

**Noise & Vibration Study
First Industrial Logistics at Wilson Avenue
City of Perris**



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1.0 INTRODUCTION

The First Industrial Logistics at Wilson Avenue Project (Project) is being proposed within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area in the City of Perris. The Project has the potential to generate changes in the existing noise environment. Under the California Environmental Quality Act (CEQA), projects of this type must undergo an environmental review to assess potential impacts. The following noise analysis has been prepared to support the environmental document for the Project and to demonstrate consistency with all applicable federal, state, and local noise regulations.

The following noise study describes the Project, provides information regarding noise fundamentals, describes the applicable federal, state, and local noise guidelines, characterizes the existing noise environment, provides the study methods and procedures used to perform the traffic noise analysis, and evaluates off-site traffic noise impacts, presents stationary-related noise impacts from loading and unloading activities and construction noise impacts near sensitive non-residential land uses. The Project must incorporate the recommended noise mitigation measures presented in the Perris Valley Commerce Center Specific Plan Environmental Impact Report (PVCC SP EIR, November 2011).

1.1 Project Location and Site Description

The First Industrial Logistics at Wilson Avenue (Project site) is located in the City of Perris as shown in **Figure 1- Vicinity Map**. The Project site is approximately 9.48 acres consisting of assessor's parcel numbers (APN) 300-210-014, 300-210-015, 300-210-023, and 300-210-024, which are along the west side of Wilson Avenue, south of Rider Street, in the City of Perris, California Riverside County as shown in **Figure 2-Aerial Map**. The Project site is within the PVCCSP planning area. The PVCCSP was adopted on January 10, 2012. The Project site has a PVCCSP land use designation of Light Industrial (LI).

1.2 Project Description

The proposed First Industrial Logistics at Wilson Avenue Project and offsite improvements (Project) involves the construction and operation of an approximately 192,623-square-foot light industrial, non-refrigerated warehouse distribution facility. The warehouse building includes approximately 8,000 square feet of office and 4,000 square feet of mezzanine space (see **Figure 3 – Proposed Site Plan**). The proposed warehouse building will feature approximately 25 truck dock doors and 58 trailer truck parking on the western side of the building. Auto parking is provided on the east side of the building. The speculative warehouse/distribution building is assumed to operate 24 hours a day, 7 days a week. Landscaping, screen walls, and fencing will be provided on site as required for screening, privacy, and security in accordance with City standards.

The Project's potable and recycled water lines will connect to pipelines in Wilson Avenue that are currently being constructed by two other approved projects. The Project's sewer lines will connect to existing pipelines within Wilson Avenue. The proposed storm drain lateral will connect the on-site storm drain facilities to the existing Perris Valley Storm Drain Master Drainage Plan (MDP) Line AB within Wilson Avenue, which is immediately northeast of the Project site. In addition, the Project will construct sidewalk and parkway along the Project's frontage along Wilson Avenue. The proposed Project would be constructed in a single phase, and approximately 13,500 cubic yards of soil would be exported from the Project site.

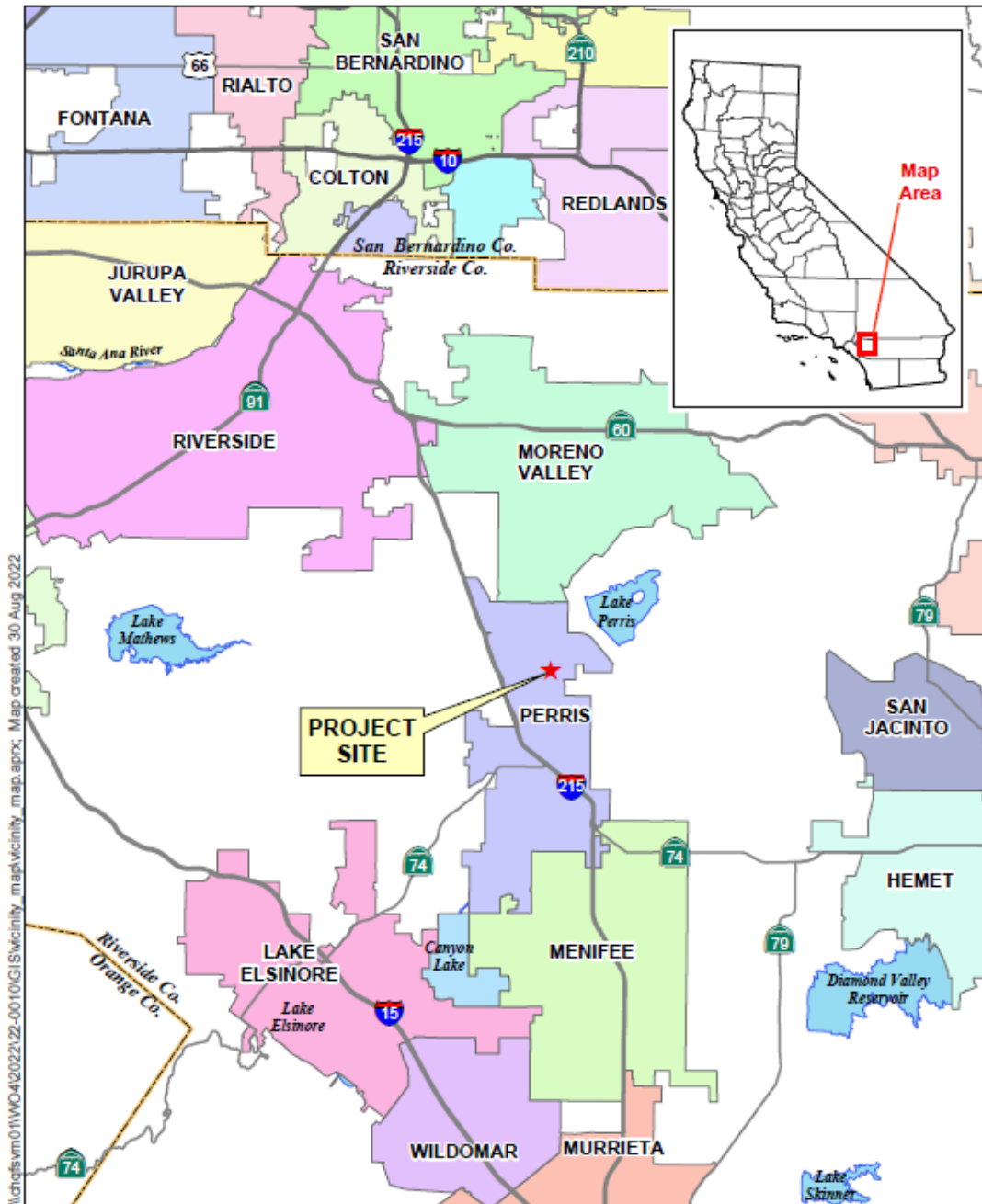


Figure 1 – Vicinity Map
First Industrial Logistics at Wilson Avenue

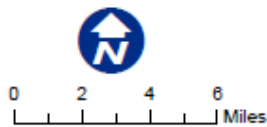




Figure 2 - Aerial Map
First Industrial Logistics at Wilson Avenue

2.0 FUNDAMENTALS OF SOUND

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

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

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

In addition, sound is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) is used. On this scale, the human hearing range extends from approximately 3 dBA to around 140 dBA. **Table 2-1** includes examples of A-weighted noise levels from common indoor and outdoor activities.

Table 2-1. Typical A-Weighted Noise Levels

Common Outdoor Noise	Noise Level (dBA)	Common Indoor Noise
	— 110 —	Rock band (noise to some, music to others)
Jet fly-over at 1000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher in a neighboring room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing
SOURCE: Caltrans, 1998.		

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

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

2.1. Effects of Noise on People

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

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

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

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

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

These relationships partly occur because of the logarithmic nature of sound and the decibel system. The human ear perceives sound in a non-linear fashion; hence the decibel scale was developed. Because the decibel scale is based on logarithms, two noise sources do not combine in a simple additive fashion but rather logarithmically. For example, if two identical noise sources produce noise levels of 50 dBA, the combined sound level would be 53 dBA, not 100 dBA.

2.2. Noise Attenuation

Stationary point noise sources, including stationary mobile sources such as idling vehicles, attenuate (lessen) at a rate between 6 dBA for hard sites and 7.5 dBA for soft sites for each doubling of distance

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

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

2.3. Fundamentals of Vibration

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

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

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

measure of the threshold of architectural damage for conventional sensitive structures is 0.2 in/sec PPV (FTA 2006).

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

3.0 REGULATORY FRAMEWORK

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

3.1 Federal Regulations and Standards

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

3.2 Federal Transit Authority Vibration Standards

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

Table 3-1. Construction Vibration Damage Criteria

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

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

thresholds associated with human annoyance for these three land-use categories are shown in **Table 3-2**. No thresholds have been adopted or recommended for industrial, commercial, and office uses.

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

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

3.2 State Regulations and Standards

Noise Standards

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

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

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

a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

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

c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

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

SOURCE: FTA, 2006.

The State of California has noise limits for vehicles licensed to operate on public roads. For heavy trucks, the state pass-by standard is consistent with the federal limit of 80 dBA. The state pass-by standard for light trucks and passenger cars (less than 4.5 tons, gross vehicle rating) is also 80 dBA at

15 meters (50 feet) from the centerline. These standards are implemented through controls on vehicle manufacturers and by state and local law enforcement officials' legal sanctions.

3.3 Local Regulations and Standards

City of Perris Municipal Code

The City of Perris Municipal Code, Chapter 19.44 (Industrial Zones) Section 19.44.070 b(1) and b(2), outlines performance standards for Industrial uses as follows.

- Noise generated on-site shall be controlled for compatibility with surrounding land uses. Any proposed use that may generate noise during evening hours (7:00 pm to 7:00 am) must submit a detailed noise assessment and plan to mitigate potential noise impacts.
- Vibrations generated on-site shall not be detectable off-site. Any proposed use that may generate vibrations detectable off-site must submit a detailed vibration assessment and plan to address and mitigate potential impacts.

The City of Perris Municipal Code, under Chapter 7.34 (Noise Control), provides the local government ordinance relative to community noise level exposure, guidelines, and regulations.

The City of Perris Municipal Code, Chapter 7.34 *Noise Control*, Section 7.34.040, establishes the following permissible noise levels that may intrude into a neighbor's property from the use of sound-amplifying equipment. The maximum permissible noise level shall not exceed 60 dBA L_{max} during the hours of 10:01 pm to 7:00 am, and 80 dBA L_{max} between the house or 7:01 am to 10:00 pm at the property line of the affected residential land use.

The Municipal Code exterior noise level criteria for residential properties affected by operational noise sources are included in Section 7.34.050 *General Prohibition*, which states that the Section 7.34.040 sound-amplifying equipment noise standards shall apply.

Construction Noise Levels Pursuant to Section 7.34.060 (Construction Noise), the construction, demolition, excavation, alteration, or repair of any building or structure in such a manner as to create disturbing, excessive, or offensive noise is prohibited between the hours of 7:00 pm, and 7:00 am, on Sundays, and a legal holiday. Construction activity shall not exceed 80 dBA L_{max} in residential zones within the city.

City of Perris General Plan

The City of Perris General Plan Noise Element includes Land Use/Noise Compatibility Guidelines, as shown in **Figure 4** (on page 18), which generally establishes acceptable exterior noise levels for specified land uses.

Under Policy V.A, the City of Perris General Plan states that new large-scale commercial or industrial facilities within 160 feet of sensitive land uses shall mitigate noise impacts to attain an acceptable level required by the State of California Noise/Land Use Compatibility Criteria. Under this policy, the City of Perris General Plan Noise Element lists Implementation Measure V.A.1. This implementation measure requires an acoustical impact analysis to be prepared for new industrial and large-scale commercial facilities that are constructed within 160 feet of the property line of any existing noise-sensitive land use. This analysis shall document the nature of the commercial or industrial facility and all interior or exterior facility operations that would generate exterior noise. The analysis shall document the placement of any existing or proposed noise-sensitive land uses situated within the 160-foot distance. The analysis shall determine the potential noise levels that could be received at

these sensitive land uses and specify specific measures to be employed by the large-scale commercial or industrial facility to ensure that these levels do not exceed 60 dBA CNEL at the property line of the adjoining sensitive land use. No development permits or approval of land use applications shall be issued until the acoustic analysis is received and approved by the City Staff.

This acoustical impact analysis satisfies Implementation Measure V.A.1 and provides documentation of compliance to all applicable noise standards.

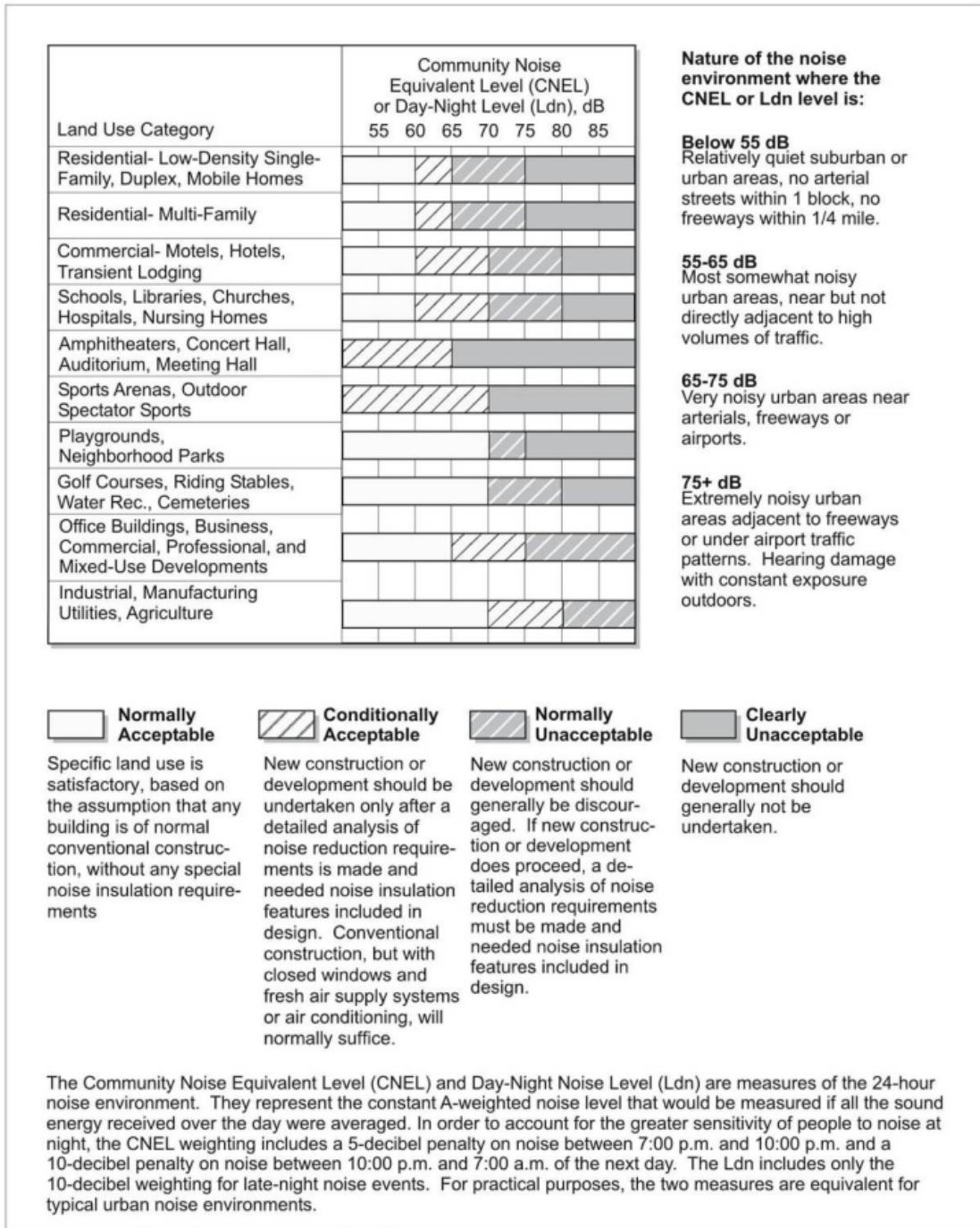


Figure 4 – City of Perris Land Use Compatibility Guidelines

4.0 THRESHOLDS OF SIGNIFICANCE

Appendix G of the 2022 Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) states that a project could have a noise impact if any of the following would occur:

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

4.1. Perris Valley Commerce Center Specific Plan Thresholds

According to the PVCC-SP Environmental Impact Report (EIR), there is no official “industry standard” for determining the significance of noise impacts. While the CEQA Guidelines and the City of Perris General Plan Guidelines provide direction on noise compatibility and establish noise standards by land-use type, CEQA thresholds are not defined for the levels at which increases are considered substantial. *However, a jurisdiction will typically identify either 3 dBA or 5 dBA increase as the threshold because these levels represent varying levels of perceived noise increases* (page 4.9-20, PVCC SP EIR, November 2011).

The PVCC-SP EIR indicates that a 5-dBA noise level increase is considered *discernable to most people in an exterior environment* when the existing noise levels are below 60 dBA. Further, it identifies a 3-dBA increase threshold when the existing ambient noise levels already exceed 60 dBA (page 4.9-20, PVCC SP EIR, November 2011).

4.2. Operational and Construction Thresholds

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

OFF-SITE TRAFFIC NOISE

Traffic noise impacts exceed the CEQA thresholds when the resulting noise levels at noise-sensitive land uses (e.g., residential, etc.):

- are less than 60 dBA CNEL and the project creates a 5 dBA CNEL or greater project-related noise level increase (PVCC SP EIR, Page 4.9-20); or
- exceed 60 dBA CNEL, and the project creates a 3 dBA CNEL or greater project-related noise level increase (PVCC SP EIR, Page 4.9-20).

OPERATIONAL NOISE AND VIBRATION

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

- Project-related operational noise levels resulting from stationary sources, such as on-site noise such as idling trucks, delivery truck activities, backup alarms, loading and unloading, air

- conditioning units, and parking lot vehicle movements, exceed the 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris (City of Perris Municipal Code, Section 7.34.040); or
- Project-related operational noise levels from industrial or commercial facilities located within 160 feet of the property line of the affected residential land use exceed 60 dBA CNEL; or
 - Ambient noise levels at the nearby noise-sensitive receivers near the Project site:
 - are less than 60 dBA L_{eq} and the project creates a 5 dBA L_{eq} or greater project-related noise level increase (PVCC SP EIR, Page 4.9-20); or
 - exceed 60 dBA L_{eq} , and the project creates a 3 dBA L_{eq} or greater project-related noise level increase (PVCC SP EIR, Page 4.9-20).

Although the City of Perris does not have any specified thresholds for vibration, the FTA vibration criteria, as referenced in the PVCC SP EIR pages 4.9-27 and 4.9-28, will be utilized to evaluate vibration impacts. If long-term project vibration levels exceed the FTA maximum acceptable vibration standard of 80VdB vibration decibels (VdB) at noise-sensitive receiver locations, vibration noise levels will exceed the vibration CEQA threshold.

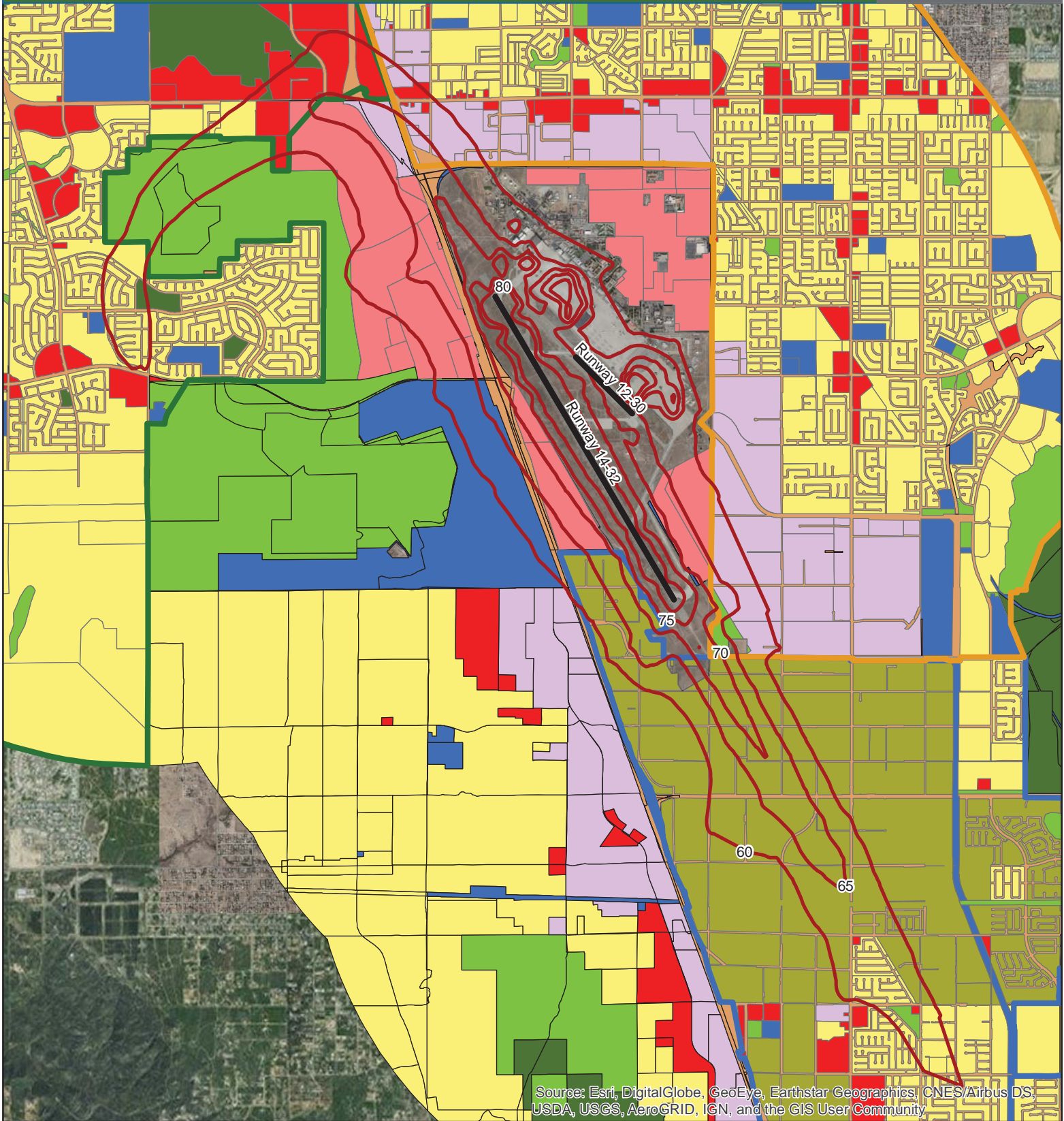
CONSTRUCTION NOISE AND VIBRATION

If project-related construction activities create noise levels at sensitive receiver locations in the City of Perris above the construction noise level limit of 80 dBA L_{eq} (City of Perris Municipal Code 7.34.060), noise levels will exceed the noise CEQA threshold. Although the City of Perris does not have any specified thresholds for vibration, the FTA vibration criteria, as referenced PVCC SP EIR pages 4.9-27 and 4.9-28, will be utilized to evaluate vibration impacts. If short-term project-generated construction source vibration levels exceed the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) at noise-sensitive receiver locations, noise levels will exceed the vibration CEQA threshold.

AIRPORT NOISE

The proposed Project site is approximately 4.5 miles southeast of March Air Reserve Base/Inland Port Airport (MARB/IPA). It is subject to the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP). The MARB/IPA ALUCP divides the area close to the airport into zones based on proximity to the airport and perceived risks. This Plan provides noise contours for this airport to assist in setting policies for establishing new land uses and appropriate mitigation for properties that will continue to be exposed to higher noise levels. The proposed Project site is within Airport Overlay Zone C1. The Project site is not located within a MARB/IPA Accident Potential Zone. For this zone, the noise contour is 60 CNEL. The Project is consistent with the type of land use for this compatibility zone.

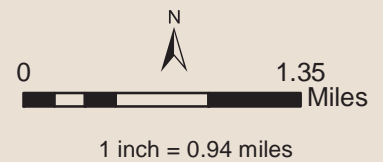
In 2018, MARB published an update to the MARB's Air Installation Compatible Land Use Zone (AICUZ) study that has not yet been incorporated into the MARB/IPA ALUCP. The 2018 AICUZ study provides new noise contours for the airport. The noise contour boundaries of MARB/IPA are presented in **Figure 5** and show that the Project is considered normally acceptable land use since it is located outside the 70 dBA CNEL noise level contour boundaries.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- Runway
- March ARB 2018 Noise Contours**
- Noise Contour Levels(CNEL) 60dB, 65dB, 70dB, 75dB, 80dB
- City of Moreno Valley
- City of RiverSide
- City of Perris
- LANDUSE**
- Open/Agriculture/Low Density
- Commercial
- Public/Quasi-Public
- Undesignated
- Commercial/Industrial/Mixeduse
- Residential
- Industrial
- Recreation
- City of Perris Specific Plan



5.0 EXISTING NOISE MEASUREMENTS

The existing noise environment was characterized by collecting field noise measurements at the property boundary of the Project area. Two (2) long-term 24-hour measurements were taken at the Project site from August 31 through September 2, 2022. **Table 5-1** presents the CNEL values and hourly day and night noise levels for the Project site for the sensitive receivers identified in **Figure 6**. Appendix A includes the field monitoring data for this monitoring location.

5.1 Measurement Procedure and Criteria

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

5.2 Noise Measurement Locations

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

- LT-1 represents the noise levels north of the Project site near the north western portion of the Project site. The noise level measurements collected show an overall 24-hour exterior noise level of 57 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 52.2 dBA L_{eq} with an average nighttime noise level of 46.5 dBA L_{eq} .
- LT-2 represents the noise levels south of the Project site boundary west of Wilson Avenue. The noise level measurements collected show an overall 24-hour exterior noise level of 62 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 60.0 dBA L_{eq} with an average nighttime noise level of 52.7 dBA L_{eq} .

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

Noise Monitoring Location ID ^{2,3}	Description	Hourly Noise Levels (1hr- L_{eq}) ⁴						24-hour Noise Levels (CNEL)
		Daytime Minimum	Daytime Maximum	Average Daytime	Nighttime Minimum	Nighttime Maximum	Average Nighttime	
LT-1	South East Project Site Boundary	55.5	65.3	60.0	46.8	59.0	52.7	62
LT-2	North West Project Site Boundary	47.3	55.8	52.2	39.3	61.7	46.5	57

¹ Noise measurement was taken on August 31 - Sept 1, 2022, for LT-1 and Sept 1 – Sept 2, 2022 for LT-2. See Appendix A for monitoring data.

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

³ Taken with Larson Davis Type 1 noise meter

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



Figure 6 – Long Term Monitoring Sites

6.0 ANALYSIS METHODS AND PROCEDURES

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

6.1 Construction

6.1.1 Noise Analysis Methods

The assessment of the construction noise impacts must be relatively general at this phase of the Project because many of the decisions affecting noise will be at the contractor's discretion. However, an assessment based on the type of equipment expected to be used by the contractor can provide a reasonable estimate of potential noise impacts and the need for noise mitigation. A representative construction noise scenario was developed to estimate the loudest activities occurring at the Project site. Pile driving and blasting activities are not anticipated; therefore, the loudest construction activities are centered around the movement of heavy construction equipment during grading operations and the erection of buildings. It was assumed that all construction activities would occur at the center of the Project site. The calculated noise level was then compared to the local noise regulation to determine if construction would exceed the City of Perris's exterior noise standard of 80 dBA L_{max} at nearby residential land uses. Construction of the Project is expected to occur over nine months. Receiver distance to the construction activity and the equipment operating at the maximum load will greatly influence construction noise levels experienced at residential land uses.

6.1.2 Vibration Analysis Methods

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

6.2 Operational Noise & Vibration Analysis

6.2.1 Operational Traffic Noise Analysis Methods

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

6.2.2 Operational Traffic Noise Analysis Inputs

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. As shown, Table 6-1 identifies the three study area roadway segments, the existing and Project ADT volumes, the posted vehicle speeds, and the time of day (daytime, evening, and nighttime) vehicle splits. The ADT volumes used in this study were obtained from the Riverside County Mix data for collectors and secondary roadways and the peak hour traffic volumes provided by Webb Associates. The following traffic scenarios were evaluated: Existing without Project, existing with Project, and the change in existing noise levels as a result of the Project.

