This report details the analysis of potential noise impacts of the proposed Oceanside East Shopping Center Project (project) located at 3340 Mission Avenue on Assessor's Parcel Number (APN) 160-279-51-00 (project site), on the corner of California State Route 76 (CA-76) and Foussat Road in Oceanside, San Diego County, California. The report has been prepared by Rincon Consultants, Inc. under contract to NLA Oceanside, LLC for use by the City of Oceanside in support of environmental documentation being prepared for the project pursuant to the California Environmental Quality Act (CEQA). The purpose of this study is to analyze the proposed project's noise impacts related to both temporary construction activity and long-term project operation.

The conclusions of this study are summarized in Table 1.

Table 1 Summary of Impacts

Impact Statement	Proposed Project Level of Significance	Applicable Recommendations
Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies	Potentially significant impact	**Recommended Mitigation Measures:** ***Construction*** ▪ Construction activities will be scheduled so as to avoid operating several pieces of equipment simultaneously wherever feasible. ▪ Operate all diesel equipment with closed engine doors and equip all diesel equipment with factory-recommended mufflers. ▪ For stationary equipment, designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding will be installed prior to construction and remain in designated location throughout construction activities. ▪ Whenever feasible, use electrical power to run air compressors and similar power tools rather than diesel equipment. ▪ Require all contractors, as a condition of contract, to maintain and tune-up all construction equipment to minimize noise emissions. ***Operational*** ▪ Restrict the operation of the vehicle repair shop and car wash to daytime hours only (7 AM to 10 PM). ▪ Design the project's HVAC systems so that combined exterior noise levels would not exceed 50 dBA Leq at 50 feet. Reduce noise produced by the HVAC using such methods as employing shielding screens, enclosing the system, applying acoustical packing, or applying other best practices, such as those provided by the American

Impact Statement	Proposed Project Level of Significance	Applicable Recommendations
		Society of Heating, Refrigerating and Air-conditioning Engineers (ASHRAE). ▪ Construct sound barriers along the western boundary of the project site that blocks line of sight between the project site and adjacent commercial and residential developments. The barriers should be a minimum of six feet tall and made of noise-resistant material sufficient to achieve a STC rating of STC 30 or greater. Based on HUD's Barrier Performance Module, such a sound barrier would be capable of achieving noise attenuation of approximately 5 dBA (Appendix D).
Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels	Less than significant impact	None
A substantial permanent increase in ambient noise levels above levels existing without the project	Potentially significant impact	See Measures included for threshold 1.
A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project	Less than significant impact	None
For a project located within 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	Less than significant impact	None
For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise	No impact	None

1.2 Project Summary

Project Background

The 3.7-acre site is a trapezoid shape, approximately 400 feet long along the north edge, 500 feet along the east edge, 230 feet along the south edge, and 625 feet along the west edge. The site is currently vacant. The project site is surrounded by a mix of commercial and retail land uses to the west, residential uses to the south across Mission Avenue, public uses (City of Oceanside Fire Department Station 7) to the east across Foussat Road, and a landscaped Caltrans right-of-way for CA-76 to the north. The Oceanside Municipal Airport is located approximately 1,000 feet northwest of the project site, across CA-76. The southern portion of the project site is zoned General

Commercial, and the northern portion is zoned Light Industrial (City of Oceanside). The regional location of the site and existing site conditions are shown in Figure 1 and Figure 2. As shown in Figure 2, the project site bounded by Highway CA-76 to the north, Foussat Road to the west, and Mission Avenue to the south.

Proposed Project

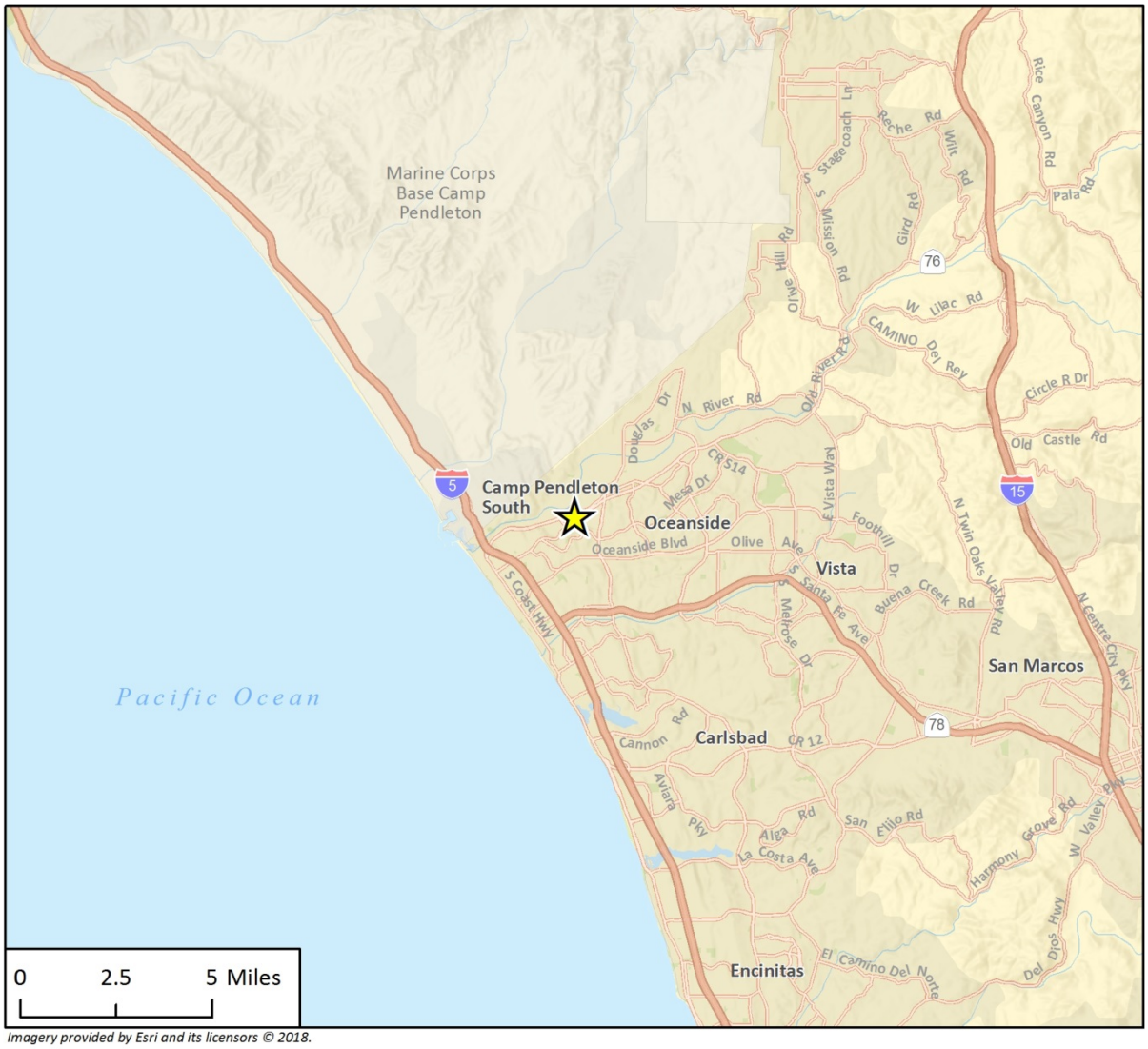
The project involves the construction of an approximately 23,700 square-foot (sf) commercial and retail marketplace and 140 parking spaces. The development would also include a gas station with an accompanying food mart, a building solely for retail sales, two drive-thru restaurants, a building split equally between retail sales and a sit-down restaurant, a car wash, and various vehicle maintenance and service facilities. Ten of the 140 total spaces would be ADA compliant. One bicycle rack with two bicycle parking spaces would also be provided on-site for employee and/or customer use. Table 2 shows the various proposed buildings, their square footage, and parking spaces provided.

Table 2 Project Uses and Square Footage

Building	Use Classification	Square Feet	Parking Provided
A	Gas Station + Food Mart	3,000	32
B	Retail Sales	1,900	
C	Restaurant with Drive-Thru	3,000	77
D	50% Retail Sales	2,400	
D	50% Sit-Down Restaurant	2,400	
E	Restaurant with Drive-Thru	2,000	
F	Maintenance and Service Facilities	4,500	
G	Automobile Washing	4,500	31

Proposed development would require grading of the entire site. A total of 20,000 cubic yards (cy) would be imported and used on-site as fill material. Construction is expected to occur over 12 months, with project operation scheduled for 2020.

Figure 1 Regional Location



Project Location

N

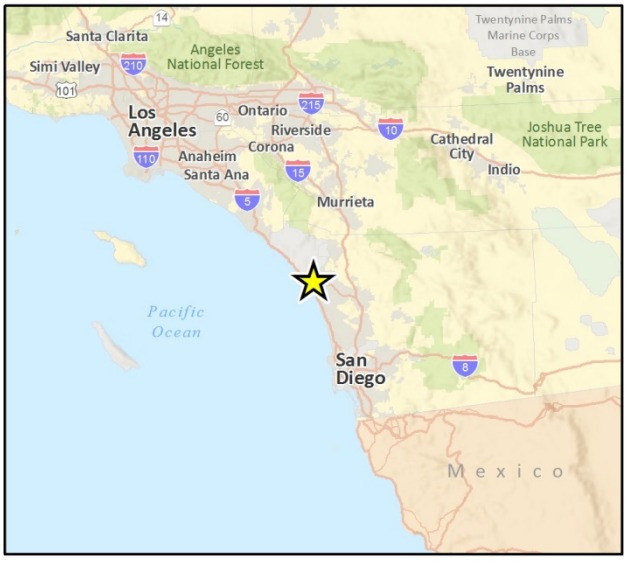


Fig 1 Regional Location

Figure 2 Project Site Location

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2 Background

2.1 Overview of Noise and Vibration Measurement

Noise

Noise is defined as unwanted sound that disturbs human activity. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise from point sources, such as those from individual pieces of machinery, typically attenuates (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces noise levels by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which buildings in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring

during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM. Noise levels described by Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Vibration

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise; e.g., the rattling of windows from passing trucks. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

2.2 Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The following land uses are typically deemed “noise-sensitive” uses: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks. The nearest sensitive receptors that may be affected by noise associated with project construction or operation include single-family residences located as close as approximately 110 feet southeast of the project site along Mission Avenue. This land use is designated as Single-Family Residential (City of Oceanside). Additionally, a commercial property is located along the western border of the project site, as close as 25 feet away. The closest residential and commercial receptors are shown in Figure 3.

Section 38.12 of the Oceanside Code of Ordinances details the Base District Zone sound level limits for Residential Districts. The Noise Ordinance sets noise limits of 50 dBA during daytime hours and 45 dBA during nighttime hours for Single Family Residential zones. The Calvary Baptist Church is located approximately 225 feet west of the project site in the Valley Plaza shopping center. Additionally, La Mision Village, a multi-family apartment building, is located approximately 1,000 feet east of the project site. No schools are located within 0.25 mile of the project site.

Figure 3 Distances from Proposed Facilities to Exsiting Receptors

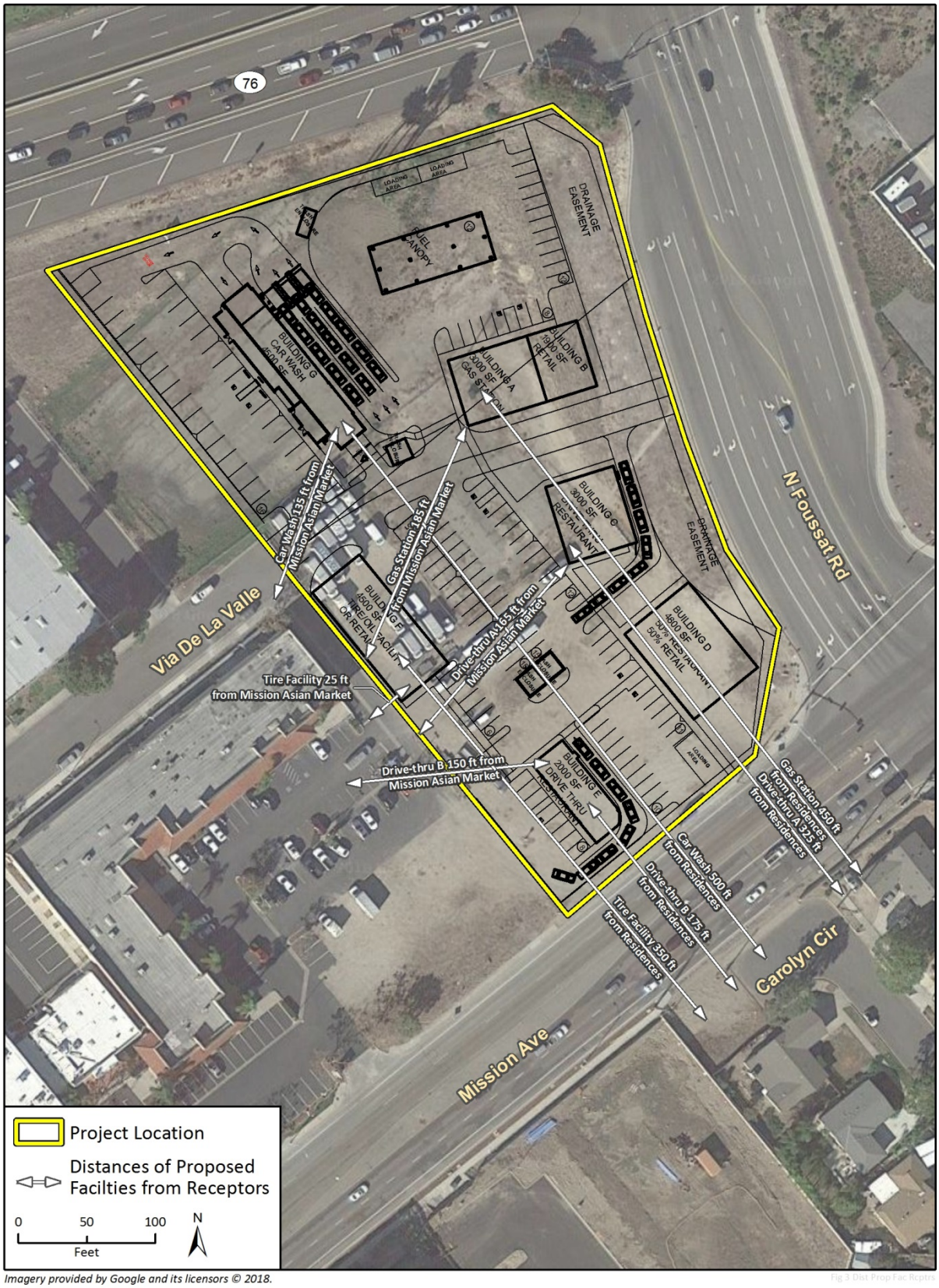

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Fig 3 Dist Prop Fac Rcptrs

2.3 Noise Setting

The primary off-site noise sources in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) on Highway CA-76 along the northern boundary of the project site, and on Mission Avenue along the southern boundary of the project site. Motor vehicle noise is a concern in urban areas because it is characterized by a high number of individual events, which often create sustained noise levels. Ambient noise levels would be expected to be highest during the morning and afternoon rush hour unless congestion slows speeds substantially.

To determine ambient noise levels at the project site, three 15-minute sound measurements were taken using an ANSI Type II integrating sound level meter between 4:00 PM and 6:00 PM on March 26, 2018 (refer to Appendix A for sound measurement data). The measurements were taken on a weekday during PM peak traffic hours to represent maximum noise levels in the area. Consideration was given to site-specific characteristics at each location and the sound level meter was placed away from walls and topographic features. Sound Measurement 1 was taken at the center of the project site to determine existing ambient noise levels at the project site. Sound Measurement 2 was taken adjacent to the single-family homes along Mission Avenue to determine existing noise levels at the nearest sensitive receptors. Sound Measurement 3 was taken adjacent to nearby multi-family apartments along Mission Avenue, 1,000 feet east of the project site, to determine existing sound levels at an additional sensitive receptor. An additional 15-minute measurement (Sound Measurement 4) was taken at Pacific Tire and Wheel located along the North Coast Highway in the City of Oceanside on March 26, 2018 at 3:42 PM. This was done in order to determine typical noise levels generated by an active tire repair shop, which is a potential use at the project site. See Figure 4 for the locations of sound measurements.

