

## **INTRODUCTION**

The purpose of this technical noise memorandum is to assess the Projects potential noise impacts within the Project area. The analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations.

## **PROJECT DESCRIPTION**

The Project Site is located in the City of San José (City), located in north-central Santa Clara County. The Project Site is an approximately 0.39-acre site located at the corner of E. Julian Street/ N. 10<sup>th</sup> Street intersection. The site is generally bound by residential neighborhoods to the east, north, northwest and northeast, and commercial uses to the south and west with residential neighborhoods beyond. The Project site currently contains an operational gasoline dispensing station with 10 fueling positions, underground gasoline storage tanks, 1,200-square foot convenience store and a 495-square foot storage facility.

The Rotten Robbie Corporation proposes to renovate and reconfigure the existing operation on-site with the demolition of the existing convenience store, currently located at the northwest portion of the site, and the storage facility, currently located at the west portion of the site. The Project would replace the demolished store and storage building with a new 3,183-square foot store building located at the northwestern corner of the Project site. Six parking spaces would span the front of the building and a new concrete walkway would be installed for easy accessibility from E. Julian Street. The existing fuel island and underground tanks would remain.

## **FUNDAMENTALS OF SOUND AND ENVIRONMENTAL NOISE**

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 decibels (dBA) for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of approximately 3 dBA for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2011). No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dBA per doubling of distance is normally assumed.

Noise levels may also be reduced by intervening structures; generally, a row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 10 to 20 dBA (FHWA 2011). In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise

levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The  $L_{eq}$  is a measure of ambient noise, while the  $L_{dn}$  and CNEL (Community Noise Equivalent Level) are measures of community noise. Each is applicable to this analysis and defined as follows:

- **$L_{eq}$  (Equivalent Noise Level)** is the average acoustic energy content of noise for a stated period of time. Thus, the  $L_{eq}$  of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **$L_{dn}$  (Day-Night Average)** is a 24-hour average  $L_{eq}$  with a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour  $L_{eq}$  would result in a measurement of 66.4 dBA  $L_{dn}$ .
- **CNEL (Community Noise Equivalent Level)** is a 24-hour average  $L_{eq}$  with a 5 dBA “weighting” during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA “weighting” added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour  $L_{eq}$  would result in a measurement of 66.7 dBA CNEL.

## Vibration Fundamentals

Ground vibration can be measured several ways to quantify the amplitude of vibration produced. This can be through peak particle velocity or root mean square velocity. These velocity measurements measure maximum particle at one point or the average of the squared amplitude of the signal, respectively. Vibration impacts on people can be described as the level of annoyance and can vary depending on an individual’s sensitivity. Generally, low-level vibrations may cause window rattling but do not pose any threats to the integrity of buildings or structures.

## Existing Noise Environment

The noise environment in the Proposed Project area is impacted by various noise sources. The most common and significant noise source in the Project area includes all mobile sources, especially cars and trucks traveling on E. Julian Street and N. 10<sup>th</sup> Street. Other sources of noise are the various land uses (i.e., residential, commercial, institutional, and recreational and parks activities) throughout the City that generate stationary-source noise. . The Project site is located approximately two miles from the Norman Y. Mineta San José International Airport yet is located outside of any of the Aircraft Noise Contours.

## Existing Ambient Noise Measurements

The Project site is flat developed land with an existing operational gasoline dispensing station with 10 fueling positions, underground gasoline storage tanks, 1,200-square foot convenience store and a 495-square foot storage facility. The surround land uses are composed of a mix of residential and commercial uses. In order to quantify existing ambient noise levels in the Project area, ECORP Consulting conducted three short-term noise measurements on March 19, 2019. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site (**Attachment A**). The 10-minute measurements were taken between 1:03 p.m. and 1:41 p.m. Short-term ( $L_{eq}$ ) measurements are considered representative of the noise levels throughout the day. The average noise levels and sources of noise measured at each location are listed in in **Table 1**.

<b>Table 1. Existing (Baseline) Noise Measurements</b>					
<b>Site Number</b>	<b>Location</b>	<b><math>L_{eq}</math> dBA</b>	<b><math>L_{min}</math> dBA</b>	<b><math>L_{max}</math> dBA</b>	<b>Time</b>
1	On north end of the Project site, adjacent to the small patch of grass.	<b>63.4</b>	52.3	81.6	1:03 p.m. – 1:13 p.m.
2	East intersection of E. Julian and N. 10 <sup>th</sup> Street facing the Project site	<b>67.4</b>	52.4	88.5	1:15 p.m. – 1:25 p.m.
3	On 9 <sup>th</sup> Street, 100 feet from the intersection of E. Julian/ 9 <sup>th</sup> Street, behind the Project site.	<b>65.4</b>	43.7	91.6	1:31 p.m. -1:41 p.m.

*Source: Measurements were taken by ECORP Consulting with a Larson Davis SoundExpert LxT precision sound level meter, which satisfies the American National Standards Institute (ANSI) for general environmental noise measurement instrumentation. Prior to the measurements, the SoundExpert LxT sound level meter was calibrated according to manufacturer specifications with a Larson Davis CAL200 Class I Calibrator. See **Attachment A** for noise measurement outputs.*

As shown in **Table 1**, the ambient recorded noise levels range from 63.4 dBA to 67.4 dBA near the Project site. The most common noise source in the Project vicinity is automotive vehicles (cars, trucks, motorcycles). Traffic moving along streets produces a sound level that remains relatively constant and is part of the Project area's minimum ambient noise level. Vehicular noise varies with the volume, speed and type of traffic. Slower traffic produces less noise than fast moving traffic. Trucks typically generate more noise than cars. Infrequent or intermittent noise also is associated with vehicles, including sirens, vehicle alarms, slamming of doors, trains, garbage and construction vehicle activity and honking of horns. These noises add to urban noise and are regulated by a variety of agencies.