Table 6-1. Roadway Parameters and Vehicle Distribution

Roadway	Segment	Existing without Project ADT	Existing Plus Project ADT ¹	Speed (MPH)	Site Conditions
Wilson Ave	South of Rider St	5,040	5,400	35	Hard
Rider St	East of Wilson Ave	16,190	16,280	45	Hard
Rider St	West of Wilson Ave	13,160	13,430	45	Hard
Secondary and Collector Vehicle Distribution (Truck Mix) ²					
Motor-Vehicle Type		Daytime % (7AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles		75.5	14.0	10.5	97.42
Medium Trucks		48.9	2.2	48.9	1.84
Heavy Trucks		47.3	5.4	47.3	0.74

Notes:
¹ Project Peak Hour Traffic Volumes provided by Webb Associates were converted to ADT and added to Riverside County Traffic Existing ADT Volumes.
² Vehicle distribution data is based on Riverside County Mix data for collectors and secondary roadways.

6.2.3 Operational Traffic Vibration Analysis

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

6.2.4 Stationary Noise Analysis Method

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

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

Table 6-2. Reference Noise Levels

Noise source ¹	Source Type	# of Units	Reference Noise Level L _{eq} (dBA) ¹	Reference Noise Level L _{max} (dBA) ¹	Distance (ft)
Idling Semi Truck	Point Source	26	73.8	74.9	10
Trailer Parking	Area(SP Parking Tool)	58	-	-	1 trailer/hr
Back Up Alarm	Point Source	26	77.9	92.7	3
HVAC	Point Source	8	67.7	68.6	3
Parking	Area(SP Parking Tool)	110	-	-	1 car per hr

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

7.0 OFF-SITE TRANSPORTATION NOISE IMPACTS

Roadway Noise

Implementation of the Project would generate increased traffic volumes along nearby roadway segments. According to the First Wilson III Scoping Agreement prepared by Webb Associates (August 2022), the proposed Project would generate 329 daily vehicle trips. The Project's increase in traffic may result in noise increases on Project area roadways. In general, a traffic noise increase of 3 dBA is barely perceptible to people, while a 5-dBA increase is readily noticeable. Traffic volumes on Project area roadways would have to approximately double for the resulting traffic noise levels to increase by 3 dBA.

Off-site transportation CNEL noise level impacts from the proposed Project were predicted using traffic volumes from the Riverside County Mix data and projected peak hour traffic prepared by Webb Associates. PM Peak hour volumes were converted into ADT to obtain projected ADT values. The CNEL noise levels are evaluated from the center of the roadway. Noise contours were developed for the following traffic scenarios:

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

7.1 TRAFFIC NOISE CONTOURS

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

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

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

Table 7-1 presents the Existing without Project condition CNEL noise levels. The Existing without Project exterior noise level is 63.7 dBA CNEL, without accounting for noise attenuation features such as noise barriers or topography. Table 7-2 presents the Existing with Project condition of 63.7 CNEL. As shown in Table 7-3, the no increase will occur in exterior noise levels between the Existing with and without Project condition. Therefore CNEL noise levels will remain below the significance threshold of 3 dBA CNEL when the without Project noise levels are above 60 dBA CNEL. Thus, the off-site Project-related traffic noise level increase is considered a *less than significant* impact under Existing with Project conditions.

Table 7-1. Existing Without Project Exterior Noise Levels						
Roadway ¹	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (ft) ²			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Wilson Ave	South of Rider St	63.7	12	37	117	369
Rider St	East of Wilson Ave	71.9	77	243	770	2,435
Rider St	West of Wilson Ave	68.6	58	182	576	1,822

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

Table 7-2. Existing With Project Exterior Noise Levels						
Roadway ¹	Segment	CNEL at 50 Ft (dBA)	Distance to Contour (ft) ²			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Wilson Ave	South of Rider St	63.7	12	37	117	371
Rider St	East of Wilson Ave	71.9	77	244	770	2,436
Rider St	West of Wilson Ave	68.6	58	183	577	1,825

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

Table 7-3. Change in Existing Noise Levels as a Result of Project					
Roadway ¹	Segment	CNEL at 50 Feet dBA ²			Potential Significant Impact
		Existing Without Project	Existing With Project	Change in Noise Level	
Wilson Ave	South of Rider St	63.7	63.7	0.0	No
Rider St	East of Wilson Ave	71.9	71.9	0.0	No
Rider St	West of Wilson Ave	68.6	68.6	0.0	No

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

8.0 STATIONARY-RELATED NOISE IMPACTS

The Project was evaluated for stationary noise impacts. The City of Perris Municipal Code, Section 7.34.040, requires operational noise levels not to exceed the 80 dBA L_{max} daytime or 60 dBA L_{max} nighttime noise level standards at the nearby sensitive receiver locations in the City of Perris. This noise study evaluates noise levels at residential and non-residential land uses surrounding the Project site, as shown in Figure 7. Stationary-related noise impacts were evaluated utilizing the maximum noise levels assumptions outlined in section 6.2.4 for the HVAC equipment, on-site parking lot circulation, trailer parking spaces and the loading docks (including backup beeps and air brake releases for both trailers and truck loading and unloading activities).

Table 8-1 presents the sensitive residential receiver location near the Project site. The distance was measured from the sensitive receiver location to the Project site boundary for receiver R1.

The reference noise levels for various operational noise sources provided in **Table 6.2** were utilized to calculate the predicted operational source noise levels at a residential receiving property, R1. The combined Project operational noise levels at receiver R1 is 40 dBA L_{max} , as shown in Table 8-1. Table 8-2 shows the combined operational CNEL value is 32. Therefore, operational noise levels associated with the Project will satisfy the City of Perris Municipal Code exterior noise level standards of 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime and the Perris General Plan Standard of 60 CNEL.

Table 8-1. Worst Case Predicted Operational Noise levels (dBA L_{max})				
Receiver Location	Distance from the Project site to receiving property line (ft)	Project Noise Level (dBA L_{max})	Daytime Noise Limit 80 dBA L_{max} Exceeded	Nighttime Standard 60 dBA L_{max} Exceeded
R1	647	40	No	No

¹ Figure 7 shows the receiver locations.

Table 8-2. Worst Case Predicted Operational Noise levels (CNEL)			
Receiver Location ¹	Distance from the Project site to receiving property line (ft)	Project Noise Level	60 CNEL Standard Exceeded
R1	647	32	No

¹ Figure 7 shows the receiver locations

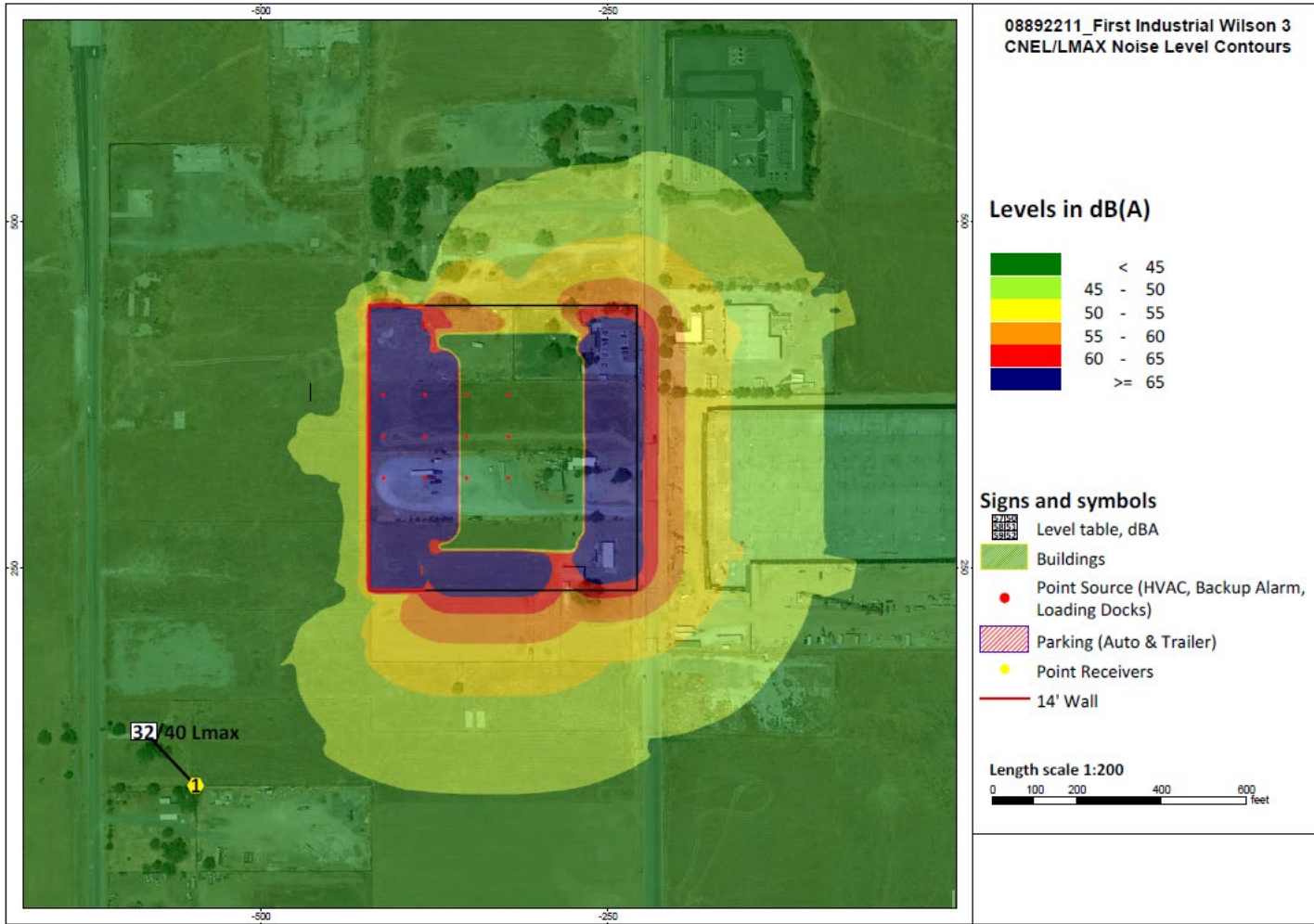


Figure 7 – Stationary Project Noise Levels

9.0 OPERATIONAL VIBRATION ANALYSIS

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

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

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

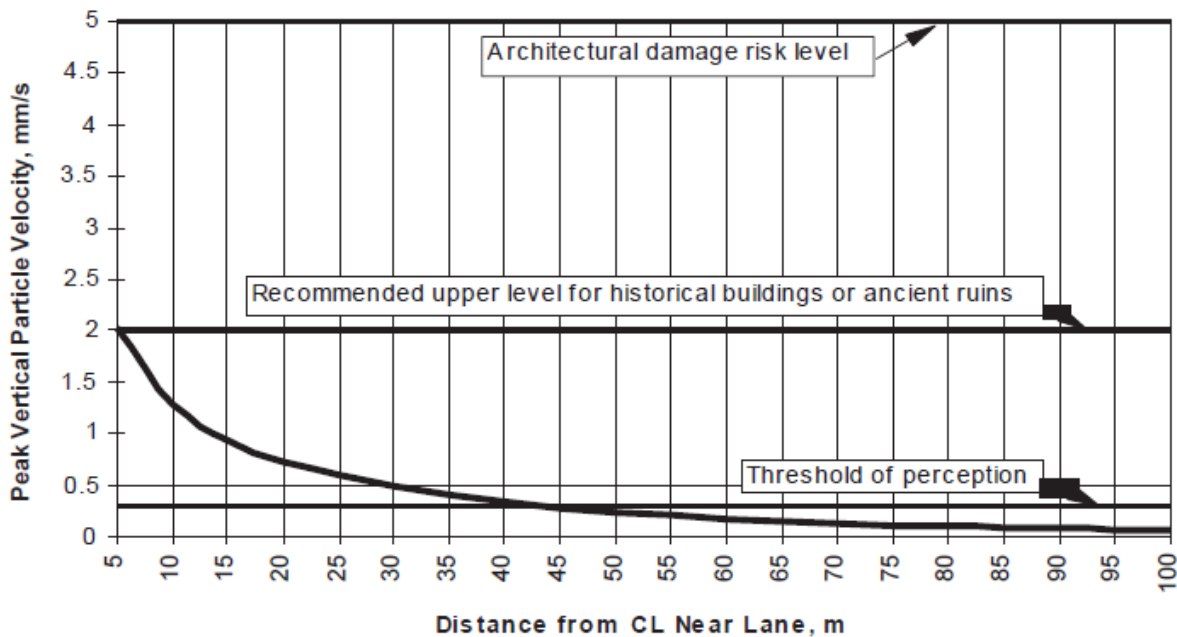


Figure 8 – Maximum Truck Traffic Vibration Levels vs. Distance

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

10.0 SHORT-TERM CONSTRUCTION NOISE & VIBRATION IMPACTS

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

10.1 Noise Sensitive Uses and Construction Noise Standards

Pursuant to the City of Perris Municipal Code Section 7.34.060 (Construction Noise), the following construction activities such as demolition, excavation, alteration, or repair of any building or structure are prohibited from creating disturbing, excessive, or offensive noise between the hours of 7:00 pm and 7:00 am, on Sundays, and on a legal holiday. Construction activities within the City of Perris shall not exceed 80 dBA for residential properties within the city. Therefore, the residential standard will be utilized to evaluate construction noise impacts for this location and the other three residential properties.

10.2 Construction Schedule

The construction schedule for the Project is described in **Table 10-1**. As shown in **Table 10-1**, the estimated construction period for the Project is approximately nine months. Construction is anticipated to begin with grading in July 2023 and end with architectural coatings (painting) starting in February 2024, as shown in **Table 10-1**.

Table 10-1. Construction Schedule

Construction Activity	Start Date	End Date	Total Working Days
Grading	7/1/2023	7/28/2023	20
Building Construction	7/29/2023	3/15/2024	165
Paving	2/19/2024	3/15/2024	20
Architectural Coatings	2/19/2024	3/15/2024	20

Table 10-2 presents the off-road equipment for each construction activity based on engineering estimates and the Applicant. Additional on-road vehicles would be accessing the Project site for miscellaneous deliveries and for construction worker trips. During concrete pouring activities, the Applicant estimates approximately one (1) concrete pump truck and five (5) concrete mixing trucks would be operating on-site at one time during nighttime hours.

Table 10-2. Equipment by Construction Activity

Construction Activity	Off-Road Equipment	Unit Amount
Grading	Excavator	1
	Graders	1
	Rubber Tired Dozers	1
	Tractors/Loaders/Backhoes	3
Building Construction	Crane	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
Paving	Welders	1
	Cement and Mortar Mixers	2
	Paver	1
	Paving Equipment	1
Architectural Coating	Rollers	1
	Air Compressors	1

10.3 Construction Noise Levels

The RCNM model was used to determine which phase of construction activity for the Project would generate the greatest construction noise level. It was assumed that each construction activity would occur at the center of the Project to the nearest residential receiver, R₁. Receiver R₁ is located southwest of the Project site. Figure 9 presents site distances used to evaluate construction noise impacts.



SITE DISTANCES FOR CONSTRUCTION NOISE

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Figure 9 – Site Distances for Construction Noise

Table 10-3 presents the noise levels in L_{max} for each construction phase for R₁. Both daytime and nighttime noise levels are below the City of Perris noise standard of 80 dBA L_{max} within residential zones.

Table 10-3. Construction Noise Levels by Construction Phase		
Construction Phases	Daytime Noise Levels (L _{max})	Nighttime Noise Levels (L _{max})
Grading	63	None
Building	60	55
Paving	60	None
Architectural Coating	50	None

Notes: Worst-case construction noise levels evaluated at the property line of receiver R₁, the closest receivers to the Project site.

10.4 Construction Vibration

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

Using the vibration source level of construction equipment provided in Table 7-4 of the FTA Noise and Vibration Manual and the FTA's construction vibration assessment methodology, it is possible to estimate Project vibration impacts. Table 10-4 presents the expected Project-related vibration levels at the nearest residential land use that abuts the Project site, R₁.

Table 10-4. Construction Equipment Vibration Levels

Noise Receiver	Distance from Construction Activity to Property Line	Large Bulldozer Reference Vibration Level PPV_{ref} (VdB) at 25ft ¹	Peak Vibration PPV (VdB)	Exceed Threshold? (Below 80 VdB)
R1	1080 feet	87 VdB	57 VdB	No

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

Based on the FTA's reference vibration levels, a large bulldozer represents the peak vibration source with a reference level of 87 VdB at a distance of 25 feet. As a conservative measure, it was assumed that two (2) bulldozers would be operating at the same time. At 1080 feet, measured from the center of the Project site to the nearest receiver, the construction vibration levels are expected to approach 57 VdB. Using the construction vibration assessment annoyance criteria provided by the FTA for infrequent events, as shown in Table 3-2, the construction of the Project site will not result in a perceptible human response (annoyance). Impacts at the closest sensitive receptor site are unlikely to be sustained during the entire construction period. Further, the predicted construction noise level is below the PVCC SP EIR vibration threshold of 80 VdB.

10.5 Construction Mitigation Measures

As discussed previously, the Project site is located within the PVCCSP planning area of the City of Perris. The Project's construction noise impacts are slightly above the City standards and CEQA thresholds; therefore, the Project is subject to all applicable mitigation measures from the PVCCSP EIR. The PVCCSP EIR mitigation measures that apply to the Project are as follows:

- **MM Noise 1:** During all Project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with the manufacturers' standards. The construction contractors shall place all stationary construction equipment, so that emitted noise is directed away from the noise-sensitive receptors nearest the Project site.
- **MM Noise 2:** During construction, stationary construction equipment, stockpiling, and vehicle staging areas will be placed a minimum of 446 feet away from the closet sensitive receptor.
- **MM Noise 3:** No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless a noise protection barrier surrounds the equipment.
- **MM Noise 4:** Construction contractors implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.

11.0 REFERENCES

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Perris Valley Commerce Center Specific Plan Amendment No. 11, December 2021

Appendix A Noise Monitoring Data

Long Term Noise Monitoring Data LT-1: August 31 – Sept 1, 2022

	Background		LEQ DNL is		LEQ DNL
Hour	Leq		Leq +10		$10^{(D/10)}$
0	47.8	10	57.8	DNL	602559.5861
1	47.8	10	57.8	DNL	602559.5861
2	50.3	10	60.3	DNL	1071519.305
3	53.4	10	63.4	DNL	2187761.624
4	54.5	10	64.5	DNL	2818382.931
5	56.2	10	66.2	DNL	4168693.835
6	59	10	69	DNL	7943282.347
7	62.2		62.2		1659586.907
8	56.1		56.1		407380.2778
9	59.4		59.4		870963.59
10	55.5		55.5		354813.3892
11	56		56		398107.1706
12	59.2		59.2		831763.7711
13	59.5		59.5		891250.9381
14	64.5		64.5		2818382.931
15	65.3		65.3		3388441.561
16	62.5		62.5		1778279.41
17	59.1		59.1		812830.5162
18	61.2		61.2		1318256.739
19	56.8	5	61.8	CNEL	1513561.248
20	56.5	5	61.5	CNEL	1412537.545
21	53.1	5	58.1	CNEL	645654.229
22	49.6	10	59.6	DNL	912010.8394
23	46.8	10	56.8	DNL	478630.0923
(Hour 23 is 23:00 to 23:59)		Average=	1661967.099		
			10LOG10 of (Average=)	62.20622422	

Long Term Noise Monitoring Data LT-2: September 1 – Sept 2, 2022

Hour	Background		LEQ DNL is		LEQ DNL
	Leq		Leq +10		$10^{(D/10)}$
0	41.3	10	51.3	DNL	134896.2883
1	39.3	10	49.3	DNL	85113.80382
2	43.5	10	53.5	DNL	223872.1139
3	46.1	10	56.1	DNL	407380.2778
4	48.8	10	58.8	DNL	758577.575
5	49.1	10	59.1	DNL	812830.5162
6	50.2	10	60.2	DNL	1047128.548
7	55.8		55.8		380189.3963
8	49.8		49.8		95499.2586
9	53.5		53.5		223872.1139
10	54.8		54.8		301995.172
11	52.6		52.6		181970.0859
12	55.1		55.1		323593.6569
13	47.3		47.3		53703.17964
14	51.2		51.2		131825.6739
15	54.5		54.5		281838.2931
16	52.6		52.6		181970.0859
17	49.8		49.8		95499.2586
18	49.9		49.9		97723.7221
19	61.7	5	66.7	CNEL	4677351.413
20	48.1	5	53.1	CNEL	204173.7945
21	46.4	5	51.4	CNEL	138038.4265
22	42.5	10	52.5	DNL	177827.941
23	41.2	10	51.2	DNL	131825.6739
(Hour 23 is 23:00 to 23:59)				Average=	464529.0112
			10LOG10 of (Average=)		56.67012842

Appendix B Traffic Noise Model Data

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	First Wilson 3	JOB #:	0889-2022-11
ROADWAY:	Rider St, East of Wilson Ave	DATE:	9-Sep-22
LOCATION:	East side of Wilson Ave South of Rider St, Perris CA 92571	ENGINEER:	R. Edelman

NOISE INPUT DATA Existing

ROADWAY CONDITIONS		RECEIVER INPUT DATA	
ADT =	16,190	RECEIVER DISTANCE =	50
SPEED =	45	DIST C/L TO WALL =	30
PK HR % =	10	RECEIVER HEIGHT =	5.0
NEAR LANE/FAR LANE DIS	48	WALL DISTANCE FROM RECEIVER	0
ROAD ELEVATION =	0.0	PAD ELEVATION =	0.0
GRADE =	0.0 %	ROADWAY VIEW: LF ANGLE=	-90
PK HR VOL =	1,619	RT ANGLE=	90
		DF ANGLE=	180

SITE CONDITIONS		WALL INFORMATION	
AUTOMOBILES =	10	HTH WALL:	0.0
MEDIUM TRUCKS =	10	AMBIENT=	0.0
HEAVY TRUCKS =	10	BARRIER =	0 (0 = WALL, 1 = BERM)
	(10 = HARD SITE, 15 = SOFT SITE)		

VEHICLE MIX DATA					MISC. VEHICLE INFO			
VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY				
AUTOMOBILES	0.755	0.140	0.105	0.9742				
MEDIUM TRUCK	0.489	0.022	0.489	0.0184				
HEAVY TRUCKS	0.473	0.054	0.473	0.0074				
VEHICLE TYPE	HEIGHT		GRADE ADJUSTMENT					
AUTOMOBILES	2.0	43.97	--					
MEDIUM TRUCKS	4.0	43.87	--					
HEAVY TRUCKS	8.0	43.97	0.00					

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.0	68.0	66.7	60.6	69.1	69.7
MEDIUM TRUCKS	61.0	57.1	49.7	58.4	64.5	64.6
HEAVY TRUCKS	61.6	57.5	54.1	58.8	65.0	65.1
NOISE LEVELS (dBA)	71.0	68.7	67.0	64.2	71.5	71.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.0	68.0	66.7	60.6	69.1	69.7
MEDIUM TRUCKS	61.0	57.1	49.7	58.4	64.5	64.6
HEAVY TRUCKS	61.6	57.5	54.1	58.8	65.0	65.1
NOISE LEVELS (dBA)	71.0	68.7	67.0	64.2	71.5	71.9

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	77	243	770	2435
LDN	70	222	703	2222

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	First Wilson 3	JOB #:	0889-2022-11
ROADWAY:	Rider St, West of Wilson Ave	DATE:	9-Sep-22
LOCATION:	East side of Wilson Ave South of Rider St, Perris CA 92571	ENGINEER:	R. Edelman

NOISE INPUT DATA Existing

ROADWAY CONDITIONS		RECEIVER INPUT DATA	
ADT =	13,160	RECEIVER DISTANCE =	80
SPEED =	45	DIST C/L TO WALL =	30
PK HR % =	10	RECEIVER HEIGHT =	5.0
NEAR LANE/FAR LANE DIS	48	WALL DISTANCE FROM RECEIVER	0
ROAD ELEVATION =	0.0	PAD ELEVATION =	0.0
GRADE =	0.0 %	ROADWAY VIEW: LF ANGLE=	-90
PK HR VOL =	1,316	RT ANGLE=	90
		DF ANGLE=	180

SITE CONDITIONS		WALL INFORMATION	
AUTOMOBILES =	10	HTH WALL:	0.0
MEDIUM TRUCKS =	10	AMBIENT=	0.0
HEAVY TRUCKS =	10	BARRIER =	0 (0 = WALL, 1 = BERM)

VEHICLE MIX DATA					MISC. VEHICLE INFO			
VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY				
AUTOMOBILES	0.755	0.140	0.105	0.9742				
MEDIUM TRUCK	0.489	0.022	0.489	0.0184				
HEAVY TRUCKS	0.473	0.054	0.473	0.0074				
VEHICLE TYPE	HEIGHT		GRADE ADJUSTMENT					
AUTOMOBILES	2.0	76.37	--					
MEDIUM TRUCKS	4.0	76.32	--					
HEAVY TRUCKS	8.0	76.37	0.00					

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.7	64.7	63.4	57.3	65.8	66.4
MEDIUM TRUCKS	57.7	53.8	46.4	55.1	61.2	61.3
HEAVY TRUCKS	58.3	54.2	50.8	55.5	61.7	61.8
NOISE LEVELS (dBA)	67.7	65.4	63.7	60.9	68.2	68.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.7	64.7	63.4	57.3	65.8	66.4
MEDIUM TRUCKS	57.7	53.8	46.4	55.1	61.2	61.3
HEAVY TRUCKS	58.3	54.2	50.8	55.5	61.7	61.8
NOISE LEVELS (dBA)	67.7	65.4	63.7	60.9	68.2	68.6

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	58	182	576	1822
LDN	53	166	526	1663

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT: [First Wilson 3](#)
 ROADWAY: [Wilson Ave, south of Rider St](#)
 LOCATION: [East side of Wilson Ave South of Rider St, Perris CA 92571](#)

JOB #: [0889-2022-11](#)
 DATE: 8-Sep-22
 ENGINEER: [F. Irarrazabal](#)

NOISE INPUT DATA Existing

ROADWAY CONDITIONS

ADT = [5,040](#)
 SPEED = [35](#)
 PK HR % = [10](#)
 NEAR LANE/FAR LANE DIS = [24](#)
 ROAD ELEVATION = [0.0](#)
 GRADE = [0.0](#) %
 PK HR VOL = [504](#)

RECEIVER INPUT DATA

RECEIVER DISTANCE = [50](#)
 DIST C/L TO WALL = [30](#)
 RECEIVER HEIGHT = [5.0](#)
 WALL DISTANCE FROM RECEIVER = [0](#)
 PAD ELEVATION = [20.0](#)
 ROADWAY VIEW: LF ANGLE= [-90](#)
 RT ANGLE= [90](#)
 DF ANGLE= [180](#)

SITE CONDITIONS

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

WALL INFORMATION

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

VEHICLE MIX DATA

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

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	53.71	--
MEDIUM TRUCKS	4.0	52.89	--
HEAVY TRUCKS	8.0	51.43	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.9	58.9	57.6	51.6	60.0	60.6
MEDIUM TRUCKS	53.4	49.5	42.1	50.8	57.0	57.0
HEAVY TRUCKS	54.8	50.8	47.4	52.0	58.2	58.3
NOISE LEVELS (dBA)	62.4	59.9	58.1	56.3	63.3	63.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.9	58.9	57.6	51.6	60.0	60.6
MEDIUM TRUCKS	53.4	49.5	42.1	50.8	57.0	57.0
HEAVY TRUCKS	54.8	50.8	47.4	52.0	58.2	58.3
NOISE LEVELS (dBA)	62.4	59.9	58.1	56.3	63.3	63.7

NOISE CONTOUR (FT)

NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	37	117	369
LDN	11	34	108	341



**CITY OF PERRIS
VMT SCOPING FORM FOR LAND USE PROJECTS**

This Scoping Form acknowledges the City of Perris requirements for the evaluation of transportation impacts under CEQA. The analysis provided in this form should follow the City of Perris TIA Guidelines, dated May 12, 2020.

I. Project Description

Tract/Case No.

Project Name:

Project Location:

Project Description:
(Please attach a copy of the project Site Plan)

Current GP Land Use:

Proposed GP Land Use:

Current Zoning:

Proposed Zoning:

If a project requires a General Plan Amendment or Zone change, then additional information and analysis should be provided to ensure the project is consistent with RHNA and RTP/SCS Strategies.