Table 3 lists the average ambient noise level (Leq) measured at each location. As shown in this table, ambient noise on-site was measured at 57.7 dBA Leq, while noise levels at the nearest residential sensitive receptors along Mission Avenue were between 56.7 and 66.0 dBA Leq. Ambient noise at the tire repair shop was measured at 68.3 dBA.

Table 3 Project Sound Level Monitoring Results

Measurement Number	Measurement Location	Sample Time	Approximate Distance to Centerline of Roadway	Leq[15] (dBA)[1]
1	Onsite	4:20 PM – 4:35 PM	220 feet[2]	57.7
2	Adjacent single-family residences, along Mission Avenue	5:23 PM – 5:38 PM	30 feet[3]	66.0[6]
3	Multi-family residences, along Mission Avenue	4:49 PM – 5:04 PM	30 feet[4]	56.7
4	Tire Repair Shop	3:42 PM – 3:57 PM	15 feet[5]	68.3

See Appendix A for noise monitoring data. See Figure 2 for a map of Sound Measurement Locations.

[1] The equivalent noise level (Leq) is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). For this measurement, the Leq was over a 15-minute period (Leq[15]).

[2]Distance from centerline of Highway 76.

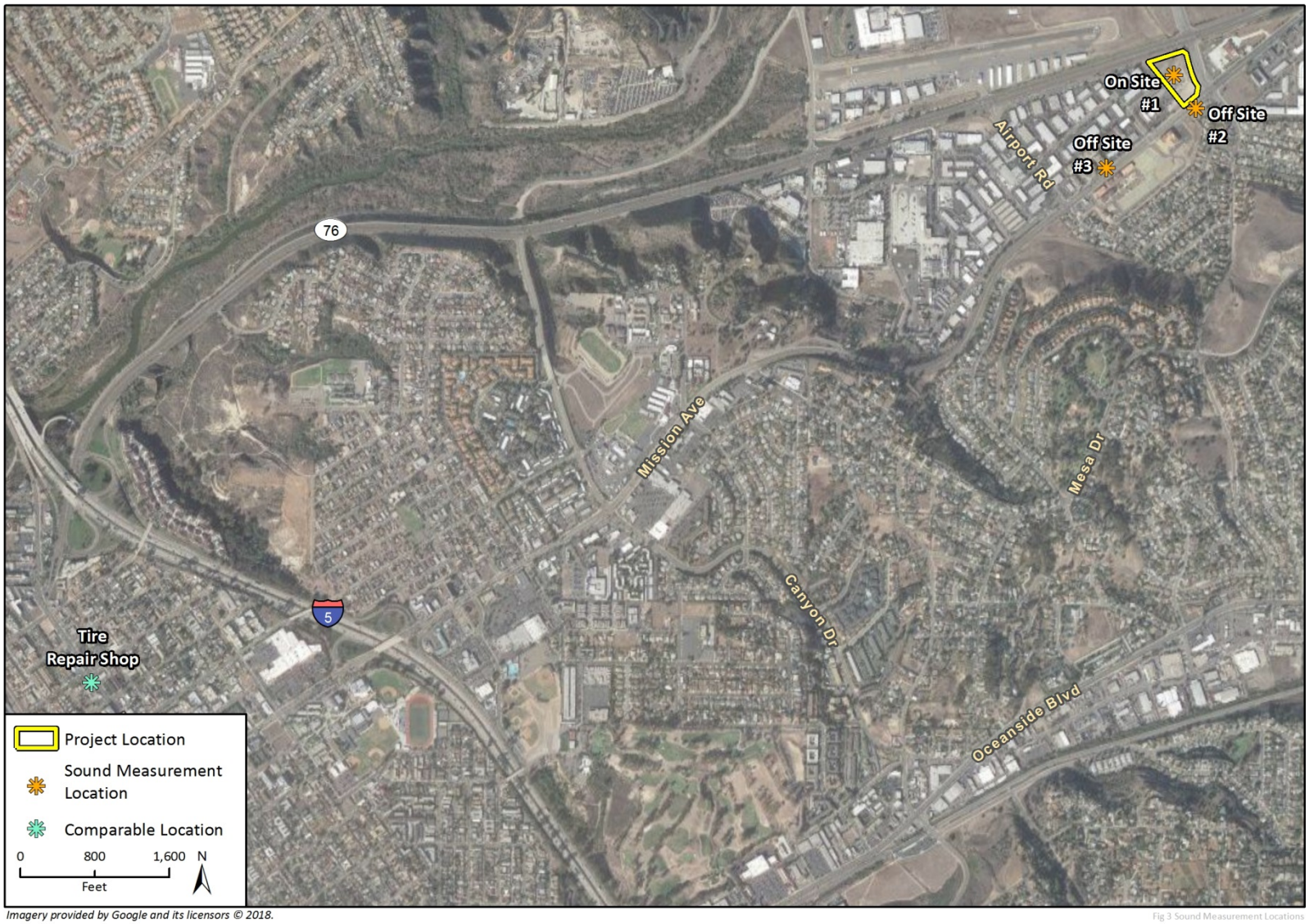
[3]Distance from centerline of Mission Avenue.

[4]Distance from centerline of Mission Avenue.

5Distance from centerline of Coast Highway.

[6]While Measurements 2 and 3 were both taken along Mission Avenue, Measurement 2 was significantly higher because an additional 95 cars were counted during the measurement. In addition, a motorcycle, plane, and bus all passed by during Measurement 2; there were no such occurrences during Measurement 3. Source: Rincon Consultants, field measurements on March 26, 2018 using ANSI Type II Integrating sound level meter

Figure 4 Sound Measurement Locations



2.4 Regulatory Setting

Oceanside Municipal Airport Land Use Compatibility Plan

The compatibility criteria in the Oceanside Municipal Airport Land Use Compatibility Plan (Compatibility Plan) must be used by the City of Oceanside during the preparation and amendment of the General Plan. State law requires local agencies to make their general plans consistent with the Compatibility Plan or to take special steps to overrule the Airport Land Use Commission (Oceanside Municipal Airport Land Use Compatibility Plan 2010). The City of Oceanside General Plan Noise Element identifies noise contours for the Oceanside Municipal Airport (Figure N-8) and states that due to the difficulty in enforcement and the unlikelihood of Oceanside's airport serving jet traffic, noise controls for aircraft are not necessary (Oceanside General Plan 2002).

City of Oceanside Noise Element

The City's General Plan Noise Element outlines regulations related to motor vehicle noise, noise-making apparatus, construction noise, and amplified sound. These regulations are detailed in Table 4 below.

Table 4 Noise Element Regulations

Noise Source	Hours	Restriction
Operational Noise		
Repair or rebuild of any motor vehicle	9 PM to 7 AM	Limited to 50 dBA at the property line
Machinery, circulation devices, and fans	Any time	May not exceed 5 dBA above the ambient noise level
Construction Noise		
Pile drivers, power shovels, pneumatics, power hoists, or other construction equipment	8 PM to 7 AM	Limited to 50 dBA at any property line within 500 feet of a residential zone
All construction equipment	Any time	Prohibited from exceeding 85 dBA at 100 feet from the source
All construction activity	6 PM and 7 AM	May not exceed 5 dBA above the ambient noise level

City of Oceanside Noise Ordinance

The City's Municipal Code includes a Noise Ordinance, which identifies acceptable noise levels within the community. Specific acceptable noise standards are identified for individual a zoning districts. Certain noise sources are prohibited and the ordinance establishes an enforcement process (City of Oceanside General Plan 2002).

Section 38.12 of the Oceanside Noise Ordinance states that, except for exempted activities and sounds as detailed in Chapter 38 or exempted properties as determined by the City Manager, it shall be unlawful for the one-hour average sound level for any given noise, at any point on or beyond the boundaries of the property in the applicable base district zone on which the sound is produced, exceeds the applicable limits of the underlying base district zone. Applicable Base District Zone sound level limits are detailed in Table 5.

Table 5 Applicable Sound Level Limits (dBA)

Base District Zone	7:00 AM to 9:59 PM	10:00 PM to 6:59 AM
R-Residential	50	45
C (Commercial)	65	60
I (Industrial)	70	65

Source: City of Oceanside Code of Ordinances, Section 38.12

Section 38.17 prohibits of the operation of pile drivers, air hammers, and other heavy construction equipment that generates loud or unusual noise between the hours of 10:00 PM and 7:00 AM.

3 Impact Analysis

3.1 Significance Thresholds

The analysis of noise impacts considers the effects of both temporary construction-related noise and long-term noise associated with operation of the proposed project. Impacts would be significant if they would exceed the following thresholds of significance, based on Appendix G of the *CEQA Guidelines*:

1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies

2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels

3 A substantial permanent increase in ambient noise levels above levels existing without the project

4 A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project

5 For a project located within 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

6 For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise

Construction Noise and Vibration

As indicated in the Oceanside Noise Element and Code of Ordinances, construction noise would be significant if:

- Construction equipment generates noise exceeding an ambient noise level of 50 dBA at any property line between 8 PM and 7 AM; or
- Construction equipment generates noise exceeding 85 dBA at 100 feet from the source; or
- Construction activities between 6 PM and 7 AM generate noise exceeding ambient noise levels by 5 dBA.

The City of Oceanside has not adopted a significance threshold to assess vibration impacts during construction. Therefore, to determine vibration impacts during project construction, vibration levels were calculated at vibration-sensitive receptors using the vibration velocity in decibels (i.e., VdB) and compared to the FTA guidelines set forth in the *Transit Noise and Vibration Assessment* (2006). Table 6 shows the general human response to different levels of groundborne vibration velocity levels.

Table 6 Human Response to Different Levels of Groundborne Vibration

Vibration Velocity Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Source: FTA 2006

Based on the levels described in the FTA *Transit Noise and Vibration Impact Assessment*, groundborne vibration would result in a significant impact if it would exceed 75 VdB (i.e., the threshold of perception) at nearby residential land uses during nighttime hours at off-site sensitive uses, or if it would exceed 100 VdB, potentially causing physical damage to nearby structures.

On-Site Operational Noise and Vibration

As indicated in the Oceanside Noise Element and Code of Ordinances, operational noise generated by the proposed gas station, car wash, tire repair facility, retail buildings, restaurant, and any additional stationary equipment would generate a significant impact if operational noise would be significant if:

- Noise levels increase ambient noise in exceedance of the general sound levels for the base district; or
- Motor vehicle repair or rebuild exceeded 50 dBA at the property line between 9 PM and 7 AM; or
- Noise from machinery, circulation devices, and fans exceeded ambient noise levels by 5 dBA between 6 PM and 7 AM.

The project site is located in a commercial and industrial zoning district, in which the City's Noise Ordinance sets noise limits of 65 dBA during daytime hours and 60 dBA during nighttime hours for commercial zones, and 70 dBA during daytime hours and 65 dBA for nighttime hours for industrial zones.

Off-site Traffic Noise

According to the Federal Transit Administration's Noise and Vibration Impact Assessment, off-site project noise (i.e., roadway noise) would result in a significant impact if the project would cause the ambient noise level measured at the property line of affected uses to increase by levels shown in Table 7 (FTA 2006).

Table 7 Allowable Noise Exposure Increase

Existing Noise	Allowable Increase (dBA)
45 dBA	7
55 dBA	3
65 dBA	1
70 dBA	1
75 dBA	0

Source: FTA 2006

3.2 Methodology

Construction Noise and Vibration

Construction noise was estimated using the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RCNM) (2006). RCNM predicts construction noise levels for a variety of construction operations based on empirical data and the application of acoustical propagation formulas. Using RCNM, construction noise levels were estimated at a distance of 100 feet, the approximate distance to the nearest sound receiving receptor. RCNM provides reference noise levels for standard construction equipment, with an attenuation of 6 dBA per doubling of distance for stationary equipment and 3 dBA per doubling of distance for mobile equipment. The model does not take into consideration topographic variation or staging locations of construction equipment; therefore, this analysis represents a conservative evaluation of anticipated construction noise levels. Construction equipment modeled was based on the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 equipment defaults by typical construction phase and additional information provided by the applicant.

Construction vibration levels were calculated at the receptors nearest to the project site to determine whether project construction would generate vibration levels that would cause physical damage to nearby structures or human annoyance. The nearest receptors include single-family residences approximately 100 feet south of the project site. Vibration levels at the receptor distances were estimated for construction equipment expected to be used during project construction. Vibration calculations were based on the vibration source levels for construction equipment from the FTA's *Transit Noise and Vibration Assessment* (2006).

Operational Noise

As discussed above, to determine ambient noise levels at the project site and at nearby sensitive receptors, Rincon Consultants collected three 15-minute sound level measurements during peak evening hour traffic on March 26, 2018 (Appendix A). In order to estimate noise generated by the proposed tire repair shop, an additional measurement was taken at a similar facility located in the City of Oceanside. Noise generated by additional proposed facilities such as a gas station and food mart, retail building, drive-thru restaurant, sit-down restaurant, and car wash was estimated based on noise measurements conducted by Rincon Consultants at similar facilities.

Traffic Noise

The project would generate new vehicle trips and increase traffic on area roadways. Existing average daily traffic (ADT) is an estimated 19,500 trips along Mission Avenue and 51,000 trips along Highway CA-76 (Oceanside Economic Development 2018). The U.S. Department of Housing and Urban Development (HUD) Exchange Day/Night Noise Level (DNL) Calculator utilizes ADT volumes to estimate weighted average daily traffic noise levels. It was assumed that cars comprise 95 percent of ADT, medium trucks comprise 3 percent, and large trucks comprise 2 percent. Additional model assumptions include a standard estimate of 15 percent of daily trips occurring at night, and vehicle speeds consistent with posted signage. Traffic generated by the proposed project was estimated by a traffic study conducted by Kimley-Horn (Appendix E).

3.3 Impact Analysis

Temporary Construction Noise Impacts

CEQA APPENDIX G THRESHOLD 1 EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES (LESS THAN SIGNIFICANT).

CEQA APPENDIX G THRESHOLD 4 A SUBSTANTIAL TEMPORARY OR PERIODIC INCREASE IN AMBIENT NOISE LEVELS IN THE PROJECT VICINITY ABOVE LEVELS EXISTING WITHOUT THE PROJECT (LESS THAN SIGNIFICANT).

Construction of the Oceanside East Shopping Center, including a gas station and food mart, retail uses, drive-thru restaurants, a sit-down restaurant, a maintenance and service facility, and a car wash, would generate temporary noise that would exceed existing ambient noise levels in the project site vicinity, but would cease upon project completion. Noise impacts associated with construction activity are a function of the noise generated by construction equipment, the location and sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. The proposed construction is expected to occur over 12 months, with project operation scheduled for 2020. Noise levels from individual pieces of construction equipment and the combined operation of multiple pieces of equipment are based on the FHWA H*ighway Construction Noise Handbook* (2006). Peak noise levels associated with the use of individual pieces of heavy equipment can range from about 70 to 89 dBA at 50 feet from the source, depending upon the types of equipment in operation at any given time and phase of construction (FHWA 2006, see Appendix B).

Table 8 estimates the typical overall noise level during each phase of construction, assuming the simultaneous operation of multiple pieces of construction equipment. Table 6 also shows the equipment assumed to be used during each construction phase as well as the maximum and average hourly noise levels (Lmax and Leq) at 100 feet from the source. This distance is representative of the nearest residential sensitive receptors.