## **METHODOLOGY**

This analysis of the existing and future noise environments is based on noise prediction modeling and empirical observations. In order to estimate the worst-case construction noise levels that may occur at the nearest noise-sensitive receptors in the Project vicinity, predicted construction noise levels were calculated utilizing the Federal Highway Administration's Roadway Construction Model (2006). Operational noise levels are addressed qualitatively using information from Caltrans. Groundborne vibration levels associated with construction-related activities for the Project were evaluated utilizing typical groundborne

vibration levels associated with construction equipment, obtained from Caltrans. Potential groundborne vibration impacts related to structural damage and human annoyance were evaluated, taking into account the distance from construction activities to nearby land uses.

## **NOISE IMPACT ANALYSIS**

### **Project Construction Noise**

#### ***Would the Project Result in Short-Term Construction-Generated Noise in Excess of Noise Standards?***

Construction noise associated with the Proposed Project would be temporary and would vary depending on the nature of the activities being performed. Noise generated would primarily be associated with the operation of off-road equipment for on-site construction activities as well as construction vehicle traffic on area roadways. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., building construction, paving). Noise generated by construction equipment, including earth movers, material handlers, and portable generators, can reach high levels. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full power operation followed by 3 to 4 minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). During construction, exterior noise levels could negatively affect sensitive receptors in the vicinity of the construction site.

**Table 2** indicates the anticipated noise levels of construction equipment. The average noise levels presented in **Table 2** are based on the quantity, type, and acoustical use factor for each type of equipment that is anticipated to be used.

Table 2. Maximum Noise Levels Generated by Construction Equipment		
Type of Equipment	Maximum Noise ( $L_{max}$ ) at 50 Feet (dBA)	Maximum 8-Hour Noise ( $L_{eq}$ ) at 50 Feet (dBA)
Crane	80.6	72.6
Dozer	81.7	77.7
Excavator	80.7	76.7
Generator	80.6	77.6
Grader	85.0	81.0
Paver	77.2	74.2
Roller	80.0	73.0
Tractor	84.0	80.0
Dump Truck	76.5	72.5
Concrete Pump Truck	81.4	74.4
Welder	74.0	70.0

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), dated January 2006.

Nearby noise-sensitive land uses consist of single-family residence located directly adjacent, less than 20 feet, from the Project site to the north and west. Due to the close proximity, the residence will experience noise levels in excess of what is presented in **Table 2**.

The City limits the time that construction can take place but does not promulgate numeric thresholds pertaining to the noise associated with construction. Specifically, Chapter 20.100.450 of the City's Municipal Code states that construction within 500 feet of a residential unit can take place between the hours of 7:00 a.m. and 7:00 p.m., Monday through Friday, or at any time on the weekends. It is typical to regulate construction noise in this manner since construction noise is temporary, short term, intermittent in nature, and would cease on completion of the Project. Furthermore, the City of San José is a developing urban community and construction noise is generally accepted as a reality within the urban environment. Additionally, construction would occur through the Project site and would not be concentrated at one point. Therefore, noise generated during construction activities, as long as conducted within the permitted hours, would not exceed City noise standards.

### **Project Operational Noise**




#### ***Would the Project Result in a Substantial Permanent Increase in Ambient Noise Levels in Excess of City Standards During Operations?***

##### *Project Land Use Compatibility*

The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the City that would negatively affect noise sensitive land

users. Users such as schools, hospitals, child care, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by a set of Land Use Compatibility Guidelines or should be protected from noise through sound attenuation measures such as site and architectural design and sound walls.

The City of San José Envision San José 2040 General Plan provides policy direction for minimizing noise impacts on the community based on Land use Compatibility Guidelines established by the State of California. These guidelines, presented as **Table 3**, provide the City with a tool to gauge the compatibility of new land users relative to existing noise levels. Specifically, **Table 3** identifies normally acceptable, conditionally acceptable and unacceptable noise levels for various land uses, including commercial land uses such as those proposed by the Project. In the case that the noise levels identified at the Proposed Project site fall within levels considered normally acceptable, the Project is considered compatible with the existing noise environment. As shown in **Table 3**, an acceptable existing noise level for locating commercial uses is 55-70 dBA.

<b>Table 3. Land Use Compatibility Guidelines for Community Noise in San José</b>						
<b>Land Use Category</b>		<b>Exterior Day-Night Average Value in Decibels</b>				
		<b>55</b>	<b>60</b>	<b>65</b>	<b>70</b>	<b>75</b>
1.	Residential, Hotels and Motels, Hospitals and Residential Care					
2.	Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds					
3.	Schools, Libraries, Museums, Meeting Halls, and Churches					
4.	Office Buildings, Business Commercial, and Professional Offices					
5.	Sports Arenas, Outdoor Spectator Sports					
6.	Public and Quasi-Public Auditoriums, Concert Halls, and Amphitheaters					
	<b>Normally Acceptable:</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.					
	<b>Conditionally Acceptable:</b> Specified land use may be permitted only after detailed analysis of the noise reduction requirements and noise mitigation features included in the design.					
	<b>Unacceptable:</b> New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies. (Development will only be considered when technically feasible mitigation is identified that is also compatible with relevant design guidelines.)					

In order to quantify existing ambient noise levels in the Project area, ECORP conducted three short-term noise measurements on March 19, 2019. The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site and are considered representative of the noise levels throughout the day. As shown in **Table 1**, the ambient noise level

recorded on the Project site is 63.4 dBA. As this noise level falls within the standards provided for commercial land use compatibility, the Project site is considered an appropriate noise environment to locate the proposed land use. Additionally, Project site is currently a functioning gas station, convenience store and storage facility. The Project would be demolishing the existing convenience store building on site and construct a new convenience store. The land use of the site would remain the same.

#### *Project On-Site Operational Noise*

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. Residences, schools, hospitals, guest lodging, libraries, and some passive recreation areas would each be considered noise-sensitive and may warrant unique measures for protection from intruding noise. The nearest noise-sensitive land uses consist of single-family residences located directly adjacent (less than 20 feet) from the Project site to the north and west.