II. VMT Screening Criteria

A. Is the Project 100% affordable housing?	<input type="checkbox" value="YES"/>	<input type="checkbox"/>	<input type="checkbox" value="NO"/>	<input type="checkbox" value="X"/>	Attachments: <input type="text"/>
B. Is the Project within 1/2 mile of qualifying transit?	<input type="checkbox" value="YES"/>	<input type="checkbox"/>	<input type="checkbox" value="NO"/>	<input type="checkbox" value="X"/>	Attachments: <input type="text"/>
C. Is the Project a local serving land use?	<input type="checkbox" value="YES"/>	<input type="checkbox"/>	<input type="checkbox" value="NO"/>	<input type="checkbox" value="X"/>	Attachments: <input type="text"/>
D. Is the Project in a low VMT area?	<input type="checkbox" value="YES"/>	<input type="checkbox" value="X"/>	<input type="checkbox" value="NO"/>	<input type="checkbox"/>	Attachments: <input type="text"/>
E. Are the Project's Net Daily Trips less than 500 ADT?	<input type="checkbox" value="YES"/>	<input type="checkbox" value="X"/>	<input type="checkbox" value="NO"/>	<input type="checkbox"/>	Attachments: <input type="text"/>

Low VMT Area Evaluation:

Citywide VMT Averages ¹			
Citywide Home-Based VMT =	15.05	VMT/Capita	
Citywide Employment-Based VMT =	11.62	VMT/Employee	

[WRCOG VMT MAP](#)

Project TAZ	VMT Rate for Project TAZ ¹	Type of Project	
3814	13.16 VMT/Capita	Residential:	<input type="checkbox"/>
	9.95 VMT/Employee	Non-Residential:	<input type="checkbox" value="X"/>

¹ Base year (2012) projections from RIVTAM.

Trip Generation Evaluation:

Source of Trip Generation:

Project Trip Generation: Average Daily Trips (ADT)

Internal Trip Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox" value="X"/>	% Trip Credit:	<input type="text"/>
Pass-By Trip Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox" value="X"/>	% Trip Credit:	<input type="text"/>
Affordable Housing Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox" value="X"/>	% Trip Credit:	<input type="text"/>
Existing Land Use Trip Credit:	YES	<input type="checkbox"/>	NO	<input type="checkbox" value="X"/>	Trip Credit:	<input type="text"/>

Net Project Daily Trips: Average Daily Trips (ADT) Attachments:

Does project trip generation warrant an LOS evaluation outside of CEQA?

III. VMT Screening Summary

A. Is the Project presumed to have a less than significant impact on VMT?
 A Project is presumed to have a less than significant impact on VMT if the Project satisfies at least one (1) of the VMT screening criteria.

Less Than Significant

B. Is mitigation required?
 If the Project does not satisfy at least one (1) of the VMT screening criteria, then mitigation is required to reduce the Project's impact on VMT.

No Mitigation Required

C. Is additional VMT modeling required to evaluate Project impacts?

YES		NO	X
-----	--	----	----------

If the Project requires a zone change and/or General Plan Amendment AND generates 2,500 or more net daily trips, then additional VMT modeling using RIVTAM/RIVCOM is required. If the project generates less than 2,500 net daily trips, the Project TAZ VMT Rate can be used for mitigation purposes.

IV. MITIGATION

A. Citywide Average VMT Rate (Threshold of Significance) for Mitigation Purposes:

N/A	N/A
-----	-----

B. Unmitigated Project TAZ VMT Rate:

N/A	N/A
-----	-----

C. Percentage Reduction Required to Achieve the Citywide Average VMT:

N/A

D. VMT Reduction Mitigation Measures:

Source of VMT Reduction Estimates: _____

Project Location Setting: _____

#	VMT Reduction Mitigation Measure:	Estimated VMT Reduction (%)
1.		0.00%
2.		0.00%
3.		0.00%
4.		0.00%
5.		0.00%
6.		0.00%
7.		0.00%
8.		0.00%
9.		0.00%
10.		0.00%
Total VMT Reduction (%)		0.00%

(Attach additional pages, if necessary, and a copy of all mitigation calculations.)

E. Mitigated Project TAZ VMT Rate:

N/A	N/A
-----	-----

F. Is the project presumed to have a less than significant impact with mitigation?

N/A

If the mitigated Project VMT rate is below the Citywide Average Rate, then the Project is presumed to have a less than significant impact with mitigation. If the answer is no, then additional VMT modeling may be required and a potentially significant and unavoidable impact may occur. All mitigation measures identified in Section IV.D. are subject to become Conditions of Approval of the project. Development review and processing fees should be submitted with, or prior to the submittal of this Form. The Planning Department staff will not process the Form prior to fees being paid to the City.

Prepared By		Developer/Applicant	
Company:	Albert A Webb Associates	Company:	First Industrial Realty, Inc.
Contact:	Kawai Mang, EIT	Contact:	Paul Loubet
Address:	3788 McCray St, Riverside, CA 92506	Address:	898 N Pacific Coast Hwy #175, El Segundo, CA 90245
Phone:	951-320-6081	Phone:	310-321-3813
Email:	kawai.mang@webbassociates.com	Email:	ploubet@firstindustrial.com
Date:	2022-08-19	Date:	2022-08-19
Approved by:			
Perris Planning Division	Date	Perris City Engineer	Date

First Industrial Logistics at Wilson Avenue (Wilson 3)

Existing Peak Hour Volumes

	Passenger	2-axle	3-axle	4-axle	Total
AM Peak Hour					
Rider Street, East of Wilson Avenue	1,588	28	0	3	1,619
Rider Street, West of Wilson Avenue	1,296	11	2	7	1,316
Wilson Avenue South of Rider Street	492	12	0	0	504
PM Peak Hour					
Rider Street, East of Wilson Avenue	1,184	19	0	3	1,206
Rider Street, West of Wilson Avenue	1,093	9	0	7	1,109
Wilson Avenue South of Rider Street	333	4	2	0	339
Source: 2019 Peak Hour counts annualized at 3 percent					

First Industrial Logistics at Wilson Avenue (Wilson 3)

Project Peak Hour Volumes

	Passenger	2-axle	3-axle	4-axle	Total
AM Peak Hour					
Wilson Logistics (wilson 3)	29	0	0	2	31
PM Peak Hour					
Wilson Logistics (wilson 3)	29	1	2	4	36
Source: 2022 City of Perris Scoping Form for Land Use Projects, FIR Wilson 3 DPR 22-00017					

First Industrial Logistics at Wilson Avenue (Wilson 3)

Project Peak Hour Volumes

	Passenger	2-axle	3-axle	4-axle	Total
AM Peak Hour					
Rider Street, East of Wilson Avenue	9	0	0	0	9
Rider Street, West of Wilson Avenue	20	0	0	2	22
Wilson Avenue South of Rider Street	29	0	0	2	31
PM Peak Hour					
Rider Street, East of Wilson Avenue	9	0	0	0	9
Rider Street, West of Wilson Avenue	20	1	2	4	27
Wilson Avenue South of Rider Street	29	1	2	4	36

Table 1: Trip Generation Rates

Warehousing

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

¹ PCE factors per Riverside County Transportation Analysis Guidelines

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

³ KSF = 1000 square feet gross floor area

⁴ ITE Trip Generation Manual 11th Ed, 2021- Land Use 150, Warehousing

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

Table 2: Project Trip Generation

FIR Wilson 3 warehouse project

Vehicle Type	PCE Factor ¹	Units ²	Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Proposed Project Trip Generation (classification, non-PCE)³									
<i>Passenger Cars</i>	-	193 KSF	214	23	6	29	7	22	29
<i>2-axle Trucks</i>	-		19	0	0	0	1	0	1
<i>3-axle Trucks</i>	-		24	0	0	0	1	1	2
<i>4-axle Trucks</i>	-		72	1	1	2	2	2	4
Total			329	24	7	31	11	25	36
Passenger Car Equivalent (PCE) Project Trip Generation									
<i>Passenger Cars</i>	1	193 KSF	214	23	6	29	7	22	29
<i>2-axle Trucks</i>	1.5		29	0	0	0	2	0	2
<i>3-axle Trucks</i>	2		48	0	0	0	2	2	4
<i>4-axle Trucks</i>	3		216	3	3	6	6	6	12
Total			507	26	9	35	17	30	47

¹ PCE factors per Riverside County Transportation Analysis Guidelines

² KSF = 1000 square feet gross floor area

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

Figure : Project Trip Distribution - Passenger Cars

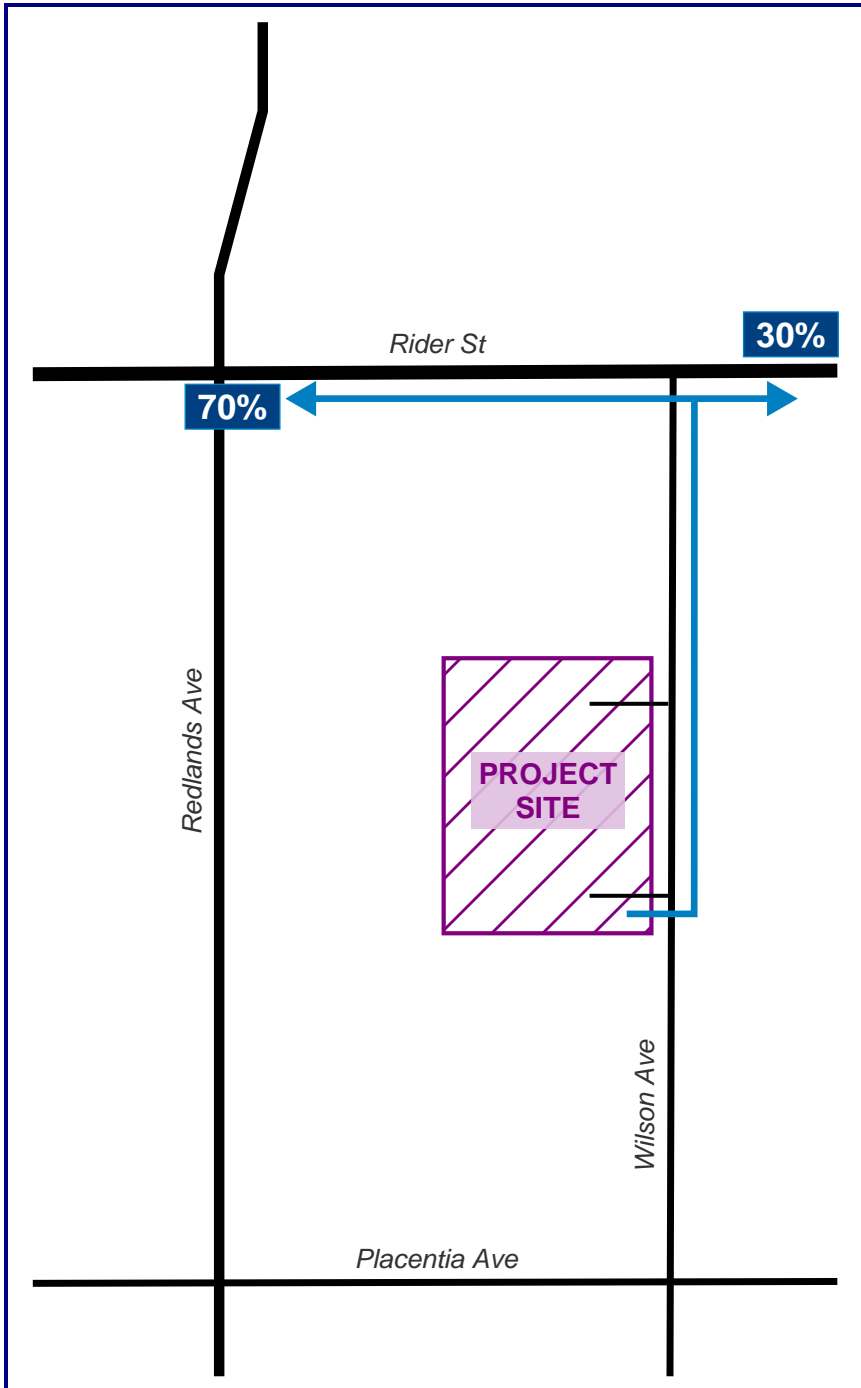
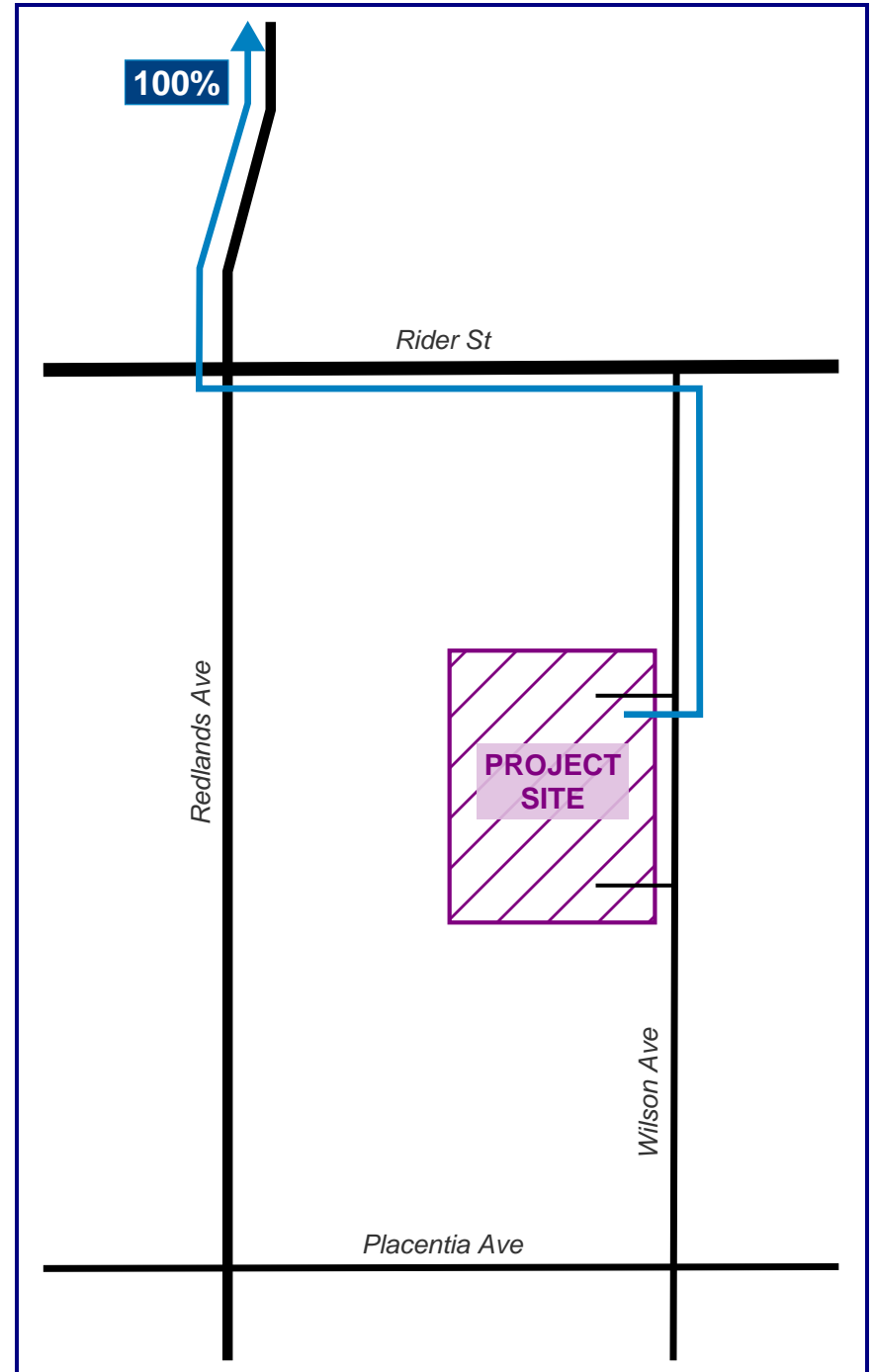


Figure : Project Trip Distribution - Trucks



Appendix C Stationary Noise Model Data

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Receiver R1	FIG					Ldn 38.8 dB(A)
Auto Parking	Default parking lot noise	PLot		7.7	0.0	
Auto Parking	Default parking lot noise	PLot		6.7	0.0	
Auto Parking	Default parking lot noise	PLot		2.1	0.0	
Auto Parking	Default parking lot noise	PLot		6.0	0.0	
Auto Parking	Default parking lot noise	PLot		3.1	0.0	
Auto Parking	Default parking lot noise	PLot		6.0	0.0	
Auto Parking	Default parking lot noise	PLot		0.9	0.0	
Auto Parking	Default parking lot noise	PLot		6.1	0.0	
Auto Parking	Default parking lot noise	PLot		0.9	0.0	
Auto Parking	Default parking lot noise	PLot		6.0	0.0	
Auto Parking	Default parking lot noise	PLot		3.2	0.0	
Auto Parking	Default parking lot noise	PLot		3.8	0.0	
Auto Parking	Default parking lot noise	PLot		1.7	0.0	
Auto Parking	Default parking lot noise	PLot		-0.3	0.0	
Trailer Parking	Default parking lot noise	PLot		34.2	0.0	
HVAC	Default industrial noise	Point		19.2	0.0	
HVAC	Default industrial noise	Point		19.6	0.0	
HVAC	Default industrial noise	Point		16.8	0.0	
HVAC	Default industrial noise	Point		12.3	0.0	
HVAC	Default industrial noise	Point		12.5	0.0	
HVAC	Default industrial noise	Point		16.6	0.0	
HVAC	Default industrial noise	Point		14.5	0.0	
HVAC	Default industrial noise	Point		14.4	0.0	
Loading Docks	Default industrial noise	Point		12.9	0.0	
Loading Docks	Default industrial noise	Point		13.0	0.0	
Loading Docks	Default industrial noise	Point		12.9	0.0	
Loading Docks	Default industrial noise	Point		12.0	0.0	
Loading Docks	Default industrial noise	Point		11.4	0.0	
Loading Docks	Default industrial noise	Point		11.6	0.0	
Loading Docks	Default industrial noise	Point		11.7	0.0	
Loading Docks	Default industrial noise	Point		11.8	0.0	
Loading Docks	Default industrial noise	Point		11.9	0.0	
Loading Docks	Default industrial noise	Point		12.0	0.0	
Loading Docks	Default industrial noise	Point		12.1	0.0	
Loading Docks	Default industrial noise	Point		12.1	0.0	
Loading Docks	Default industrial noise	Point		12.1	0.0	
Loading Docks	Default industrial noise	Point		12.1	0.0	
Loading Docks	Default industrial noise	Point		12.0	0.0	
Loading Docks	Default industrial noise	Point		12.0	0.0	
Loading Docks	Default industrial noise	Point		11.9	0.0	
Loading Docks	Default industrial noise	Point		11.8	0.0	
Loading Docks	Default industrial noise	Point		11.7	0.0	
Loading Docks	Default industrial noise	Point		11.5	0.0	
Loading Docks	Default industrial noise	Point		12.2	0.0	

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Loading Docks	Default industrial noise	Point		13.0	0.0	
Loading Docks	Default industrial noise	Point		13.1	0.0	
Loading Docks	Default industrial noise	Point		13.1	0.0	
Back Up Alarms	Default industrial noise	Point		23.2	0.0	
Back Up Alarms	Default industrial noise	Point		23.1	0.0	
Back Up Alarms	Default industrial noise	Point		23.1	0.0	
Back Up Alarms	Default industrial noise	Point		22.2	0.0	
Back Up Alarms	Default industrial noise	Point		21.5	0.0	
Back Up Alarms	Default industrial noise	Point		21.7	0.0	
Back Up Alarms	Default industrial noise	Point		21.8	0.0	
Back Up Alarms	Default industrial noise	Point		22.2	0.0	
Back Up Alarms	Default industrial noise	Point		22.2	0.0	
Back Up Alarms	Default industrial noise	Point		22.2	0.0	
Back Up Alarms	Default industrial noise	Point		22.3	0.0	
Back Up Alarms	Default industrial noise	Point		22.3	0.0	
Back Up Alarms	Default industrial noise	Point		22.5	0.0	
Back Up Alarms	Default industrial noise	Point		22.3	0.0	
Back Up Alarms	Default industrial noise	Point		22.3	0.0	
Back Up Alarms	Default industrial noise	Point		22.3	0.0	
Back Up Alarms	Default industrial noise	Point		22.2	0.0	
Back Up Alarms	Default industrial noise	Point		21.9	0.0	
Back Up Alarms	Default industrial noise	Point		21.8	0.0	
Back Up Alarms	Default industrial noise	Point		21.6	0.0	
Back Up Alarms	Default industrial noise	Point		22.4	0.0	
Back Up Alarms	Default industrial noise	Point		22.4	0.0	
Back Up Alarms	Default industrial noise	Point		23.2	0.0	
Back Up Alarms	Default industrial noise	Point		23.3	0.0	
Receiver R2 FI G dB(A) Ldn 42.2 dB(A)						
Auto Parking	Default parking lot noise	PLot		34.4	0.0	
Auto Parking	Default parking lot noise	PLot		39.4	0.0	
Auto Parking	Default parking lot noise	PLot		25.3	0.0	
Auto Parking	Default parking lot noise	PLot		20.0	0.0	
Auto Parking	Default parking lot noise	PLot		13.5	0.0	
Auto Parking	Default parking lot noise	PLot		13.7	0.0	
Auto Parking	Default parking lot noise	PLot		8.6	0.0	
Auto Parking	Default parking lot noise	PLot		11.6	0.0	
Auto Parking	Default parking lot noise	PLot		6.3	0.0	
Auto Parking	Default parking lot noise	PLot		10.0	0.0	
Auto Parking	Default parking lot noise	PLot		7.6	0.0	
Auto Parking	Default parking lot noise	PLot		6.6	0.0	
Auto Parking	Default parking lot noise	PLot		24.7	0.0	
Auto Parking	Default parking lot noise	PLot		3.0	0.0	
Trailer Parking	Default parking lot noise	PLot		32.9	0.0	
HVAC	Default industrial noise	Point		14.0	0.0	
HVAC	Default industrial noise	Point		25.9	0.0	

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
HVAC	Default industrial noise	Point		26.7	0.0	
HVAC	Default industrial noise	Point		27.3	0.0	
HVAC	Default industrial noise	Point		14.4	0.0	
HVAC	Default industrial noise	Point		14.3	0.0	
HVAC	Default industrial noise	Point		22.0	0.0	
HVAC	Default industrial noise	Point		16.1	0.0	
Loading Docks	Default industrial noise	Point		-8.3	0.0	
Loading Docks	Default industrial noise	Point		-8.2	0.0	
Loading Docks	Default industrial noise	Point		-7.7	0.0	
Loading Docks	Default industrial noise	Point		-7.6	0.0	
Loading Docks	Default industrial noise	Point		-7.6	0.0	
Loading Docks	Default industrial noise	Point		-7.2	0.0	
Loading Docks	Default industrial noise	Point		-7.0	0.0	
Loading Docks	Default industrial noise	Point		-6.8	0.0	
Loading Docks	Default industrial noise	Point		-6.7	0.0	
Loading Docks	Default industrial noise	Point		-6.5	0.0	
Loading Docks	Default industrial noise	Point		-6.3	0.0	
Loading Docks	Default industrial noise	Point		-6.1	0.0	
Loading Docks	Default industrial noise	Point		-5.6	0.0	
Loading Docks	Default industrial noise	Point		-5.4	0.0	
Loading Docks	Default industrial noise	Point		-5.1	0.0	
Loading Docks	Default industrial noise	Point		-4.9	0.0	
Loading Docks	Default industrial noise	Point		-4.7	0.0	
Loading Docks	Default industrial noise	Point		-4.4	0.0	
Loading Docks	Default industrial noise	Point		-3.7	0.0	
Loading Docks	Default industrial noise	Point		-1.3	0.0	
Loading Docks	Default industrial noise	Point		-1.0	0.0	
Loading Docks	Default industrial noise	Point		7.1	0.0	
Loading Docks	Default industrial noise	Point		9.6	0.0	
Loading Docks	Default industrial noise	Point		9.0	0.0	
Back Up Alarms	Default industrial noise	Point		4.0	0.0	
Back Up Alarms	Default industrial noise	Point		4.1	0.0	
Back Up Alarms	Default industrial noise	Point		4.3	0.0	
Back Up Alarms	Default industrial noise	Point		5.3	0.0	
Back Up Alarms	Default industrial noise	Point		5.4	0.0	
Back Up Alarms	Default industrial noise	Point		5.7	0.0	
Back Up Alarms	Default industrial noise	Point		5.8	0.0	
Back Up Alarms	Default industrial noise	Point		6.0	0.0	
Back Up Alarms	Default industrial noise	Point		6.2	0.0	
Back Up Alarms	Default industrial noise	Point		6.3	0.0	
Back Up Alarms	Default industrial noise	Point		6.5	0.0	
Back Up Alarms	Default industrial noise	Point		6.7	0.0	
Back Up Alarms	Default industrial noise	Point		7.1	0.0	
Back Up Alarms	Default industrial noise	Point		7.3	0.0	
Back Up Alarms	Default industrial noise	Point		7.5	0.0	

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Back Up Alarms	Default industrial noise	Point		7.8	0.0	
Back Up Alarms	Default industrial noise	Point		8.0	0.0	
Back Up Alarms	Default industrial noise	Point		8.2	0.0	
Back Up Alarms	Default industrial noise	Point		8.5	0.0	
Back Up Alarms	Default industrial noise	Point		11.1	0.0	
Back Up Alarms	Default industrial noise	Point		11.3	0.0	
Back Up Alarms	Default industrial noise	Point		21.2	0.0	
Back Up Alarms	Default industrial noise	Point		23.7	0.0	
Back Up Alarms	Default industrial noise	Point		22.7	0.0	
Receiver R3 FI G dB(A) Ldn 40.1 dB(A)						
Auto Parking	Default parking lot noise	PLot		8.1	0.0	
Auto Parking	Default parking lot noise	PLot		9.6	0.0	
Auto Parking	Default parking lot noise	PLot		25.4	0.0	
Auto Parking	Default parking lot noise	PLot		31.0	0.0	
Auto Parking	Default parking lot noise	PLot		30.9	0.0	
Auto Parking	Default parking lot noise	PLot		31.7	0.0	
Auto Parking	Default parking lot noise	PLot		29.0	0.0	
Auto Parking	Default parking lot noise	PLot		30.6	0.0	
Auto Parking	Default parking lot noise	PLot		27.8	0.0	
Auto Parking	Default parking lot noise	PLot		28.4	0.0	
Auto Parking	Default parking lot noise	PLot		28.5	0.0	
Auto Parking	Default parking lot noise	PLot		24.5	0.0	
Auto Parking	Default parking lot noise	PLot		26.7	0.0	
Auto Parking	Default parking lot noise	PLot		22.2	0.0	
Trailer Parking	Default parking lot noise	PLot		19.1	0.0	
HVAC	Default industrial noise	Point		17.5	0.0	
HVAC	Default industrial noise	Point		18.1	0.0	
HVAC	Default industrial noise	Point		19.4	0.0	
HVAC	Default industrial noise	Point		24.5	0.0	
HVAC	Default industrial noise	Point		22.3	0.0	
HVAC	Default industrial noise	Point		18.7	0.0	
HVAC	Default industrial noise	Point		22.0	0.0	
HVAC	Default industrial noise	Point		21.4	0.0	
Loading Docks	Default industrial noise	Point		-11.6	0.0	
Loading Docks	Default industrial noise	Point		-11.5	0.0	
Loading Docks	Default industrial noise	Point		-11.4	0.0	
Loading Docks	Default industrial noise	Point		-11.3	0.0	
Loading Docks	Default industrial noise	Point		-11.3	0.0	
Loading Docks	Default industrial noise	Point		-11.2	0.0	
Loading Docks	Default industrial noise	Point		-11.1	0.0	
Loading Docks	Default industrial noise	Point		-11.1	0.0	
Loading Docks	Default industrial noise	Point		-11.0	0.0	
Loading Docks	Default industrial noise	Point		-11.0	0.0	
Loading Docks	Default industrial noise	Point		-10.9	0.0	
Loading Docks	Default industrial noise	Point		-10.9	0.0	