Table 8 Construction Noise Levels by Phase

Construction Phase	Equipment	Estimated Noise at 100 feet dBA Lmax	Estimated Noise at 100 feet dBA Leq
Grading	Grader, Dozer, Tractor	79.0	78.5
Building Construction	Crane, Forklift, Generator, Tractor, Welder (3)	78.0	77.3
Paving	Cement Mixer, Paver, Paving Equipment, Roller	83.5	79.5
Architectural Coating	Air Compressor	71.6	67.7

Source: See Appendix B for equipment noise impact data sheets and assumptions

As shown in Table 8, operation of equipment during various phases of construction could generate an average hourly sound level ranging from about 68 to 80 dBA Leq, and Lmax of 72-84 dBA at 100 feet (the distance to the nearest single-family residences). Estimates of construction noise assume the use of construction equipment at the property line, when it would typically operate at the center of the site on average, and does not account for the existing sound wall facing Mission Avenue, which would reduce residences' exposure to construction noise at the project site. Therefore, construction noise estimates are conservative.

Unattenuated maximum noise levels would not exceed the Oceanside Code of Ordinance's 85 dBA standard at the nearest noise sensitive receptors 100 feet away. Further, construction activity would be limited to 7 AM to 6 PM Monday through Friday, and 7 AM to 6 PM on Saturday for work that is not inherently noise-producing. This restriction on the timing of construction activity would ensure that construction does not generate noise exceeding the City's standard of 5 dBA above ambient noise levels from 6 PM to 7 AM.

Vibration Impacts

CEQA Appendix G Threshold 2 Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels (less than significant).

Project construction would potentially generate temporary vibration. Table 9 lists ground-borne vibration levels for project construction equipment including a loaded truck, dozer, and roller at 100 feet from the source, the approximate distance to the nearest noise sensitive receptor. Vibratory rollers would generate the strongest vibration and are anticipated to be used during the paving phase of construction (see Appendix B).

Table 9 Vibration Level for Construction Equipment

Equipment	Approximate VdB at Single-Family Residences (100 ft)
Loaded Truck	68
Dozer	69
Roller	76

Source: See Appendix B for vibration analysis.

As shown in Table 9, project construction would generate peak vibration levels ranging from 68 VdB to 76 VdB at single-family residences to the south. As discussed above, construction activity would be limited to 7 AM to 6 PM Monday through Friday, and 7 AM to 6 PM on Saturday for work that is not inherently noise-producing, hours which would not disrupt residences during normal hours of sleep. Ground-borne vibration would not reach levels that could cause building damage (100 VdB) at structures in the project site vicinity. Therefore, the project would not generate significant vibration impacts.

Operational Noise Impacts

CEQA APPENDIX G THRESHOLD 1 EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES (POTENTIALLY SIGNIFICANT).

CEQA APPENDIX G THRESHOLD 3 A SUBSTANTIAL PERMANENT INCREASE IN AMBIENT NOISE LEVELS ABOVE LEVELS EXISTING WITHOUT THE PROJECT (POTENTIALLY SIGNIFICANT).

The proposed project would introduce several new uses on the project site that would contribute to the overall ambient noise levels in the vicinity of the project. Operation of these new uses could generate noise that is perceptible at nearby residences.

On-Site Operational Noise

On-site operational noise would be considered unacceptable if noise generated by the proposed facilities exceeds the applicable sound level limits outlined in Section 38.12 of the City's Noise Ordinance. The project site is bordered by Commercial and Industrial zones to the west, and a Residential zone to the south. This analysis addresses the noise levels generated by the proposed facilities at the Commercial and Residential zones because all facilities would be closer to the commercial property than the industrial property, and because Commercial zones have lower acceptable limits. While the Residential zone is the furthest away, residences are considered sensitive receptors and have the strictest noise level thresholds; therefore noise generated at the single-family residences to the south will be included in this analysis.

CAR WASH

The proposed project includes a 4,500 sf car wash located on the northwestern section of the site. Uses directly adjacent to the car wash to the west include several industrial uses. This analysis assumes that the proposed car wash would operate during normal daytime business hours, seven days per week. The proposed car wash would include 31 vacuum stations.

To determine the estimated noise generated by the proposed car wash, noise measurements were taken at a similar existing car wash facility at 12245 East Carson Street in Hawaiian Gardens, California. This facility includes seven dryers and a central vacuum system with 12 self-vacuum parking spaces. The primary noise source for at this facility was the operation of seven dryers and a central vacuum system near the exit of the car wash building. A 15-minute noise measurement was collected at a distance of 10 feet from the car wash dryers and central vacuum system, from 10:01 to 10:16 AM on August 22, 2017. Because these car wash facilities are similar to the proposed use and the primary contributor to ambient noise, the measured ambient noise levels are a valid proxy for estimating noise from the proposed car wash on the project site. The average ambient noise level from the car wash operations was 79 dBA Leq.

The nearest sensitive receptors to noise generated by the car wash would be the single-family residences located approximately 500 feet south of the car wash facility. The car wash would also generate noise at the adjacent commercial uses 135 feet west of the project site. Based on the standard attenuation rate of 6 dBA per doubling of distance, the residences would experience noise levels of approximately 45 dBA Leq from car wash operations. Noise generated by the car wash at the adjacent commercial uses would be approximately 56 dBA Leq. Noise levels at adjacent properties generated by the proposed car wash are conservative, as the analysis does not account for any noise barriers (e.g. walls, buildings) that may be present.

DRIVE-THROUGH RESTAURANTS

The proposed project includes two drive-through restaurants. The first would be 3,000 sf and would be located at the eastern border of the project site along Foussat Road approximately 325 feet from the nearest single-family residences and 165 feet from the nearest commercial property. The second would be 2,000 sf and would be located along the southern border of the site along Mission Avenue approximately 175 feet from the nearest sensitive receptors and 150 feet from the nearest commercial property.

In order to determine the noise generated by the proposed drive-through restaurants, this analysis uses noise measurements taken at a comparable McDonald's drive-through restaurant located at 7950 Foothill Boulevard in the neighborhood of Sunland-Tujunga in the City of Los Angeles during a weekday PM peak hour May 25, 2017. The drive-through at this offsite McDonald's is located behind the restaurant building, which acts as a sound barrier for traffic noise; therefore, sound measurements taken at this location reflect drive-thru operations as a primary noise source and surrounding traffic noise as a secondary noise source. Operational noise at this location was measured at 58.3 dBA Leq at a distance of approximately 80 feet from the existing drive-through. Drive-through noise is comprised of speaker noise, idling vehicles, and conversation.

The nearest sensitive receptors would be the single-family residences located approximately 175 feet south of the closer of the 2 drive-through buildings and 325 feet south of the further building. Based on the standard attenuation rate of 6 dBA per doubling of distance, the residences 175 feet south of the car wash along the southern border could experience sound levels of 51.5 dBA, while the commercial property could experience sound levels of 52.8 dBA. The second drive-through restaurant located 325 feet away from sensitive receptors, along Foussat Road would generate approximately 46.1 dBA at the same residences to the south, and 52.0 dBA at the adjacent commercial property.

VEHICLE SERVICE FACILITY

The proposed project includes a vehicle/tire repair service facility. The proposed 4,500 square foot tire facility would be located along the western central border of the project site, approximately 350 feet from the nearest single family residences to the south.

To determine noise generated by the proposed vehicle service facility, a noise measurement was taken at a similar facility located in the City of Oceanside (see Measurement 4 in Table 3). Based on on-site observations of noise sources at the tire repair shop during operating hours, sources of audible noise was primarily generated from the nearby vehicular traffic along Coast Highway, but also observations of noise sources of audible noise included service bay activities, including vehicles entering/exiting, pneumatic tools, air compressors, as well as music playing, human voices, and other activities associated with regular business activity. Noise from the tire repair shop noise was measured at 68.3 dBA Leq at a distance of 15 feet.

The sensitive receptors nearest to the vehicle service facility would be the single-family residences located approximately 350 feet to the south. Based on the standard attenuation rate of 6 dBA per doubling of distance, these residences would experience sound levels of 40.9 dBA. The proposed vehicle service facility would be located approximately 25 feet from the nearest commercial use. Noise generated by the vehicle service facility would be approximately 63.9 dBA at the nearby commercial property.

AIR CONDITIONING EQUIPMENT

The location of heating, ventilation, and air-conditioning (HVAC) equipment for the proposed project is not included in the site plans, however such equipment is typically placed on the rooftop or in subterranean levels. Assuming that air conditioning equipment would be located on the rooftop of the proposed buildings, the air conditioning units would be located as close as 110 feet to the nearest residential property lines to the south. Rooftop-mounted HVAC equipment typically generates noise levels of 60 to 70 dBA Leq at a distance of 15 feet from the source (Illington & Rodkin 2009). Assuming an attenuation rate of 6 dBA per doubling of distance from stationary equipment, residences located as close as 110 feet from HVAC equipment would be exposed to an estimated noise level of 52.7 dBA Leq. Noise from HVAC equipment on the project site would not exceed the measured ambient noise level of 66.0 dBA Leq at nearby residences located south of Mission Avenue. Therefore, it would not exceed the City's standard of 5 dBA above ambient noise for mechanical equipment. Noise levels generated by HVAC equipment would be approximately 52.7 dBA at the residences to the south, and 65.6 dBA at the adjacent commercial use to the west.

PARKING NOISE

Typical noise sources associated with parking lots include tire squealing, door slamming, car alarms, horns, and engine start-ups. The proposed project includes 140 parking stalls located in various areas of the site. Approximately 25 of these parking stalls would be located along the southern property line approximately 100 feet from residences across Mission Avenue. Table 10 shows typical intermittent sound levels at this distance from various noise sources on parking lots.

Table 10 Maximum Noise Levels from Parking Lot Activity

Source	Maximum Noise Level (dBA) at 100 Feet
Autos at 14 mph	44
Car Alarm Signal	63
Car Alarm Chirp	48
Car Horns	63
Door Slams or Radios	58
Talking	30
Tire Squeals	60

Source: Gordan Bricken & Associates, 1996. Estimates are based on actual noise measurements taken at various parking lots

As shown in Table 10, the loudest parking lot noise would be generated by car alarm signals and car horns and could reach an estimated 63 dBA at adjacent residences. Because of its intermittent nature, parking lot activity would not generate noise that substantially contributes to the average ambient noise level. This noise level also would not exceed the measured ambient noise level of 66.0 dBA Leq at residences along Mission Avenue. Furthermore, the estimated noise level of 63 dBA would not exceed the City's daytime noise standard for commercial zones of 65 dBA. However, parking lot activity could generate noise exceeding the City's 60 dBA nighttime standard for Commercial zones. Therefore, the project will need to incorporate measures to reduce noise generated by parking lot activity at night to less than 60 dBA at the adjacent commercial use.

COMBINED ON-SITE OPERATIONAL NOISE

Car wash, drive-through, vehicle service facility, and HVAC noise would be occurring simultaneously, therefore it is necessary to estimate the combined noise of the proposed facilities. The combined noise levels generated at the nearby Commercial and Residential zones are shown in Table 11.

Table 11 Combined On-Site Operational Noise

Source[1]	Approximate Noise at Nearest Single-Family Residences (dBA)	Approximate Noise at Nearest Commercial Use (dBA)
Car wash	45.0	56.0
Drive-Through 1	51.5	52.0
Drive-Through 2	46.1	52.8
Vehicle Service Facility	40.9	63.9
HVAC	52.7	65.6
Combined[1]	**56.1**	**68.4**

[1]Parking lot noise was not included in the addition of on-site operation noise because parking lot noise would be intermittent, and would not generate noise that substantially contributes to the ambient noise levels. Further, the recommended mitigation measures included in Section 4 of this document would ensure noise reduction of all parking lot activity.

[2]Decibel levels are added logarithmically.

Source: Decibel Calculator, https://www.noisemeters.com/apps/db-calculator.asp.

As shown in Table 11, combined noise from the proposed uses could total 56.1 dBA at the nearest residences and 68.4 at the adjacent commercial use. These sound levels would exceed the daytime standards for Residential and Commercial zones of 50 dBA and 65 dBA, respectively, as well as the nighttime standards of 45 dBA and 60 dBA, respectively. Because the proposed facilities would exceed the allowable sound level limits outlined in the City's Noise Ordinance, the project would need to incorporate noise reduction measures, outlined in Section 4 of this document.

Traffic Noise

CEQA Appendix G Threshold 1 Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies (less than significant).

CEQA Appendix G Threshold 3 A substantial permanent increase in ambient noise levels above levels existing without the project (less than significant).

The proposed project would generate new vehicle trips and increase traffic on area roadways. Based on traffic counts provided by the City of Oceanside (Oceanside Economic Development), the existing ADT on major nearby roadways is 51,000 trips on Highway CA-76 and 19,500 trips on Mission Avenue.

The ADT generated by the proposed project was estimated by a traffic study conducted by Kimley-Horn (Appendix E). Pass-by trips are subtracted from raw trip generation to derive the net trip generation. As shown in Table 12 the proposed project would generate an estimated 4,434 ADT.

Table 12 Project Trip Generation

Land Use	Daily Trip Volume
Proposed	
Gas Station with Food Mart	1,920
Retail	76
Drive-Thru Restaurant	1,950
Restaurant	384
Drive-Thru Restaurant	1,300
Retail	180
Car Wash	900
Proposed Total	6,806
Pass-by	
Specialty Retail (10%)	-35
Gas Station (50%)	-960
Fast Food (40%)	-1,300
Sat-down Restaurant (20%)	-77
Net Trip Generation	**4,434**

Source: Kimley-Horn Traffic Study 2018

As a conservative estimate, this analysis assumes that all trips would be added to Mission Avenue adjacent sensitive receptors, increasing traffic volumes with the proposed project to 23,934 ADT.

Using the ADT data shown in Table 12, noise levels related to traffic were estimated along Mission Avenue using the HUD DNL Calculator. As discussed above, project operation would result in a significant noise impact if the project would result in a long-term increase of 1 dBA CNEL or more

based on City criteria. As shown in Table 13, project traffic would not generate an audible increase in traffic noise when compared to existing ambient noise levels; therefore, the project's contribution to existing traffic noise levels in the project vicinity would be less than significant.

Table 13 Comparison of Existing (2018) and Existing Plus Project (2020) Traffic Noise

	Noise Level (dBA CNEL)[1]				
Roadway Segment	Existing [1]	Existing Plus Project [2]	Change in Noise Level [2] – [1]	Significance Threshold (dBA CNEL)	Significant
Mission Avenue	71.6	72.5	0.9	1	No

[1]The HUD DNL Calculator calculates noise in Ldn, however Ldn and CNEL are interchangeable.

Source: HUD DNL Calculator, see Appendix C for noise model results. CNEL is the weighted 24-hour average noise level

DELIVERY AND TRASH HAULING TRUCKS

The proposed multi-family residential project would require periodic delivery and trash hauling services. The project site is located in an urbanized area and is surrounded by existing residential uses. Therefore, delivery and trash trucks are already a common occurrence in the project vicinity. While individual truck trips would generate an audible noise, such occurrences would not occur daily and would not result in an audible change in the daily ambient noise level at adjacent noise-sensitive receptors. In addition, California State law prohibits trucks from idling for longer than five minutes. Delivery and trash truck trips would be a periodic source of operational noise, but would not be different from what is generated by truck trips associated with existing development in the area or result in a notable audible increase to the ambient noise level in the project vicinity.

CEQA APPENDIX G THRESHOLD 5 EXPOSURE OF PERSONS TO OR GENERATION OF NOISE LEVELS IN EXCESS OF STANDARDS ESTABLISHED IN THE LOCAL GENERAL PLAN OR NOISE ORDINANCE, OR APPLICABLE STANDARDS OF OTHER AGENCIES (LESS THAN SIGNIFICANT).

CEQA APPENDIX G THRESHOLD 6 FOR A PROJECT WITHIN THE VICINITY OF A PRIVATE AIRSTRIP, WOULD THE PROJECT EXPOSE PEOPLE RESIDING OR WORKING IN THE PROJECT AREA TO EXCESSIVE NOISE (NO IMPACT).

There are no private airstrips within 2 miles of the project site. However, the project site is located within 2 miles of a public airport, Oceanside Municipal Airport. However, the City's General Plan acknowledges that land uses in the airport's area of noise impact are primarily industrial and therefore, it is understood that the impact of the airport is minimal. According to Figure N-8, the project site is outside of the airport's 55 dBA contour and therefore, the project would not expose people working in the project area to excessive noise levels.