As previously stated, the Project would be demolishing the existing convenience store building on site and building a new convenience store. The use of the site would remain unchanged. The ambient noise level recorded on the Project site is 63.4 dBA. Since the land use would not change, it can be assumed that the existing noise generated on the Project site would remain the same once construction is complete. The on-site operations of the Proposed Project would have no noticeable effect on the existing ambient noise environment.

#### *Operational Off-Site Traffic Noise*

Project operation would also result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the Project vicinity. Future traffic noise levels throughout the Project vicinity were modeled based on the traffic volumes identified by the Project Local Transportation Analysis prepared by Kimley Horn (2020). The Project is forecasted to generate an increase of approximately 326 trips per day with about 96 new vehicle trips added to the surrounding roadway system during the AM peak hour and 6 trips added during the PM peak hour. According to the California Department of Transportation (Caltrans) *Technical Noise Supplement to the Traffic Noise Analysis Protocol* (2013), doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase). The Project site is located along E. Julian Street at a highly traveled part of the City, with extensive roadway traffic. E. Julian Street is classified as a Local Connector Street in the City General Plan. Local Connector Streets equally prioritize automobiles, trucks, bicycles, and pedestrians, typically have two traffic lanes, and can accommodate moderate volumes of through-traffic within the City. The approximated 321 trips attributable to the Proposed Project would not result in a doubling of traffic, its contribution to existing traffic noise would not be perceptible.

### **Project Groundborne Vibration**

#### ***Would the Project Expose Structures to Substantial Groundborne Vibration During Construction?***

Excessive groundborne vibration impacts result from continuously occurring vibration levels. Increases in groundborne vibration levels attributable to the Proposed Project would be primarily associated with short-term construction-related activities. Construction on the Project site would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction

equipment used and the operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of some heavy-duty construction equipment, such as dozers and trucks. Vibration decreases rapidly with distance and it is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to sensitive receptors. Groundborne vibration levels associated with construction equipment are summarized in **Table 4**.

<b>Table 4. Vibration Source Amplitudes for Construction Equipment at 20 Feet</b>	
<b>Equipment Type</b>	<b>Peak Particle Velocity at 20 Feet (inches per second)</b>
Large Bulldozer	0.124
Caisson Drilling	0.124
Loaded Trucks	0.106
Rock Breaker	0.115
Jackhammer	0.049
Small Bulldozer/Tractor	0.004

Source: FTA 2018

Policy EC-2.3 of the General Plan requires new development to minimize vibration impacts to adjacent uses during demolition and construction. For sensitive historic structures, a vibration limit of 0.08 inches per second peak particle velocity will be used to minimize the potential for cosmetic damage to a building. A vibration limit of 0.20 inches per second peak particle velocity is used to minimize the potential for cosmetic damage at buildings of normal conventional construction. It is acknowledged that construction activities would occur throughout the Project site and would not be concentrated at the point closest to the nearest structure.

The nearest structures of concern to the construction site are single-family residence located directly adjacent, less than 20 feet, to the north and west. The single-family residences are considered normal conventional construction and are subject to a vibration limit of 0.20 inches per second peak particle velocity. Based on the vibration levels presented in **Table 4**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.124 inches per second peak particle velocity at 20 feet. Therefore, vibration from construction activities experienced at the nearest adjacent residences would be expected to be below the 0.20 inch per second peak particle velocity threshold.

The Proposed Project is located in the City's Central/Downtown Planning Area. The area includes a mix of modern and historic buildings. The historic buildings are a key component of the visual setting in this area of the City. The nearest potential historic structure of concern is located approximately 113 feet away to the southeast. Based on the vibration levels presented in **Table 4**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.124 inches per second peak particle velocity at 20 feet. Vibration decreases rapidly with distance. According to equations provided by the



Federal Transit Administration (2018), groundborne vibration levels associated with construction equipment operating at a distance of 113 feet are summarized in **Table 5**.

<b>Table 5. Vibration Source Amplitudes for Construction Equipment at 113 Feet</b>	
<b>Equipment Type</b>	<b>Peak Particle Velocity at 113 Feet (inches per second)</b>
Large Bulldozer	0.009
Caisson Drilling	0.009
Loaded Trucks	0.008
Rock Breaker	0.008
Jackhammer	0.004
Small Bulldozer/Tractor	0.000

Source: FTA 2018; Caltrans 2004

As shown, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.009 inches per second peak particle velocity at 113 feet. Thus, the historic structures located at 113 feet would not experience vibration levels that exceed the vibration limit of 0.08 inches per second peak particle velocity.

***Would the Project Expose Structures to Substantial Groundborne Vibration During Operations?***

Project operations would not include the use of any stationary equipment that would result in excessive groundborne vibration levels. Therefore, the Project would result in no groundborne vibration impacts during operations.

**Airport Noise**

***Would the Project Expose People Residing or Working in the Project Area to Excessive Airport Noise Levels?***

The Project site is located approximately 2 miles northwest of the Norman Y. Mineta San José International Airport. According to the Santa Clara County Comprehensive Land Use Plan for the San José Airport (2016), the Proposed Project is located outside of the Aircraft Noise Contours and therefore would not result in the exposure of people residing or working in the Project area to excessive noise.

**Cumulative Noise Impacts**

***Cumulative Construction Noise***

Construction activities associated with the Proposed Project and other construction projects in the area may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the Proposed Project was determined to be less than significant following compliance with the City's General Plan.

Cumulative development in the vicinity of the Project site could result in elevated construction noise levels at sensitive receptors in the Project area. However, each project would be required to comply with the applicable limitations on construction. Therefore, the Project would not contribute to cumulative impacts during construction.