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Loading Docks	Default industrial noise	Point		-10.8	0.0	
Back Up Alarms	Default industrial noise	Point		-1.1	0.0	
Back Up Alarms	Default industrial noise	Point		-1.1	0.0	
Back Up Alarms	Default industrial noise	Point		-1.0	0.0	
Back Up Alarms	Default industrial noise	Point		-0.9	0.0	
Back Up Alarms	Default industrial noise	Point		-0.8	0.0	
Back Up Alarms	Default industrial noise	Point		-0.7	0.0	
Back Up Alarms	Default industrial noise	Point		-0.7	0.0	
Back Up Alarms	Default industrial noise	Point		-0.6	0.0	
Back Up Alarms	Default industrial noise	Point		-0.6	0.0	
Back Up Alarms	Default industrial noise	Point		-0.5	0.0	
Back Up Alarms	Default industrial noise	Point		-0.5	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.3	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Back Up Alarms	Default industrial noise	Point		-0.4	0.0	
Receiver R4 FI G dB(A) Ldn 36.3 dB(A)						
Auto Parking	Default parking lot noise	PLot		1.5	0.0	
Auto Parking	Default parking lot noise	PLot		1.8	0.0	
Auto Parking	Default parking lot noise	PLot		6.5	0.0	
Auto Parking	Default parking lot noise	PLot		11.6	0.0	
Auto Parking	Default parking lot noise	PLot		9.7	0.0	
Auto Parking	Default parking lot noise	PLot		13.5	0.0	
Auto Parking	Default parking lot noise	PLot		9.2	0.0	
Auto Parking	Default parking lot noise	PLot		16.6	0.0	

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB
Auto Parking	Default parking lot noise	PLot		12.0	0.0
Auto Parking	Default parking lot noise	PLot		25.1	0.0
Auto Parking	Default parking lot noise	PLot		18.3	0.0
Auto Parking	Default parking lot noise	PLot		28.8	0.0
Auto Parking	Default parking lot noise	PLot		6.3	0.0
Auto Parking	Default parking lot noise	PLot		25.5	0.0
Trailer Parking	Default parking lot noise	PLot		29.6	0.0
HVAC	Default industrial noise	Point		24.6	0.0
HVAC	Default industrial noise	Point		13.9	0.0
HVAC	Default industrial noise	Point		14.3	0.0
HVAC	Default industrial noise	Point		14.6	0.0
HVAC	Default industrial noise	Point		28.3	0.0
HVAC	Default industrial noise	Point		25.5	0.0
HVAC	Default industrial noise	Point		16.2	0.0
HVAC	Default industrial noise	Point		21.9	0.0
Loading Docks	Default industrial noise	Point		-2.5	0.0
Loading Docks	Default industrial noise	Point		-3.5	0.0
Loading Docks	Default industrial noise	Point		-4.4	0.0
Loading Docks	Default industrial noise	Point		-4.6	0.0
Loading Docks	Default industrial noise	Point		-4.9	0.0
Loading Docks	Default industrial noise	Point		-5.3	0.0
Loading Docks	Default industrial noise	Point		-5.5	0.0
Loading Docks	Default industrial noise	Point		-5.7	0.0
Loading Docks	Default industrial noise	Point		-5.9	0.0
Loading Docks	Default industrial noise	Point		-6.1	0.0
Loading Docks	Default industrial noise	Point		-6.3	0.0
Loading Docks	Default industrial noise	Point		-6.5	0.0
Loading Docks	Default industrial noise	Point		-6.8	0.0
Loading Docks	Default industrial noise	Point		-7.0	0.0
Loading Docks	Default industrial noise	Point		-7.1	0.0
Loading Docks	Default industrial noise	Point		-7.3	0.0
Loading Docks	Default industrial noise	Point		-7.5	0.0
Loading Docks	Default industrial noise	Point		-7.6	0.0
Loading Docks	Default industrial noise	Point		-7.8	0.0
Loading Docks	Default industrial noise	Point		-8.2	0.0
Loading Docks	Default industrial noise	Point		-8.3	0.0
Loading Docks	Default industrial noise	Point		-9.0	0.0
Loading Docks	Default industrial noise	Point		-8.9	0.0
Loading Docks	Default industrial noise	Point		-9.1	0.0
Back Up Alarms	Default industrial noise	Point		12.8	0.0
Back Up Alarms	Default industrial noise	Point		8.9	0.0
Back Up Alarms	Default industrial noise	Point		8.6	0.0
Back Up Alarms	Default industrial noise	Point		8.3	0.0
Back Up Alarms	Default industrial noise	Point		8.1	0.0
Back Up Alarms	Default industrial noise	Point		7.6	0.0

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Back Up Alarms	Default industrial noise	Point		7.4	0.0	
Back Up Alarms	Default industrial noise	Point		7.1	0.0	
Back Up Alarms	Default industrial noise	Point		6.9	0.0	
Back Up Alarms	Default industrial noise	Point		6.7	0.0	
Back Up Alarms	Default industrial noise	Point		6.5	0.0	
Back Up Alarms	Default industrial noise	Point		6.4	0.0	
Back Up Alarms	Default industrial noise	Point		6.1	0.0	
Back Up Alarms	Default industrial noise	Point		6.0	0.0	
Back Up Alarms	Default industrial noise	Point		5.8	0.0	
Back Up Alarms	Default industrial noise	Point		5.7	0.0	
Back Up Alarms	Default industrial noise	Point		5.6	0.0	
Back Up Alarms	Default industrial noise	Point		5.4	0.0	
Back Up Alarms	Default industrial noise	Point		5.2	0.0	
Back Up Alarms	Default industrial noise	Point		4.9	0.0	
Back Up Alarms	Default industrial noise	Point		3.6	0.0	
Back Up Alarms	Default industrial noise	Point		3.4	0.0	
Back Up Alarms	Default industrial noise	Point		3.4	0.0	
Back Up Alarms	Default industrial noise	Point		3.2	0.0	
Receiver R5 FI G dB(A) Ldn 31.8 dB(A)						
Auto Parking	Default parking lot noise	PLot		18.8	0.0	
Auto Parking	Default parking lot noise	PLot		18.4	0.0	
Auto Parking	Default parking lot noise	PLot		10.9	0.0	
Auto Parking	Default parking lot noise	PLot		6.5	0.0	
Auto Parking	Default parking lot noise	PLot		0.4	0.0	
Auto Parking	Default parking lot noise	PLot		4.3	0.0	
Auto Parking	Default parking lot noise	PLot		-3.0	0.0	
Auto Parking	Default parking lot noise	PLot		3.8	0.0	
Auto Parking	Default parking lot noise	PLot		-3.7	0.0	
Auto Parking	Default parking lot noise	PLot		3.6	0.0	
Auto Parking	Default parking lot noise	PLot		-1.6	0.0	
Auto Parking	Default parking lot noise	PLot		1.2	0.0	
Auto Parking	Default parking lot noise	PLot		8.7	0.0	
Auto Parking	Default parking lot noise	PLot		-4.8	0.0	
Trailer Parking	Default parking lot noise	PLot		22.4	0.0	
HVAC	Default industrial noise	Point		13.1	0.0	
HVAC	Default industrial noise	Point		17.0	0.0	
HVAC	Default industrial noise	Point		16.2	0.0	
HVAC	Default industrial noise	Point		14.4	0.0	
HVAC	Default industrial noise	Point		11.9	0.0	
HVAC	Default industrial noise	Point		12.9	0.0	
HVAC	Default industrial noise	Point		14.5	0.0	
HVAC	Default industrial noise	Point		13.0	0.0	
Loading Docks	Default industrial noise	Point		5.5	0.0	
Loading Docks	Default industrial noise	Point		5.5	0.0	
Loading Docks	Default industrial noise	Point		5.4	0.0	

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson: Outdoor SP

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Source	Source group	Source type	Per. lane	Ldn dB(A)	A dB	
Loading Docks	Default industrial noise	Point		5.3	0.0	
Loading Docks	Default industrial noise	Point		5.2	0.0	
Loading Docks	Default industrial noise	Point		3.9	0.0	
Loading Docks	Default industrial noise	Point		5.3	0.0	
Loading Docks	Default industrial noise	Point		5.4	0.0	
Loading Docks	Default industrial noise	Point		5.5	0.0	
Loading Docks	Default industrial noise	Point		5.6	0.0	
Loading Docks	Default industrial noise	Point		5.7	0.0	
Loading Docks	Default industrial noise	Point		5.8	0.0	
Loading Docks	Default industrial noise	Point		6.0	0.0	
Loading Docks	Default industrial noise	Point		6.1	0.0	
Loading Docks	Default industrial noise	Point		6.1	0.0	
Loading Docks	Default industrial noise	Point		6.2	0.0	
Loading Docks	Default industrial noise	Point		6.3	0.0	
Loading Docks	Default industrial noise	Point		6.4	0.0	
Loading Docks	Default industrial noise	Point		6.5	0.0	
Loading Docks	Default industrial noise	Point		6.7	0.0	
Loading Docks	Default industrial noise	Point		5.0	0.0	
Loading Docks	Default industrial noise	Point		-1.2	0.0	
Loading Docks	Default industrial noise	Point		-3.5	0.0	
Loading Docks	Default industrial noise	Point		-5.5	0.0	
Back Up Alarms	Default industrial noise	Point		15.9	0.0	
Back Up Alarms	Default industrial noise	Point		15.8	0.0	
Back Up Alarms	Default industrial noise	Point		15.8	0.0	
Back Up Alarms	Default industrial noise	Point		15.8	0.0	
Back Up Alarms	Default industrial noise	Point		15.4	0.0	
Back Up Alarms	Default industrial noise	Point		14.2	0.0	
Back Up Alarms	Default industrial noise	Point		14.3	0.0	
Back Up Alarms	Default industrial noise	Point		15.7	0.0	
Back Up Alarms	Default industrial noise	Point		15.8	0.0	
Back Up Alarms	Default industrial noise	Point		15.9	0.0	
Back Up Alarms	Default industrial noise	Point		16.0	0.0	
Back Up Alarms	Default industrial noise	Point		16.1	0.0	
Back Up Alarms	Default industrial noise	Point		16.3	0.0	
Back Up Alarms	Default industrial noise	Point		16.4	0.0	
Back Up Alarms	Default industrial noise	Point		16.5	0.0	
Back Up Alarms	Default industrial noise	Point		16.5	0.0	
Back Up Alarms	Default industrial noise	Point		16.6	0.0	
Back Up Alarms	Default industrial noise	Point		16.7	0.0	
Back Up Alarms	Default industrial noise	Point		16.8	0.0	
Back Up Alarms	Default industrial noise	Point		17.0	0.0	
Back Up Alarms	Default industrial noise	Point		15.1	0.0	
Back Up Alarms	Default industrial noise	Point		14.9	0.0	
Back Up Alarms	Default industrial noise	Point		5.5	0.0	
Back Up Alarms	Default industrial noise	Point		3.3	0.0	

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First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver R1 Fl G		dB(A)	Ldn 38.8 dB(A)																											
Back Up Alarms	Ldn	22.3					0.0			6.5			11.5			15.6			16.7			16.8			13.0			0.6		
Back Up Alarms	Ldn	22.3					-0.1			6.4			11.5			15.5			16.7			16.8			12.7			0.5		
Back Up Alarms	Ldn	22.2					-0.2			6.3			11.5			15.5			16.6			16.8			12.6			0.3		
Back Up Alarms	Ldn	22.2					-0.2			6.3			11.4			15.4			16.6			16.7			12.9			0.1		
Back Up Alarms	Ldn	22.3					-0.1			6.4			11.5			15.5			16.6			16.8			12.9			0.4		
Back Up Alarms	Ldn	22.3					-0.1			6.4			11.5			15.5			16.7			16.8			12.7			0.5		
Back Up Alarms	Ldn	22.3					0.0			6.5			11.5			15.6			16.7			16.8			12.7			0.6		
Back Up Alarms	Ldn	22.5					0.0			6.5			11.6			15.6			16.7			17.2			12.9			0.7		
Back Up Alarms	Ldn	22.2					-1.1			5.4			10.7			15.9			17.1			16.4			12.4			-1.5		
Back Up Alarms	Ldn	23.1					-1.3			5.3			10.6			16.9			18.2			17.3			13.1			-0.9		
Back Up Alarms	Ldn	23.1					-1.4			5.1			10.5			16.9			18.2			17.3			13.1			-1.0		
Back Up Alarms	Ldn	23.2					-1.6			4.9			12.6			16.8			18.2			17.3			13.1			-1.1		
Back Up Alarms	Ldn	22.2					-0.4			6.2			11.3			15.4			16.5			16.7			12.7			-0.1		
Back Up Alarms	Ldn	21.8					-0.5			6.0			11.2			15.3			16.4			15.7			12.2			-0.5		
Back Up Alarms	Ldn	21.7					-0.6			5.9			11.1			15.2			16.4			15.7			12.1			-0.8		
Back Up Alarms	Ldn	21.5					-0.9			5.6			10.9			15.0			16.2			15.5			11.8			-1.6		
Back Up Alarms	Ldn	22.4					-0.9			5.7			10.9			16.0			17.2			16.7			12.6			-0.9		
Back Up Alarms	Ldn	22.4					-3.3			5.5			10.8			15.9			17.2			16.6			12.6			-1.3		
Back Up Alarms	Ldn	23.2					-3.5			5.3			10.6			17.0			18.3			17.4			13.2			-0.6		
Back Up Alarms	Ldn	23.3					-3.7			5.2			12.8			17.0			18.3			17.2			13.2			-0.7		
Back Up Alarms	Ldn	22.2					-0.2			6.3			11.4			15.5			16.6			16.7			12.9			0.2		
Back Up Alarms	Ldn	21.9					-0.3			6.2			11.3			15.4			16.5			15.8			12.4			-0.1		
Back Up Alarms	Ldn	21.6					-0.7			5.8			11.0			15.1			16.3			15.6			12.1			-1.1		
Back Up Alarms	Ldn	21.8					-0.4			6.1			11.2			15.3			16.5			15.7			12.2			-0.4		
HVAC	Ldn	16.8	-26.2	-20.3	-16.5	-3.7	0.9	-5.4	2.2	3.7	2.1	3.6	3.0	4.3	4.6	4.9	8.0	9.1	4.1	5.1	5.3	2.1	1.6	-3.1	-4.4	-9.3	-13.3	-23.8	-36.5	
HVAC	Ldn	12.3	-29.9	-24.1	-20.3	-7.6	-2.9	-9.3	-1.8	-0.3	-2.0	-0.6	-1.2	0.0	0.3	0.5	3.5	4.5	-0.5	0.4	0.5	-3.0	-3.7	-8.9	-10.8	-16.8	-22.5	-35.4	-51.6	
HVAC	Ldn	19.6	-24.7	-18.7	-14.9	-2.0	2.7	-3.5	4.2	5.8	4.3	5.9	5.4	6.9	7.2	7.6	10.8	11.9	7.1	8.1	8.4	5.3	5.0	0.3	-0.7	-5.3	-8.9	-18.7	-30.3	
HVAC	Ldn	19.2	-25.1	-19.2	-15.3	-2.5	2.3	-4.0	3.8	5.4	3.9	5.5	5.1	6.5	6.9	7.3	10.5	11.6	6.8	7.9	8.2	5.0	4.6	0.0	-1.1	-5.8	-9.5	-19.6	-31.5	
HVAC	Ldn	14.4	-27.8	-21.9	-18.2	-5.5	-0.9	-7.3	0.3	1.7	0.0	1.4	0.8	2.0	2.2	2.4	5.5	6.5	1.4	2.4	2.6	-0.8	-1.3	-6.3	-7.7	-13.1	-17.7	-29.1	-43.0	
HVAC	Ldn	14.5	-27.7	-21.8	-18.0	-5.3	-0.7	-7.2	0.4	1.8	0.1	1.5	0.8	2.1	2.3	2.5	5.6	6.5	1.5	2.5	2.7	-0.7	-1.2	-6.2	-7.6	-12.9	-17.5	-28.8	-42.6	
HVAC	Ldn	16.6	-26.5	-20.6	-16.8	-4.1	0.6	-5.7	1.9	3.4	1.9	3.3	2.8	4.1	4.4	4.7	7.8	8.8	3.9	4.9	5.1	1.9	1.4	-3.4	-4.7	-9.7	-13.8	-24.6	-37.5	
HVAC	Ldn	12.5	-29.9	-24.0	-20.2	-7.5	-2.9	-9.3	-1.7	-0.3	-1.9	-0.5	-1.1	0.1	0.4	0.6	3.7	4.6	-0.4	0.5	0.6	-2.8	-3.5	-8.8	-10.6	-16.6	-22.3	-35.2	-51.3	
Loading Docks	Ldn	11.9	-34.3	-27.3	-23.3	-21.9	-17.2	-12.1	-11.3	3.2	-7.0	-5.4	-5.1	-2.8	-0.2	0.5	0.4	2.2	5.4	-0.1	-0.3	-0.6	-2.7	-6.1	-10.3	-15.0	-22.1	-30.0	-38.2	
Loading Docks	Ldn	11.8	-34.4	-27.4	-23.4	-22.0	-17.3	-12.2	-11.4	3.1	-7.1	-5.5	-5.2	-2.8	-0.3	0.5	0.3	2.1	5.4	-0.1	-0.4	-1.5	-3.5	-6.7	-10.9	-15.4	-22.5	-30.3	-38.5	
Loading Docks	Ldn	11.7	-34.6	-27.6	-23.5	-22.1	-17.4	-12.4	-11.6	3.0	-7.2	-5.6	-5.3	-2.9	-0.4	0.4	0.3	2.0	5.3	-0.2	-0.4	-1.6	-3.5	-6.8	-10.9	-15.5	-22.6	-30.6	-38.9	

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Ldn	12.1	-34.1	-27.1	-23.1	-21.7	-17.0	-12.0	-11.1	3.4	-6.8	-5.2	-5.0	-2.6	-0.1	0.7	0.5	2.3	5.6	0.0	-0.2	0.0	-2.2	-6.0	-10.1	-14.7	-21.8	-29.5	-37.6
Loading Docks	Ldn	12.1	-34.2	-27.2	-23.1	-21.7	-17.0	-12.0	-11.2	3.4	-6.9	-5.3	-5.0	-2.6	-0.1	0.6	0.5	2.3	5.5	0.0	-0.2	0.0	-2.2	-6.0	-10.2	-14.8	-21.9	-29.6	-37.8
Loading Docks	Ldn	12.0	-34.2	-27.2	-23.2	-21.8	-17.1	-12.1	-11.2	3.3	-6.9	-5.3	-5.1	-2.7	-0.2	0.6	0.5	2.2	5.5	0.0	-0.3	-0.6	-2.6	-6.4	-10.5	-15.1	-22.1	-29.8	-38.0
Loading Docks	Ldn	12.9	-35.5	-28.4	-24.4	-23.0	-18.2	-13.1	-12.3	2.2	-7.9	-6.2	-5.9	-3.5	1.2	2.0	1.9	3.8	7.1	1.6	1.3	0.0	-2.0	-5.8	-10.0	-14.7	-22.0	-31.0	-40.5
Loading Docks	Ldn	13.0	-35.7	-28.6	-24.6	-23.1	-18.4	-13.3	-12.5	2.1	-8.1	-6.4	-6.0	-1.5	1.2	2.0	1.9	3.7	7.1	1.6	1.2	0.0	-2.0	-5.8	-10.0	-14.7	-22.0	-31.1	-40.9
Loading Docks	Ldn	12.9	-35.9	-28.8	-24.7	-23.3	-18.5	-13.4	-12.7	1.9	-8.3	-6.5	-3.9	-1.5	1.1	1.9	1.9	3.7	7.0	1.6	1.0	-0.2	-2.1	-5.9	-10.0	-14.7	-22.1	-31.2	-41.2
Loading Docks	Ldn	11.6	-34.7	-27.7	-23.7	-22.3	-17.6	-12.5	-11.7	2.9	-7.3	-5.7	-5.4	-3.0	-0.5	0.3	0.2	1.9	5.2	-0.3	-0.5	-1.7	-3.6	-6.8	-11.0	-15.6	-22.8	-30.9	-39.3
Loading Docks	Ldn	11.4	-35.1	-28.1	-24.0	-22.6	-17.9	-12.8	-12.0	2.6	-7.6	-5.9	-5.6	-3.2	-0.7	0.1	0.0	1.8	5.0	-0.5	-0.6	-1.8	-3.9	-7.1	-11.3	-16.0	-23.2	-31.7	-40.3
Loading Docks	Ldn	12.0	-35.3	-28.2	-24.2	-22.8	-18.0	-13.0	-12.2	2.4	-7.8	-6.1	-5.8	-3.4	-0.8	1.0	0.9	2.7	6.0	0.5	0.3	-1.0	-3.3	-6.5	-10.7	-15.4	-22.7	-31.5	-40.5
Loading Docks	Ldn	12.2	-35.0	-30.4	-24.0	-22.5	-17.8	-12.7	-11.9	2.6	-7.6	-5.9	-5.6	-3.2	-0.6	1.1	1.0	2.8	6.1	0.6	0.3	-0.7	-3.0	-6.3	-10.5	-15.2	-22.4	-31.0	-39.8
Loading Docks	Ldn	11.5	-34.8	-27.8	-23.8	-22.4	-17.7	-12.6	-11.8	2.8	-7.4	-5.8	-5.5	-3.1	-0.5	0.2	0.1	1.9	5.2	-0.4	-0.5	-1.7	-3.6	-6.8	-11.0	-15.7	-22.9	-31.2	-39.7
Loading Docks	Ldn	11.7	-34.5	-27.5	-23.5	-22.1	-17.4	-12.3	-11.5	3.0	-7.2	-5.6	-5.3	-2.9	-0.3	0.4	0.3	2.0	5.3	-0.2	-0.4	-1.6	-3.5	-6.6	-10.8	-15.5	-22.9	-30.5	-38.8
Loading Docks	Ldn	13.1	-35.6	-31.0	-24.5	-23.1	-18.4	-13.3	-12.5	2.1	-8.1	-6.3	-3.7	-1.3	1.3	2.1	2.0	3.8	7.1	1.6	1.1	-0.1	-2.0	-5.8	-9.9	-14.5	-21.8	-30.8	-40.4
Loading Docks	Ldn	13.1	-35.4	-30.7	-24.3	-22.9	-18.2	-13.1	-12.3	2.3	-7.9	-6.2	-5.9	-1.3	1.3	2.1	2.0	3.9	7.2	1.7	1.1	-0.1	-2.2	-5.7	-9.9	-14.5	-21.7	-30.7	-40.1
Loading Docks	Ldn	13.0	-35.2	-30.5	-24.1	-22.7	-18.0	-12.9	-12.1	2.5	-7.7	-6.0	-5.7	-3.3	1.3	2.1	2.1	3.9	7.2	1.7	1.3	-0.1	-2.4	-5.7	-9.8	-14.5	-21.7	-30.5	-39.7
Loading Docks	Ldn	12.0	-34.1	-27.1	-23.1	-21.7	-17.0	-12.0	-11.2	3.4	-6.8	-5.3	-5.0	-2.6	-0.1	0.6	0.5	2.3	5.5	0.0	-0.2	-0.6	-2.6	-6.4	-10.5	-15.0	-22.0	-29.6	-37.7
Loading Docks	Ldn	12.1	-34.1	-27.1	-23.1	-21.7	-17.0	-11.9	-11.1	3.4	-6.8	-5.2	-5.0	-2.6	-0.1	0.7	0.5	2.3	5.6	0.0	-0.2	0.0	-2.2	-6.0	-10.1	-14.7	-21.8	-29.5	-37.6
Loading Docks	Ldn	12.1	-34.1	-27.1	-23.1	-21.7	-17.0	-11.9	-11.1	3.4	-6.8	-5.2	-4.9	-2.6	-0.1	0.7	0.5	2.3	5.6	0.1	-0.2	-0.2	-2.3	-6.1	-10.2	-14.8	-21.8	-29.4	-37.5
Loading Docks	Ldn	11.8	-34.4	-27.4	-23.4	-22.0	-17.3	-12.2	-11.4	3.1	-7.1	-5.5	-5.2	-2.8	-0.3	0.5	0.4	2.1	5.4	-0.1	-0.3	-1.5	-3.4	-6.6	-10.8	-15.4	-22.4	-30.2	-38.5
Loading Docks	Ldn	11.9	-34.3	-27.3	-23.3	-21.9	-17.2	-12.1	-11.3	3.2	-7.0	-5.4	-5.1	-2.7	-0.2	0.5	0.4	2.2	5.4	-0.1	-0.3	-1.5	-3.4	-6.5	-10.7	-15.3	-22.3	-30.0	-38.2
Loading Docks	Ldn	12.0	-34.2	-27.2	-23.2	-21.8	-17.1	-12.0	-11.2	3.3	-6.9	-5.3	-5.0	-2.7	-0.1	0.6	0.5	2.2	5.5	0.0	-0.3	-0.6	-2.6	-6.0	-10.2	-14.9	-22.0	-29.7	-37.9
Auto Parking	Ldn	6.0					-1.0			3.8			-7.0			-5.5			-7.6			-8.9			-17.9			-41.7	
Auto Parking	Ldn	0.9					-6.0			-1.4			-12.5			-11.1			-12.7			-12.6			-19.6			-41.3	
Auto Parking	Ldn	6.1					-1.0			3.9			-6.9			-5.4			-7.5			-10.4			-18.5			-41.3	
Auto Parking	Ldn	3.2					-3.8			0.8			-10.3			-8.9			-10.6			-9.3			-16.7			-39.5	
Auto Parking	Ldn	-0.3					-7.2			-2.5			-13.6			-12.2			-14.2			-14.0			-21.6			-44.9	
Auto Parking	Ldn	1.7					-5.2			-0.6			-11.6			-10.2			-12.3			-12.2			-19.8			-43.1	
Auto Parking	Ldn	3.8					-3.2			1.6			-9.2			-7.6			-9.7			-10.8			-20.5			-45.1	
Auto Parking	Ldn	2.1					-4.9			-0.1			-10.9			-9.3			-11.4			-12.5			-22.4			-47.1	
Auto Parking	Ldn	6.7					-0.5			4.6			-6.6			-5.1			-7.2			-8.6			-14.7			-33.1	
Auto Parking	Ldn	7.7					0.3			5.5			-5.7			-4.2			-6.3			-5.8			-12.3			-29.3	
Auto Parking	Ldn	6.0					-1.1			3.8			-7.0			-5.5			-7.6			-8.8			-18.0			-41.9	
Auto Parking	Ldn	0.9					-6.0			-1.4			-12.5			-11.1			-12.7			-12.7			-19.7			-41.3	
Auto Parking	Ldn	6.0					-1.0			3.9			-7.0			-5.5			-7.6			-10.4			-18.5			-41.3	
Auto Parking	Ldn	3.1					-3.9			0.8			-10.4			-8.9			-10.6			-9.3			-16.8			-39.4	
Trailer Parking	Ldn	34.2	-9.6	-5.1	-1.2	0.2	4.8	9.7	10.7	25.1	14.8	16.0	16.3	18.6	21.1	22.0	22.4	24.8	28.5	23.1	22.6	21.5	18.4	15.0	11.6	8.3	3.2	-2.7	-8.4