4 Conclusions

The proposed project would generate both temporary construction-related noise and long-term noise associated with operation of the proposed project. Construction noise would not exceed standards outlined in the City's Code. However, operation of the project could generate noise in excess of the City's thresholds for commercial and industrial districts. The following recommended mitigation measures aim to reduce excess noise generated by the proposed project.

Recommended Mitigation Measures

The following mitigation measures are recommended to address construction and operational impacts of the project on nearby receptors. The measures for construction impacts are not required, but would minimize the effect of construction noise on nearby receptors. The operational measures are required for compliance with the City Noise Ordinance.

CONSTRUCTION

- Operate all diesel equipment with closed engine doors and equip all diesel equipment with factory-recommended mufflers.
- For stationary equipment, designate equipment areas with appropriate acoustic shielding on building and grading plans. Equipment and shielding will be installed prior to construction and remain in designated location throughout construction activities.
- Whenever feasible, use electrical power to run air compressors and similar power tools rather than diesel equipment.
- Require all contractors, as a condition of contract, to maintain and tune-up all construction equipment to minimize noise emissions.

OPERATIONAL

- Restrict the operation of the vehicle repair shop and car wash to daytime hours only (7 AM to 10 PM).
- Design the project's HVAC systems so that combined exterior noise levels would not exceed 50 dBA Leq at 50 feet. Reduce noise produced by the HVAC using such methods as employing shielding screens, enclosing the system, applying acoustical packing, or applying other best practices, such as those provided by the American Society of Heating, Refrigerating and Air-conditioning Engineers (ASHRAE).
- Construct sound barriers along the western boundary of the project site that blocks line of sight between the project site and adjacent commercial and residential developments. The barriers should be a minimum of six feet tall and made of noise-resistant material sufficient to achieve a STC rating of STC 30 or greater. Based on HUD's Barrier Performance Module, such a sound barrier would be capable of achieving noise attenuation of approximately 5 dBA (Appendix D).

Sound barriers along the western boundary of the project site would reduce noise from the project site by about 5 dBA, thus, achieving compliance with Noise Ordinance standards at adjacent commercial uses.

While noise generated by the combined uses could exceed the residential standards at the residences to the south of the project site, it should be noted that noise from the project at the nearest residences would be lower than ambient noise along Mission Avenue. Because Mission Avenue is located between the project site and the nearby residences, existing traffic noise along this roadway would drown out the significantly lower noise generated by the proposed project.

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Appendix A

Sound Measurement Data

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 86.0 - 2009/04/01 00:11:38
- Level Range : 40-100
- SEL : 97.8
- Leq : 68.3
-

No.s	Date Time	(dB)
1	2009/04/01 00:05:09	68.9
2	2009/04/01 00:05:10	69.9
3	2009/04/01 00:05:11	69.6
4	2009/04/01 00:05:12	68.1
5	2009/04/01 00:05:13	66.3
6	2009/04/01 00:05:14	64.6
7	2009/04/01 00:05:15	61.9
8	2009/04/01 00:05:16	59.7
9	2009/04/01 00:05:17	57.7
10	2009/04/01 00:05:18	57.7
11	2009/04/01 00:05:19	58.7
12	2009/04/01 00:05:20	59.6
13	2009/04/01 00:05:21	56.5
14	2009/04/01 00:05:22	56.1
15	2009/04/01 00:05:23	56.2
16	2009/04/01 00:05:24	56.7
17	2009/04/01 00:05:25	58.5
18	2009/04/01 00:05:26	58.6
19	2009/04/01 00:05:27	58.9
20	2009/04/01 00:05:28	59.8
21	2009/04/01 00:05:29	62.2
22	2009/04/01 00:05:30	61.5
23	2009/04/01 00:05:31	62.5
24	2009/04/01 00:05:32	61.1
25	2009/04/01 00:05:33	61.4
26	2009/04/01 00:05:34	63.1
27	2009/04/01 00:05:35	64.2
28	2009/04/01 00:05:36	67.0
29	2009/04/01 00:05:37	71.7
30	2009/04/01 00:05:38	72.8
31	2009/04/01 00:05:39	69.8
32	2009/04/01 00:05:40	68.2
33	2009/04/01 00:05:41	68.1
34	2009/04/01 00:05:42	71.2
35	2009/04/01 00:05:43	70.2
36	2009/04/01 00:05:44	71.6
37	2009/04/01 00:05:45	69.1
38	2009/04/01 00:05:46	66.4
39	2009/04/01 00:05:47	67.5
40	2009/04/01 00:05:48	70.7
41	2009/04/01 00:05:49	67.3
42	2009/04/01 00:05:50	72.7
43	2009/04/01 00:05:51	71.8
44	2009/04/01 00:05:52	65.9
45	2009/04/01 00:05:53	62.3
46	2009/04/01 00:05:54	64.0
47	2009/04/01 00:05:55	70.8
48	2009/04/01 00:05:56	71.5
49	2009/04/01 00:05:57	69.3
50	2009/04/01 00:05:58	68.2
51	2009/04/01 00:05:59	64.7
52	2009/04/01 00:06:00	61.0
53	2009/04/01 00:06:01	58.6
54	2009/04/01 00:06:02	57.6
55	2009/04/01 00:06:03	57.6
56	2009/04/01 00:06:04	59.6
57	2009/04/01 00:06:05	64.7
58	2009/04/01 00:06:06	65.5
59	2009/04/01 00:06:07	65.4
60	2009/04/01 00:06:08	65.6
61	2009/04/01 00:06:09	66.3
62	2009/04/01 00:06:10	63.7
63	2009/04/01 00:06:11	63.3
64	2009/04/01 00:06:12	63.8
65	2009/04/01 00:06:13	66.3
66	2009/04/01 00:06:14	68.8
67	2009/04/01 00:06:15	66.6
68	2009/04/01 00:06:16	69.2
69	2009/04/01 00:06:17	69.3
70	2009/04/01 00:06:18	65.8
71	2009/04/01 00:06:19	64.1
72	2009/04/01 00:06:20	62.1
73	2009/04/01 00:06:21	63.0
74	2009/04/01 00:06:22	64.5
75	2009/04/01 00:06:23	63.3
76	2009/04/01 00:06:24	62.1
77	2009/04/01 00:06:25	61.5
78	2009/04/01 00:06:26	63.5
79	2009/04/01 00:06:27	65.5
80	2009/04/01 00:06:28	67.1
81	2009/04/01 00:06:29	66.1
82	2009/04/01 00:06:30	63.1
83	2009/04/01 00:06:31	62.3
84	2009/04/01 00:06:32	59.4
85	2009/04/01 00:06:33	59.2

86	2009/04/01	00:06:34	57.8
87	2009/04/01	00:06:35	60.2
88	2009/04/01	00:06:36	59.0
89	2009/04/01	00:06:37	61.7
90	2009/04/01	00:06:38	58.8
91	2009/04/01	00:06:39	62.6
92	2009/04/01	00:06:40	60.6
93	2009/04/01	00:06:41	60.4
94	2009/04/01	00:06:42	61.0
95	2009/04/01	00:06:43	67.5
96	2009/04/01	00:06:44	63.6
97	2009/04/01	00:06:45	64.3
98	2009/04/01	00:06:46	62.9
99	2009/04/01	00:06:47	64.3
100	2009/04/01	00:06:48	68.0
101	2009/04/01	00:06:49	70.0
102	2009/04/01	00:06:50	65.3
103	2009/04/01	00:06:51	61.4
104	2009/04/01	00:06:52	60.6
105	2009/04/01	00:06:53	61.4
106	2009/04/01	00:06:54	66.9
107	2009/04/01	00:06:55	57.7
108	2009/04/01	00:06:56	59.8
109	2009/04/01	00:06:57	57.1
110	2009/04/01	00:06:58	62.4
111	2009/04/01	00:06:59	60.8
112	2009/04/01	00:07:00	58.7
113	2009/04/01	00:07:01	57.1
114	2009/04/01	00:07:02	64.7
115	2009/04/01	00:07:03	63.6
116	2009/04/01	00:07:04	66.6
117	2009/04/01	00:07:05	61.5
118	2009/04/01	00:07:06	63.9
119	2009/04/01	00:07:07	72.1
120	2009/04/01	00:07:08	70.3
121	2009/04/01	00:07:09	73.5
122	2009/04/01	00:07:10	72.6
123	2009/04/01	00:07:11	72.7
124	2009/04/01	00:07:12	70.8
125	2009/04/01	00:07:13	68.3
126	2009/04/01	00:07:14	69.1
127	2009/04/01	00:07:15	70.5
128	2009/04/01	00:07:16	71.0
129	2009/04/01	00:07:17	71.9
130	2009/04/01	00:07:18	71.4
131	2009/04/01	00:07:19	69.2
132	2009/04/01	00:07:20	72.0
133	2009/04/01	00:07:21	75.7
134	2009/04/01	00:07:22	73.6
135	2009/04/01	00:07:23	66.9
136	2009/04/01	00:07:24	63.2
137	2009/04/01	00:07:25	63.6
138	2009/04/01	00:07:26	65.3
139	2009/04/01	00:07:27	69.8
140	2009/04/01	00:07:28	75.6
141	2009/04/01	00:07:29	75.0
142	2009/04/01	00:07:30	72.2
143	2009/04/01	00:07:31	71.3
144	2009/04/01	00:07:32	69.3
145	2009/04/01	00:07:33	67.7
146	2009/04/01	00:07:34	69.5
147	2009/04/01	00:07:35	72.0
148	2009/04/01	00:07:36	71.5
149	2009/04/01	00:07:37	69.8
150	2009/04/01	00:07:38	70.0
151	2009/04/01	00:07:39	68.7
152	2009/04/01	00:07:40	68.5
153	2009/04/01	00:07:41	64.7
154	2009/04/01	00:07:42	59.7
155	2009/04/01	00:07:43	59.2
156	2009/04/01	00:07:44	59.4
157	2009/04/01	00:07:45	60.3
158	2009/04/01	00:07:46	57.8
159	2009/04/01	00:07:47	58.0
160	2009/04/01	00:07:48	62.6
161	2009/04/01	00:07:49	64.2
162	2009/04/01	00:07:50	70.4
163	2009/04/01	00:07:51	72.3
164	2009/04/01	00:07:52	65.0
165	2009/04/01	00:07:53	63.2
166	2009/04/01	00:07:54	62.2
167	2009/04/01	00:07:55	60.5
168	2009/04/01	00:07:56	60.7
169	2009/04/01	00:07:57	60.7
170	2009/04/01	00:07:58	62.4
171	2009/04/01	00:07:59	58.1
172	2009/04/01	00:08:00	57.6
173	2009/04/01	00:08:01	58.4
174	2009/04/01	00:08:02	55.3
175	2009/04/01	00:08:03	55.7
176	2009/04/01	00:08:04	57.0
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179	2009/04/01	00:08:07	58.3
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605	2009/04/01	00:15:13	59.1
606	2009/04/01	00:15:14	57.5
607	2009/04/01	00:15:15	60.3
608	2009/04/01	00:15:16	59.8
609	2009/04/01	00:15:17	59.2
610	2009/04/01	00:15:18	58.4
611	2009/04/01	00:15:19	61.2
612	2009/04/01	00:15:20	59.0
613	2009/04/01	00:15:21	58.7
614	2009/04/01	00:15:22	58.6
615	2009/04/01	00:15:23	57.4
616	2009/04/01	00:15:24	56.4
617	2009/04/01	00:15:25	56.1
618	2009/04/01	00:15:26	58.6
619	2009/04/01	00:15:27	58.6
620	2009/04/01	00:15:28	62.3
621	2009/04/01	00:15:29	64.0
622	2009/04/01	00:15:30	68.6
623	2009/04/01	00:15:31	72.9
624	2009/04/01	00:15:32	72.3
625	2009/04/01	00:15:33	67.9
626	2009/04/01	00:15:34	66.3
627	2009/04/01	00:15:35	63.7
628	2009/04/01	00:15:36	66.5
629	2009/04/01	00:15:37	73.9
630	2009/04/01	00:15:38	72.9
631	2009/04/01	00:15:39	66.5
632	2009/04/01	00:15:40	71.0
633	2009/04/01	00:15:41	73.5
634	2009/04/01	00:15:42	71.8
635	2009/04/01	00:15:43	72.3
636	2009/04/01	00:15:44	72.0
637	2009/04/01	00:15:45	72.2
638	2009/04/01	00:15:46	71.7
639	2009/04/01	00:15:47	72.3
640	2009/04/01	00:15:48	72.4
641	2009/04/01	00:15:49	70.5
642	2009/04/01	00:15:50	69.0
643	2009/04/01	00:15:51	67.6
644	2009/04/01	00:15:52	65.3
645	2009/04/01	00:15:53	63.5
646	2009/04/01	00:15:54	62.6
647	2009/04/01	00:15:55	67.6
648	2009/04/01	00:15:56	74.1
649	2009/04/01	00:15:57	72.6
650	2009/04/01	00:15:58	70.1
651	2009/04/01	00:15:59	75.7
652	2009/04/01	00:16:00	71.4
653	2009/04/01	00:16:01	65.1
654	2009/04/01	00:16:02	63.4
655	2009/04/01	00:16:03	61.1
656	2009/04/01	00:16:04	62.1
657	2009/04/01	00:16:05	66.7
658	2009/04/01	00:16:06	75.3
659	2009/04/01	00:16:07	70.1
660	2009/04/01	00:16:08	61.7
661	2009/04/01	00:16:09	57.0
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663	2009/04/01	00:16:11	57.1
664	2009/04/01	00:16:12	60.1
665	2009/04/01	00:16:13	62.3
666	2009/04/01	00:16:14	62.0
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668	2009/04/01	00:16:16	57.8
669	2009/04/01	00:16:17	55.5
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671	2009/04/01	00:16:19	54.1
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673	2009/04/01	00:16:21	54.9
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677	2009/04/01	00:16:25	59.7
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680	2009/04/01	00:16:28	65.5
681	2009/04/01	00:16:29	66.4
682	2009/04/01	00:16:30	65.3
683	2009/04/01	00:16:31	60.1
684	2009/04/01	00:16:32	59.0
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686	2009/04/01	00:16:34	57.0
687	2009/04/01	00:16:35	60.3
688	2009/04/01	00:16:36	56.8
689	2009/04/01	00:16:37	57.3
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692	2009/04/01	00:16:40	58.3
693	2009/04/01	00:16:41	59.6
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695	2009/04/01	00:16:43	66.9
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697	2009/04/01	00:16:45	66.3
698	2009/04/01	00:16:46	64.3
699	2009/04/01	00:16:47	58.0
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701	2009/04/01	00:16:49	57.7
702	2009/04/01	00:16:50	59.6
703	2009/04/01	00:16:51	56.6
704	2009/04/01	00:16:52	59.2
705	2009/04/01	00:16:53	57.3
706	2009/04/01	00:16:54	58.0
707	2009/04/01	00:16:55	58.2
708	2009/04/01	00:16:56	61.7
709	2009/04/01	00:16:57	62.0
710	2009/04/01	00:16:58	61.1
711	2009/04/01	00:16:59	60.3
712	2009/04/01	00:17:00	59.3
713	2009/04/01	00:17:01	59.3
714	2009/04/01	00:17:02	56.0
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716	2009/04/01	00:17:04	57.6
717	2009/04/01	00:17:05	55.0
718	2009/04/01	00:17:06	55.7
719	2009/04/01	00:17:07	55.5
720	2009/04/01	00:17:08	58.2
721	2009/04/01	00:17:09	62.3
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723	2009/04/01	00:17:11	60.6
724	2009/04/01	00:17:12	60.1
725	2009/04/01	00:17:13	60.6
726	2009/04/01	00:17:14	60.8
727	2009/04/01	00:17:15	62.7
728	2009/04/01	00:17:16	67.1
729	2009/04/01	00:17:17	72.5
730	2009/04/01	00:17:18	71.2
731	2009/04/01	00:17:19	72.5
732	2009/04/01	00:17:20	73.2
733	2009/04/01	00:17:21	71.4
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735	2009/04/01	00:17:23	70.6
736	2009/04/01	00:17:24	69.3
737	2009/04/01	00:17:25	67.6
738	2009/04/01	00:17:26	68.9
739	2009/04/01	00:17:27	68.1
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744	2009/04/01	00:17:32	69.9
745	2009/04/01	00:17:33	63.4
746	2009/04/01	00:17:34	60.0
747	2009/04/01	00:17:35	57.2
748	2009/04/01	00:17:36	56.8
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754	2009/04/01	00:17:42	56.0
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756	2009/04/01	00:17:44	57.6
757	2009/04/01	00:17:45	60.1
758	2009/04/01	00:17:46	61.4
759	2009/04/01	00:17:47	62.7
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761	2009/04/01	00:17:49	62.8
762	2009/04/01	00:17:50	61.9
763	2009/04/01	00:17:51	62.0
764	2009/04/01	00:17:52	61.8
765	2009/04/01	00:17:53	61.8
766	2009/04/01	00:17:54	61.3
767	2009/04/01	00:17:55	61.2
768	2009/04/01	00:17:56	60.9
769	2009/04/01	00:17:57	61.9
770	2009/04/01	00:17:58	62.9
771	2009/04/01	00:17:59	62.8
772	2009/04/01	00:18:00	62.0
773	2009/04/01	00:18:01	61.7
774	2009/04/01	00:18:02	60.9
775	2009/04/01	00:18:03	71.4
776	2009/04/01	00:18:04	61.3
777	2009/04/01	00:18:05	70.8
778	2009/04/01	00:18:06	65.1