### ***Cumulative Operational Noise***

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the Project and other projects in the vicinity. Long-term noise sources associated with development at the Project, combined with other cumulative projects, could cause local noise level increases. Noise levels associated with the Proposed Project and related cumulative projects together could result in higher noise levels than considered separately. However, the expected combined cumulative effect within the Project area would not be expected to exceed City standards. Project traffic would not result in a significant increase in traffic noise on a Project level, so the Project's contribution to cumulative impacts would also be less than significant. Additionally, due to the fact that use of the site would remain unchanged in terms of the land use, it can be assumed that the ambient noise on site would remain the same.

## REFERENCES

- Caltrans (California Department of Transportation). 2004. Transportation- and Construction-Induced Vibration Guidance Manual.
- . 2013. *Technical Noise Supplement to the Traffic Noise Analysis Protocol*
- City of San José Municipal Code. Volume I 2000
- Comprehensive Land Use Plan. Santa Clara County. 2011. Amended 2016.
- Envision San José 2040 General Plan. <http://www.sanjoseca.gov/index.aspx?nid=1737>.
- FHWA (Federal Highway Administration). 2006. Roadway Construction Noise Model.
- . 2011. Effective Noise Control During Nighttime Construction.  
[http://ops.fhwa.dot.gov/wz/workshops/accessible/schexnayder\\_paper.htm](http://ops.fhwa.dot.gov/wz/workshops/accessible/schexnayder_paper.htm).
- FTA (Federal Transit Administration). 2018. Transit Noise and Vibration Impact Assessment.
- Kimley Horn. 2020. 455 Julian Road Rotten Robbie Local Transportation Analysis

## **ATTACHMENT A**

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Baseline Noise Measurements

<b>Site Number:</b> 1			
<b>Recorded By:</b> Rosey Worden			
<b>Job Number:</b> 2018-212			
<b>Date:</b> 3/19/2019			
<b>Time:</b> 1:03 p.m.			
<b>Location:</b> On north end of the Project site, adjacent to the small patch of grass.			
<b>Source of Peak Noise:</b> Vehicle traffic on 10 <sup>th</sup> Street, cars idling on site, and intermittent construction on Julian Street.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
63.4	52.3	81.6	100.4

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	LxT SE	0005120	6/04/2018	
	Microphone	Larson Davis	377B02	174464	5/31/2018	
	Preamp	Larson Davis	PRMLxT1L	042852	6/04/2018	
	Calibrator	Larson Davis	CAL200	14105	5/31/2018	
Weather Data						
Est.	<b>Duration:</b> 10 minutes			<b>Sky:</b> Clear with some clouds		
	<b>Note:</b> dBA Offset = 0.02			<b>Sensor Height (ft):</b> 4 ft		
	<b>Wind Ave Speed (mph)</b>		<b>Temperature (degrees Fahrenheit)</b>		<b>Barometer Pressure (hPa)</b>	
	5 mph		72°			

**Photo of Measurement Location**



Summary  
 Filename LxT\_Data.100  
 Serial Number 5120  
 Model SoundExpert™ LxT  
 Firmware Version 2.302  
 User  
 Location  
 Job Description  
 Note  
 Measurement Description  
 Start 2019/03/19 13:02:57  
 Stop 2019/03/19 13:12:57  
 Duration 0:10:00.0  
 Run Time 0:10:00.0  
 Pause 0:00:00.0  
 Pre Calibration 2019/03/19 12:55:24  
 Post Calibration None  
 Calibration Deviation ---

Overall Settings  
 RMS Weight A Weighting  
 Peak Weight Z Weighting  
 Detector Fast  
 Preamp PRMLxT1L  
 Microphone Correction Off  
 Integration Method Linear  
 OBA Range Normal  
 OBA Bandwidth 1/1 and 1/3  
 OBA Freq. Weighting Z Weighting  
 OBA Max Spectrum Bin Max  
 Overload 122.8 dB  
 Under Range Peak A C Z  
 Under Range Limit 79.1 76.1 81.1 dB  
 28.1 26.5 34.1 dB  
 Noise Floor 17.3 17.3 23.7 dB

Results  
 LAeq 63.4 dB  
 LAE 91.2 dB  
 EA 146.375 µPa²h  
 LZpeak (max) 2019/03/19 13:04:34 100.4 dB  
 LAFmax 2019/03/19 13:04:36 81.6 dB  
 LAFmin 2019/03/19 13:06:29 52.3 dB  
 SEA -99.9 dB  
 LAF > 85.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LAF > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise Ldn LDay 07:00-22:00 LNight 22:00-07:00 Lden LDay 07:00-19:00 LEvening 19:00-22:00 LNight 22:00-07:00  
 63.4 63.4 -99.9 63.4 63.4 -99.9 -99.9  
 LCEq 74.6 dB  
 LAeq 63.4 dB  
 LCEq - LAeq 11.2 dB  
 LAleq 66.1 dB  
 LAeq 63.4 dB  
 LAleq - LAeq 2.7 dB  
 # Overloads 0  
 Overload Duration 0.0 s  
 # OBA Overloads 0  
 OBA Overload Duration 0.0 s

Statistics  
 LAF5.00 68.3 dB  
 LAF10.00 65.1 dB  
 LAF33.30 61.8 dB  
 LAF50.00 60.0 dB  
 LAF66.60 58.1 dB  
 LAF90.00 54.9 dB