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Receiver R2 Fl G		Ldn 42.2 dB(A)																											
Back Up Alarms	Ldn	6.7					-13.0			-9.5			-6.3			-3.3			-2.6			4.1				-2.0			-18.1
Back Up Alarms	Ldn	6.5					-13.1			-9.7			-6.5			-3.5			-2.7			4.0				-2.3			-18.7
Back Up Alarms	Ldn	6.3					-13.3			-9.9			-6.7			-3.7			-2.9			3.8				-2.5			-19.3
Back Up Alarms	Ldn	6.2					-13.4			-10.1			-6.8			-3.9			-3.1			3.7				-2.8			-19.9
Back Up Alarms	Ldn	7.8					-12.1			-8.6			-5.4			-2.4			-1.7			5.2				-0.5			-15.0
Back Up Alarms	Ldn	7.5					-12.3			-8.8			-5.6			-2.6			-1.9			5.0				-0.8			-15.6
Back Up Alarms	Ldn	7.3					-12.4			-9.0			-5.8			-2.8			-2.1			4.8				-1.1			-16.2
Back Up Alarms	Ldn	7.1					-12.6			-9.2			-6.0			-3.0			-2.2			4.5				-1.4			-16.8
Back Up Alarms	Ldn	5.3					-14.2			-11.1			-7.8			-4.8			-3.9			2.9				-3.6			-23.4
Back Up Alarms	Ldn	4.3					-14.4			-11.2			-7.9			-4.9			-4.1			0.8				-3.1			-23.8
Back Up Alarms	Ldn	4.1					-14.5			-11.4			-8.1			-5.1			-4.2			0.6				-3.3			-24.3
Back Up Alarms	Ldn	4.0					-14.7			-11.6			-8.2			-5.2			-4.4			0.5				-3.4			-24.8
Back Up Alarms	Ldn	6.0					-13.6			-10.3			-7.0			-4.0			-3.2			3.5				-3.0			-20.5
Back Up Alarms	Ldn	5.8					-13.7			-10.4			-7.2			-4.2			-3.4			3.4				-3.2			-21.1
Back Up Alarms	Ldn	5.7					-13.8			-10.6			-7.3			-4.3			-3.5			3.3				-3.4			-21.7
Back Up Alarms	Ldn	5.4					-14.1			-10.9			-7.6			-4.6			-3.8			3.0				-3.9			-22.8
Back Up Alarms	Ldn	11.3					-10.8			-7.2			-4.1			-1.1			-0.3			6.9				7.9			-10.3
Back Up Alarms	Ldn	21.2					-10.5			-6.9			-3.8			-0.9			0.0			19.6				15.7			-2.5
Back Up Alarms	Ldn	23.7					-10.1			-6.6			-3.5			-0.6			0.3			22.1				18.2			0.4
Back Up Alarms	Ldn	22.7					-9.7			-6.2			-3.3			-0.4			0.6			21.1				17.3			-0.1
Back Up Alarms	Ldn	8.0					-11.9			-8.3			-5.2			-2.2			-1.5			5.4				-0.2			-14.3
Back Up Alarms	Ldn	8.2					-11.7			-8.1			-5.0			-2.0			-1.3			5.7				0.1			-13.7
Back Up Alarms	Ldn	11.1					-11.0			-7.4			-4.3			-1.3			-0.5			6.5				7.8			-10.8
Back Up Alarms	Ldn	8.5					-11.5			-7.9			-4.7			-1.8			-1.1			5.9				0.4			-13.1
HVAC	Ldn	26.7	-20.3	-14.4	-10.5	2.5	7.3	1.2	9.1	10.9	9.7	11.5	11.4	13.1	13.7	14.4	17.9	19.4	14.8	16.1	16.6	13.7	13.7	9.5	9.0	5.2	2.7	-5.6	-15.1
HVAC	Ldn	27.3	-19.1	-13.2	-9.4	3.5	8.3	2.1	10.0	11.8	10.5	12.3	12.0	13.7	14.4	15.0	18.5	19.9	15.3	16.6	17.1	14.2	14.2	10.0	9.6	5.8	3.4	-4.7	-13.9
HVAC	Ldn	25.9	-22.2	-16.3	-12.4	0.5	5.4	-0.7	7.3	9.1	8.0	9.8	9.8	11.6	12.4	13.2	16.9	18.5	14.1	15.6	16.3	13.6	13.7	9.5	9.0	5.0	2.1	-6.8	-17.1
HVAC	Ldn	14.0	-31.1	-25.1	-21.3	-8.4	-3.6	-9.7	-1.9	-0.2	-1.5	0.1	-0.2	1.3	1.8	2.2	5.5	6.6	1.7	2.8	3.0	-0.4	-1.2	-6.5	-8.7	-15.1	-21.4	-35.4	-53.0
HVAC	Ldn	16.1	-28.3	-22.4	-18.6	-5.8	-1.0	-7.3	0.5	2.2	0.8	2.3	2.0	3.4	3.9	4.3	7.5	8.6	3.8	4.8	5.1	1.8	1.2	-3.8	-5.4	-10.9	-15.9	-27.9	-42.7
HVAC	Ldn	22.0	-22.9	-17.0	-13.2	-0.3	4.4	-1.8	6.0	7.7	6.3	7.9	7.6	9.1	9.5	9.9	13.2	14.4	9.6	10.8	11.1	8.0	7.8	3.3	2.5	-1.8	-4.9	-14.1	-24.7
HVAC	Ldn	14.3	-30.3	-24.4	-20.6	-7.7	-3.0	-9.2	-1.4	0.3	-1.1	0.5	0.1	1.6	2.1	2.5	5.8	6.9	2.0	3.0	3.3	-0.2	-0.9	-6.1	-8.2	-14.4	-20.4	-33.9	-51.0
HVAC	Ldn	14.4	-30.0	-24.1	-20.3	-7.5	-2.7	-9.0	-1.2	0.4	-0.9	0.7	0.3	1.8	2.2	2.6	5.9	7.0	2.1	3.1	3.4	0.0	-0.7	-6.0	-8.0	-14.1	-20.1	-33.5	-50.3
Loading Docks	Ldn	-6.7	-42.9	-39.2	-36.2	-35.7	-31.9	-27.7	-28.6	-14.8	-25.7	-25.0	-25.2	-23.3	-21.1	-20.6	-21.1	-18.8	-14.8	-19.6	-19.6	-13.6	-17.3	-21.4	-25.8	-31.0	-39.3	-49.8	-62.2
Loading Docks	Ldn	-6.8	-43.1	-39.4	-36.3	-35.9	-32.1	-27.8	-28.8	-15.0	-25.8	-25.2	-25.4	-23.5	-21.2	-20.8	-21.2	-19.0	-15.0	-19.8	-19.8	-13.8	-17.5	-21.5	-26.0	-31.3	-39.7	-50.4	-63.1
Loading Docks	Ldn	-7.0	-43.3	-39.6	-36.5	-36.0	-32.2	-28.0	-29.0	-15.2	-26.0	-25.4	-25.6	-23.7	-21.4	-21.0	-21.4	-19.2	-15.2	-20.1	-20.1	-13.9	-17.6	-21.7	-26.3	-31.6	-40.1	-51.0	-63.9

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Ldn	-6.1	-42.3	-38.6	-35.6	-35.1	-31.4	-27.2	-28.0	-14.2	-25.1	-24.4	-24.6	-22.7	-20.5	-20.0	-20.5	-18.1	-14.1	-18.9	-18.9	-13.2	-16.8	-20.7	-25.1	-30.0	-37.9	-48.0	-59.7
Loading Docks	Ldn	-6.3	-42.5	-38.8	-35.8	-35.3	-31.5	-27.4	-28.2	-14.4	-25.3	-24.6	-24.8	-22.9	-20.7	-20.2	-20.7	-18.3	-14.4	-19.2	-19.1	-13.4	-17.0	-21.0	-25.3	-30.4	-38.4	-48.6	-60.5
Loading Docks	Ldn	-6.5	-42.7	-39.0	-36.0	-35.5	-31.7	-27.5	-28.4	-14.6	-25.5	-24.8	-25.0	-23.1	-20.9	-20.5	-20.9	-18.6	-14.6	-19.4	-19.4	-13.5	-17.2	-21.2	-25.6	-30.7	-38.8	-49.2	-61.4
Loading Docks	Ldn	-7.7	-44.2	-40.5	-37.4	-36.9	-33.0	-28.8	-30.0	-16.2	-27.0	-26.3	-26.5	-24.5	-22.3	-21.9	-22.3	-20.3	-16.3	-21.1	-21.1	-14.6	-16.8	-21.2	-26.2	-32.2	-41.6	-53.7	-68.0
Loading Docks	Ldn	-8.2	-44.4	-40.7	-37.6	-37.1	-33.2	-28.9	-30.2	-16.3	-27.2	-26.4	-26.6	-24.7	-22.5	-22.1	-22.5	-20.5	-16.5	-21.3	-21.4	-16.7	-16.8	-21.3	-26.3	-32.4	-41.9	-54.2	-68.9
Loading Docks	Ldn	-8.3	-44.6	-40.9	-37.7	-37.2	-33.3	-29.0	-30.4	-16.5	-27.3	-26.6	-26.8	-24.9	-22.7	-22.3	-22.7	-20.6	-16.7	-21.5	-21.6	-16.8	-16.9	-21.3	-26.4	-32.6	-42.2	-54.7	-69.6
Loading Docks	Ldn	-7.2	-43.5	-39.8	-36.7	-36.2	-32.4	-28.1	-29.2	-15.4	-26.2	-25.6	-25.8	-23.8	-21.6	-21.2	-21.6	-19.4	-15.4	-20.3	-20.3	-14.0	-17.8	-21.9	-26.5	-31.9	-40.5	-51.6	-64.7
Loading Docks	Ldn	-7.6	-43.8	-40.1	-37.0	-36.5	-32.7	-28.4	-29.6	-15.8	-26.6	-25.9	-26.1	-24.2	-22.0	-21.6	-22.0	-19.8	-15.9	-20.7	-20.7	-14.3	-18.1	-22.3	-27.0	-32.5	-41.4	-52.8	-66.4
Loading Docks	Ldn	-7.6	-44.0	-40.3	-37.2	-36.7	-32.8	-28.6	-29.8	-15.9	-26.8	-26.1	-26.3	-24.4	-22.1	-21.7	-22.2	-20.0	-16.1	-20.9	-20.9	-14.4	-17.5	-21.8	-26.7	-32.5	-41.6	-53.3	-67.3
Loading Docks	Ldn	-1.0	-39.7	-36.0	-32.9	-32.6	-29.0	-24.9	-25.2	-11.5	-22.5	-21.8	-22.0	-20.1	-17.9	-17.5	-17.9	-15.3	-11.3	-16.1	-10.9	-10.4	-6.8	-10.7	-15.2	-20.9	-29.8	-40.2	-50.4
Loading Docks	Ldn	-1.3	-40.0	-36.2	-33.2	-32.9	-29.2	-25.2	-25.5	-11.8	-22.7	-22.0	-22.3	-20.4	-18.2	-17.7	-18.2	-15.6	-11.6	-16.3	-11.3	-10.8	-6.9	-10.8	-15.3	-21.1	-30.1	-40.7	-51.2
Loading Docks	Ldn	-3.7	-40.4	-36.7	-33.7	-33.4	-29.7	-25.6	-26.1	-12.3	-23.3	-22.6	-22.8	-20.9	-18.7	-18.2	-18.6	-16.1	-12.1	-16.9	-11.8	-11.4	-14.9	-18.6	-22.6	-27.1	-34.1	-42.9	-52.9
Loading Docks	Ldn	9.0	-38.7	-34.9	-31.8	-31.4	-27.8	-23.9	-24.1	-10.5	-21.5	-20.8	-21.1	-19.3	-17.1	-16.7	-17.0	-14.4	-10.4	-15.1	4.5	3.8	1.4	-1.9	-5.8	-10.6	-18.9	-30.1	-43.3
Loading Docks	Ldn	9.6	-39.1	-35.3	-32.2	-31.9	-28.3	-24.3	-24.5	-10.9	-21.9	-21.2	-21.4	-19.6	-17.3	-16.9	-17.3	-14.7	-10.7	-15.4	4.5	4.8	2.3	-1.0	-5.0	-9.9	-18.3	-29.7	-43.3
Loading Docks	Ldn	7.1	-39.5	-35.7	-32.7	-32.3	-28.7	-24.7	-24.9	-11.2	-22.2	-21.5	-21.8	-19.9	-17.6	-17.2	-17.6	-15.1	-11.0	-15.8	1.1	2.4	0.2	-3.3	-7.3	-12.4	-21.0	-32.5	-45.9
Loading Docks	Ldn	-5.1	-41.4	-37.7	-34.7	-34.3	-30.6	-26.5	-27.1	-13.3	-24.2	-23.5	-23.8	-21.8	-19.6	-19.2	-19.6	-17.2	-13.2	-17.9	-17.9	-12.3	-15.9	-19.7	-23.9	-28.6	-36.1	-45.5	-56.3
Loading Docks	Ldn	-5.4	-41.6	-37.9	-34.9	-34.5	-30.8	-26.6	-27.3	-13.5	-24.4	-23.8	-24.0	-22.0	-19.8	-19.4	-19.8	-17.4	-13.4	-18.2	-18.1	-12.5	-16.1	-20.0	-24.2	-29.0	-36.5	-46.1	-57.1
Loading Docks	Ldn	-5.6	-41.8	-38.2	-35.2	-34.7	-31.0	-26.8	-27.6	-13.8	-24.6	-24.0	-24.2	-22.3	-20.0	-19.6	-20.0	-17.6	-13.6	-18.4	-18.4	-12.8	-16.3	-20.2	-24.5	-29.3	-37.0	-46.7	-58.0
Loading Docks	Ldn	-4.4	-40.7	-37.0	-34.0	-33.6	-30.0	-25.9	-26.4	-12.6	-23.5	-22.8	-23.0	-21.1	-18.9	-18.5	-18.9	-16.4	-12.4	-17.1	-17.1	-11.6	-15.1	-18.9	-23.0	-27.5	-34.6	-43.6	-53.8
Loading Docks	Ldn	-4.7	-40.9	-37.2	-34.2	-33.9	-30.2	-26.1	-26.6	-12.8	-23.7	-23.1	-23.3	-21.4	-19.1	-18.7	-19.1	-16.7	-12.7	-17.4	-17.4	-11.9	-15.4	-19.2	-23.3	-27.9	-35.1	-44.2	-54.6
Loading Docks	Ldn	-4.9	-41.2	-37.5	-34.5	-34.1	-30.4	-26.3	-26.9	-13.1	-24.0	-23.3	-23.5	-21.6	-19.4	-19.0	-19.4	-16.9	-12.9	-17.7	-17.6	-12.1	-15.7	-19.5	-23.6	-28.2	-35.6	-44.9	-55.5
Auto Parking	Ldn	10.0					2.7			7.9			-3.1			-1.4			-3.3			-6.0			-15.6			-36.6	
Auto Parking	Ldn	6.3					-0.8			4.2			-7.1			-5.6			-7.6			-9.9			-16.1			-34.3	
Auto Parking	Ldn	11.6					4.1			9.6			-1.8			-0.1			-1.9			-4.4			-13.3			-31.6	
Auto Parking	Ldn	7.6					0.6			5.5			-5.8			-4.2			-6.2			-8.8			-16.0			-36.1	
Auto Parking	Ldn	3.0					-3.9			0.9			-10.2			-8.7			-10.7			-13.5			-21.9			-44.2	
Auto Parking	Ldn	24.7					12.4			21.0			7.9			13.4			16.9			17.4			13.2			1.8	
Auto Parking	Ldn	6.6					-0.6			4.5			-6.3			-4.6			-6.6			-9.4			-19.6			-43.0	
Auto Parking	Ldn	25.3					12.0			21.1			7.6			13.8			18.0			18.6			14.1			1.6	
Auto Parking	Ldn	39.4					24.0			34.8			23.9			29.4			31.9			32.5			29.1			20.3	
Auto Parking	Ldn	34.4					19.3			29.1			18.2			24.1			27.5			28.2			24.3			13.9	
Auto Parking	Ldn	20.0					10.4			17.8			5.0			8.0			9.5			8.6			2.8			-11.0	
Auto Parking	Ldn	8.6					1.2			6.6			-5.4			-3.7			-5.4			-7.0			-12.7			-28.3	
Auto Parking	Ldn	13.7					6.1			11.8			0.0			1.6			0.0			-2.5			-10.4			-26.5	
Auto Parking	Ldn	13.5					5.9			11.7			-1.0			0.7			-0.6			-2.0			-7.5			-21.3	
Trailer Parking	Ldn	32.9	-16.9	-12.4	-8.4	-7.1	-2.6	2.4	2.4	17.0	6.8	5.9	6.3	9.8	14.2	15.7	17.2	23.4	27.9	23.4	23.6	23.5	21.0	18.1	14.8	11.1	4.4	-4.4	-14.7

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver R3 Fl G		dB(A)	Ldn 40.1 dB(A)																											
Back Up Alarms	Ldn	-0.4					-17.1			-14.4			-11.1			-8.2			-6.1			-5.6			-10.0			-27.8		
Back Up Alarms	Ldn	-0.5					-17.2			-14.4			-11.2			-8.2			-6.2			-5.6			-10.0			-28.0		
Back Up Alarms	Ldn	-0.5					-17.2			-14.5			-11.2			-8.3			-6.2			-5.7			-10.1			-28.1		
Back Up Alarms	Ldn	-0.6					-17.3			-14.5			-11.2			-8.3			-6.2			-5.7			-10.2			-28.2		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
Back Up Alarms	Ldn	-0.4					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
Back Up Alarms	Ldn	-0.4					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.9			-27.6		
Back Up Alarms	Ldn	-0.4					-17.1			-14.3			-11.1			-8.2			-6.1			-5.6			-9.9			-27.7		
Back Up Alarms	Ldn	-0.9					-17.5			-14.8			-11.5			-8.6			-6.6			-6.1			-10.7			-29.3		
Back Up Alarms	Ldn	-1.0					-17.6			-14.9			-11.6			-8.7			-6.6			-6.2			-10.8			-29.5		
Back Up Alarms	Ldn	-1.1					-17.6			-15.0			-11.6			-8.7			-6.7			-6.3			-10.9			-29.8		
Back Up Alarms	Ldn	-1.1					-17.7			-15.0			-11.7			-8.8			-6.8			-6.3			-11.0			-30.0		
Back Up Alarms	Ldn	-0.6					-17.3			-14.6			-11.3			-8.4			-6.3			-5.8			-10.2			-28.4		
Back Up Alarms	Ldn	-0.7					-17.4			-14.6			-11.3			-8.4			-6.4			-5.9			-10.3			-28.5		
Back Up Alarms	Ldn	-0.7					-17.4			-14.7			-11.4			-8.5			-6.4			-5.9			-10.4			-28.7		
Back Up Alarms	Ldn	-0.8					-17.5			-14.8			-11.5			-8.6			-6.5			-6.0			-10.6			-29.1		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.9			-27.6		
Back Up Alarms	Ldn	-0.4					-17.1			-14.3			-11.0			-8.1			-6.1			-5.6			-9.9			-27.6		
Back Up Alarms	Ldn	-0.4					-17.1			-14.3			-11.0			-8.1			-6.1			-5.6			-10.0			-27.8		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
Back Up Alarms	Ldn	-0.3					-17.1			-14.3			-11.0			-8.1			-6.1			-5.5			-9.8			-27.5		
HVAC	Ldn	19.4	-28.2	-22.4	-18.5	-5.7	-0.9	-7.0	0.8	2.6	1.4	3.2	3.1	5.0	5.9	6.7	10.5	12.1	7.8	9.3	10.1	7.3	7.1	2.5	1.1	-4.4	-9.6	-22.1	-37.8	
HVAC	Ldn	24.5	-24.8	-18.9	-15.0	-2.1	2.8	-3.2	4.7	6.6	5.5	7.5	7.5	9.4	10.3	11.2	15.1	16.9	12.7	14.4	15.4	12.9	13.3	9.2	8.8	4.6	1.4	-8.3	-20.0	
HVAC	Ldn	18.1	-29.5	-23.6	-19.8	-7.0	-2.2	-8.3	-0.5	1.3	0.1	1.9	1.9	3.7	4.6	5.5	9.2	10.8	6.5	8.0	8.8	5.9	5.7	0.8	-0.8	-6.8	-12.6	-26.2	-43.4	
HVAC	Ldn	17.5	-30.8	-24.9	-21.0	-8.1	-3.3	-9.4	-1.5	0.4	-0.7	1.2	1.1	3.0	3.9	4.8	8.6	10.2	5.9	7.5	8.3	5.5	5.3	0.4	-1.4	-7.5	-13.7	-27.9	-46.0	
HVAC	Ldn	21.4	-27.4	-21.5	-17.6	-4.7	0.2	-5.8	2.1	4.0	2.9	4.8	4.8	6.7	7.6	8.5	12.3	13.9	9.6	11.3	12.2	9.5	9.5	5.1	4.2	-0.8	-5.1	-16.4	-30.3	
HVAC	Ldn	22.0	-26.3	-20.4	-16.5	-3.6	1.2	-4.9	3.0	4.9	3.8	5.6	5.6	7.5	8.3	9.2	13.0	14.6	10.3	11.9	12.7	10.0	10.0	5.6	4.7	-0.1	-4.2	-15.0	-28.2	
HVAC	Ldn	18.7	-29.6	-23.8	-19.9	-7.0	-2.2	-8.2	-0.4	1.5	0.4	2.3	2.2	4.1	5.0	5.9	9.7	11.4	7.1	8.7	9.5	6.7	6.6	1.9	0.5	-5.2	-10.8	-24.0	-40.7	
HVAC	Ldn	22.3	-26.2	-20.3	-16.5	-3.7	1.1	-5.0	2.8	4.6	3.5	5.3	5.3	7.2	8.1	9.1	12.9	14.7	10.5	12.3	13.3	10.8	11.0	6.9	6.1	1.6	-2.4	-13.2	-26.6	
Loading Docks	Ldn	-11.0	-46.1	-42.5	-39.5	-39.1	-35.3	-31.1	-32.6	-18.7	-29.6	-28.7	-29.0	-27.0	-24.8	-24.5	-24.3	-21.3	-17.3	-22.2	-22.2	-23.0	-25.9	-29.3	-33.1	-38.0	-46.4	-58.0	-72.6	
Loading Docks	Ldn	-11.1	-46.1	-42.6	-39.6	-39.1	-35.4	-31.1	-32.6	-18.8	-29.6	-28.8	-29.0	-27.1	-24.9	-24.5	-24.4	-21.3	-17.4	-22.2	-22.2	-23.0	-26.0	-29.3	-33.2	-38.1	-46.5	-58.1	-72.8	
Loading Docks	Ldn	-11.1	-46.2	-42.6	-39.6	-39.2	-35.4	-31.2	-32.7	-18.8	-29.7	-28.8	-29.1	-27.1	-24.9	-24.5	-24.4	-21.4	-17.4	-22.3	-22.3	-23.1	-26.0	-29.4	-33.3	-38.2	-46.6	-58.3	-73.1	

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Ldn	-10.9	-46.0	-42.4	-39.4	-39.0	-35.2	-31.0	-32.4	-18.6	-29.4	-28.6	-28.8	-26.9	-24.7	-24.3	-24.2	-21.2	-17.2	-22.0	-22.1	-22.9	-25.8	-29.1	-33.0	-37.8	-46.1	-57.6	-72.1
Loading Docks	Ldn	-10.9	-46.0	-42.4	-39.5	-39.0	-35.2	-31.0	-32.5	-18.6	-29.5	-28.6	-28.9	-27.0	-24.8	-24.4	-24.2	-21.2	-17.2	-22.1	-22.1	-22.9	-25.8	-29.2	-33.0	-37.8	-46.2	-57.7	-72.3
Loading Docks	Ldn	-11.0	-46.1	-42.5	-39.5	-39.1	-35.3	-31.1	-32.5	-18.7	-29.5	-28.7	-28.9	-27.0	-24.8	-24.4	-24.3	-21.2	-17.3	-22.1	-22.1	-23.0	-25.9	-29.2	-33.1	-37.9	-46.3	-57.9	-72.5
Loading Docks	Ldn	-11.4	-46.5	-42.9	-39.9	-39.5	-35.7	-31.4	-33.0	-19.1	-30.0	-29.1	-29.3	-27.4	-25.2	-24.8	-24.7	-21.7	-17.7	-22.6	-22.6	-23.4	-26.4	-29.8	-33.8	-38.8	-47.4	-59.3	-74.4
Loading Docks	Ldn	-11.5	-46.5	-43.0	-40.0	-39.5	-35.7	-31.5	-33.1	-19.2	-30.0	-29.2	-29.4	-27.5	-25.3	-24.9	-24.8	-21.7	-17.8	-22.6	-22.7	-23.5	-26.5	-29.9	-33.9	-38.9	-47.6	-59.6	-74.8
Loading Docks	Ldn	-11.6	-46.6	-43.0	-40.0	-39.6	-35.8	-31.5	-33.1	-19.3	-30.1	-29.3	-29.5	-27.6	-25.4	-25.0	-24.8	-21.8	-17.8	-22.7	-22.7	-23.6	-26.6	-30.0	-34.0	-39.0	-47.8	-59.8	-75.1
Loading Docks	Ldn	-11.2	-46.2	-42.7	-39.7	-39.2	-35.4	-31.2	-32.7	-18.9	-29.7	-28.9	-29.1	-27.2	-25.0	-24.6	-24.5	-21.4	-17.5	-22.3	-22.3	-23.2	-26.1	-29.5	-33.4	-38.3	-46.8	-58.5	-73.3
Loading Docks	Ldn	-11.3	-46.4	-42.8	-39.8	-39.4	-35.6	-31.3	-32.9	-19.0	-29.8	-29.0	-29.2	-27.3	-25.1	-24.7	-24.6	-21.5	-17.6	-22.4	-22.5	-23.3	-26.2	-29.6	-33.6	-38.5	-47.1	-58.9	-73.8
Loading Docks	Ldn	-11.3	-46.4	-42.8	-39.8	-39.4	-35.6	-31.4	-32.9	-19.1	-29.9	-29.1	-29.3	-27.4	-25.2	-24.8	-24.6	-21.6	-17.6	-22.5	-22.5	-23.4	-26.3	-29.7	-33.7	-38.6	-47.2	-59.1	-74.1
Loading Docks	Ldn	-10.8	-45.8	-42.2	-39.3	-38.8	-35.0	-30.8	-32.3	-18.4	-29.2	-28.4	-28.6	-26.7	-24.5	-24.1	-24.1	-21.1	-17.1	-22.0	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.9	-57.3	-71.7
Loading Docks	Ldn	-10.8	-45.8	-42.2	-39.3	-38.8	-35.0	-30.8	-32.3	-18.4	-29.2	-28.4	-28.6	-26.7	-24.5	-24.1	-24.1	-21.1	-17.1	-21.9	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.8	-57.2	-71.6
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.8	-35.1	-30.8	-32.3	-18.4	-29.3	-28.4	-28.7	-26.7	-24.6	-24.2	-24.2	-21.2	-17.2	-22.0	-22.0	-22.8	-25.8	-29.1	-32.9	-37.7	-46.1	-57.6	-72.0
Loading Docks	Ldn	-10.8	-45.8	-42.3	-39.3	-38.8	-35.0	-30.8	-32.3	-18.4	-29.2	-28.4	-28.7	-26.7	-24.5	-24.1	-24.1	-21.1	-17.2	-22.0	-22.0	-22.8	-25.7	-29.0	-32.9	-37.7	-46.0	-57.5	-71.9
Loading Docks	Ldn	-10.8	-45.8	-42.2	-39.3	-38.8	-35.0	-30.8	-32.3	-18.4	-29.2	-28.4	-28.6	-26.7	-24.5	-24.1	-24.1	-21.1	-17.1	-22.0	-22.0	-22.8	-25.7	-29.0	-32.9	-37.6	-46.0	-57.4	-71.8
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.9	-35.1	-30.9	-32.3	-18.5	-29.3	-28.5	-28.7	-26.8	-24.6	-24.2	-24.1	-21.1	-17.1	-22.0	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.9	-57.3	-71.7
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.9	-35.1	-30.9	-32.4	-18.5	-29.3	-28.5	-28.7	-26.8	-24.6	-24.2	-24.1	-21.1	-17.1	-22.0	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.9	-57.4	-71.8
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.9	-35.1	-30.9	-32.3	-18.5	-29.3	-28.5	-28.8	-26.8	-24.6	-24.3	-24.1	-21.1	-17.1	-22.0	-22.0	-22.8	-25.7	-29.0	-32.9	-37.7	-46.0	-57.4	-71.9
Loading Docks	Ldn	-10.8	-45.8	-42.3	-39.3	-38.9	-35.1	-30.9	-32.3	-18.4	-29.3	-28.4	-28.7	-26.8	-24.6	-24.2	-24.1	-21.1	-17.1	-21.9	-22.0	-22.7	-25.7	-29.0	-32.8	-37.6	-45.8	-57.2	-71.6
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.9	-35.1	-30.9	-32.3	-18.5	-29.3	-28.5	-28.7	-26.8	-24.6	-24.2	-24.1	-21.1	-17.1	-21.9	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.9	-57.2	-71.6
Loading Docks	Ldn	-10.8	-45.9	-42.3	-39.3	-38.9	-35.1	-30.9	-32.3	-18.5	-29.3	-28.5	-28.7	-26.8	-24.6	-24.2	-24.1	-21.1	-17.1	-21.9	-22.0	-22.8	-25.7	-29.0	-32.8	-37.6	-45.9	-57.3	-71.7
Auto Parking	Ldn	28.4					14.5			23.4			9.5			17.4			21.9			22.5			17.5			3.1	
Auto Parking	Ldn	27.8					12.6			23.8			9.9			16.2			20.7			21.2			16.5			2.7	
Auto Parking	Ldn	30.6					16.5			25.6			12.3			19.6			23.8			24.4			19.9			7.3	
Auto Parking	Ldn	28.5					13.8			24.3			10.6			17.0			21.6			22.1			17.0			2.1	
Auto Parking	Ldn	22.2					8.7			17.0			4.6			11.0			15.8			16.2			10.7			-5.9	
Auto Parking	Ldn	26.7					12.4			21.4			9.4			15.7			20.2			20.8			15.9			1.9	
Auto Parking	Ldn	24.5					11.0			19.4			5.2			13.3			18.0			18.5			13.0			-3.1	
Auto Parking	Ldn	25.4					11.5			20.5			6.9			14.3			18.7			19.3			14.5			1.1	
Auto Parking	Ldn	9.6					2.7			7.6			-4.8			-3.2			-4.8			-7.4			-15.0			-34.5	
Auto Parking	Ldn	8.1					1.2			6.0			-5.7			-4.1			-6.0			-8.8			-17.5			-39.1	
Auto Parking	Ldn	31.0					16.9			26.0			12.9			20.1			24.2			24.8			20.3			8.0	
Auto Parking	Ldn	29.0					13.8			24.9			11.3			17.5			21.8			22.4			17.8			5.0	
Auto Parking	Ldn	31.7					17.7			26.8			13.9			20.9			24.9			25.5			21.2			9.3	
Auto Parking	Ldn	30.9					15.7			26.8			13.2			19.4			23.7			24.3			19.7			6.7	
Trailer Parking	Ldn	19.1	-21.9	-17.5	-13.7	-12.6	-8.2	-3.4	-4.9	9.4	-1.1	0.3	0.3	2.5	4.9	8.3	8.1	10.4	13.6	7.9	7.2	5.3	1.1	-3.6	-9.1	-16.0	-27.0	-41.8	-60.3