779	2009/04/01	00:18:07	73.7
780	2009/04/01	00:18:08	66.2
781	2009/04/01	00:18:09	65.6
782	2009/04/01	00:18:10	65.1
783	2009/04/01	00:18:11	65.6
784	2009/04/01	00:18:12	70.6
785	2009/04/01	00:18:13	77.5
786	2009/04/01	00:18:14	77.8
787	2009/04/01	00:18:15	73.0
788	2009/04/01	00:18:16	72.9
789	2009/04/01	00:18:17	72.9
790	2009/04/01	00:18:18	71.7
791	2009/04/01	00:18:19	76.8
792	2009/04/01	00:18:20	74.0
793	2009/04/01	00:18:21	72.6
794	2009/04/01	00:18:22	70.5
795	2009/04/01	00:18:23	69.7
796	2009/04/01	00:18:24	70.1
797	2009/04/01	00:18:25	71.5
798	2009/04/01	00:18:26	71.7
799	2009/04/01	00:18:27	74.2
800	2009/04/01	00:18:28	73.8
801	2009/04/01	00:18:29	74.7
802	2009/04/01	00:18:30	70.3
803	2009/04/01	00:18:31	65.1
804	2009/04/01	00:18:32	71.1
805	2009/04/01	00:18:33	71.8
806	2009/04/01	00:18:34	69.6
807	2009/04/01	00:18:35	73.4
808	2009/04/01	00:18:36	73.9
809	2009/04/01	00:18:37	72.9
810	2009/04/01	00:18:38	70.2
811	2009/04/01	00:18:39	72.9
812	2009/04/01	00:18:40	72.1
813	2009/04/01	00:18:41	69.4
814	2009/04/01	00:18:42	70.9
815	2009/04/01	00:18:43	76.6
816	2009/04/01	00:18:44	73.6
817	2009/04/01	00:18:45	73.7
818	2009/04/01	00:18:46	77.1
819	2009/04/01	00:18:47	76.2
820	2009/04/01	00:18:48	73.4
821	2009/04/01	00:18:49	71.2
822	2009/04/01	00:18:50	69.0
823	2009/04/01	00:18:51	67.1
824	2009/04/01	00:18:52	66.0
825	2009/04/01	00:18:53	65.4
826	2009/04/01	00:18:54	64.1
827	2009/04/01	00:18:55	64.4
828	2009/04/01	00:18:56	68.9
829	2009/04/01	00:18:57	70.7
830	2009/04/01	00:18:58	71.3
831	2009/04/01	00:18:59	66.5
832	2009/04/01	00:19:00	64.5
833	2009/04/01	00:19:01	69.1
834	2009/04/01	00:19:02	70.0
835	2009/04/01	00:19:03	67.3
836	2009/04/01	00:19:04	68.0
837	2009/04/01	00:19:05	65.6
838	2009/04/01	00:19:06	61.7
839	2009/04/01	00:19:07	59.4
840	2009/04/01	00:19:08	60.9
841	2009/04/01	00:19:09	62.1
842	2009/04/01	00:19:10	65.4
843	2009/04/01	00:19:11	72.6
844	2009/04/01	00:19:12	70.3
845	2009/04/01	00:19:13	64.6
846	2009/04/01	00:19:14	61.3
847	2009/04/01	00:19:15	58.0
848	2009/04/01	00:19:16	56.8
849	2009/04/01	00:19:17	56.8
850	2009/04/01	00:19:18	57.2
851	2009/04/01	00:19:19	57.3
852	2009/04/01	00:19:20	60.0
853	2009/04/01	00:19:21	60.5
854	2009/04/01	00:19:22	61.5
855	2009/04/01	00:19:23	62.9
856	2009/04/01	00:19:24	61.7
857	2009/04/01	00:19:25	60.4
858	2009/04/01	00:19:26	58.7
859	2009/04/01	00:19:27	59.4
860	2009/04/01	00:19:28	59.8
861	2009/04/01	00:19:29	60.7
862	2009/04/01	00:19:30	63.9
863	2009/04/01	00:19:31	69.1
864	2009/04/01	00:19:32	67.9
865	2009/04/01	00:19:33	67.0
866	2009/04/01	00:19:34	68.5
867	2009/04/01	00:19:35	60.8
868	2009/04/01	00:19:36	59.8
869	2009/04/01	00:19:37	59.6
870	2009/04/01	00:19:38	59.3
871	2009/04/01	00:19:39	59.9
872	2009/04/01	00:19:40	63.1
873	2009/04/01	00:19:41	66.1
874	2009/04/01	00:19:42	66.0
875	2009/04/01	00:19:43	64.2
876	2009/04/01	00:19:44	60.9
877	2009/04/01	00:19:45	59.2

878	2009/04/01	00:19:46	61.8
879	2009/04/01	00:19:47	60.8
880	2009/04/01	00:19:48	60.5
881	2009/04/01	00:19:49	61.4
882	2009/04/01	00:19:50	60.4
883	2009/04/01	00:19:51	60.0
884	2009/04/01	00:19:52	60.2
885	2009/04/01	00:19:53	61.5
886	2009/04/01	00:19:54	61.6
887	2009/04/01	00:19:55	61.4
888	2009/04/01	00:19:56	61.5
889	2009/04/01	00:19:57	61.7
890	2009/04/01	00:19:58	60.8
891	2009/04/01	00:19:59	62.0
892	2009/04/01	00:20:00	62.0
893	2009/04/01	00:20:01	61.0
894	2009/04/01	00:20:02	60.0
895	2009/04/01	00:20:03	61.3
896	2009/04/01	00:20:04	63.0
897	2009/04/01	00:20:05	67.8
898	2009/04/01	00:20:06	70.7
899	2009/04/01	00:20:07	68.3
900	2009/04/01	00:20:08	70.5

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 72.1 - 2009/04/01 00:50:28
- Level Range : 40-100
- SEL : 87.2
- Leq : 57.7
-

No.s	Date Time	(dB)
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2	2009/04/01 00:42:48	58.9
3	2009/04/01 00:42:49	59.4
4	2009/04/01 00:42:50	59.9
5	2009/04/01 00:42:51	59.7
6	2009/04/01 00:42:52	61.1
7	2009/04/01 00:42:53	61.1
8	2009/04/01 00:42:54	59.8
9	2009/04/01 00:42:55	58.3
10	2009/04/01 00:42:56	55.7
11	2009/04/01 00:42:57	61.3
12	2009/04/01 00:42:58	60.2
13	2009/04/01 00:42:59	58.7
14	2009/04/01 00:43:00	57.7
15	2009/04/01 00:43:01	55.8
16	2009/04/01 00:43:02	55.0
17	2009/04/01 00:43:03	55.5
18	2009/04/01 00:43:04	55.1
19	2009/04/01 00:43:05	56.3
20	2009/04/01 00:43:06	56.2
21	2009/04/01 00:43:07	57.1
22	2009/04/01 00:43:08	55.6
23	2009/04/01 00:43:09	56.0
24	2009/04/01 00:43:10	55.3
25	2009/04/01 00:43:11	55.6
26	2009/04/01 00:43:12	54.8
27	2009/04/01 00:43:13	55.0
28	2009/04/01 00:43:14	54.6
29	2009/04/01 00:43:15	55.6
30	2009/04/01 00:43:16	54.7
31	2009/04/01 00:43:17	54.9
32	2009/04/01 00:43:18	56.1
33	2009/04/01 00:43:19	56.4
34	2009/04/01 00:43:20	54.9
35	2009/04/01 00:43:21	53.8
36	2009/04/01 00:43:22	53.6
37	2009/04/01 00:43:23	52.8
38	2009/04/01 00:43:24	52.8
39	2009/04/01 00:43:25	54.1
40	2009/04/01 00:43:26	54.8
41	2009/04/01 00:43:27	55.0
42	2009/04/01 00:43:28	55.6
43	2009/04/01 00:43:29	55.1
44	2009/04/01 00:43:30	57.1
45	2009/04/01 00:43:31	55.5
46	2009/04/01 00:43:32	60.3
47	2009/04/01 00:43:33	57.6
48	2009/04/01 00:43:34	57.7
49	2009/04/01 00:43:35	58.6
50	2009/04/01 00:43:36	57.7
51	2009/04/01 00:43:37	54.2
52	2009/04/01 00:43:38	52.3
53	2009/04/01 00:43:39	51.4
54	2009/04/01 00:43:40	51.3
55	2009/04/01 00:43:41	51.5
56	2009/04/01 00:43:42	51.4
57	2009/04/01 00:43:43	52.0
58	2009/04/01 00:43:44	52.3
59	2009/04/01 00:43:45	52.0
60	2009/04/01 00:43:46	51.3
61	2009/04/01 00:43:47	51.1
62	2009/04/01 00:43:48	51.3
63	2009/04/01 00:43:49	51.6
64	2009/04/01 00:43:50	50.4
65	2009/04/01 00:43:51	50.0
66	2009/04/01 00:43:52	50.1
67	2009/04/01 00:43:53	50.3
68	2009/04/01 00:43:54	50.5
69	2009/04/01 00:43:55	50.1
70	2009/04/01 00:43:56	51.0
71	2009/04/01 00:43:57	50.4
72	2009/04/01 00:43:58	50.4
73	2009/04/01 00:43:59	50.0
74	2009/04/01 00:44:00	50.1
75	2009/04/01 00:44:01	49.5
76	2009/04/01 00:44:02	49.4
77	2009/04/01 00:44:03	50.2
78	2009/04/01 00:44:04	50.0
79	2009/04/01 00:44:05	49.2
80	2009/04/01 00:44:06	49.8
81	2009/04/01 00:44:07	50.6
82	2009/04/01 00:44:08	50.2
83	2009/04/01 00:44:09	49.4
84	2009/04/01 00:44:10	49.9
85	2009/04/01 00:44:11	50.0

86	2009/04/01	00:44:12	50.5
87	2009/04/01	00:44:13	50.4
88	2009/04/01	00:44:14	52.4
89	2009/04/01	00:44:15	52.6
90	2009/04/01	00:44:16	51.3
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94	2009/04/01	00:44:20	52.1
95	2009/04/01	00:44:21	51.7
96	2009/04/01	00:44:22	53.9
97	2009/04/01	00:44:23	52.1
98	2009/04/01	00:44:24	52.5
99	2009/04/01	00:44:25	53.1
100	2009/04/01	00:44:26	53.7
101	2009/04/01	00:44:27	54.0
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103	2009/04/01	00:44:29	54.9
104	2009/04/01	00:44:30	55.2
105	2009/04/01	00:44:31	55.5
106	2009/04/01	00:44:32	55.4
107	2009/04/01	00:44:33	57.0
108	2009/04/01	00:44:34	55.8
109	2009/04/01	00:44:35	55.7
110	2009/04/01	00:44:36	55.7
111	2009/04/01	00:44:37	56.8
112	2009/04/01	00:44:38	56.9
113	2009/04/01	00:44:39	57.4
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122	2009/04/01	00:44:48	58.4
123	2009/04/01	00:44:49	57.9
124	2009/04/01	00:44:50	58.2
125	2009/04/01	00:44:51	58.8
126	2009/04/01	00:44:52	58.4
127	2009/04/01	00:44:53	58.1
128	2009/04/01	00:44:54	65.6
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132	2009/04/01	00:44:58	58.9
133	2009/04/01	00:44:59	58.9
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136	2009/04/01	00:45:02	62.2
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556	2009/04/01	00:52:02	54.8
557	2009/04/01	00:52:03	53.2
558	2009/04/01	00:52:04	52.4
559	2009/04/01	00:52:05	53.6
560	2009/04/01	00:52:06	53.3
561	2009/04/01	00:52:07	53.3
562	2009/04/01	00:52:08	54.2
563	2009/04/01	00:52:09	55.5
564	2009/04/01	00:52:10	56.1
565	2009/04/01	00:52:11	60.0
566	2009/04/01	00:52:12	65.6
567	2009/04/01	00:52:13	59.3
568	2009/04/01	00:52:14	59.1
569	2009/04/01	00:52:15	60.4
570	2009/04/01	00:52:16	59.5
571	2009/04/01	00:52:17	57.6
572	2009/04/01	00:52:18	58.2
573	2009/04/01	00:52:19	58.9
574	2009/04/01	00:52:20	58.7
575	2009/04/01	00:52:21	56.1
576	2009/04/01	00:52:22	55.8
577	2009/04/01	00:52:23	53.5
578	2009/04/01	00:52:24	52.7
579	2009/04/01	00:52:25	52.8
580	2009/04/01	00:52:26	54.2