Calibration History

Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
Direct	2018/06/04 6:18:32	-29.0	3.6	2.6	8.3	0.1	10.8	1.8	-2.2	-2.2	3.3	4.5	9.5	1.9	3.4	14.8	10.6	9.6	15.1	6.0	9.6	8.4	6.0	9.6	7.9	9.4	10.2	9.6	10.9	13.6	12.5	41.0	23.2	16.7	17.7	20.4	20.4	21.3
Direct	2018/06/04 5:50:16	-26.4	19.6	2.7	17.4	10.0	10.7	21.0	10.2	9.1	11.9	10.2	46.1	8.4	19.8	14.7	12.6	14.0	14.4	14.7	14.9	13.3	20.8	15.9	12.7	7.7	7.8	8.9	6.6	5.7	6.3	5.9	5.7	6.0	6.6	6.7	7.4	7.9
PRMLxT1L	2019/03/19 12:55:24	-29.1	68.8	64.6	57.9	55.0	61.3	48.7	40.5	45.0	47.6	47.4	42.8	39.6	30.2	36.2	27.1	32.1	28.6	23.0	21.5	20.6	16.3	28.8	114.0	48.9	19.2	65.2	20.7	61.3	27.3	31.4	21.5	22.7	23.9	25.9	28.1	30.4
PRMLxT1L	2019/03/19 10:53:06	-29.1	87.7	73.7	70.2	55.4	46.8	41.0	37.5	51.1	50.4	41.7	41.2	40.7	36.8	43.8	37.0	36.0	39.4	32.8	27.2	22.3	17.4	28.0	114.0	48.7	19.4	65.3	20.8	61.2	27.9	31.3	21.8	22.7	23.9	25.8	28.3	30.5
PRMLxT1L	2019/03/19 10:52:38	-29.1	89.8	88.7	73.5	61.3	66.8	49.3	42.5	45.8	46.4	50.1	51.2	63.3	48.9	46.8	48.4	39.4	41.5	36.8	30.7	25.7	19.2	28.2	114.0	48.8	19.7	65.3	21.5	61.2	27.9	31.5	21.6	22.8	23.8	25.9	28.4	30.3
PRMLxT1L	2019/03/19 10:52:16	-29.1	49.3	52.0	58.5	55.8	59.3	46.9	41.2	40.0	41.9	41.6	39.3	38.4	33.7	34.1	30.9	27.1	30.2	26.8	18.0	17.1	14.5	28.2	114.0	48.8	19.7	65.2	21.0	61.2	27.4	31.5	21.5	23.0	24.1	26.0	28.1	30.4
PRMLxT1L	2019/03/18 20:00:01	-29.1	49.6	56.2	54.6	50.5	47.5	39.3	37.9	50.1	50.5	52.7	53.0	34.4	30.8	31.0	31.1	26.3	24.5	27.3	24.2	17.7	15.4	28.8	114.0	48.9	19.2	65.3	21.2	61.2	27.4	31.1	21.6	22.5	24.0	25.6	28.5	30.7
PRMLxT1L	2019/03/18 11:55:26	-29.1	36.1	50.2	49.0	50.9	35.3	48.5	44.4	43.2	33.5	32.9	39.4	31.4	32.5	39.1	27.5	28.3	25.6	23.8	21.3	19.2	16.1	28.6	114.0	48.9	19.1	65.4	21.0	61.3	27.9	31.5	21.7	22.7	23.9	26.1	28.2	30.6
PRMLxT1L	2019/03/18 11:54:42	-29.1	69.4	64.6	58.1	55.9	63.8	47.6	50.0	38.1	30.3	38.6	37.8	38.1	33.5	45.1	30.1	31.0	27.6	25.9	24.3	21.3	18.0	28.5	113.9	48.9	19.6	65.2	21.4	61.2	27.7	31.3	21.7	22.5	23.9	26.0	28.3	30.5
PRMLxT1L	2019/03/14 13:10:52	-29.0	55.6	49.4	49.8	48.3	42.1	45.2	45.0	43.8	56.5	61.1	39.7	38.5	40.3	35.0	28.7	22.6	23.4	21.1	20.7	14.8	16.8	28.5	114.0	48.9	19.5	65.6	20.8	61.2	28.2	31.4	21.6	22.3	24.1	26.0	28.2	30.7
PRMLxT1L	2019/02/27 10:15:11	-29.0	90.4	95.2	79.2	64.2	64.4	55.9	50.9	57.7	56.8	50.0	49.8	45.6	46.5	40.5	38.5	38.6	37.6	39.1	36.9	30.6	16.7	28.9	114.0	48.8	19.3	65.4	20.7	61.3	27.7	31.5	21.9	22.7	24.1	26.1	28.3	30.8
PRMLxT1L	2019/02/25 15:33:45	-29.0	94.2	73.0	56.6	55.7	51.6	41.6	39.2	38.6	47.2	39.8	40.7	33.9	37.8	31.8	31.3	27.5	24.0	18.0	15.0	14.5	15.9	28.3	114.0	48.9	18.5	65.3	20.4	60.5	27.1	30.4	21.5	22.8	23.8	25.8	28.3	30.6
PRMLxT1L	2019/02/25 11:58:48	-29.0	62.7	49.5	53.5	48.4	52.7	51.1	44.4	43.7	47.3	39.2	40.4	35.8	33.3	30.3	30.5	29.1	26.2	22.5	20.6	20.0	15.8	29.1	114.0	48.9	19.1	65.3	21.3	60.9	27.1	30.9	21.4	22.6	23.8	26.2	28.4	30.6

<b>Site Number:</b> 2			
<b>Recorded By:</b> Rosey Worden			
<b>Job Number:</b> 2018-212			
<b>Date:</b> 3/19/2019			
<b>Time:</b> 1:15 p.m.			
<b>Location:</b> East intersection of E. Julian and N. 10 <sup>th</sup> Street facing the Project site.			
<b>Source of Peak Noise:</b> Vehicle traffic on E Julian and N. 10 <sup>th</sup> Street.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
67.4	52.4	88.5	106.1

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	LxT SE	0005120	6/04/2018	
	Microphone	Larson Davis	377B02	174464	5/31/2018	
	Preamp	Larson Davis	PRMLxT1L	042852	6/04/2018	
	Calibrator	Larson Davis	CAL200	14105	5/31/2018	
Weather Data						
Est.	Duration: 10 minutes			Sky: Clear with some clouds		
	Note: dBA Offset = 0.02			Sensor Height (ft): 4 ft		
	Wind Ave Speed (mph)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	5 mph		72°			