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver R4 Fl G		Ldn 36.3 dB(A)																												
Back Up Alarms	Ldn	6.4					-14.0			-10.7			-7.5			-4.5			-3.5			4.2					-2.3			-19.2
Back Up Alarms	Ldn	6.5					-13.8			-10.5			-7.4			-4.4			-3.3			4.3					-2.1			-18.6
Back Up Alarms	Ldn	6.7					-13.7			-10.4			-7.2			-4.3			-3.1			4.5					-1.9			-18.1
Back Up Alarms	Ldn	6.9					-13.6			-10.2			-7.1			-4.1			-2.9			4.7					-1.6			-17.5
Back Up Alarms	Ldn	5.7					-14.5			-11.2			-8.1			-5.1			-4.1			3.6					-3.3			-21.8
Back Up Alarms	Ldn	5.8					-14.5			-11.3			-8.0			-5.1			-4.2			3.8					-3.1			-21.3
Back Up Alarms	Ldn	6.0					-14.4			-11.1			-7.9			-5.0			-4.1			3.9					-2.9			-20.8
Back Up Alarms	Ldn	6.1					-14.2			-11.0			-7.8			-4.8			-3.9			4.0					-2.7			-20.3
Back Up Alarms	Ldn	8.3					-12.5			-9.2			-6.1			-3.2			-1.6			6.1					0.1			-14.4
Back Up Alarms	Ldn	8.6					-12.3			-9.0			-5.9			-3.0			-1.4			6.4					0.4			-13.9
Back Up Alarms	Ldn	8.9					-12.1			-8.8			-5.8			-2.8			-1.2			6.8					0.8			-13.4
Back Up Alarms	Ldn	12.8					-11.9			-8.6			-5.6			-2.7			-1.0			11.3					5.5			-11.6
Back Up Alarms	Ldn	7.1					-13.4			-10.1			-6.9			-4.0			-2.7			4.9					-1.3			-17.0
Back Up Alarms	Ldn	7.4					-13.2			-9.9			-6.8			-3.8			-2.4			5.2					-1.0			-16.5
Back Up Alarms	Ldn	7.6					-13.1			-9.7			-6.6			-3.7			-2.2			5.4					-0.8			-16.0
Back Up Alarms	Ldn	8.1					-12.7			-9.4			-6.3			-3.3			-1.8			5.9					-0.2			-14.9
Back Up Alarms	Ldn	3.6					-15.1			-12.0			-8.8			-5.8			-4.8			0.6					-5.5			-25.4
Back Up Alarms	Ldn	3.4					-15.2			-12.1			-8.9			-5.9			-4.9			0.5					-5.6			-25.9
Back Up Alarms	Ldn	3.4					-15.3			-12.3			-9.1			-6.1			-5.0			0.3					-4.9			-26.3
Back Up Alarms	Ldn	3.2					-15.5			-12.4			-9.2			-6.2			-5.2			0.1					-5.0			-26.8
Back Up Alarms	Ldn	5.6					-14.6			-11.3			-8.2			-5.2			-4.2			3.5					-3.6			-22.4
Back Up Alarms	Ldn	5.4					-14.7			-11.5			-8.4			-5.3			-4.3			3.3					-3.8			-23.0
Back Up Alarms	Ldn	4.9					-15.0			-11.9			-8.7			-5.7			-4.7			2.8					-4.6			-24.6
Back Up Alarms	Ldn	5.2					-14.8			-11.6			-8.5			-5.5			-4.5			3.1					-4.1			-23.5
HVAC	Ldn	14.3	-30.2	-24.3	-20.5	-7.7	-3.0	-9.2	-1.5	0.2	-1.2	0.4	0.1	1.6	2.1	2.5	5.8	6.9	2.1	3.1	3.3	-0.1	-0.8	-6.1	-8.2	-14.5	-20.7	-34.4	-51.8	
HVAC	Ldn	14.6	-29.5	-23.7	-19.9	-7.1	-2.4	-8.7	-1.0	0.6	-0.8	0.8	0.4	1.9	2.3	2.7	6.0	7.1	2.2	3.2	3.5	0.1	-0.6	-5.9	-7.9	-14.0	-19.9	-33.3	-50.0	
HVAC	Ldn	13.9	-31.3	-25.4	-21.5	-8.6	-3.8	-10.0	-2.1	-0.4	-1.7	-0.1	-0.4	1.2	1.7	2.1	5.4	6.6	1.7	2.8	3.0	-0.4	-1.2	-6.6	-8.8	-15.4	-21.9	-36.2	-54.4	
HVAC	Ldn	24.6	-24.1	-18.2	-14.3	-1.4	3.5	-2.6	5.4	7.3	6.1	8.0	8.0	9.9	10.8	11.6	15.4	17.1	12.8	14.4	15.3	12.6	12.8	8.6	8.1	3.8	0.6	-9.0	-20.4	
HVAC	Ldn	21.9	-23.0	-17.1	-13.3	-0.5	4.3	-1.9	5.8	7.5	6.1	7.7	7.4	8.9	9.4	9.8	13.1	14.4	9.6	10.7	11.1	8.0	7.8	3.2	2.4	-2.0	-5.2	-14.5	-25.3	
HVAC	Ldn	16.2	-27.9	-22.1	-18.3	-5.5	-0.8	-7.1	0.6	2.3	0.8	2.4	2.0	3.5	3.9	4.3	7.6	8.7	3.9	4.9	5.2	1.9	1.3	-3.7	-5.3	-10.9	-15.9	-28.0	-42.9	
HVAC	Ldn	25.5	-22.3	-16.3	-12.4	0.5	5.4	-0.7	7.3	9.1	7.9	9.8	9.7	11.5	12.2	13.0	16.6	18.2	13.7	15.1	15.8	13.0	13.0	8.7	8.2	4.1	1.2	-7.7	-18.0	
HVAC	Ldn	28.3	-17.4	-11.6	-7.8	5.0	9.8	3.6	11.4	13.1	11.8	13.5	13.2	14.8	15.4	16.0	19.4	20.8	16.2	17.4	17.9	14.9	14.9	10.7	10.4	6.7	4.5	-3.3	-12.0	
Loading Docks	Ldn	-5.9	-42.5	-38.9	-35.9	-35.5	-31.8	-27.6	-28.4	-14.6	-25.5	-24.9	-25.1	-23.2	-21.0	-20.5	-20.8	-17.9	-13.9	-18.7	-18.7	-12.6	-16.3	-20.3	-24.6	-29.7	-37.5	-47.4	-58.8	
Loading Docks	Ldn	-5.7	-42.3	-38.7	-35.7	-35.3	-31.6	-27.5	-28.3	-14.5	-25.4	-24.7	-24.9	-23.0	-20.8	-20.4	-20.5	-17.7	-13.7	-18.5	-18.4	-12.4	-16.0	-20.0	-24.4	-29.3	-37.1	-46.9	-58.1	
Loading Docks	Ldn	-5.5	-42.1	-38.5	-35.5	-35.1	-31.4	-27.3	-28.1	-14.3	-25.2	-24.5	-24.8	-22.8	-20.6	-20.2	-20.3	-17.5	-13.5	-18.3	-18.2	-12.1	-15.8	-19.8	-24.1	-29.0	-36.7	-46.3	-57.4	

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Ldn	-6.5	-43.1	-39.4	-36.4	-36.0	-32.2	-28.1	-29.0	-15.2	-26.0	-25.4	-25.6	-23.7	-21.4	-21.0	-21.4	-18.5	-14.5	-19.3	-19.3	-13.1	-16.8	-20.9	-25.4	-30.6	-38.7	-49.0	-61.1
Loading Docks	Ldn	-6.3	-42.9	-39.3	-36.3	-35.9	-32.1	-27.9	-28.8	-15.0	-25.9	-25.2	-25.4	-23.5	-21.3	-20.9	-21.2	-18.3	-14.3	-19.1	-19.1	-13.0	-16.7	-20.7	-25.2	-30.3	-38.4	-48.5	-60.3
Loading Docks	Ldn	-6.1	-42.7	-39.1	-36.1	-35.7	-31.9	-27.8	-28.6	-14.8	-25.7	-25.0	-25.3	-23.3	-21.1	-20.7	-21.0	-18.1	-14.1	-18.9	-18.9	-12.8	-16.5	-20.5	-24.9	-30.0	-37.9	-47.9	-59.6
Loading Docks	Ldn	-4.4	-41.1	-37.4	-34.4	-34.1	-30.5	-26.4	-27.0	-13.3	-24.2	-23.6	-23.8	-21.9	-19.7	-19.3	-19.2	-16.5	-12.5	-17.2	-17.2	-10.9	-14.5	-18.4	-22.6	-27.3	-34.7	-43.7	-53.9
Loading Docks	Ldn	-3.5	-40.8	-37.1	-34.2	-33.8	-30.2	-26.2	-26.7	-13.0	-24.0	-23.4	-23.6	-21.7	-19.5	-19.1	-19.0	-16.3	-12.2	-17.0	-11.0	-10.5	-14.1	-18.0	-22.3	-27.0	-34.3	-43.2	-53.3
Loading Docks	Ldn	-2.5	-40.6	-36.9	-33.9	-33.6	-30.0	-26.0	-26.5	-12.8	-23.8	-23.2	-23.4	-21.5	-19.3	-18.9	-18.8	-16.1	-12.1	-16.8	-9.7	-8.4	-12.3	-16.5	-21.0	-26.1	-33.7	-42.7	-52.6
Loading Docks	Ldn	-5.3	-41.9	-38.3	-35.3	-35.0	-31.3	-27.2	-27.9	-14.1	-25.0	-24.4	-24.6	-22.7	-20.4	-20.0	-20.1	-17.3	-13.3	-18.1	-18.0	-11.9	-15.5	-19.5	-23.8	-28.7	-36.3	-45.8	-56.7
Loading Docks	Ldn	-4.9	-41.5	-37.8	-34.9	-34.5	-30.9	-26.8	-27.4	-13.7	-24.6	-24.0	-24.2	-22.3	-20.1	-19.7	-19.7	-16.9	-12.9	-17.6	-17.6	-11.4	-15.0	-19.0	-23.2	-28.0	-35.5	-44.7	-55.3
Loading Docks	Ldn	-4.6	-41.3	-37.6	-34.6	-34.3	-30.7	-26.6	-27.2	-13.5	-24.4	-23.8	-24.0	-22.1	-19.9	-19.5	-19.4	-16.7	-12.7	-17.4	-17.4	-11.1	-14.7	-18.7	-22.9	-27.7	-35.1	-44.2	-54.6
Loading Docks	Ldn	-8.3	-44.9	-41.1	-38.0	-37.5	-33.7	-29.4	-30.7	-16.8	-27.7	-26.9	-27.1	-25.2	-23.0	-22.6	-23.0	-20.6	-16.7	-21.5	-21.5	-14.7	-18.6	-22.9	-27.9	-33.8	-43.1	-55.1	-69.6
Loading Docks	Ldn	-8.2	-44.7	-41.0	-37.9	-37.4	-33.5	-29.3	-30.6	-16.7	-27.5	-26.8	-27.0	-25.1	-22.9	-22.5	-22.9	-20.4	-16.5	-21.3	-21.3	-14.5	-18.4	-22.7	-27.7	-33.5	-42.7	-54.6	-68.8
Loading Docks	Ldn	-7.8	-44.4	-40.7	-37.6	-37.1	-33.3	-29.0	-30.2	-16.4	-27.2	-26.5	-26.7	-24.8	-22.6	-22.2	-22.6	-20.0	-16.1	-20.9	-20.9	-14.2	-18.1	-22.3	-27.2	-32.9	-41.9	-53.5	-67.3
Loading Docks	Ldn	-9.1	-45.3	-41.5	-38.4	-37.9	-34.0	-29.7	-31.1	-17.2	-28.1	-27.3	-27.5	-25.5	-23.3	-22.9	-23.4	-21.2	-17.2	-22.0	-22.1	-17.2	-18.4	-22.9	-28.1	-34.3	-44.1	-56.8	-72.0
Loading Docks	Ldn	-8.9	-45.1	-41.4	-38.3	-37.8	-33.9	-29.6	-31.0	-17.1	-27.9	-27.1	-27.4	-25.4	-23.2	-22.8	-23.3	-21.0	-17.0	-21.9	-21.9	-17.0	-18.4	-22.8	-28.0	-34.2	-43.8	-56.3	-71.2
Loading Docks	Ldn	-9.0	-45.0	-41.3	-38.2	-37.6	-33.8	-29.5	-30.8	-17.0	-27.8	-27.0	-27.2	-25.3	-23.1	-22.7	-23.1	-20.8	-16.8	-21.7	-21.7	-16.9	-19.4	-23.8	-28.7	-34.6	-43.9	-55.9	-70.4
Loading Docks	Ldn	-7.1	-43.8	-40.1	-37.1	-36.6	-32.8	-28.6	-29.6	-15.8	-26.7	-26.0	-26.2	-24.3	-22.0	-21.6	-22.1	-19.3	-15.3	-20.1	-20.1	-13.5	-17.3	-21.5	-26.2	-31.7	-40.3	-51.2	-64.1
Loading Docks	Ldn	-7.0	-43.6	-39.9	-36.9	-36.5	-32.7	-28.5	-29.5	-15.7	-26.5	-25.8	-26.1	-24.1	-21.9	-21.5	-21.9	-19.1	-15.1	-19.9	-19.9	-13.4	-17.2	-21.4	-26.0	-31.4	-39.9	-50.7	-63.4
Loading Docks	Ldn	-6.8	-43.4	-39.8	-36.8	-36.3	-32.5	-28.3	-29.3	-15.5	-26.4	-25.7	-25.9	-24.0	-21.8	-21.3	-21.8	-18.9	-14.9	-19.7	-19.7	-13.3	-17.1	-21.2	-25.8	-31.1	-39.5	-50.1	-62.6
Loading Docks	Ldn	-7.6	-44.2	-40.5	-37.5	-37.0	-33.2	-28.9	-30.1	-16.2	-27.1	-26.4	-26.6	-24.7	-22.5	-22.1	-22.5	-19.9	-15.9	-20.7	-20.7	-14.0	-17.9	-22.1	-26.9	-32.6	-41.5	-52.9	-66.5
Loading Docks	Ldn	-7.5	-44.1	-40.4	-37.3	-36.9	-33.0	-28.8	-29.9	-16.1	-26.9	-26.3	-26.5	-24.5	-22.3	-21.9	-22.3	-19.7	-15.7	-20.5	-20.5	-13.9	-17.7	-21.9	-26.7	-32.3	-41.1	-52.3	-65.7
Loading Docks	Ldn	-7.3	-43.9	-40.2	-37.2	-36.7	-32.9	-28.7	-29.8	-15.9	-26.8	-26.1	-26.3	-24.4	-22.2	-21.8	-22.2	-19.5	-15.5	-20.3	-20.3	-13.7	-17.5	-21.7	-26.4	-31.9	-40.6	-51.8	-64.9
Auto Parking	Ldn	25.1					13.2			21.7			8.8			13.6			16.9			17.2			12.4				-0.4
Auto Parking	Ldn	12.0					4.4			10.2			-2.6			-0.6			-1.5			-3.9			-10.6				-26.2
Auto Parking	Ldn	16.6					8.5			14.9			1.9			3.9			3.5			1.1			-7.2				-24.4
Auto Parking	Ldn	18.3					10.0			16.6			3.2			5.3			5.0			2.8			-3.6				-17.5
Auto Parking	Ldn	25.5					13.0			21.8			9.3			14.5			17.5			17.9			13.9				3.3
Auto Parking	Ldn	6.3					-0.5			4.2			-7.1			-5.5			-7.2			-10.1			-19.9				-42.3
Auto Parking	Ldn	28.8					15.4			24.5			11.5			17.6			21.4			22.1			17.9				6.5
Auto Parking	Ldn	6.5					-0.8			4.4			-7.1			-5.2			-6.6			-9.4			-19.6				-44.5
Auto Parking	Ldn	1.8					-4.9			-0.5			-11.6			-10.2			-11.9			-12.3			-19.9				-43.7
Auto Parking	Ldn	1.5					-5.1			-0.8			-11.9			-10.5			-12.1			-12.6			-20.4				-44.8
Auto Parking	Ldn	11.6					4.3			9.6			-2.2			-0.3			-1.5			-4.3			-13.9				-36.5
Auto Parking	Ldn	9.2					1.9			7.2			-4.9			-3.1			-4.5			-7.0			-14.7				-32.9
Auto Parking	Ldn	13.5					6.0			11.6			-0.7			1.3			0.2			-2.3			-11.3				-31.0
Auto Parking	Ldn	9.7					2.7			7.6			-4.0			-2.3			-4.1			-6.8			-15.3				-35.3
Trailer Parking	Ldn	29.6	-17.4	-12.9	-8.9	-7.6	-3.1	1.8	1.6	16.1	5.9	4.2	4.5	7.7	11.9	13.1	14.6	20.3	24.6	19.8	20.1	19.9	17.4	14.2	10.7	6.4	-0.9	-10.6	-22.4

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz	
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver R5 FI G		dB(A)	Ldn 31.8 dB(A)																											
Back Up Alarms	Ldn	16.1					-10.7			-4.0			0.9			8.2			11.9				11.6				4.3			-24.1
Back Up Alarms	Ldn	16.0					-10.8			-4.2			0.8			8.1			11.8				11.5				4.1			-24.5
Back Up Alarms	Ldn	15.9					-11.0			-4.3			0.7			8.0			11.7				11.4				3.9			-25.0
Back Up Alarms	Ldn	15.8					-11.1			-4.4			0.6			7.9			11.6				11.3				3.8			-25.4
Back Up Alarms	Ldn	16.5					-11.0			-3.9			1.4			8.6			12.2				12.1				5.0			-22.2
Back Up Alarms	Ldn	16.5					-11.1			-4.0			1.3			8.5			12.2				12.0				4.9			-22.6
Back Up Alarms	Ldn	16.4					-10.0			-3.6			1.2			8.5			12.2				11.9				4.8			-22.9
Back Up Alarms	Ldn	16.3					-10.3			-3.8			1.1			8.4			12.1				11.8				4.6			-23.3
Back Up Alarms	Ldn	15.8					-11.9			-7.4			-2.4			8.1			11.8				11.3				3.0			-28.8
Back Up Alarms	Ldn	15.8					-12.0			-7.5			-2.5			8.1			11.8				11.3				3.0			-28.9
Back Up Alarms	Ldn	15.8					-12.1			-7.6			-2.6			8.1			11.8				11.3				3.0			-29.0
Back Up Alarms	Ldn	15.9					-12.2			-7.7			0.9			8.1			11.8				11.4				3.1			-29.1
Back Up Alarms	Ldn	15.7					-11.3			-4.5			0.5			7.8			11.5				11.2				3.6			-25.8
Back Up Alarms	Ldn	14.3					-11.4			-7.0			-2.1			5.2			10.4				10.0				2.0			-28.3
Back Up Alarms	Ldn	14.2					-11.5			-7.1			-2.1			5.1			10.4				10.0				1.9			-28.6
Back Up Alarms	Ldn	15.4					-11.8			-7.3			-2.3			4.9			11.8				11.3				3.1			-28.6
Back Up Alarms	Ldn	15.1					-10.4			-3.8			1.4			7.5			10.7				10.3				3.4			-22.5
Back Up Alarms	Ldn	14.9					-10.3			-3.9			0.9			7.2			10.6				10.2				3.4			-22.3
Back Up Alarms	Ldn	5.5					-12.2			-6.3			-2.2			0.1			0.2				-2.9				-12.1			-37.6
Back Up Alarms	Ldn	3.3					-13.0			-7.9			-4.7			-2.5			-2.0				-4.9				-12.8			-37.2
Back Up Alarms	Ldn	16.6					-10.9			-3.8			1.5			8.7			12.3				12.2				5.2			-21.8
Back Up Alarms	Ldn	16.7					-10.8			-3.6			1.6			8.8			12.4				12.3				5.3			-21.5
Back Up Alarms	Ldn	17.0					-10.5			-3.3			1.8			9.1			12.7				12.5				5.7			-20.5
Back Up Alarms	Ldn	16.8					-10.7			-3.5			1.7			8.9			12.5				12.4				5.4			-21.1
HVAC	Ldn	16.2	-31.2	-25.4	-21.5	-8.7	-3.9	-10.1	-2.9	-1.0	-2.2	-0.4	-0.5	1.4	2.3	3.2	7.1	9.0	4.7	6.4	7.3	4.4	4.2	-0.7	-2.7	-9.4	-16.5	-32.2	-52.8	
HVAC	Ldn	14.4	-33.2	-27.3	-23.5	-10.6	-5.8	-11.9	-4.9	-3.0	-4.1	-2.3	-2.3	-0.4	0.5	1.4	5.2	7.3	3.0	4.6	5.4	2.4	2.0	-3.4	-6.0	-13.6	-22.2	-40.1	-63.9	
HVAC	Ldn	17.0	-31.9	-26.0	-22.1	-9.2	-4.2	-10.3	-2.6	-0.7	-1.8	0.2	0.2	2.1	3.0	3.9	7.8	9.6	5.4	7.1	8.0	5.3	5.2	0.4	-1.3	-7.6	-14.1	-28.9	-48.1	
HVAC	Ldn	13.1	-34.8	-28.8	-24.8	-11.9	-7.0	-13.0	-6.2	-4.3	-5.4	-3.4	-3.5	-1.6	-0.7	0.2	4.0	6.1	1.8	3.4	4.1	1.0	0.4	-5.3	-8.4	-16.7	-26.5	-46.1	-72.3	
HVAC	Ldn	13.0	-34.1	-28.2	-24.3	-11.5	-6.6	-12.7	-6.0	-4.2	-5.3	-3.5	-3.5	-1.6	-0.7	0.2	4.0	6.1	1.8	3.3	4.0	0.9	0.2	-5.5	-8.6	-17.0	-26.9	-46.6	-73.1	
HVAC	Ldn	14.5	-33.3	-27.4	-23.6	-10.7	-5.8	-11.9	-4.9	-3.0	-4.1	-2.2	-2.2	-0.3	0.6	1.5	5.3	7.4	3.1	4.7	5.5	2.6	2.1	-3.2	-5.8	-13.3	-21.8	-39.5	-63.0	
HVAC	Ldn	12.9	-34.7	-28.7	-24.8	-11.9	-7.0	-13.1	-6.3	-4.4	-5.6	-3.7	-3.7	-1.8	-0.9	0.0	3.8	5.9	1.6	3.1	3.8	0.7	0.0	-5.7	-8.9	-17.5	-27.5	-47.5	-74.3	
HVAC	Ldn	11.9	-34.8	-28.9	-25.1	-12.2	-7.4	-13.5	-7.0	-5.1	-6.3	-4.4	-4.5	-2.7	-1.8	-0.9	2.9	5.1	0.7	2.2	2.8	-0.4	-1.3	-7.3	-10.9	-20.1	-31.1	-52.6	-81.7	
Loading Docks	Ldn	5.5	-42.8	-38.2	-34.2	-30.7	-25.9	-20.6	-22.2	-7.4	-17.3	-16.6	-15.9	-13.0	-8.3	-7.0	-6.5	-3.4	0.4	-4.5	-4.8	-6.0	-9.6	-13.9	-19.3	-26.5	-38.5	-55.4	-77.8	
Loading Docks	Ldn	5.4	-43.0	-38.4	-34.4	-30.8	-26.0	-20.8	-22.3	-7.5	-17.4	-16.7	-16.0	-13.1	-8.4	-7.1	-6.6	-3.5	0.4	-4.6	-4.9	-6.1	-9.7	-14.0	-19.5	-26.7	-38.8	-55.8	-78.4	
Loading Docks	Ldn	5.3	-43.1	-38.5	-34.5	-30.9	-26.1	-20.9	-22.5	-7.6	-17.5	-16.8	-16.0	-13.2	-8.5	-7.2	-6.7	-3.6	0.3	-4.7	-5.0	-6.2	-9.8	-14.2	-19.6	-27.0	-39.1	-56.3	-79.0	