581	2009/04/01	00:52:27	54.1
582	2009/04/01	00:52:28	53.5
583	2009/04/01	00:52:29	55.9
584	2009/04/01	00:52:30	54.5
585	2009/04/01	00:52:31	53.3
586	2009/04/01	00:52:32	53.4
587	2009/04/01	00:52:33	55.1
588	2009/04/01	00:52:34	55.2
589	2009/04/01	00:52:35	53.8
590	2009/04/01	00:52:36	54.0
591	2009/04/01	00:52:37	52.7
592	2009/04/01	00:52:38	54.6
593	2009/04/01	00:52:39	52.8
594	2009/04/01	00:52:40	53.2
595	2009/04/01	00:52:41	53.9
596	2009/04/01	00:52:42	52.3
597	2009/04/01	00:52:43	53.1
598	2009/04/01	00:52:44	54.6
599	2009/04/01	00:52:45	54.7
600	2009/04/01	00:52:46	54.3
601	2009/04/01	00:52:47	54.4
602	2009/04/01	00:52:48	56.0
603	2009/04/01	00:52:49	55.0
604	2009/04/01	00:52:50	56.4
605	2009/04/01	00:52:51	67.4
606	2009/04/01	00:52:52	57.1
607	2009/04/01	00:52:53	55.4
608	2009/04/01	00:52:54	58.6
609	2009/04/01	00:52:55	57.3
610	2009/04/01	00:52:56	58.6
611	2009/04/01	00:52:57	58.0
612	2009/04/01	00:52:58	60.9
613	2009/04/01	00:52:59	59.8
614	2009/04/01	00:53:00	57.4
615	2009/04/01	00:53:01	56.1
616	2009/04/01	00:53:02	55.3
617	2009/04/01	00:53:03	55.1
618	2009/04/01	00:53:04	56.6
619	2009/04/01	00:53:05	56.7
620	2009/04/01	00:53:06	58.9
621	2009/04/01	00:53:07	58.1
622	2009/04/01	00:53:08	58.3
623	2009/04/01	00:53:09	58.5
624	2009/04/01	00:53:10	59.4
625	2009/04/01	00:53:11	61.5
626	2009/04/01	00:53:12	56.9
627	2009/04/01	00:53:13	61.8
628	2009/04/01	00:53:14	61.9
629	2009/04/01	00:53:15	60.5
630	2009/04/01	00:53:16	59.0
631	2009/04/01	00:53:17	57.8
632	2009/04/01	00:53:18	55.4
633	2009/04/01	00:53:19	55.8
634	2009/04/01	00:53:20	57.1
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636	2009/04/01	00:53:22	56.3
637	2009/04/01	00:53:23	57.1
638	2009/04/01	00:53:24	58.5
639	2009/04/01	00:53:25	58.0
640	2009/04/01	00:53:26	58.1
641	2009/04/01	00:53:27	59.7
642	2009/04/01	00:53:28	59.5
643	2009/04/01	00:53:29	58.9
644	2009/04/01	00:53:30	58.5
645	2009/04/01	00:53:31	64.3
646	2009/04/01	00:53:32	66.5
647	2009/04/01	00:53:33	66.3
648	2009/04/01	00:53:34	65.8
649	2009/04/01	00:53:35	63.8
650	2009/04/01	00:53:36	64.4
651	2009/04/01	00:53:37	65.4
652	2009/04/01	00:53:38	66.6
653	2009/04/01	00:53:39	65.7
654	2009/04/01	00:53:40	62.2
655	2009/04/01	00:53:41	61.9
656	2009/04/01	00:53:42	60.9
657	2009/04/01	00:53:43	57.9
658	2009/04/01	00:53:44	57.1
659	2009/04/01	00:53:45	56.3
660	2009/04/01	00:53:46	57.0
661	2009/04/01	00:53:47	56.9
662	2009/04/01	00:53:48	57.1
663	2009/04/01	00:53:49	56.8
664	2009/04/01	00:53:50	56.8
665	2009/04/01	00:53:51	56.9
666	2009/04/01	00:53:52	57.0
667	2009/04/01	00:53:53	55.8
668	2009/04/01	00:53:54	55.3
669	2009/04/01	00:53:55	54.9
670	2009/04/01	00:53:56	55.0
671	2009/04/01	00:53:57	54.7
672	2009/04/01	00:53:58	55.2
673	2009/04/01	00:53:59	55.3
674	2009/04/01	00:54:00	56.1
675	2009/04/01	00:54:01	55.9
676	2009/04/01	00:54:02	55.2
677	2009/04/01	00:54:03	56.5
678	2009/04/01	00:54:04	57.1
679	2009/04/01	00:54:05	55.9

680	2009/04/01 00:54:06	56.1
681	2009/04/01 00:54:07	55.9
682	2009/04/01 00:54:08	55.5
683	2009/04/01 00:54:09	55.7
684	2009/04/01 00:54:10	55.4
685	2009/04/01 00:54:11	55.0
686	2009/04/01 00:54:12	54.9
687	2009/04/01 00:54:13	55.2
688	2009/04/01 00:54:14	53.9
689	2009/04/01 00:54:15	54.2
690	2009/04/01 00:54:16	54.2
691	2009/04/01 00:54:17	53.6
692	2009/04/01 00:54:18	53.7
693	2009/04/01 00:54:19	53.0
694	2009/04/01 00:54:20	53.1
695	2009/04/01 00:54:21	52.0
696	2009/04/01 00:54:22	52.1
697	2009/04/01 00:54:23	51.3
698	2009/04/01 00:54:24	51.0
699	2009/04/01 00:54:25	51.4
700	2009/04/01 00:54:26	51.5
701	2009/04/01 00:54:27	53.0
702	2009/04/01 00:54:28	51.7
703	2009/04/01 00:54:29	52.1
704	2009/04/01 00:54:30	52.2
705	2009/04/01 00:54:31	51.6
706	2009/04/01 00:54:32	50.9
707	2009/04/01 00:54:33	52.2
708	2009/04/01 00:54:34	50.1
709	2009/04/01 00:54:35	51.0
710	2009/04/01 00:54:36	50.4
711	2009/04/01 00:54:37	52.6
712	2009/04/01 00:54:38	50.5
713	2009/04/01 00:54:39	52.7
714	2009/04/01 00:54:40	49.7
715	2009/04/01 00:54:41	50.0
716	2009/04/01 00:54:42	50.7
717	2009/04/01 00:54:43	58.0
718	2009/04/01 00:54:44	58.1
719	2009/04/01 00:54:45	51.9
720	2009/04/01 00:54:46	54.6
721	2009/04/01 00:54:47	54.0
722	2009/04/01 00:54:48	53.6
723	2009/04/01 00:54:49	52.0
724	2009/04/01 00:54:50	51.5
725	2009/04/01 00:54:51	52.1
726	2009/04/01 00:54:52	52.1
727	2009/04/01 00:54:53	50.7
728	2009/04/01 00:54:54	50.5
729	2009/04/01 00:54:55	51.3
730	2009/04/01 00:54:56	51.4
731	2009/04/01 00:54:57	52.0
732	2009/04/01 00:54:58	52.4
733	2009/04/01 00:54:59	51.5
734	2009/04/01 00:55:00	51.1
735	2009/04/01 00:55:01	50.4
736	2009/04/01 00:55:02	51.9
737	2009/04/01 00:55:03	51.5
738	2009/04/01 00:55:04	51.2
739	2009/04/01 00:55:05	51.6
740	2009/04/01 00:55:06	53.3
741	2009/04/01 00:55:07	52.0
742	2009/04/01 00:55:08	52.4
743	2009/04/01 00:55:09	52.0
744	2009/04/01 00:55:10	51.9
745	2009/04/01 00:55:11	51.2
746	2009/04/01 00:55:12	51.1
747	2009/04/01 00:55:13	51.9
748	2009/04/01 00:55:14	52.6
749	2009/04/01 00:55:15	51.3
750	2009/04/01 00:55:16	51.4
751	2009/04/01 00:55:17	51.6
752	2009/04/01 00:55:18	50.2
753	2009/04/01 00:55:19	51.2
754	2009/04/01 00:55:20	51.1
755	2009/04/01 00:55:21	50.3
756	2009/04/01 00:55:22	51.5
757	2009/04/01 00:55:23	52.4
758	2009/04/01 00:55:24	50.9
759	2009/04/01 00:55:25	52.1
760	2009/04/01 00:55:26	51.4
761	2009/04/01 00:55:27	51.4
762	2009/04/01 00:55:28	51.4
763	2009/04/01 00:55:29	51.5
764	2009/04/01 00:55:30	51.9
765	2009/04/01 00:55:31	51.2
766	2009/04/01 00:55:32	51.0
767	2009/04/01 00:55:33	50.9
768	2009/04/01 00:55:34	53.5
769	2009/04/01 00:55:35	53.5
770	2009/04/01 00:55:36	55.6
771	2009/04/01 00:55:37	53.5
772	2009/04/01 00:55:38	54.4
773	2009/04/01 00:55:39	55.3
774	2009/04/01 00:55:40	56.7
775	2009/04/01 00:55:41	56.6
776	2009/04/01 00:55:42	55.6
777	2009/04/01 00:55:43	56.1
778	2009/04/01 00:55:44	56.1

779	2009/04/01	00:55:45	56.1
780	2009/04/01	00:55:46	56.7
781	2009/04/01	00:55:47	56.4
782	2009/04/01	00:55:48	56.6
783	2009/04/01	00:55:49	56.1
784	2009/04/01	00:55:50	57.3
785	2009/04/01	00:55:51	57.3
786	2009/04/01	00:55:52	57.8
787	2009/04/01	00:55:53	60.7
788	2009/04/01	00:55:54	61.5
789	2009/04/01	00:55:55	65.6
790	2009/04/01	00:55:56	60.7
791	2009/04/01	00:55:57	62.6
792	2009/04/01	00:55:58	62.2
793	2009/04/01	00:55:59	63.4
794	2009/04/01	00:56:00	62.3
795	2009/04/01	00:56:01	58.8
796	2009/04/01	00:56:02	59.7
797	2009/04/01	00:56:03	59.1
798	2009/04/01	00:56:04	62.6
799	2009/04/01	00:56:05	61.9
800	2009/04/01	00:56:06	62.1
801	2009/04/01	00:56:07	60.4
802	2009/04/01	00:56:08	59.8
803	2009/04/01	00:56:09	61.0
804	2009/04/01	00:56:10	60.8
805	2009/04/01	00:56:11	62.0
806	2009/04/01	00:56:12	61.8
807	2009/04/01	00:56:13	62.2
808	2009/04/01	00:56:14	58.9
809	2009/04/01	00:56:15	58.1
810	2009/04/01	00:56:16	59.6
811	2009/04/01	00:56:17	59.6
812	2009/04/01	00:56:18	61.5
813	2009/04/01	00:56:19	59.9
814	2009/04/01	00:56:20	59.0
815	2009/04/01	00:56:21	59.1
816	2009/04/01	00:56:22	58.6
817	2009/04/01	00:56:23	60.1
818	2009/04/01	00:56:24	58.0
819	2009/04/01	00:56:25	59.2
820	2009/04/01	00:56:26	60.2
821	2009/04/01	00:56:27	59.5
822	2009/04/01	00:56:28	59.0
823	2009/04/01	00:56:29	57.5
824	2009/04/01	00:56:30	57.8
825	2009/04/01	00:56:31	58.0
826	2009/04/01	00:56:32	59.4
827	2009/04/01	00:56:33	62.9
828	2009/04/01	00:56:34	62.5
829	2009/04/01	00:56:35	62.2
830	2009/04/01	00:56:36	63.2
831	2009/04/01	00:56:37	56.9
832	2009/04/01	00:56:38	57.2
833	2009/04/01	00:56:39	59.0
834	2009/04/01	00:56:40	56.1
835	2009/04/01	00:56:41	57.7
836	2009/04/01	00:56:42	57.5
837	2009/04/01	00:56:43	54.1
838	2009/04/01	00:56:44	53.8
839	2009/04/01	00:56:45	53.9
840	2009/04/01	00:56:46	53.3
841	2009/04/01	00:56:47	51.7
842	2009/04/01	00:56:48	52.4
843	2009/04/01	00:56:49	51.4
844	2009/04/01	00:56:50	51.4
845	2009/04/01	00:56:51	51.4
846	2009/04/01	00:56:52	53.3
847	2009/04/01	00:56:53	56.0
848	2009/04/01	00:56:54	60.7
849	2009/04/01	00:56:55	63.0
850	2009/04/01	00:56:56	58.5
851	2009/04/01	00:56:57	58.9
852	2009/04/01	00:56:58	59.5
853	2009/04/01	00:56:59	57.9
854	2009/04/01	00:57:00	56.8
855	2009/04/01	00:57:01	57.6
856	2009/04/01	00:57:02	58.2
857	2009/04/01	00:57:03	57.1
858	2009/04/01	00:57:04	56.5
859	2009/04/01	00:57:05	56.4
860	2009/04/01	00:57:06	53.3
861	2009/04/01	00:57:07	52.1
862	2009/04/01	00:57:08	53.4
863	2009/04/01	00:57:09	53.3
864	2009/04/01	00:57:10	56.6
865	2009/04/01	00:57:11	53.6
866	2009/04/01	00:57:12	51.7
867	2009/04/01	00:57:13	52.0
868	2009/04/01	00:57:14	50.5
869	2009/04/01	00:57:15	51.8
870	2009/04/01	00:57:16	51.0
871	2009/04/01	00:57:17	50.3
872	2009/04/01	00:57:18	49.5
873	2009/04/01	00:57:19	50.1
874	2009/04/01	00:57:20	51.7
875	2009/04/01	00:57:21	49.9
876	2009/04/01	00:57:22	50.6
877	2009/04/01	00:57:23	50.0

878	2009/04/01	00:57:24	52.2
879	2009/04/01	00:57:25	49.7
880	2009/04/01	00:57:26	49.8
881	2009/04/01	00:57:27	51.0
882	2009/04/01	00:57:28	51.0
883	2009/04/01	00:57:29	49.5
884	2009/04/01	00:57:30	49.0
885	2009/04/01	00:57:31	48.3
886	2009/04/01	00:57:32	48.1
887	2009/04/01	00:57:33	47.3
888	2009/04/01	00:57:34	47.8
889	2009/04/01	00:57:35	49.1
890	2009/04/01	00:57:36	48.6
891	2009/04/01	00:57:37	48.8
892	2009/04/01	00:57:38	49.3
893	2009/04/01	00:57:39	48.9
894	2009/04/01	00:57:40	49.0
895	2009/04/01	00:57:41	50.4
896	2009/04/01	00:57:42	52.6
897	2009/04/01	00:57:43	51.1
898	2009/04/01	00:57:44	51.2
899	2009/04/01	00:57:45	54.1
900	2009/04/01	00:57:46	53.6

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 81.6 - 2009/04/01 01:16:23
- Level Range : 40-100
- SEL : 99.5
- Leq : 70.0
-

No.s	Date Time	(dB)
1	2009/04/01 01:12:23	67.3
2	2009/04/01 01:12:24	67.4
3	2009/04/01 01:12:25	67.3
4	2009/04/01 01:12:26	66.4
5	2009/04/01 01:12:27	65.2
6	2009/04/01 01:12:28	66.3
7	2009/04/01 01:12:29	65.8
8	2009/04/01 01:12:30	66.2
9	2009/04/01 01:12:31	68.1
10	2009/04/01 01:12:32	66.3
11	2009/04/01 01:12:33	65.5
12	2009/04/01 01:12:34	67.1
13	2009/04/01 01:12:35	72.2
14	2009/04/01 01:12:36	74.0
15	2009/04/01 01:12:37	78.2
16	2009/04/01 01:12:38	78.9
17	2009/04/01 01:12:39	72.6
18	2009/04/01 01:12:40	74.5
19	2009/04/01 01:12:41	75.0
20	2009/04/01 01:12:42	74.5
21	2009/04/01 01:12:43	72.8
22	2009/04/01 01:12:44	69.5
23	2009/04/01 01:12:45	67.0
24	2009/04/01 01:12:46	65.5
25	2009/04/01 01:12:47	71.0
26	2009/04/01 01:12:48	68.8
27	2009/04/01 01:12:49	64.5
28	2009/04/01 01:12:50	62.0
29	2009/04/01 01:12:51	62.9
30	2009/04/01 01:12:52	62.4
31	2009/04/01 01:12:53	65.3
32	2009/04/01 01:12:54	64.0
33	2009/04/01 01:12:55	58.8
34	2009/04/01 01:12:56	61.1
35	2009/04/01 01:12:57	56.2
36	2009/04/01 01:12:58	55.6
37	2009/04/01 01:12:59	56.1
38	2009/04/01 01:13:00	56.8
39	2009/04/01 01:13:01	60.9
40	2009/04/01 01:13:02	58.4
41	2009/04/01 01:13:03	60.6
42	2009/04/01 01:13:04	64.5
43	2009/04/01 01:13:05	68.3
44	2009/04/01 01:13:06	59.9
45	2009/04/01 01:13:07	62.9
46	2009/04/01 01:13:08	67.8
47	2009/04/01 01:13:09	71.9
48	2009/04/01 01:13:10	71.8
49	2009/04/01 01:13:11	72.5
50	2009/04/01 01:13:12	76.6
51	2009/04/01 01:13:13	74.0
52	2009/04/01 01:13:14	65.8
53	2009/04/01 01:13:15	60.3
54	2009/04/01 01:13:16	61.2
55	2009/04/01 01:13:17	60.5
56	2009/04/01 01:13:18	60.4
57	2009/04/01 01:13:19	60.4
58	2009/04/01 01:13:20	62.7
59	2009/04/01 01:13:21	65.7
60	2009/04/01 01:13:22	73.8
61	2009/04/01 01:13:23	74.6
62	2009/04/01 01:13:24	74.1
63	2009/04/01 01:13:25	70.2
64	2009/04/01 01:13:26	66.0
65	2009/04/01 01:13:27	66.7
66	2009/04/01 01:13:28	68.2
67	2009/04/01 01:13:29	65.4
68	2009/04/01 01:13:30	60.7
69	2009/04/01 01:13:31	57.3
70	2009/04/01 01:13:32	55.5
71	2009/04/01 01:13:33	55.0
72	2009/04/01 01:13:34	55.4
73	2009/04/01 01:13:35	55.5
74	2009/04/01 01:13:36	56.5
75	2009/04/01 01:13:37	58.7
76	2009/04/01 01:13:38	59.0
77	2009/04/01 01:13:39	63.8
78	2009/04/01 01:13:40	63.2
79	2009/04/01 01:13:41	61.0
80	2009/04/01 01:13:42	59.4
81	2009/04/01 01:13:43	56.7
82	2009/04/01 01:13:44	55.7
83	2009/04/01 01:13:45	56.1
84	2009/04/01 01:13:46	56.5
85	2009/04/01 01:13:47	55.9