**Photo of Measurement Location**



Summary  
 Filename LxT\_Data.101  
 Serial Number 5120  
 Model SoundExpert™ LxT  
 Firmware Version 2.302  
 User  
 Location  
 Job Description  
 Note  
 Measurement Description  
 Start 2019/03/19 13:15:16  
 Stop 2019/03/19 13:25:16  
 Duration 0:10:00.0  
 Run Time 0:10:00.0  
 Pause 0:00:00.0  
 Pre Calibration 2019/03/19 12:55:24  
 Post Calibration None  
 Calibration Deviation ---

Overall Settings  
 RMS Weight A Weighting  
 Peak Weight Z Weighting  
 Detector Fast  
 Preamp PRMLxT1L  
 Microphone Correction Off  
 Integration Method Linear  
 OBA Range Normal  
 OBA Bandwidth 1/1 and 1/3  
 OBA Freq. Weighting Z Weighting  
 OBA Max Spectrum Bin Max  
 Overload 122.8 dB  
 Under Range Peak A C Z  
 Under Range Limit 79.1 76.1 81.1 dB  
 28.1 26.5 34.1 dB  
 Noise Floor 17.3 17.3 23.7 dB

Results  
 LAeq 67.4 dB  
 LAE 95.2 dB  
 EA 365.606 µPa²h  
 LZpeak (max) 2019/03/19 13:15:24 106.1 dB  
 LAFmax 2019/03/19 13:25:14 88.5 dB  
 LAFmin 2019/03/19 13:23:48 52.4 dB  
 SEA -99.9 dB  
 LAF > 85.0 dB (Exceedence Counts / Duration) 2 2.1 s  
 LAF > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise Ldn LDay 07:00-22:00 LNight 22:00-07:00 Lden LDay 07:00-19:00 LEvening 19:00-22:00 LNight 22:00-07:00  
 67.4 67.4 -99.9 67.4 67.4 -99.9 -99.9  
 LCEq 77.1 dB  
 LAeq 67.4 dB  
 LCEq - LAeq 9.7 dB  
 LAIeq 70.4 dB  
 LAeq 67.4 dB  
 LAIeq - LAeq 3.0 dB  
 # Overloads 0  
 Overload Duration 0.0 s  
 # OBA Overloads 0  
 OBA Overload Duration 0.0 s

Statistics  
 LAF5.00 70.5 dB  
 LAF10.00 68.7 dB  
 LAF33.30 65.1 dB  
 LAF50.00 63.3 dB  
 LAF66.60 61.3 dB  
 LAF90.00 57.1 dB

Calibration History

Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
Direct	2018/06/04 6:18:32	-29.0	3.6	2.6	8.3	0.1	10.8	1.8	-2.2	-2.2	3.3	4.5	9.5	1.9	3.4	14.8	10.6	9.6	15.1	6.0	9.6	8.4	6.0	9.6	7.9	9.4	10.2	9.6	10.9	13.6	12.5	41.0	23.2	16.7	17.7	20.4	20.4	21.3
Direct	2018/06/04 5:50:16	-26.4	19.6	2.7	17.4	10.0	10.7	21.0	10.2	9.1	11.9	10.2	46.1	8.4	19.8	14.7	12.6	14.0	14.4	14.7	14.9	13.3	20.8	15.9	12.7	7.7	7.8	8.9	6.6	5.7	6.3	5.9	5.7	6.0	6.6	6.7	7.4	7.9
PRMLxT1L	2019/03/19 12:55:24	-29.1	68.8	64.6	57.9	55.0	61.3	48.7	40.5	45.0	47.6	47.4	42.8	39.6	30.2	36.2	27.1	32.1	28.6	23.0	21.5	20.6	16.3	28.8	114.0	48.9	19.2	65.2	20.7	61.3	27.3	31.4	21.5	22.7	23.9	25.9	28.1	30.4
PRMLxT1L	2019/03/19 10:53:06	-29.1	87.7	73.7	70.2	55.4	46.8	41.0	37.5	51.1	50.4	41.7	41.2	40.7	36.8	43.8	37.0	36.0	39.4	32.8	27.2	22.3	17.4	28.0	114.0	48.7	19.4	65.3	20.8	61.2	27.9	31.3	21.8	22.7	23.9	25.8	28.3	30.5
PRMLxT1L	2019/03/19 10:52:38	-29.1	89.8	88.7	73.5	61.3	66.8	49.3	42.5	45.8	46.4	50.1	51.2	63.3	48.9	46.8	48.4	39.4	41.5	36.8	30.7	25.7	19.2	28.2	114.0	48.8	19.7	65.3	21.5	61.2	27.9	31.5	21.6	22.8	23.8	25.9	28.4	30.3
PRMLxT1L	2019/03/19 10:52:16	-29.1	49.3	52.0	58.5	55.8	59.3	46.9	41.2	40.0	41.9	41.6	39.3	38.4	33.7	34.1	30.9	27.1	30.2	26.8	18.0	17.1	14.5	28.2	114.0	48.8	19.7	65.2	21.0	61.2	27.4	31.5	21.5	23.0	24.1	26.0	28.1	30.4
PRMLxT1L	2019/03/18 20:00:01	-29.1	49.6	56.2	54.6	50.5	47.5	39.3	37.9	50.1	50.5	52.7	53.0	34.4	30.8	31.0	31.1	26.3	24.5	27.3	24.2	17.7	15.4	28.8	114.0	48.9	19.2	65.3	21.2	61.2	27.4	31.1	21.6	22.5	24.0	25.6	28.5	30.7
PRMLxT1L	2019/03/18 11:55:26	-29.1	36.1	50.2	49.0	50.9	35.3	48.5	44.4	43.2	33.5	32.9	39.4	31.4	32.5	39.1	27.5	28.3	25.6	23.8	21.3	19.2	16.1	28.6	114.0	48.9	19.1	65.4	21.0	61.3	27.9	31.5	21.7	22.7	23.9	26.1	28.2	30.6
PRMLxT1L	2019/03/18 11:54:42	-29.1	69.4	64.6	58.1	55.9	63.8	47.6	50.0	38.1	30.3	38.6	37.8	38.1	33.5	45.1	30.1	31.0	27.6	25.9	24.3	21.3	18.0	28.5	113.9	48.9	19.6	65.2	21.4	61.2	27.7	31.3	21.7	22.5	23.9	26.0	28.3	30.5
PRMLxT1L	2019/03/14 13:10:52	-29.0	55.6	49.4	49.8	48.3	42.1	45.2	45.0	43.8	56.5	61.1	39.7	38.5	40.3	35.0	28.7	22.6	23.4	21.1	20.7	14.8	16.8	28.5	114.0	48.9	19.5	65.6	20.8	61.2	28.2	31.4	21.6	22.3	24.1	26.0	28.2	30.7
PRMLxT1L	2019/02/27 10:15:11	-29.0	90.4	95.2	79.2	64.2	64.4	55.9	50.9	57.7	56.8	50.0	49.8	45.6	46.5	40.5	38.5	38.6	37.6	39.1	36.9	30.6	16.7	28.9	114.0	48.8	19.3	65.4	20.7	61.3	27.7	31.5	21.9	22.7	24.1	26.1	28.3	30.8
PRMLxT1L	2019/02/25 15:33:45	-29.0	94.2	73.0	56.6	55.7	51.6	41.6	39.2	38.6	47.2	39.8	40.7	33.9	37.8	31.8	31.3	27.5	24.0	18.0	15.0	14.5	15.9	28.3	114.0	48.9	18.5	65.3	20.4	60.5	27.1	30.4	21.5	22.8	23.8	25.8	28.3	30.6
PRMLxT1L	2019/02/25 11:58:48	-29.0	62.7	49.5	53.5	48.4	52.7	51.1	44.4	43.7	47.3	39.2	40.4	35.8	33.3	30.3	30.5	29.1	26.2	22.5	20.6	20.0	15.8	29.1	114.0	48.9	19.1	65.3	21.3	60.9	27.1	30.9	21.4	22.6	23.8	26.2	28.4	30.6