First Industrial Wilson 3

Contribution spectra - 001 - First Industrial Wilson: Outdoor SP

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Source	Time slice	Sum	25Hz	31.5Hz	40Hz	50Hz	63Hz	80Hz	100Hz	125Hz	160Hz	200Hz	250Hz	315Hz	400Hz	500Hz	630Hz	800Hz	1kHz	1.25kHz	1.6kHz	2kHz	2.5kHz	3.15kHz	4kHz	5kHz	6.3kHz	8kHz	10kHz
		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Ldn	5.8	-42.3	-37.7	-33.7	-30.3	-25.5	-20.3	-21.8	-7.0	-17.0	-16.3	-15.6	-12.7	-8.0	-6.7	-6.2	-3.1	0.7	-4.3	-4.5	-5.7	-9.2	-13.5	-18.8	-25.9	-37.6	-54.1	-76.0
Loading Docks	Ldn	5.7	-42.5	-37.9	-33.9	-30.4	-25.6	-20.4	-22.0	-7.2	-17.1	-16.4	-15.7	-12.8	-8.1	-6.8	-6.3	-3.2	0.6	-4.3	-4.6	-5.8	-9.3	-13.6	-19.0	-26.1	-37.9	-54.5	-76.6
Loading Docks	Ldn	5.6	-42.7	-38.1	-34.1	-30.6	-25.7	-20.5	-22.1	-7.3	-17.2	-16.5	-15.8	-12.9	-8.2	-6.9	-6.4	-3.3	0.5	-4.5	-4.7	-5.9	-9.5	-13.8	-19.1	-26.3	-38.2	-55.0	-77.2
Loading Docks	Ldn	5.4	-43.8	-39.2	-35.2	-33.7	-28.9	-23.7	-25.4	-10.6	-20.5	-19.7	-19.0	-16.1	-8.1	-6.8	-6.3	-3.2	0.7	-4.4	-4.7	-6.0	-9.7	-14.3	-20.1	-27.9	-40.8	-59.0	-83.2
Loading Docks	Ldn	5.5	-43.9	-39.3	-35.3	-33.8	-29.0	-23.8	-25.5	-10.7	-20.6	-19.8	-19.1	-12.7	-8.1	-6.8	-6.3	-3.2	0.7	-4.4	-4.7	-6.0	-9.7	-14.3	-20.1	-27.9	-40.8	-59.1	-83.5
Loading Docks	Ldn	5.5	-44.0	-39.4	-35.4	-33.9	-29.1	-23.9	-25.6	-10.8	-20.7	-16.3	-15.6	-12.7	-8.1	-6.8	-6.3	-3.2	0.7	-4.4	-4.7	-6.0	-9.7	-14.2	-20.0	-27.9	-40.8	-59.2	-83.6
Loading Docks	Ldn	3.9	-43.3	-38.7	-34.7	-33.2	-28.4	-23.3	-24.9	-10.1	-20.0	-19.4	-18.7	-15.8	-11.1	-9.8	-9.3	-4.6	-0.8	-5.8	-6.1	-7.4	-11.0	-15.5	-21.2	-28.7	-41.2	-58.7	-81.8
Loading Docks	Ldn	5.2	-43.5	-38.9	-34.9	-33.5	-28.7	-23.5	-25.1	-10.3	-20.3	-19.6	-18.8	-16.0	-11.3	-10.0	-6.3	-3.2	0.6	-4.4	-4.7	-6.0	-9.7	-14.3	-20.1	-27.8	-40.6	-58.7	-82.5
Loading Docks	Ldn	5.3	-43.7	-39.1	-35.0	-33.6	-28.8	-23.6	-25.3	-10.5	-20.4	-19.7	-18.9	-16.1	-11.4	-6.8	-6.3	-3.2	0.7	-4.4	-4.7	-6.0	-9.7	-14.3	-20.1	-27.9	-40.7	-58.9	-82.9
Loading Docks	Ldn	5.0	-42.4	-37.7	-33.7	-30.1	-25.3	-20.1	-21.5	-6.8	-16.8	-15.6	-15.0	-12.3	-8.4	-7.2	-6.9	-4.0	-0.3	-5.4	-5.8	-7.0	-10.5	-14.6	-19.7	-26.3	-37.3	-52.6	-72.5
Loading Docks	Ldn	6.7	-42.5	-37.9	-33.8	-30.0	-25.1	-19.8	-21.1	-6.3	-16.2	-15.4	-14.6	-11.8	-7.2	-5.8	-5.3	-2.3	1.6	-3.4	-3.6	-4.8	-8.2	-12.3	-17.4	-24.0	-35.0	-50.4	-70.6
Loading Docks	Ldn	6.5	-42.8	-38.1	-34.0	-30.2	-25.3	-20.0	-21.4	-6.5	-16.4	-15.6	-14.8	-11.9	-7.3	-6.0	-5.5	-2.5	1.4	-3.6	-3.8	-5.0	-8.4	-12.5	-17.6	-24.3	-35.5	-51.1	-71.6
Loading Docks	Ldn	-5.6	-44.0	-39.5	-35.6	-32.0	-27.6	-22.9	-24.9	-11.0	-21.9	-20.8	-21.3	-19.6	-17.7	-17.5	-18.0	-16.0	-13.1	-19.1	-20.2	-22.2	-26.5	-31.2	-35.9	-42.1	-52.6	-67.2	-86.3
Loading Docks	Ldn	-3.5	-43.6	-39.1	-35.1	-31.3	-26.7	-21.8	-23.5	-9.3	-19.9	-18.6	-18.9	-17.2	-15.3	-15.1	-15.8	-13.9	-11.0	-17.0	-18.2	-20.2	-24.5	-29.4	-35.2	-42.4	-52.9	-67.7	-87.0
Loading Docks	Ldn	-1.2	-43.5	-38.9	-34.8	-30.9	-26.2	-21.2	-22.8	-8.3	-18.6	-16.8	-16.8	-14.7	-12.5	-12.1	-12.7	-10.8	-8.1	-14.3	-15.8	-18.0	-22.5	-27.6	-33.5	-40.8	-52.5	-68.1	-87.6
Loading Docks	Ldn	6.1	-43.2	-38.5	-34.4	-30.5	-25.6	-20.4	-21.8	-7.0	-16.8	-16.0	-15.2	-12.3	-7.7	-6.4	-5.9	-2.8	1.0	-3.9	-4.2	-5.3	-8.8	-13.0	-18.2	-25.1	-36.5	-52.6	-73.7
Loading Docks	Ldn	6.1	-41.7	-37.1	-33.1	-29.8	-25.0	-19.8	-21.3	-6.6	-16.5	-16.1	-15.3	-12.4	-7.7	-6.4	-5.9	-2.8	1.1	-3.9	-4.2	-5.4	-8.9	-13.1	-18.3	-25.2	-36.8	-52.9	-74.3
Loading Docks	Ldn	6.0	-41.9	-37.3	-33.3	-30.0	-25.1	-20.0	-21.5	-6.7	-16.7	-16.1	-15.4	-12.5	-7.8	-6.5	-6.0	-2.9	0.9	-4.0	-4.3	-5.5	-9.0	-13.2	-18.5	-25.4	-37.0	-53.3	-74.8
Loading Docks	Ldn	6.4	-42.9	-38.2	-34.1	-30.3	-25.4	-20.1	-21.5	-6.6	-16.5	-15.7	-14.9	-12.0	-7.4	-6.1	-5.6	-2.6	1.3	-3.7	-3.9	-5.1	-8.5	-12.7	-17.8	-24.5	-35.7	-51.5	-72.1
Loading Docks	Ldn	6.3	-43.0	-38.3	-34.2	-30.3	-25.5	-20.2	-21.6	-6.8	-16.6	-15.8	-15.0	-12.1	-7.5	-6.2	-5.7	-2.7	1.2	-3.8	-4.0	-5.1	-8.6	-12.8	-17.9	-24.7	-36.0	-51.8	-72.7
Loading Docks	Ldn	6.2	-43.1	-38.4	-34.3	-30.4	-25.6	-20.3	-21.7	-6.9	-16.7	-15.9	-15.1	-12.2	-7.6	-6.3	-5.8	-2.8	1.1	-3.8	-4.1	-5.2	-8.7	-12.9	-18.1	-24.9	-36.3	-52.2	-73.2
Auto Parking	Ldn	3.6					-3.4			1.1			-8.7		-6.9				-8.9			-13.0			-28.3			-72.6	
Auto Parking	Ldn	-3.7					-9.6			-6.2			-16.9		-15.6				-17.7			-20.8			-32.8			-71.9	
Auto Parking	Ldn	3.8					-3.0			1.4			-8.5		-6.8				-8.8			-12.7			-27.5			-70.1	
Auto Parking	Ldn	-1.6					-7.5			-4.1			-14.7		-13.4				-15.6			-19.0			-31.5			-72.2	
Auto Parking	Ldn	-4.8					-10.8			-7.3			-17.8		-16.5				-18.7			-22.8			-36.5			-78.7	
Auto Parking	Ldn	8.7					-0.3			5.1			-8.4		-3.0				1.3			0.4			-10.1			-44.4	
Auto Parking	Ldn	1.2					-5.8			-1.3			-11.0		-9.2				-11.2			-15.3			-31.0			-77.0	
Auto Parking	Ldn	10.9					0.9			6.8			-6.9		-0.5				4.3			3.5			-7.3			-42.7	
Auto Parking	Ldn	18.4					6.4			13.0			1.2		7.7				12.7			12.3			3.2			-26.2	
Auto Parking	Ldn	18.8					7.0			13.9			1.9		8.2				12.8			12.4			3.8			-23.7	
Auto Parking	Ldn	6.5					-0.1			4.2			-6.8		-5.0				-6.1			-9.7			-23.6			-62.8	
Auto Parking	Ldn	-3.0					-8.8			-5.5			-16.5		-15.1				-17.0			-19.8			-31.4			-68.7	
Auto Parking	Ldn	4.3					-2.4			1.9			-8.3		-6.5				-8.4			-12.3			-26.6			-67.4	
Auto Parking	Ldn	0.4					-5.1			-2.0			-13.5		-12.1				-13.6			-16.6			-28.0			-64.1	
Trailer Parking	Ldn	22.4	-22.0	-17.4	-13.4	-11.9	-7.2	-2.1	-3.4	11.3	1.2	2.6	3.2	5.9	9.0	10.0	10.8	13.7	17.2	12.0	11.4	9.9	6.0	1.4	-4.2	-11.2	-22.4	-37.4	-55.7

First Industrial Wilson 3

Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Receiver R1	FI G	Lmax,lim	Lmax 46.0 dB(A)														
Back Up Alarms	Lmax	Point	-366.4	342.0	103.0	0	71.9	-48.1	0.7	-14.2	-0.7	0.0		2.9	43.6	0.0	43.6
Back Up Alarms	Lmax	Point	-366.4	346.0	103.0	0	72.4	-48.2	0.7	-14.1	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	350.2	103.0	0	73.2	-48.3	0.7	-14.1	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	354.3	103.0	0	74.1	-48.4	0.7	-14.0	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	321.8	103.0	0	72.8	-48.2	0.7	-14.1	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	325.8	103.0	0	72.2	-48.2	0.7	-14.2	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	329.7	103.0	0	71.8	-48.1	0.7	-14.2	-0.7	0.0		2.9	43.6	0.0	43.6
Back Up Alarms	Lmax	Point	-366.4	333.8	103.0	0	71.6	-48.1	0.7	-14.2	-0.7	0.0		3.0	43.7	0.0	43.7
Back Up Alarms	Lmax	Point	-366.4	378.7	103.0	0	83.8	-49.5	0.7	-13.5	-0.8	0.0		3.5	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	382.7	103.0	0	85.9	-49.7	0.7	-13.3	-0.8	0.0		4.5	44.4	0.0	44.4
Back Up Alarms	Lmax	Point	-366.4	386.9	103.0	0	88.3	-49.9	0.7	-13.2	-0.8	0.0		4.6	44.4	0.0	44.4
Back Up Alarms	Lmax	Point	-366.4	390.8	103.0	0	90.7	-50.1	0.7	-13.1	-0.8	0.0		4.9	44.5	0.0	44.5
Back Up Alarms	Lmax	Point	-366.4	358.2	103.0	0	75.2	-48.5	0.7	-14.0	-0.7	0.0		2.9	43.4	0.0	43.4
Back Up Alarms	Lmax	Point	-366.4	362.4	103.0	0	76.6	-48.7	0.7	-13.9	-0.7	0.0		2.6	43.0	0.0	43.0
Back Up Alarms	Lmax	Point	-366.4	366.3	103.0	0	78.1	-48.8	0.7	-13.8	-0.7	0.0		2.7	43.0	0.0	43.0
Back Up Alarms	Lmax	Point	-366.4	374.5	103.0	0	81.7	-49.2	0.7	-13.6	-0.8	0.0		2.7	42.8	0.0	42.8
Back Up Alarms	Lmax	Point	-366.4	297.4	103.0	0	81.0	-49.2	0.7	-13.6	-0.7	0.0		3.6	43.7	0.0	43.7
Back Up Alarms	Lmax	Point	-366.4	293.5	103.0	0	82.9	-49.4	0.7	-13.5	-0.8	0.0		3.6	43.6	0.0	43.6
Back Up Alarms	Lmax	Point	-366.4	289.2	103.0	0	85.1	-49.6	0.7	-13.4	-0.8	0.0		4.6	44.5	0.0	44.5
Back Up Alarms	Lmax	Point	-366.4	285.0	103.0	0	87.4	-49.8	0.7	-13.3	-0.8	0.0		4.8	44.6	0.0	44.6
Back Up Alarms	Lmax	Point	-366.4	317.7	103.0	0	73.7	-48.3	0.7	-14.1	-0.7	0.0		2.9	43.5	0.0	43.5
Back Up Alarms	Lmax	Point	-366.4	313.5	103.0	0	74.8	-48.5	0.7	-14.0	-0.7	0.0		2.6	43.1	0.0	43.1
Back Up Alarms	Lmax	Point	-366.4	301.4	103.0	0	79.2	-49.0	0.7	-13.7	-0.7	0.0		2.7	42.9	0.0	42.9
Back Up Alarms	Lmax	Point	-366.4	309.4	103.0	0	76.1	-48.6	0.7	-13.9	-0.7	0.0		2.6	43.1	0.0	43.1
HVAC	Lmax	Point	-346.1	268.5	75.7	0	113.6	-52.1	0.5	-12.6	-0.5	0.0		0.0	11.0	0.0	11.0
HVAC	Lmax	Point	-276.9	268.5	75.7	0	174.4	-55.8	0.4	-13.2	-0.7	0.0		0.0	6.5	0.0	6.5
HVAC	Lmax	Point	-372.8	264.0	75.7	0	96.7	-50.7	0.5	-11.4	-0.4	0.0		0.0	13.7	0.0	13.7

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
HVAC	Lmax	Point	-371.9	412.7	75.7	0	102.1	-51.2	0.5	-11.2	-0.5	0.0		0.0	13.4	0.0	13.4
HVAC	Lmax	Point	-308.1	373.9	75.7	0	135.6	-53.6	0.5	-13.5	-0.5	0.0		0.0	8.5	0.0	8.5
HVAC	Lmax	Point	-308.6	302.9	75.7	0	133.5	-53.5	0.5	-13.6	-0.5	0.0		0.0	8.6	0.0	8.6
HVAC	Lmax	Point	-345.2	408.7	75.7	0	118.5	-52.5	0.5	-12.5	-0.5	0.0		0.0	10.7	0.0	10.7
HVAC	Lmax	Point	-280.1	407.3	75.7	0	173.7	-55.8	0.5	-13.1	-0.7	0.0		0.0	6.6	0.0	6.6
Loading Docks	Lmax	Point	-364.9	354.3	91.8	0	75.6	-48.6	0.2	-11.5	-0.3	0.0		2.6	34.3	0.0	34.3
Loading Docks	Lmax	Point	-364.9	358.2	91.8	0	76.7	-48.7	0.2	-11.5	-0.3	0.0		2.6	34.2	0.0	34.2
Loading Docks	Lmax	Point	-364.9	362.4	91.8	0	78.0	-48.8	0.2	-11.4	-0.3	0.0		2.6	34.1	0.0	34.1
Loading Docks	Lmax	Point	-364.9	342.0	91.8	0	73.4	-48.3	0.2	-11.7	-0.3	0.0		2.7	34.5	0.0	34.5
Loading Docks	Lmax	Point	-364.9	346.0	91.8	0	73.9	-48.4	0.2	-11.6	-0.3	0.0		2.7	34.5	0.0	34.5
Loading Docks	Lmax	Point	-364.9	350.2	91.8	0	74.6	-48.5	0.2	-11.6	-0.3	0.0		2.6	34.4	0.0	34.4
Loading Docks	Lmax	Point	-364.9	382.7	91.8	0	87.2	-49.8	0.2	-10.9	-0.3	0.0		4.4	35.3	0.0	35.3
Loading Docks	Lmax	Point	-364.9	386.9	91.8	0	89.6	-50.0	0.2	-10.8	-0.3	0.0		4.5	35.3	0.0	35.3
Loading Docks	Lmax	Point	-364.9	390.8	91.8	0	91.9	-50.3	0.2	-10.7	-0.4	0.0		4.6	35.3	0.0	35.3
Loading Docks	Lmax	Point	-364.9	366.3	91.8	0	79.5	-49.0	0.2	-11.3	-0.3	0.0		2.6	34.0	0.0	34.0
Loading Docks	Lmax	Point	-364.9	374.5	91.8	0	83.0	-49.4	0.2	-11.1	-0.3	0.0		2.6	33.8	0.0	33.8
Loading Docks	Lmax	Point	-364.9	378.7	91.8	0	85.1	-49.6	0.2	-11.0	-0.3	0.0		3.3	34.4	0.0	34.4
Loading Docks	Lmax	Point	-364.9	297.4	91.8	0	82.3	-49.3	0.2	-11.2	-0.3	0.0		3.3	34.6	0.0	34.6
Loading Docks	Lmax	Point	-364.9	301.4	91.8	0	80.5	-49.1	0.2	-11.3	-0.3	0.0		2.6	33.9	0.0	33.9
Loading Docks	Lmax	Point	-364.9	309.4	91.8	0	77.5	-48.8	0.2	-11.4	-0.3	0.0		2.6	34.1	0.0	34.1
Loading Docks	Lmax	Point	-364.9	285.0	91.8	0	88.7	-49.9	0.2	-10.8	-0.3	0.0		4.6	35.4	0.0	35.4
Loading Docks	Lmax	Point	-364.9	289.2	91.8	0	86.4	-49.7	0.2	-10.9	-0.3	0.0		4.4	35.4	0.0	35.4
Loading Docks	Lmax	Point	-364.9	293.5	91.8	0	84.2	-49.5	0.2	-11.1	-0.3	0.0		4.3	35.4	0.0	35.4
Loading Docks	Lmax	Point	-364.9	325.8	91.8	0	73.7	-48.3	0.2	-11.6	-0.3	0.0		2.6	34.4	0.0	34.4
Loading Docks	Lmax	Point	-364.9	329.7	91.8	0	73.3	-48.3	0.3	-11.7	-0.3	0.0		2.7	34.5	0.0	34.5
Loading Docks	Lmax	Point	-364.9	333.8	91.8	0	73.1	-48.3	0.3	-11.7	-0.3	0.0		2.7	34.5	0.0	34.5
Loading Docks	Lmax	Point	-364.9	313.5	91.8	0	76.3	-48.6	0.2	-11.5	-0.3	0.0		2.6	34.2	0.0	34.2
Loading Docks	Lmax	Point	-364.9	317.7	91.8	0	75.2	-48.5	0.2	-11.6	-0.3	0.0		2.6	34.2	0.0	34.2

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Loading Docks	Lmax	Point	-364.9	321.8	91.8	0	74.3	-48.4	0.2	-11.6	-0.3	0.0		2.6	34.4	0.0	34.4
Auto Parking	Lmax	PLot	-244.1	372.3	98.5	0	197.5	-56.9	0.6	-15.4	-0.2	0.0		0.1	26.5	0.0	26.5
Auto Parking	Lmax	PLot	-254.2	363.7	98.5	0	186.0	-56.4	0.5	-18.1	-0.3	0.0		0.1	24.3	0.0	24.3
Auto Parking	Lmax	PLot	-244.4	348.8	98.5	0	194.1	-56.8	0.6	-15.5	-0.2	0.0		0.0	26.5	0.0	26.5
Auto Parking	Lmax	PLot	-252.6	368.0	98.5	0	188.3	-56.5	0.6	-18.0	-0.3	0.0		0.1	24.3	0.0	24.3
Auto Parking	Lmax	PLot	-253.5	409.5	98.5	0	198.9	-57.0	0.6	-17.3	-0.3	0.0		0.1	24.6	0.0	24.6
Auto Parking	Lmax	PLot	-252.4	266.9	98.5	0	197.8	-56.9	0.6	-17.2	-0.3	0.0		0.0	24.8	0.0	24.8
Auto Parking	Lmax	PLot	-244.2	400.2	98.5	0	204.4	-57.2	0.6	-15.1	-0.3	0.0		0.1	26.6	0.0	26.6
Auto Parking	Lmax	PLot	-244.7	264.4	98.5	0	205.9	-57.3	0.6	-15.0	-0.3	0.0		0.1	26.6	0.0	26.6
Auto Parking	Lmax	PLot	-331.9	244.4	98.5	0	139.6	-53.9	0.4	-16.2	-0.2	0.0		0.0	28.7	0.0	28.7
Auto Parking	Lmax	PLot	-360.4	244.5	98.5	0	119.4	-52.5	0.4	-16.7	-0.2	0.0		0.0	29.5	0.0	29.5
Auto Parking	Lmax	PLot	-244.6	276.7	98.5	0	202.1	-57.1	0.6	-15.2	-0.2	0.0		0.1	26.6	0.0	26.6
Auto Parking	Lmax	PLot	-253.5	325.5	98.5	0	184.8	-56.3	0.5	-18.1	-0.3	0.0		0.0	24.3	0.0	24.3
Auto Parking	Lmax	PLot	-244.6	330.5	98.5	0	193.5	-56.7	0.6	-15.6	-0.2	0.0		0.0	26.5	0.0	26.5
Auto Parking	Lmax	PLot	-252.7	279.8	98.5	0	193.4	-56.7	0.6	-17.7	-0.3	0.0		0.1	24.4	0.0	24.4
Trailer Parking	Lmax	PLot	-418.8	335.0	98.5	0	19.2	-36.7	0.7	-17.0	-0.1	0.0		0.5	46.0	0.0	46.0
Receiver R2 FI G Lmax,lim dB(A)			Lmax 62.2 dB(A)														
Back Up Alarms	Lmax	Point	-366.4	342.0	103.0	0	132.9	-53.5	1.0	-23.7	-1.9	0.0		3.0	27.9	0.0	27.9
Back Up Alarms	Lmax	Point	-366.4	346.0	103.0	0	136.5	-53.7	1.0	-23.7	-1.9	0.0		3.1	27.7	0.0	27.7
Back Up Alarms	Lmax	Point	-366.4	350.2	103.0	0	140.3	-53.9	1.0	-23.7	-2.0	0.0		3.1	27.6	0.0	27.6
Back Up Alarms	Lmax	Point	-366.4	354.3	103.0	0	144.0	-54.2	1.1	-23.7	-2.0	0.0		3.2	27.4	0.0	27.4
Back Up Alarms	Lmax	Point	-366.4	321.8	103.0	0	115.1	-52.2	0.9	-23.8	-1.8	0.0		3.0	29.0	0.0	29.0
Back Up Alarms	Lmax	Point	-366.4	325.8	103.0	0	118.6	-52.5	0.9	-23.8	-1.8	0.0		3.0	28.8	0.0	28.8
Back Up Alarms	Lmax	Point	-366.4	329.7	103.0	0	122.0	-52.7	0.9	-23.8	-1.9	0.0		3.0	28.6	0.0	28.6
Back Up Alarms	Lmax	Point	-366.4	333.8	103.0	0	125.6	-53.0	1.0	-23.8	-1.9	0.0		3.0	28.4	0.0	28.4
Back Up Alarms	Lmax	Point	-366.4	378.7	103.0	0	166.6	-55.4	1.2	-23.5	-2.1	0.0		3.4	26.6	0.0	26.6
Back Up Alarms	Lmax	Point	-366.4	382.7	103.0	0	170.3	-55.6	1.2	-23.5	-2.1	0.0		2.6	25.5	0.0	25.5
Back Up Alarms	Lmax	Point	-366.4	386.9	103.0	0	174.3	-55.8	1.2	-23.5	-2.1	0.0		2.6	25.4	0.0	25.4

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Back Up Alarms	Lmax	Point	-366.4	390.8	103.0	0	177.9	-56.0	1.2	-23.5	-2.2	0.0		2.7	25.2	0.0	25.2
Back Up Alarms	Lmax	Point	-366.4	358.2	103.0	0	147.6	-54.4	1.1	-23.6	-2.0	0.0		3.2	27.3	0.0	27.3
Back Up Alarms	Lmax	Point	-366.4	362.4	103.0	0	151.5	-54.6	1.1	-23.6	-2.0	0.0		3.2	27.1	0.0	27.1
Back Up Alarms	Lmax	Point	-366.4	366.3	103.0	0	155.1	-54.8	1.1	-23.6	-2.0	0.0		3.3	27.0	0.0	27.0
Back Up Alarms	Lmax	Point	-366.4	374.5	103.0	0	162.7	-55.2	1.1	-23.5	-2.1	0.0		3.3	26.7	0.0	26.7
Back Up Alarms	Lmax	Point	-366.4	297.4	103.0	0	95.0	-50.5	0.7	-23.9	-1.6	0.0		5.0	32.6	0.0	32.6
Back Up Alarms	Lmax	Point	-366.4	293.5	103.0	0	92.0	-50.3	0.7	-23.9	-1.6	0.0		14.6	42.5	0.0	42.5
Back Up Alarms	Lmax	Point	-366.4	289.2	103.0	0	88.7	-50.0	0.7	-23.9	-1.6	0.0		16.7	44.9	0.0	44.9
Back Up Alarms	Lmax	Point	-366.4	285.0	103.0	0	85.7	-49.6	0.7	-24.0	-1.5	0.0		15.4	44.0	0.0	44.0
Back Up Alarms	Lmax	Point	-366.4	317.7	103.0	0	111.6	-51.9	0.9	-23.9	-1.8	0.0		3.0	29.2	0.0	29.2
Back Up Alarms	Lmax	Point	-366.4	313.5	103.0	0	108.1	-51.7	0.8	-23.9	-1.8	0.0		3.0	29.5	0.0	29.5
Back Up Alarms	Lmax	Point	-366.4	301.4	103.0	0	98.2	-50.8	0.7	-23.9	-1.7	0.0		5.0	32.3	0.0	32.3
Back Up Alarms	Lmax	Point	-366.4	309.4	103.0	0	104.7	-51.4	0.8	-23.9	-1.7	0.0		3.0	29.8	0.0	29.8
HVAC	Lmax	Point	-346.1	268.5	75.7	0	60.0	-46.6	0.6	-8.6	-0.4	0.0		0.0	20.9	0.0	20.9
HVAC	Lmax	Point	-276.9	268.5	75.7	0	55.0	-45.8	0.7	-8.8	-0.3	0.0		0.0	21.5	0.0	21.5
HVAC	Lmax	Point	-372.8	264.0	75.7	0	77.4	-48.8	0.6	-6.9	-0.5	0.0		0.0	20.0	0.0	20.0
HVAC	Lmax	Point	-371.9	412.7	75.7	0	200.5	-57.0	0.4	-10.1	-0.9	0.0		0.0	8.1	0.0	8.1
HVAC	Lmax	Point	-308.1	373.9	75.7	0	151.0	-54.6	0.5	-10.7	-0.7	0.0		0.0	10.3	0.0	10.3
HVAC	Lmax	Point	-308.6	302.9	75.7	0	80.1	-49.1	0.6	-10.7	-0.4	0.0		0.0	16.1	0.0	16.1
HVAC	Lmax	Point	-345.2	408.7	75.7	0	189.6	-56.5	0.4	-10.3	-0.8	0.0		0.0	8.4	0.0	8.4
HVAC	Lmax	Point	-280.1	407.3	75.7	0	186.4	-56.4	0.4	-10.4	-0.8	0.0		0.0	8.6	0.0	8.6
Loading Docks	Lmax	Point	-364.9	354.3	91.8	0	143.4	-54.1	0.5	-23.1	-0.7	0.0		1.3	15.7	0.0	15.7
Loading Docks	Lmax	Point	-364.9	358.2	91.8	0	147.0	-54.3	0.5	-23.0	-0.7	0.0		1.3	15.5	0.0	15.5
Loading Docks	Lmax	Point	-364.9	362.4	91.8	0	150.9	-54.6	0.6	-23.0	-0.7	0.0		1.3	15.3	0.0	15.3
Loading Docks	Lmax	Point	-364.9	342.0	91.8	0	132.2	-53.4	0.5	-23.1	-0.6	0.0		1.2	16.3	0.0	16.3
Loading Docks	Lmax	Point	-364.9	346.0	91.8	0	135.8	-53.7	0.5	-23.1	-0.7	0.0		1.2	16.1	0.0	16.1
Loading Docks	Lmax	Point	-364.9	350.2	91.8	0	139.6	-53.9	0.5	-23.1	-0.7	0.0		1.2	15.9	0.0	15.9
Loading Docks	Lmax	Point	-364.9	382.7	91.8	0	169.8	-55.6	0.6	-23.0	-0.8	0.0		1.7	14.7	0.0	14.7