86	2009/04/01	01:13:48	55.9
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517	2009/04/01	01:20:59	71.9
518	2009/04/01	01:21:00	75.5
519	2009/04/01	01:21:01	71.9
520	2009/04/01	01:21:02	72.0
521	2009/04/01	01:21:03	72.1
522	2009/04/01	01:21:04	67.6
523	2009/04/01	01:21:05	65.5
524	2009/04/01	01:21:06	65.2
525	2009/04/01	01:21:07	69.0
526	2009/04/01	01:21:08	74.2
527	2009/04/01	01:21:09	71.4
528	2009/04/01	01:21:10	73.3
529	2009/04/01	01:21:11	72.4
530	2009/04/01	01:21:12	69.3
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537	2009/04/01	01:21:19	70.6
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539	2009/04/01	01:21:21	74.9
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562	2009/04/01	01:21:44	56.3
563	2009/04/01	01:21:45	54.0
564	2009/04/01	01:21:46	52.3
565	2009/04/01	01:21:47	51.4
566	2009/04/01	01:21:48	51.8
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571	2009/04/01	01:21:53	54.1
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573	2009/04/01	01:21:55	53.6
574	2009/04/01	01:21:56	53.9
575	2009/04/01	01:21:57	54.9
576	2009/04/01	01:21:58	56.0
577	2009/04/01	01:21:59	57.3
578	2009/04/01	01:22:00	58.7
579	2009/04/01	01:22:01	62.8
580	2009/04/01	01:22:02	69.2

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593	2009/04/01	01:22:15	68.6
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604	2009/04/01	01:22:26	64.0
605	2009/04/01	01:22:27	66.8
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607	2009/04/01	01:22:29	67.8
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609	2009/04/01	01:22:31	68.2
610	2009/04/01	01:22:32	71.4
611	2009/04/01	01:22:33	73.2
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613	2009/04/01	01:22:35	66.5
614	2009/04/01	01:22:36	68.5
615	2009/04/01	01:22:37	69.4
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645	2009/04/01	01:23:07	63.6
646	2009/04/01	01:23:08	69.8
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649	2009/04/01	01:23:11	67.6
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658	2009/04/01	01:23:20	74.7
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661	2009/04/01	01:23:23	69.8
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676	2009/04/01	01:23:38	54.0
677	2009/04/01	01:23:39	58.6
678	2009/04/01	01:23:40	57.4
679	2009/04/01	01:23:41	57.6

680	2009/04/01	01:23:42	57.5
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683	2009/04/01	01:23:45	55.5
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686	2009/04/01	01:23:48	53.6
687	2009/04/01	01:23:49	53.7
688	2009/04/01	01:23:50	53.7
689	2009/04/01	01:23:51	54.8
690	2009/04/01	01:23:52	53.6
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699	2009/04/01	01:24:01	61.2
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701	2009/04/01	01:24:03	64.2
702	2009/04/01	01:24:04	66.4
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729	2009/04/01	01:24:31	62.3
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732	2009/04/01	01:24:34	67.8
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738	2009/04/01	01:24:40	64.0
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743	2009/04/01	01:24:45	66.1
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746	2009/04/01	01:24:48	68.2
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749	2009/04/01	01:24:51	69.4
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755	2009/04/01	01:24:57	69.8
756	2009/04/01	01:24:58	73.6
757	2009/04/01	01:24:59	74.5
758	2009/04/01	01:25:00	78.4
759	2009/04/01	01:25:01	72.5
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772	2009/04/01	01:25:14	54.1
773	2009/04/01	01:25:15	55.7
774	2009/04/01	01:25:16	58.3
775	2009/04/01	01:25:17	65.0
776	2009/04/01	01:25:18	69.2
777	2009/04/01	01:25:19	72.9
778	2009/04/01	01:25:20	74.4

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783	2009/04/01	01:25:25	65.8
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786	2009/04/01	01:25:28	62.8
787	2009/04/01	01:25:29	62.3
788	2009/04/01	01:25:30	62.9
789	2009/04/01	01:25:31	62.6
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791	2009/04/01	01:25:33	66.5
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793	2009/04/01	01:25:35	61.7
794	2009/04/01	01:25:36	60.6
795	2009/04/01	01:25:37	58.9
796	2009/04/01	01:25:38	59.0
797	2009/04/01	01:25:39	60.0
798	2009/04/01	01:25:40	60.2
799	2009/04/01	01:25:41	59.2
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801	2009/04/01	01:25:43	56.1
802	2009/04/01	01:25:44	55.9
803	2009/04/01	01:25:45	56.1
804	2009/04/01	01:25:46	61.8
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806	2009/04/01	01:25:48	71.6
807	2009/04/01	01:25:49	65.9
808	2009/04/01	01:25:50	60.7
809	2009/04/01	01:25:51	58.6
810	2009/04/01	01:25:52	57.0
811	2009/04/01	01:25:53	55.8
812	2009/04/01	01:25:54	58.8
813	2009/04/01	01:25:55	60.8
814	2009/04/01	01:25:56	62.4
815	2009/04/01	01:25:57	60.4
816	2009/04/01	01:25:58	57.9
817	2009/04/01	01:25:59	57.9
818	2009/04/01	01:26:00	59.4
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822	2009/04/01	01:26:04	69.9
823	2009/04/01	01:26:05	65.5
824	2009/04/01	01:26:06	61.3
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826	2009/04/01	01:26:08	57.1
827	2009/04/01	01:26:09	57.4
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829	2009/04/01	01:26:11	56.0
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831	2009/04/01	01:26:13	56.7
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833	2009/04/01	01:26:15	59.1
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839	2009/04/01	01:26:21	65.2
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847	2009/04/01	01:26:29	66.4
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852	2009/04/01	01:26:34	66.0
853	2009/04/01	01:26:35	64.9
854	2009/04/01	01:26:36	65.5
855	2009/04/01	01:26:37	66.9
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861	2009/04/01	01:26:43	63.5
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863	2009/04/01	01:26:45	57.5
864	2009/04/01	01:26:46	57.5
865	2009/04/01	01:26:47	53.9
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867	2009/04/01	01:26:49	53.0
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869	2009/04/01	01:26:51	52.4
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871	2009/04/01	01:26:53	53.2
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874	2009/04/01	01:26:56	61.1
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876	2009/04/01	01:26:58	65.0
877	2009/04/01	01:26:59	61.7

878	2009/04/01	01:27:00	66.6
879	2009/04/01	01:27:01	69.1
880	2009/04/01	01:27:02	67.6
881	2009/04/01	01:27:03	73.1
882	2009/04/01	01:27:04	77.4
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885	2009/04/01	01:27:07	69.7
886	2009/04/01	01:27:08	71.0
887	2009/04/01	01:27:09	68.2
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889	2009/04/01	01:27:11	68.3
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894	2009/04/01	01:27:16	67.7
895	2009/04/01	01:27:17	68.8
896	2009/04/01	01:27:18	71.8
897	2009/04/01	01:27:19	73.7
898	2009/04/01	01:27:20	69.2
899	2009/04/01	01:27:21	71.5
900	2009/04/01	01:27:22	71.4

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 77.3 - 2009/04/01 01:53:45
- Level Range : 40-100
- SEL : 95.5
- Leq : 66.0
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3	2009/04/01 01:45:46	61.4
4	2009/04/01 01:45:47	60.5
5	2009/04/01 01:45:48	64.0
6	2009/04/01 01:45:49	61.9
7	2009/04/01 01:45:50	61.5
8	2009/04/01 01:45:51	60.8
9	2009/04/01 01:45:52	59.5
10	2009/04/01 01:45:53	59.7
11	2009/04/01 01:45:54	59.6
12	2009/04/01 01:45:55	59.8
13	2009/04/01 01:45:56	55.0
14	2009/04/01 01:45:57	54.0
15	2009/04/01 01:45:58	57.2
16	2009/04/01 01:45:59	53.5
17	2009/04/01 01:46:00	55.3
18	2009/04/01 01:46:01	56.4
19	2009/04/01 01:46:02	55.8
20	2009/04/01 01:46:03	54.3
21	2009/04/01 01:46:04	52.1
22	2009/04/01 01:46:05	51.8
23	2009/04/01 01:46:06	53.8
24	2009/04/01 01:46:07	53.5
25	2009/04/01 01:46:08	54.1
26	2009/04/01 01:46:09	53.4
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35	2009/04/01 01:46:18	64.4
36	2009/04/01 01:46:19	64.8
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893	2009/04/01	02:00:36	67.3
894	2009/04/01	02:00:37	68.0
895	2009/04/01	02:00:38	70.0
896	2009/04/01	02:00:39	70.9
897	2009/04/01	02:00:40	72.0
898	2009/04/01	02:00:41	72.4
899	2009/04/01	02:00:42	71.9
900	2009/04/01	02:00:43	69.2

Appendix B

Roadway Construction Noise Model (RCNM) and Construction Vibration Results

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/30/2018
Case Description: Oceanside Shopping Center -- Architectural Coating

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Single-family Residences	Residential	66.0	66.0	66.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Compressor (air)	No	40	77.7	100.0		0.0

Results

Equipment	Calculated (dBA) Lmax	Leq	Noise Limits (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq	Noise Limit Exceedance (dBA) Day Lmax	Leq	Evening Lmax	Leq	Night Lmax	Leq
Compressor (air)	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	71.6	67.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/30/2018
Case Description: Oceanside Shopping Center -- Building Construction

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Single-family Residences	Residential	66.0	66.0	66.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	100.0	0.0
Tractor	No	40	84.0		100.0	0.0
Man Lift	No	20		74.7	100.0	0.0
Generator	No	50		80.6	100.0	0.0
Welder / Torch	No	40		74.0	100.0	0.0
Welder / Torch	No	40		74.0	100.0	0.0
Welder / Torch	No	40		74.0	100.0	0.0

Results

	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Crane	74.5	66.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	68.7	61.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator	74.6	71.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.0	77.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/30/2018
Case Description: Oceanside Shopping Center -- Grading

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Single-family Residences	Residential	66.0	66.0	66.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Grader	No	40	85.0		100.0	0.0
Tractor	No	40	84.0		100.0	0.0
Dozer	No	40		81.7	100.0	0.0

Results

Equipment	Calculated (dBA) Lmax	Calculated (dBA) Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	79.0	75.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	75.6	71.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	79.0	78.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 03/30/2018
Case Description: Oceanside Shopping Center -- Architectural Coating

**** Receptor #1 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Single-family Residences	Residential	66.0	66.0	66.0

Equipment

Description	Impact Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Concrete Mixer Truck	No	40	78.8	100.0		0.0
Tractor	No	40	84.0	100.0		0.0
Paver	No	50	77.2	100.0		0.0
Pavement Scarafier	No	20	89.5	100.0		0.0
Roller	No	20	80.0	100.0		0.0

Results

	Calculated (dBA)		Noise Limits (dBA)				Noise Limit Exceedance (dBA)					
			Day		Evening		Night		Day		Evening	
Night	
Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Lmax	Leq
Concrete Mixer Truck	72.8	68.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	N/A
Tractor	78.0	74.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	
Paver	71.2	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	
Pavement Scarafier	83.5	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	
Roller	74.0	67.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	
Total	83.5	79.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A	

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Large Bulldozer

PPV{ref} =	0.089	in/sec
D =	100	feet
PPV at receptor =	***0.011***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.003***	***in/sec***
Lv =	***69***	***VdB***

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
Bulldozer	large	0.089	87
	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Loaded Truck

PPV{ref} =	0.076	in/sec
D =	100	feet
PPV at receptor =	***0.010***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity =	***0.002***	***in/sec***
Lv =	***68***	***VdB***

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Vibration Analysis

PPV (in/sec) = PPV {ref} * (25/D)^1.5

Where PPV = Peak Particle Velocity
{ref} = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Roller

PPV{ref} =	0.21	in/sec
D =	100	feet
PPV at receptor =	***0.026***	***in/sec***

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

Therefore estimated RMS velocity = ***0.007 in/sec***
Lv = ***76 VdB***

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Vibration Source Levels For Construction Equipment

Equipment		PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Driver	upper range	1.518	112
	typical	0.644	104
Sonic Pile Driver	upper range	0.734	105
	typical	0.17	93
Clam shovel drop (slurry wall construction)		0.202	94
Hydromill (slurry wall construction)	in soil	0.008	66
	in rock	0.017	75
Vibratory Roller		0.21	94
Hoe Ram		0.089	87
	large	0.089	87
Bulldozer	small	0.003	58
Caisson drilling		0.089	87
Loaded trucks		0.076	86
Jackhammer		0.035	79

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontol Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83

Appendix C

HUD Day/Night Noise Level Calculator Results

Road # 1 Name:	Mission Avenue

Road #1

Vehicle Type	Cars	Medium Trucks	Heavy Trucks
Effective Distance	60	60	60
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	18525	585	390
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	67.9802	62.9742	68.0491
Calculate Road #1 DNL	71.627	Reset	

Add Road Source Add Rail Source

Road # 1 Name:	Mission Avenue

Road #1

Vehicle Type	Cars	Medium Trucks	Heavy Trucks
Effective Distance	60	60	60
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	22737	718	479
Night Fraction of ADT	15	15	15
Road Gradient (%)			0
Vehicle DNL	68.87	63.8639	68.9418
Calculate Road #1 DNL	72.518	Reset	

Appendix D

Noise SPECs

hill/excavation, building, etc.), the current version of Barrier Performance Module will not accurately calculate the attenuation provided. In this instance, there is unlikely to be any appreciable attenuation.

Road/Rail Site DNL:

Note: Barrier height must block the line of sight

Input Data

H	6	**R^1**	10
S	5	**D^1**	25
O	5	**α**	180

Calculate Output

Output Data

h	1	**R**	10
D	25	**FS**	4.8287

New Site DNL:

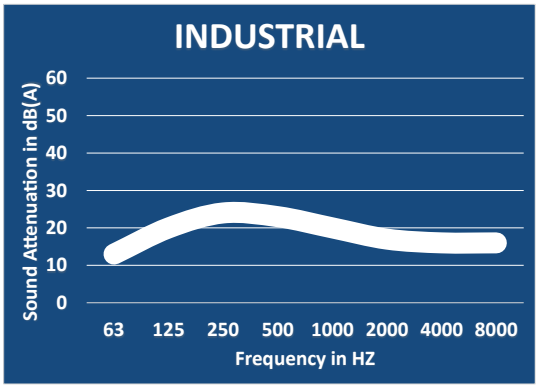
-4.8287

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

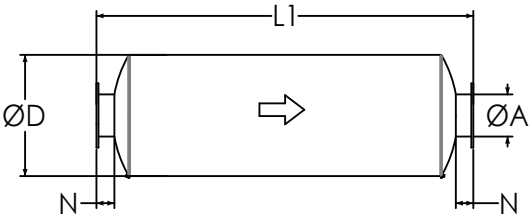
Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

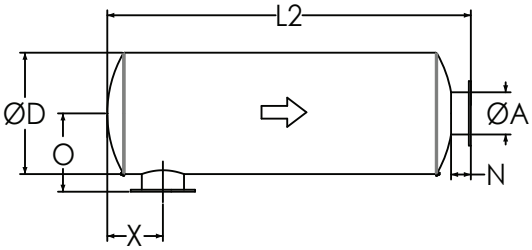
TYPICAL ATTENUATION CURVE



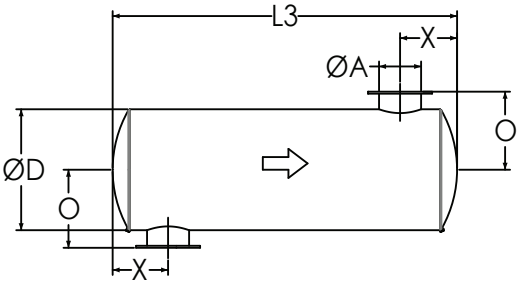
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.
The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

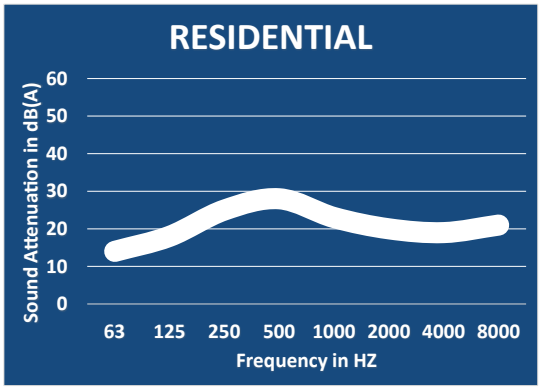
** Standard inlet/outlet position.