<b>Site Number:</b> 3			
<b>Recorded By:</b> Rosey Worden			
<b>Job Number:</b> 2018-212			
<b>Date:</b> 3/19/2019			
<b>Time:</b> 1:31 p.m.			
<b>Location:</b> On 9 <sup>th</sup> Street, 100 feet from the intersection of E. Julian/ 9 <sup>th</sup> Street, behind the Project site.			
<b>Source of Peak Noise:</b> Vehicles driving on 9 <sup>th</sup> Street and adjacent roadways, Construction on E. Julian Street, and dogs barking.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
65.4	43.7	91.6	109.3

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Larson Davis	LxT SE	0005120	6/04/2018	
	Microphone	Larson Davis	377B02	174464	5/31/2018	
	Preamp	Larson Davis	PRMLxT1L	042852	6/04/2018	
	Calibrator	Larson Davis	CAL200	14105	5/31/2018	
Weather Data						
Est.	Duration: 10 minutes			Sky: Clear with some clouds		
	Note: dBA Offset = 0.02			Sensor Height (ft): 4 ft		
	Wind Ave Speed (mph)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	5 mph		72°			

**Photo of Measurement Location**



Summary  
 Filename LxT\_Data.102  
 Serial Number 5120  
 Model SoundExpert™ LxT  
 Firmware Version 2.302  
 User  
 Location  
 Job Description  
 Note  
 Measurement Description  
 Start 2019/03/19 13:30:39  
 Stop 2019/03/19 13:40:39  
 Duration 0:10:00.0  
 Run Time 0:10:00.0  
 Pause 0:00:00.0  
 Pre Calibration 2019/03/19 12:55:24  
 Post Calibration None  
 Calibration Deviation ---

Overall Settings  
 RMS Weight A Weighting  
 Peak Weight Z Weighting  
 Detector Fast  
 Preamp PRMLxT1L  
 Microphone Correction Off  
 Integration Method Linear  
 OBA Range Normal  
 OBA Bandwidth 1/1 and 1/3  
 OBA Freq. Weighting Z Weighting  
 OBA Max Spectrum Bin Max  
 Overload 122.8 dB  
 Under Range Peak A C Z  
 79.1 76.1 81.1 dB  
 Under Range Limit 28.1 26.5 34.1 dB  
 Noise Floor 17.3 17.3 23.7 dB

Results  
 LAeq 65.4 dB  
 LAE 93.1 dB  
 EA 228.797 µPa²h  
 LZpeak (max) 2019/03/19 13:33:38 109.3 dB  
 LAFmax 2019/03/19 13:33:38 91.6 dB  
 LAFmin 2019/03/19 13:37:16 43.7 dB  
 SEA -99.9 dB  
 LAF > 85.0 dB (Exceedence Counts / Duration) 2 1.6 s  
 LAF > 115.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 135.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 137.0 dB (Exceedence Counts / Duration) 0 0.0 s  
 LZpeak > 140.0 dB (Exceedence Counts / Duration) 0 0.0 s

Community Noise Ldn LDay 07:00-22:00 LNight 22:00-07:00 Lden LDay 07:00-19:00 LEvening 19:00-22:00 LNight 22:00-07:00  
 65.4 65.4 -99.9 65.4 65.4 -99.9 -99.9  
 LCEq 72.0 dB  
 LAeq 65.4 dB  
 LCEq - LAeq 6.7 dB  
 LAIeq 71.5 dB  
 LAeq 65.4 dB  
 LAIeq - LAeq 6.2 dB  
 # Overloads 0  
 Overload Duration 0.0 s  
 # OBA Overloads 0  
 OBA Overload Duration 0.0 s