NETT TECHNOLOGIES INC.
www.nettinc.com sales@nettinc.com +1 (905) 672-5453

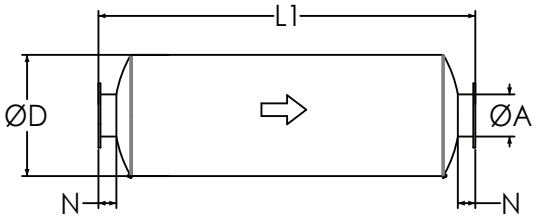
Residential Grade Silencers

Model NTRS-C (Cylindrical), 20-25 dBA

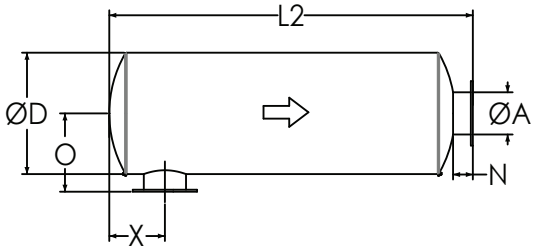
TYPICAL ATTENUATION CURVE



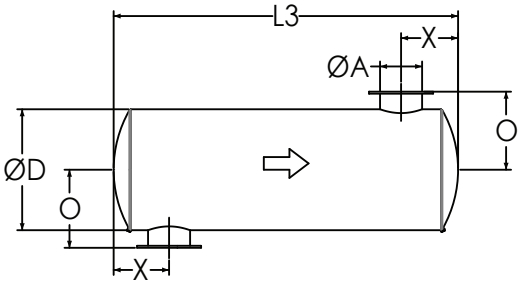
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

Nett Technologies' Residential Grade Silencers are designed to achieve maximum performance with the least amount of backpressure. The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are medium-low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTRS-C1	1	4	20	18	16	3	10	2	4
NTRS-C1.5	1.5	6	28	26	24	3	12	2	5
NTRS-C2	2	6	28	25	22	4	12	3	6
NTRS-C2.5	2.5	6	32	29	26	4	14	3	6
NTRS-C3	3	6	34	31	28	5	15	3	6
NTRS-C3.5	3.5	9	36	33	30	5	16	3	8
NTRS-C4	4	10	40	37	34	5	17	3	8
NTRS-C5	5	12	42	39	36	6	18	3	9
NTRS-C6	6	14	44	40	36	7	19	4	11
NTRS-C8	8	16	56	52	48	9	24	4	12
NTRS-C10	10	20	58	54	50	11	24	4	14
NTRS-C12	12	24	70	66	62	13	31	4	16
NTRS-C14	14	30	80	75	70	17	35	5	20
NTRS-C16	16	36	90	85	80	17	40	5	23
NTRS-C18	18	40	102	97	92	18	47	5	25
NTRS-C20	20	42	108	103	98	21	50	5	26
NTRS-C22	22	48	116	111	106	23	54	5	29
NTRS-C24	24	48	130	125	120	26	61	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

Appendix E

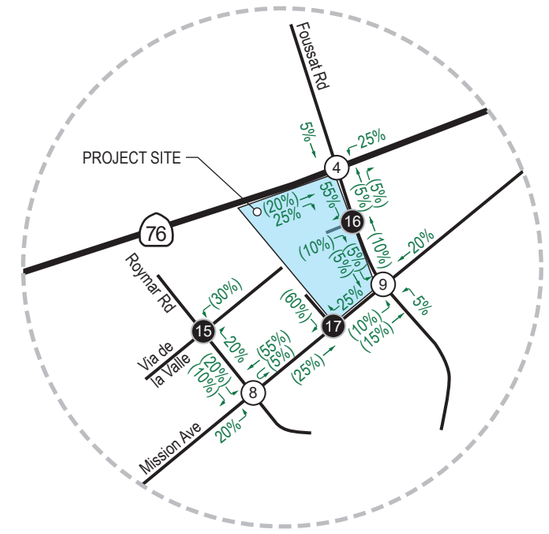
Kimley-Horn Trip Generation Estimates

OnPoint - Oceanside

1		2		3		4		5		6		7		8	
	(20%) ⇦ SR 76	Benet Rd ⇗ 5%	(5%) ⇦ SR 76 (20%) ⇦	Airport Rd	SR 76	Foussat Rd ⇦ 5%	⇘ 25% SR 76	Douglas Drive ⇖ 5%	⇦ 20% SR 76	Rancho del Oro Dr	⇦ 15% SR 76	Airport Rd	(45%) ⇦ (20%) ⇦ Mission Ave	(10%) ⇖ (20%) ⇙ Roymar Dr	(55%) ⇦ (5%) ⇖ Mission Ave
20% ⇨ Canyon Dr		20% ⇨		25% ⇨	(25%) ⇗ (20%) ⇖	(20%) ⇦ 25% ⇘	(5%) ⇧ (5%) ⇖	(5%) ⇦ (20%) ⇨		(15%) ⇦ (5%) ⇗	5% ⇗	20% ⇨		20% ⇙	

9		10		11		12		13		14		15		16	
(5%) ⇦ (5%) ⇙ Foussat Rd	⇦ 20% Mission Ave	Copperwood Wy	⇦ 20% Mission Ave		⇦ 20% Mission Ave	Fireside St	⇦ 20% Mission Ave	⇖ 10% El Camino Real	⇦ 5% Mission Ave	⇙ 5% Douglas Dr	⇦ 5% Mission Ave	Roymar Dr	⇙ (30%) Via de la Valle	⇖ 55% Foussat Rd	Project Dwy 1
(10%) ⇦ (15%) ⇨	5% ⇗	(20%) ⇨		(20%) ⇨ Frontier Dr		(20%) ⇨		(10%) ⇦ (5%) ⇨ (5%) ⇙	5% ⇗	(5%) ⇨	(5%) ⇦		20% ⇦	(10%) ⇙	(10%) ⇦

17	
(60%) ⇖ Project Dwy 2	⇗ 25% Mission Ave
(25%) ⇨	



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

Kimley»Horn

FIGURE

Project Trip Distribution

OnPoint - Oceanside

1

	⇦ 30 / 37 SR 76
30 / 38 ⇨ Canyon Dr	

2

⇗ 8 / 9 ⇙ Benet Rd	⇗ 7 / 9 ⇦ 30 / 37 SR 76
30 / 38 ⇨	

3

Airport Rd	⇦ -17 / -19 SR 76
38 / 47 ⇨	⇗ 54 /66 ⇖ 44 / 52

4

⇩ 8 / 9 Foussat Rd	⇧ -17 / -19 ⇘ 55 / 66 SR 76
27 / 33 ⇨ 55 / 66 ⇙	⇧ 7 / 9 ⇘ 10 / 13

5

⇖ 8 / 9 Douglas Drive	⇦ 30 / 38 SR 76
7 / 9 ⇘ 30 / 37 ⇨	

6

Rancho del Oro Dr	⇦ 23 / 28 SR 76
22 / 28 ⇨ 7 / 9 ⇙	⇗ 8 /9

7

Airport Rd	⇗ 98 / 118 ⇦ 30 / 37 Mission Ave
30 / 38 ⇨	

8

⇖ 22 /26 ⇗ 44 /52 Roymar Dr	⇕ 82 / 103 ⇖ 10 / 13 Mission Ave
44 / 53 ⇘ -14 / -15 ⇕	

9

⇩ 7 / 9 ⇧ 10 / 13 Foussat Rd	⇦ 30 / 38 Mission Ave
22 / 26 ⇨ 22 / 28 ⇦	⇗ 11 / 13 ⇑ -3 / -4

10

Copperwood Wy	⇦ 30 / 38 Mission Ave
30 / 37 ⇨	

11

	⇦ 30 / 38 Mission Ave
30 / 37 ⇦ Frontier Dr	

12

Fireside St	⇦ 30 / 38 Mission Ave
30 / 37 ⇨	

13

⇖ 15 / 19 El Camino Real	⇦ 8 / 9 Mission Ave
15 / 19 ⇘ 7 / 9 ⇩ 7 / 9 ⇙	⇗ 8 / 9

14

⇩ 8 / 9 Douglas Dr	⇦ 8 / 9 Mission Ave
7 / 9 ⇨	⇑ 7 / 9

15

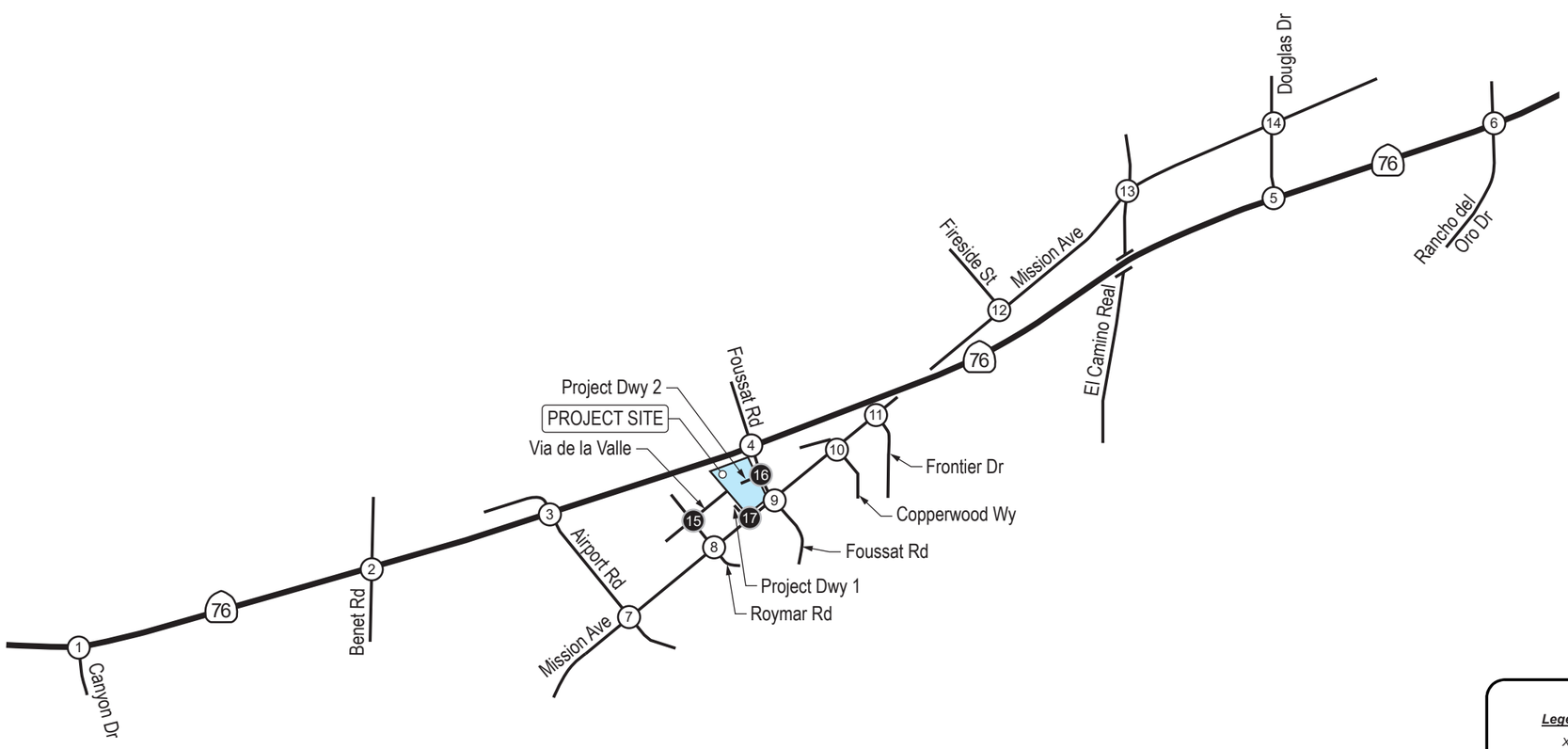
Roymar Dr	⇙ 66 / 78 Via de la Valle
	⇖ 44 / 53

16

⇖ 121 / 145 Project Dwy 1	Foussat Rd
22 / 26 ⇗	⇑ 15 / 19

17

⇖ 131 / 157 Project Dwy 2	⇗ 55 / 66 ⇦ -17 / 0 Mission Ave
37 / 47 ⇨	



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley»Horn

K:\SND_LDEV\195093003 - OnPoint - Oceanside\Traffic\ANALYSIS\ADOBE

FIGURE

Net Project Trip Assignment

OnPoint - Oceanside

Trip Generation Estimate

Land Use	Land Use as listed in SANDAG	Units[1]	Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
					% of ADT[2]	In:Out Ratio[2]	In	Out	Total	% of ADT[2]	In:Out Ratio[2]	In	Out	Total
Proposed														
Building A: Gas Station + 3,000 sf Food Mart	with/Food Mart	12 vfs	160 / vfs	1,920	7%	5.00 : 5.00	67	67	134	8%	5.00 : 5.00	77	77	154
Building B: Retail	Specialty Retail/Strip Commercial	1.90 ksf	40 / ksf	76	3%	6.00 : 4.00	1	1	2	9%	5.00 : 5.00	3	4	7
Building C: Drive Thru Restaurant	Fast Food (w/drive-through)	3.00 ksf	650 / ksf	1,950	7%	5.00 : 5.00	68	69	137	7%	5.00 : 5.00	68	69	137
Building D: Restaurant	Sit-down, high turnover	2.40 ksf	160 / ksf	384	8%	5.00 : 5.00	15	16	31	8%	6.00 : 4.00	18	13	31
Building D: Retail	Specialty Retail/Strip Commercial	2.40 ksf	40 / ksf	96	3%	6.00 : 4.00	2	1	3	9%	5.00 : 5.00	4	5	9
Building E: Drive Thru Restaurant	Fast Food (w/drive-through)	2 ksf	650 / ksf	1,300	7%	5.00 : 5.00	46	45	91	7%	5.00 : 5.00	46	45	91
Building F: Retail	Specialty Retail/Strip Commercial	4.50 ksf	40 / ksf	180	3%	6.00 : 4.00	3	2	5	9%	5.00 : 5.00	8	8	16
Building G: Car Wash	Automatic	1.00 site	900 / site	900	4%	5.00 : 5.00	18	18	36	9%	5.00 : 5.00	41	40	81
Proposed Total				**6,806**			**220**	**219**	**439**			**265**	**261**	**526**
Pass-by														
Specialty Retail (10%)			/	-35		:	-5	-5	-10		:	-6	-6	-12
Gas Station (50%)			/	-960		:	-34	-34	-67		:	-39	-39	-77
Fast Food (40%)			/	-1,300		:	-27	-28	-55		:	-27	-28	-55
Sit-down Restaurant (20%)			/	-77		:	-3	-3	-6		:	-4	-3	-6
NET TRIP GENERATION =				**4,434**			**151**	**150**	**301**			**190**	**187**	**376**

Note:

1. ksf = Thousand Square Feet; vfs = vehicle fueling stations
2. Trip rates referenced from the Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region, SANDAG, April 2002