Statistics  
 LAF5.00 67.7 dB  
 LAF10.00 66.3 dB  
 LAF33.30 59.2 dB  
 LAF50.00 53.1 dB  
 LAF66.60 50.2 dB  
 LAF90.00 47.6 dB

Calibration History

Preamp	Date	dB re. 1V/Pa	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
Direct	2018/06/04 6:18:32	-29.0	3.6	2.6	8.3	0.1	10.8	1.8	-2.2	-2.2	3.3	4.5	9.5	1.9	3.4	14.8	10.6	9.6	15.1	6.0	9.6	8.4	6.0	9.6	7.9	9.4	10.2	9.6	10.9	13.6	12.5	41.0	23.2	16.7	17.7	20.4	20.4	21.3
Direct	2018/06/04 5:50:16	-26.4	19.6	2.7	17.4	10.0	10.7	21.0	10.2	9.1	11.9	10.2	46.1	8.4	19.8	14.7	12.6	14.0	14.4	14.7	14.9	13.3	20.8	15.9	12.7	7.7	7.8	8.9	6.6	5.7	6.3	5.9	5.7	6.0	6.6	6.7	7.4	7.9
PRMLxT1L	2019/03/19 12:55:24	-29.1	68.8	64.6	57.9	55.0	61.3	48.7	40.5	45.0	47.6	47.4	42.8	39.6	30.2	36.2	27.1	32.1	28.6	23.0	21.5	20.6	16.3	28.8	114.0	48.9	19.2	65.2	20.7	61.3	27.3	31.4	21.5	22.7	23.9	25.9	28.1	30.4
PRMLxT1L	2019/03/19 10:53:06	-29.1	87.7	73.7	70.2	55.4	46.8	41.0	37.5	51.1	50.4	41.7	41.2	40.7	36.8	43.8	37.0	36.0	39.4	32.8	27.2	22.3	17.4	28.0	114.0	48.7	19.4	65.3	20.8	61.2	27.9	31.3	21.8	22.7	23.9	25.8	28.3	30.5
PRMLxT1L	2019/03/19 10:52:38	-29.1	89.8	88.7	73.5	61.3	66.8	49.3	42.5	45.8	46.4	50.1	51.2	63.3	48.9	46.8	48.4	39.4	41.5	36.8	30.7	25.7	19.2	28.2	114.0	48.8	19.7	65.3	21.5	61.2	27.9	31.5	21.6	22.8	23.8	25.9	28.4	30.3
PRMLxT1L	2019/03/19 10:52:16	-29.1	49.3	52.0	58.5	55.8	59.3	46.9	41.2	40.0	41.9	41.6	39.3	38.4	33.7	34.1	30.9	27.1	30.2	26.8	18.0	17.1	14.5	28.2	114.0	48.8	19.7	65.2	21.0	61.2	27.4	31.5	21.5	23.0	24.1	26.0	28.1	30.4
PRMLxT1L	2019/03/18 20:00:01	-29.1	49.6	56.2	54.6	50.5	47.5	39.3	37.9	50.1	50.5	52.7	53.0	34.4	30.8	31.0	31.1	26.3	24.5	27.3	24.2	17.7	15.4	28.8	114.0	48.9	19.2	65.3	21.2	61.2	27.4	31.1	21.6	22.5	24.0	25.6	28.5	30.7
PRMLxT1L	2019/03/18 11:55:26	-29.1	36.1	50.2	49.0	50.9	35.3	48.5	44.4	43.2	33.5	32.9	39.4	31.4	32.5	39.1	27.5	28.3	25.6	23.8	21.3	19.2	16.1	28.6	114.0	48.9	19.1	65.4	21.0	61.3	27.9	31.5	21.7	22.7	23.9	26.1	28.2	30.6
PRMLxT1L	2019/03/18 11:54:42	-29.1	69.4	64.6	58.1	55.9	63.8	47.6	50.0	38.1	30.3	38.6	37.8	38.1	33.5	45.1	30.1	31.0	27.6	25.9	24.3	21.3	18.0	28.5	113.9	48.9	19.6	65.2	21.4	61.2	27.7	31.3	21.7	22.5	23.9	26.0	28.3	30.5
PRMLxT1L	2019/03/14 13:10:52	-29.0	55.6	49.4	49.8	48.3	42.1	45.2	45.0	43.8	56.5	61.1	39.7	38.5	40.3	35.0	28.7	22.6	23.4	21.1	20.7	14.8	16.8	28.5	114.0	48.9	19.5	65.6	20.8	61.2	28.2	31.4	21.6	22.3	24.1	26.0	28.2	30.7
PRMLxT1L	2019/02/27 10:15:11	-29.0	90.4	95.2	79.2	64.2	64.4	55.9	50.9	57.7	56.8	50.0	49.8	45.6	46.5	40.5	38.5	38.6	37.6	39.1	36.9	30.6	16.7	28.9	114.0	48.8	19.3	65.4	20.7	61.3	27.7	31.5	21.9	22.7	24.1	26.1	28.3	30.8
PRMLxT1L	2019/02/25 15:33:45	-29.0	94.2	73.0	56.6	55.7	51.6	41.6	39.2	38.6	47.2	39.8	40.7	33.9	37.8	31.8	31.3	27.5	24.0	18.0	15.0	14.5	15.9	28.3	114.0	48.9	18.5	65.3	20.4	60.5	27.1	30.4	21.5	22.8	23.8	25.8	28.3	30.6
PRMLxT1L	2019/02/25 11:58:48	-29.0	62.7	49.5	53.5	48.4	52.7	51.1	44.4	43.7	47.3	39.2	40.4	35.8	33.3	30.3	30.5	29.1	26.2	22.5	20.6	20.0	15.8	29.1	114.0	48.9	19.1	65.3	21.3	60.9	27.1	30.9	21.4	22.6	23.8	26.2	28.4	30.6