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Loading Docks	Lmax	Point	-364.9	386.9	91.8	0	173.8	-55.8	0.6	-23.0	-0.8	0.0		1.4	14.2	0.0	14.2
Loading Docks	Lmax	Point	-364.9	390.8	91.8	0	177.4	-56.0	0.6	-23.0	-0.8	0.0		1.4	14.0	0.0	14.0
Loading Docks	Lmax	Point	-364.9	366.3	91.8	0	154.5	-54.8	0.6	-23.0	-0.7	0.0		1.3	15.2	0.0	15.2
Loading Docks	Lmax	Point	-364.9	374.5	91.8	0	162.1	-55.2	0.6	-23.0	-0.8	0.0		1.4	14.8	0.0	14.8
Loading Docks	Lmax	Point	-364.9	378.7	91.8	0	166.0	-55.4	0.6	-23.0	-0.8	0.0		1.5	14.7	0.0	14.7
Loading Docks	Lmax	Point	-364.9	297.4	91.8	0	94.1	-50.5	0.2	-23.2	-0.5	0.0		3.4	21.4	0.0	21.4
Loading Docks	Lmax	Point	-364.9	301.4	91.8	0	97.3	-50.8	0.2	-23.2	-0.5	0.0		3.5	21.1	0.0	21.1
Loading Docks	Lmax	Point	-364.9	309.4	91.8	0	103.8	-51.3	0.3	-23.2	-0.5	0.0		1.6	18.7	0.0	18.7
Loading Docks	Lmax	Point	-364.9	285.0	91.8	0	84.6	-49.5	0.2	-23.2	-0.4	0.0		12.5	31.4	0.0	31.4
Loading Docks	Lmax	Point	-364.9	289.2	91.8	0	87.7	-49.9	0.2	-23.2	-0.5	0.0		13.4	31.9	0.0	31.9
Loading Docks	Lmax	Point	-364.9	293.5	91.8	0	91.0	-50.2	0.2	-23.2	-0.5	0.0		11.3	29.4	0.0	29.4
Loading Docks	Lmax	Point	-364.9	325.8	91.8	0	117.8	-52.4	0.4	-23.1	-0.6	0.0		1.2	17.2	0.0	17.2
Loading Docks	Lmax	Point	-364.9	329.7	91.8	0	121.2	-52.7	0.4	-23.1	-0.6	0.0		1.2	17.0	0.0	17.0
Loading Docks	Lmax	Point	-364.9	333.8	91.8	0	124.9	-52.9	0.4	-23.1	-0.6	0.0		1.2	16.8	0.0	16.8
Loading Docks	Lmax	Point	-364.9	313.5	91.8	0	107.3	-51.6	0.3	-23.1	-0.5	0.0		1.1	18.0	0.0	18.0
Loading Docks	Lmax	Point	-364.9	317.7	91.8	0	110.8	-51.9	0.4	-23.1	-0.6	0.0		1.1	17.7	0.0	17.7
Loading Docks	Lmax	Point	-364.9	321.8	91.8	0	114.4	-52.2	0.4	-23.1	-0.6	0.0		1.2	17.5	0.0	17.5
Auto Parking	Lmax	PLot	-244.0	365.7	98.5	0	156.2	-54.9	0.5	-12.9	-0.2	0.0		0.0	31.1	0.0	31.1
Auto Parking	Lmax	PLot	-252.8	349.3	98.5	0	137.6	-53.8	0.4	-15.6	-0.2	0.0		0.0	29.4	0.0	29.4
Auto Parking	Lmax	PLot	-244.3	333.7	98.5	0	127.5	-53.1	0.4	-12.9	-0.2	0.0		0.0	32.7	0.0	32.7
Auto Parking	Lmax	PLot	-258.5	375.0	98.5	0	159.7	-55.1	0.5	-15.1	-0.2	0.0		0.0	28.7	0.0	28.7
Auto Parking	Lmax	PLot	-252.6	404.8	98.5	0	189.9	-56.6	0.6	-14.5	-0.2	0.0		0.0	27.8	0.0	27.8
Auto Parking	Lmax	PLot	-258.2	252.9	98.5	0	57.6	-46.2	0.3	0.0	-0.5	0.0		0.0	52.1	0.0	52.1
Auto Parking	Lmax	PLot	-244.1	397.8	98.5	0	185.9	-56.4	0.6	-12.9	-0.2	0.0		0.0	29.6	0.0	29.6
Auto Parking	Lmax	PLot	-244.7	254.4	98.5	0	70.1	-47.9	0.2	0.0	-0.6	0.0		0.0	50.2	0.0	50.2
Auto Parking	Lmax	PLot	-308.9	244.4	98.5	0	21.5	-37.7	0.7	0.0	-0.2	0.0		0.8	62.2	0.0	62.2
Auto Parking	Lmax	PLot	-337.9	248.0	98.5	0	39.5	-42.9	0.4	0.0	-0.3	0.0		1.9	57.5	0.0	57.5
Auto Parking	Lmax	PLot	-241.5	269.6	98.5	0	80.7	-49.1	0.2	0.0	-0.6	0.0		0.0	48.9	0.0	48.9

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Auto Parking	Lmax	PLot	-252.8	317.2	98.5	0	108.9	-51.7	0.3	-15.0	-0.1	0.0		0.0	31.9	0.0	31.9
Auto Parking	Lmax	PLot	-244.5	301.5	98.5	0	100.6	-51.0	0.3	-12.0	-0.1	0.0		0.0	35.6	0.0	35.6
Auto Parking	Lmax	PLot	-255.1	278.7	98.5	0	76.4	-48.7	0.2	-12.9	-0.1	0.0		0.0	37.0	0.0	37.0
Trailer Parking	Lmax	PLot	-402.3	244.5	98.5	0	97.3	-50.8	0.2	0.0	-0.7	0.0		4.1	51.4	0.0	51.4
Receiver R3 Fl G Lmax,lim dB(A) Lmax 52.5 dB(A)																	
Back Up Alarms	Lmax	Point	-366.4	342.0	103.0	0	188.1	-56.5	1.2	-24.2	-2.7	0.0		0.0	20.8	0.0	20.8
Back Up Alarms	Lmax	Point	-366.4	346.0	103.0	0	188.8	-56.5	1.2	-24.2	-2.7	0.0		0.0	20.8	0.0	20.8
Back Up Alarms	Lmax	Point	-366.4	350.2	103.0	0	189.6	-56.5	1.2	-24.2	-2.7	0.0		0.0	20.7	0.0	20.7
Back Up Alarms	Lmax	Point	-366.4	354.3	103.0	0	190.4	-56.6	1.2	-24.2	-2.7	0.0		0.0	20.7	0.0	20.7
Back Up Alarms	Lmax	Point	-366.4	321.8	103.0	0	186.0	-56.4	1.2	-24.3	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	325.8	103.0	0	186.2	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	329.7	103.0	0	186.5	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	333.8	103.0	0	187.0	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	378.7	103.0	0	197.3	-56.9	1.3	-24.2	-2.8	0.0		0.0	20.3	0.0	20.3
Back Up Alarms	Lmax	Point	-366.4	382.7	103.0	0	198.6	-57.0	1.3	-24.2	-2.8	0.0		0.0	20.3	0.0	20.3
Back Up Alarms	Lmax	Point	-366.4	386.9	103.0	0	200.2	-57.0	1.3	-24.2	-2.8	0.0		0.0	20.2	0.0	20.2
Back Up Alarms	Lmax	Point	-366.4	390.8	103.0	0	201.7	-57.1	1.3	-24.2	-2.8	0.0		0.0	20.1	0.0	20.1
Back Up Alarms	Lmax	Point	-366.4	358.2	103.0	0	191.3	-56.6	1.2	-24.2	-2.7	0.0		0.0	20.7	0.0	20.7
Back Up Alarms	Lmax	Point	-366.4	362.4	103.0	0	192.4	-56.7	1.2	-24.3	-2.7	0.0		0.0	20.6	0.0	20.6
Back Up Alarms	Lmax	Point	-366.4	366.3	103.0	0	193.4	-56.7	1.2	-24.3	-2.7	0.0		0.0	20.5	0.0	20.5
Back Up Alarms	Lmax	Point	-366.4	374.5	103.0	0	195.9	-56.8	1.2	-24.3	-2.8	0.0		0.0	20.4	0.0	20.4
Back Up Alarms	Lmax	Point	-366.4	297.4	103.0	0	186.3	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	293.5	103.0	0	186.7	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	289.2	103.0	0	187.1	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	285.0	103.0	0	187.7	-56.5	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	317.7	103.0	0	185.8	-56.4	1.2	-24.3	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	313.5	103.0	0	185.7	-56.4	1.2	-24.3	-2.7	0.0		0.0	20.9	0.0	20.9
Back Up Alarms	Lmax	Point	-366.4	301.4	103.0	0	186.0	-56.4	1.2	-24.2	-2.7	0.0		0.0	20.9	0.0	20.9

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Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Back Up Alarms	Lmax	Point	-366.4	309.4	103.0	0	185.7	-56.4	1.2	-24.3	-2.7	0.0		0.0	20.9	0.0	20.9
HVAC	Lmax	Point	-346.1	268.5	75.7	0	171.1	-55.7	0.5	-5.8	-1.2	0.0		0.0	13.6	0.0	13.6
HVAC	Lmax	Point	-276.9	268.5	75.7	0	105.8	-51.5	0.5	-5.2	-0.9	0.0		0.0	18.6	0.0	18.6
HVAC	Lmax	Point	-372.8	264.0	75.7	0	198.1	-56.9	0.4	-5.6	-1.3	0.0		0.0	12.2	0.0	12.2
HVAC	Lmax	Point	-371.9	412.7	75.7	0	216.0	-57.7	0.4	-5.3	-1.5	0.0		0.0	11.6	0.0	11.6
HVAC	Lmax	Point	-308.1	373.9	75.7	0	141.6	-54.0	0.5	-5.6	-1.1	0.0		0.0	15.5	0.0	15.5
HVAC	Lmax	Point	-308.6	302.9	75.7	0	128.3	-53.2	0.5	-6.0	-0.9	0.0		0.0	16.1	0.0	16.1
HVAC	Lmax	Point	-345.2	408.7	75.7	0	190.7	-56.6	0.4	-5.3	-1.4	0.0		0.0	12.8	0.0	12.8
HVAC	Lmax	Point	-280.1	407.3	75.7	0	137.6	-53.8	0.5	-4.8	-1.2	0.0		0.0	16.4	0.0	16.4
Loading Docks	Lmax	Point	-364.9	354.3	91.8	0	188.9	-56.5	0.7	-23.6	-1.0	0.0		0.0	11.4	0.0	11.4
Loading Docks	Lmax	Point	-364.9	358.2	91.8	0	189.9	-56.6	0.7	-23.6	-1.0	0.0		0.0	11.3	0.0	11.3
Loading Docks	Lmax	Point	-364.9	362.4	91.8	0	190.9	-56.6	0.7	-23.6	-1.0	0.0		0.0	11.3	0.0	11.3
Loading Docks	Lmax	Point	-364.9	342.0	91.8	0	186.6	-56.4	0.7	-23.6	-0.9	0.0		0.0	11.5	0.0	11.5
Loading Docks	Lmax	Point	-364.9	346.0	91.8	0	187.3	-56.4	0.7	-23.6	-1.0	0.0		0.0	11.4	0.0	11.4
Loading Docks	Lmax	Point	-364.9	350.2	91.8	0	188.1	-56.5	0.7	-23.6	-1.0	0.0		0.0	11.4	0.0	11.4
Loading Docks	Lmax	Point	-364.9	382.7	91.8	0	197.2	-56.9	0.7	-23.6	-1.0	0.0		0.0	11.0	0.0	11.0
Loading Docks	Lmax	Point	-364.9	386.9	91.8	0	198.8	-57.0	0.7	-23.6	-1.0	0.0		0.0	10.9	0.0	10.9
Loading Docks	Lmax	Point	-364.9	390.8	91.8	0	200.3	-57.0	0.7	-23.6	-1.0	0.0		0.0	10.8	0.0	10.8
Loading Docks	Lmax	Point	-364.9	366.3	91.8	0	192.0	-56.7	0.7	-23.6	-1.0	0.0		0.0	11.2	0.0	11.2
Loading Docks	Lmax	Point	-364.9	374.5	91.8	0	194.4	-56.8	0.7	-23.6	-1.0	0.0		0.0	11.1	0.0	11.1
Loading Docks	Lmax	Point	-364.9	378.7	91.8	0	195.8	-56.8	0.7	-23.6	-1.0	0.0		0.0	11.0	0.0	11.0
Loading Docks	Lmax	Point	-364.9	297.4	91.8	0	184.8	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	301.4	91.8	0	184.5	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	309.4	91.8	0	184.2	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	285.0	91.8	0	186.2	-56.4	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	289.2	91.8	0	185.6	-56.4	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	293.5	91.8	0	185.1	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	325.8	91.8	0	184.7	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Loading Docks	Lmax	Point	-364.9	329.7	91.8	0	185.0	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	333.8	91.8	0	185.4	-56.4	0.7	-23.6	-0.9	0.0		0.0	11.5	0.0	11.5
Loading Docks	Lmax	Point	-364.9	313.5	91.8	0	184.2	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	317.7	91.8	0	184.3	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Loading Docks	Lmax	Point	-364.9	321.8	91.8	0	184.4	-56.3	0.7	-23.6	-0.9	0.0		0.0	11.6	0.0	11.6
Auto Parking	Lmax	PLot	-239.0	365.7	98.5	0	79.1	-49.0	0.2	0.0	-0.6	0.0		0.8	49.8	0.0	49.8
Auto Parking	Lmax	PLot	-253.2	345.9	98.5	0	80.0	-49.1	0.1	0.0	-0.6	0.0		1.9	50.8	0.0	50.8
Auto Parking	Lmax	PLot	-239.1	333.8	98.5	0	62.3	-46.9	0.2	0.0	-0.5	0.0		0.6	51.9	0.0	51.9
Auto Parking	Lmax	PLot	-253.1	366.5	98.5	0	90.5	-50.1	0.2	0.0	-0.7	0.0		2.0	49.8	0.0	49.8
Auto Parking	Lmax	PLot	-252.9	398.7	98.5	0	112.7	-52.0	0.4	0.0	-0.9	0.0		1.3	47.3	0.0	47.3
Auto Parking	Lmax	PLot	-252.4	275.9	98.5	0	80.3	-49.1	0.1	0.0	-0.7	0.0		1.1	50.0	0.0	50.0
Auto Parking	Lmax	PLot	-239.1	397.8	98.5	0	103.6	-51.3	0.3	0.0	-0.8	0.0		1.0	47.7	0.0	47.7
Auto Parking	Lmax	PLot	-239.2	266.4	98.5	0	74.3	-48.4	0.2	0.0	-0.6	0.0		0.7	50.4	0.0	50.4
Auto Parking	Lmax	PLot	-310.5	244.5	98.5	0	146.4	-54.3	0.5	-12.2	-0.2	0.0		0.0	32.4	0.0	32.4
Auto Parking	Lmax	PLot	-345.4	250.5	98.5	0	175.8	-55.9	0.5	-13.1	-0.2	0.0		0.0	29.9	0.0	29.9
Auto Parking	Lmax	PLot	-239.3	298.7	98.5	0	60.2	-46.6	0.3	0.0	-0.5	0.0		0.6	52.2	0.0	52.2
Auto Parking	Lmax	PLot	-252.8	312.2	98.5	0	72.1	-48.1	0.2	0.0	-0.6	0.0		1.7	51.7	0.0	51.7
Auto Parking	Lmax	PLot	-239.3	311.6	98.5	0	58.6	-46.3	0.3	0.0	-0.5	0.0		0.5	52.5	0.0	52.5
Auto Parking	Lmax	PLot	-252.7	307.8	98.5	0	72.1	-48.2	0.2	0.0	-0.6	0.0		1.7	51.7	0.0	51.7
Trailer Parking	Lmax	PLot	-406.7	236.2	98.5	0	238.4	-58.5	0.7	-14.1	-0.8	0.0		4.2	29.9	0.0	29.9
Receiver R4 FI G Lmax,lim dB(A) Lmax 54.2 dB(A)																	
Back Up Alarms	Lmax	Point	-366.4	342.0	103.0	0	139.0	-53.8	1.0	-24.0	-2.1	0.0		3.6	27.6	0.0	27.6
Back Up Alarms	Lmax	Point	-366.4	346.0	103.0	0	135.8	-53.6	1.0	-24.0	-2.1	0.0		3.5	27.8	0.0	27.8
Back Up Alarms	Lmax	Point	-366.4	350.2	103.0	0	132.5	-53.4	1.0	-24.0	-2.1	0.0		3.5	28.0	0.0	28.0
Back Up Alarms	Lmax	Point	-366.4	354.3	103.0	0	129.3	-53.2	1.0	-24.0	-2.0	0.0		3.5	28.2	0.0	28.2
Back Up Alarms	Lmax	Point	-366.4	321.8	103.0	0	155.7	-54.8	1.1	-23.8	-2.2	0.0		3.7	27.0	0.0	27.0
Back Up Alarms	Lmax	Point	-366.4	325.8	103.0	0	152.3	-54.6	1.1	-24.0	-2.2	0.0		3.8	27.1	0.0	27.1
Back Up Alarms	Lmax	Point	-366.4	329.7	103.0	0	149.0	-54.5	1.1	-24.0	-2.2	0.0		3.7	27.2	0.0	27.2

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Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Back Up Alarms	Lmax	Point	-366.4	333.8	103.0	0	145.6	-54.3	1.1	-24.0	-2.2	0.0		3.7	27.4	0.0	27.4
Back Up Alarms	Lmax	Point	-366.4	378.7	103.0	0	111.6	-51.9	0.9	-24.1	-1.9	0.0		3.6	29.6	0.0	29.6
Back Up Alarms	Lmax	Point	-366.4	382.7	103.0	0	109.0	-51.7	0.8	-24.1	-1.9	0.0		3.7	29.8	0.0	29.8
Back Up Alarms	Lmax	Point	-366.4	386.9	103.0	0	106.3	-51.5	0.8	-24.1	-1.8	0.0		3.8	30.1	0.0	30.1
Back Up Alarms	Lmax	Point	-366.4	390.8	103.0	0	103.9	-51.3	0.8	-24.1	-1.8	0.0		7.5	34.0	0.0	34.0
Back Up Alarms	Lmax	Point	-366.4	358.2	103.0	0	126.3	-53.0	1.0	-24.1	-2.0	0.0		3.5	28.4	0.0	28.4
Back Up Alarms	Lmax	Point	-366.4	362.4	103.0	0	123.2	-52.8	0.9	-24.1	-2.0	0.0		3.5	28.6	0.0	28.6
Back Up Alarms	Lmax	Point	-366.4	366.3	103.0	0	120.3	-52.6	0.9	-24.1	-2.0	0.0		3.5	28.8	0.0	28.8
Back Up Alarms	Lmax	Point	-366.4	374.5	103.0	0	114.5	-52.2	0.9	-24.1	-1.9	0.0		3.6	29.3	0.0	29.3
Back Up Alarms	Lmax	Point	-366.4	297.4	103.0	0	176.8	-55.9	1.2	-23.6	-2.3	0.0		2.5	24.8	0.0	24.8
Back Up Alarms	Lmax	Point	-366.4	293.5	103.0	0	180.3	-56.1	1.2	-23.6	-2.3	0.0		2.5	24.7	0.0	24.7
Back Up Alarms	Lmax	Point	-366.4	289.2	103.0	0	184.1	-56.3	1.2	-23.6	-2.3	0.0		2.6	24.6	0.0	24.6
Back Up Alarms	Lmax	Point	-366.4	285.0	103.0	0	187.8	-56.5	1.2	-23.6	-2.3	0.0		2.7	24.5	0.0	24.5
Back Up Alarms	Lmax	Point	-366.4	317.7	103.0	0	159.1	-55.0	1.1	-23.8	-2.2	0.0		3.7	26.8	0.0	26.8
Back Up Alarms	Lmax	Point	-366.4	313.5	103.0	0	162.7	-55.2	1.1	-23.8	-2.2	0.0		3.7	26.7	0.0	26.7
Back Up Alarms	Lmax	Point	-366.4	301.4	103.0	0	173.3	-55.8	1.2	-23.7	-2.3	0.0		3.7	26.2	0.0	26.2
Back Up Alarms	Lmax	Point	-366.4	309.4	103.0	0	166.3	-55.4	1.2	-23.7	-2.2	0.0		3.7	26.5	0.0	26.5
HVAC	Lmax	Point	-346.1	268.5	75.7	0	195.4	-56.8	0.4	-10.0	-0.9	0.0		0.0	8.5	0.0	8.5
HVAC	Lmax	Point	-276.9	268.5	75.7	0	185.2	-56.3	0.4	-10.3	-0.8	0.0		0.0	8.7	0.0	8.7
HVAC	Lmax	Point	-372.8	264.0	75.7	0	209.5	-57.4	0.4	-9.7	-0.9	0.0		0.0	8.0	0.0	8.0
HVAC	Lmax	Point	-371.9	412.7	75.7	0	97.4	-50.8	0.5	-6.0	-0.7	0.0		0.0	18.7	0.0	18.7
HVAC	Lmax	Point	-308.1	373.9	75.7	0	83.5	-49.4	0.6	-10.4	-0.4	0.0		0.0	16.0	0.0	16.0
HVAC	Lmax	Point	-308.6	302.9	75.7	0	152.8	-54.7	0.5	-10.4	-0.7	0.0		0.0	10.4	0.0	10.4
HVAC	Lmax	Point	-345.2	408.7	75.7	0	76.3	-48.6	0.6	-7.5	-0.5	0.0		0.0	19.7	0.0	19.7
HVAC	Lmax	Point	-280.1	407.3	75.7	0	46.6	-44.4	0.7	-9.4	-0.3	0.0		0.0	22.4	0.0	22.4
Loading Docks	Lmax	Point	-364.9	354.3	91.8	0	128.3	-53.2	0.5	-23.4	-0.7	0.0		1.4	16.4	0.0	16.4
Loading Docks	Lmax	Point	-364.9	358.2	91.8	0	125.3	-53.0	0.4	-23.4	-0.6	0.0		1.4	16.6	0.0	16.6
Loading Docks	Lmax	Point	-364.9	362.4	91.8	0	122.1	-52.7	0.4	-23.4	-0.6	0.0		1.4	16.9	0.0	16.9

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Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Loading Docks	Lmax	Point	-364.9	342.0	91.8	0	138.1	-53.8	0.5	-23.3	-0.7	0.0		1.4	15.9	0.0	15.9
Loading Docks	Lmax	Point	-364.9	346.0	91.8	0	134.8	-53.6	0.5	-23.4	-0.7	0.0		1.4	16.0	0.0	16.0
Loading Docks	Lmax	Point	-364.9	350.2	91.8	0	131.5	-53.4	0.5	-23.4	-0.7	0.0		1.4	16.2	0.0	16.2
Loading Docks	Lmax	Point	-364.9	382.7	91.8	0	107.9	-51.7	0.3	-23.4	-0.6	0.0		1.5	18.0	0.0	18.0
Loading Docks	Lmax	Point	-364.9	386.9	91.8	0	105.1	-51.4	0.3	-23.4	-0.6	0.0		2.1	18.9	0.0	18.9
Loading Docks	Lmax	Point	-364.9	390.8	91.8	0	102.7	-51.2	0.3	-23.4	-0.5	0.0		3.0	19.9	0.0	19.9
Loading Docks	Lmax	Point	-364.9	366.3	91.8	0	119.2	-52.5	0.4	-23.4	-0.6	0.0		1.4	17.1	0.0	17.1
Loading Docks	Lmax	Point	-364.9	374.5	91.8	0	113.4	-52.1	0.4	-23.4	-0.6	0.0		1.4	17.5	0.0	17.5
Loading Docks	Lmax	Point	-364.9	378.7	91.8	0	110.5	-51.9	0.3	-23.4	-0.6	0.0		1.4	17.8	0.0	17.8
Loading Docks	Lmax	Point	-364.9	297.4	91.8	0	176.1	-55.9	0.6	-23.2	-0.8	0.0		1.5	14.0	0.0	14.0
Loading Docks	Lmax	Point	-364.9	301.4	91.8	0	172.5	-55.7	0.6	-23.2	-0.8	0.0		1.5	14.2	0.0	14.2
Loading Docks	Lmax	Point	-364.9	309.4	91.8	0	165.5	-55.4	0.6	-23.2	-0.8	0.0		1.5	14.6	0.0	14.6
Loading Docks	Lmax	Point	-364.9	285.0	91.8	0	187.1	-56.4	0.7	-23.1	-0.9	0.0		1.3	13.3	0.0	13.3
Loading Docks	Lmax	Point	-364.9	289.2	91.8	0	183.4	-56.3	0.7	-23.1	-0.9	0.0		1.2	13.4	0.0	13.4
Loading Docks	Lmax	Point	-364.9	293.5	91.8	0	179.6	-56.1	0.6	-23.2	-0.8	0.0		1.0	13.4	0.0	13.4
Loading Docks	Lmax	Point	-364.9	325.8	91.8	0	151.4	-54.6	0.6	-23.3	-0.7	0.0		1.5	15.2	0.0	15.2
Loading Docks	Lmax	Point	-364.9	329.7	91.8	0	148.2	-54.4	0.5	-23.3	-0.7	0.0		1.5	15.4	0.0	15.4
Loading Docks	Lmax	Point	-364.9	333.8	91.8	0	144.8	-54.2	0.5	-23.3	-0.7	0.0		1.5	15.5	0.0	15.5
Loading Docks	Lmax	Point	-364.9	313.5	91.8	0	161.9	-55.2	0.6	-23.2	-0.8	0.0		1.5	14.7	0.0	14.7
Loading Docks	Lmax	Point	-364.9	317.7	91.8	0	158.4	-55.0	0.6	-23.2	-0.8	0.0		1.5	14.9	0.0	14.9
Loading Docks	Lmax	Point	-364.9	321.8	91.8	0	154.8	-54.8	0.6	-23.3	-0.8	0.0		1.5	15.1	0.0	15.1
Auto Parking	Lmax	PLot	-244.0	394.8	98.5	0	70.9	-48.0	0.2	0.0	-0.6	0.0		0.0	50.1	0.0	50.1
Auto Parking	Lmax	PLot	-258.2	363.7	98.5	0	93.4	-50.4	0.2	-13.0	-0.1	0.0		0.0	35.2	0.0	35.2
Auto Parking	Lmax	PLot	-240.3	362.9	98.5	0	100.5	-51.0	0.2	-8.3	-0.1	0.0		0.0	39.3	0.0	39.3
Auto Parking	Lmax	PLot	-256.1	395.6	98.5	0	64.2	-47.1	0.2	-9.0	-0.1	0.0		0.0	42.5	0.0	42.5
Auto Parking	Lmax	PLot	-258.2	414.8	98.5	0	46.3	-44.3	0.4	0.0	-0.4	0.0		0.0	54.2	0.0	54.2
Auto Parking	Lmax	PLot	-257.8	276.1	98.5	0	179.3	-56.1	0.5	-13.4	-0.2	0.0		0.0	29.4	0.0	29.4
Auto Parking	Lmax	PLot	-244.1	415.6	98.5	0	54.8	-45.8	0.3	0.0	-0.5	0.0		0.0	52.5	0.0	52.5

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Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Auto Parking	Lmax	PLot	-244.4	266.6	98.5	0	191.0	-56.6	0.6	-11.1	-0.2	0.0		0.0	31.1	0.0	31.1
Auto Parking	Lmax	PLot	-308.9	244.4	98.5	0	210.7	-57.5	0.6	-17.8	-0.3	0.0		0.0	23.4	0.0	23.4
Auto Parking	Lmax	PLot	-347.4	244.5	98.5	0	218.6	-57.8	0.6	-17.8	-0.3	0.0		0.0	23.2	0.0	23.2
Auto Parking	Lmax	PLot	-244.5	298.9	98.5	0	159.6	-55.1	0.5	-11.1	-0.2	0.0		0.0	32.7	0.0	32.7
Auto Parking	Lmax	PLot	-258.1	328.7	98.5	0	127.5	-53.1	0.4	-13.0	-0.2	0.0		0.0	32.6	0.0	32.6
Auto Parking	Lmax	PLot	-239.4	330.6	98.5	0	130.6	-53.3	0.4	-10.3	-0.2	0.0		0.0	35.1	0.0	35.1
Auto Parking	Lmax	PLot	-258.5	299.8	98.5	0	155.8	-54.8	0.5	-13.5	-0.2	0.0		0.0	30.5	0.0	30.5
Trailer Parking	Lmax	PLot	-402.3	435.1	98.5	0	120.1	-52.6	0.4	0.0	-0.9	0.0		3.5	48.9	0.0	48.9
Receiver R5	FI G	Lmax,lim	dB(A)		Lmax 40.1 dB(A)												
Back Up Alarms	Lmax	Point	-366.4	342.0	103.0	0	307.6	-60.8	1.4	-4.9	-3.9	0.0		2.5	37.4	0.0	37.4
Back Up Alarms	Lmax	Point	-366.4	346.0	103.0	0	310.9	-60.8	1.4	-4.9	-4.0	0.0		2.5	37.3	0.0	37.3
Back Up Alarms	Lmax	Point	-366.4	350.2	103.0	0	314.3	-60.9	1.4	-4.8	-4.0	0.0		2.5	37.1	0.0	37.1
Back Up Alarms	Lmax	Point	-366.4	354.3	103.0	0	317.6	-61.0	1.5	-4.8	-4.0	0.0		2.5	37.0	0.0	37.0
Back Up Alarms	Lmax	Point	-366.4	321.8	103.0	0	291.5	-60.3	1.4	-5.1	-3.7	0.0		2.5	37.8	0.0	37.8
Back Up Alarms	Lmax	Point	-366.4	325.8	103.0	0	294.6	-60.4	1.4	-5.1	-3.8	0.0		2.5	37.7	0.0	37.7
Back Up Alarms	Lmax	Point	-366.4	329.7	103.0	0	297.7	-60.5	1.4	-4.9	-3.8	0.0		2.4	37.7	0.0	37.7
Back Up Alarms	Lmax	Point	-366.4	333.8	103.0	0	301.0	-60.6	1.4	-4.9	-3.8	0.0		2.5	37.6	0.0	37.6
Back Up Alarms	Lmax	Point	-366.4	378.7	103.0	0	338.0	-61.6	1.5	-4.7	-4.3	0.0		3.1	37.0	0.0	37.0
Back Up Alarms	Lmax	Point	-366.4	382.7	103.0	0	341.4	-61.7	1.5	-4.7	-4.3	0.0		3.2	37.0	0.0	37.0
Back Up Alarms	Lmax	Point	-366.4	386.9	103.0	0	345.0	-61.7	1.5	-4.7	-4.3	0.0		3.3	37.1	0.0	37.1
Back Up Alarms	Lmax	Point	-366.4	390.8	103.0	0	348.3	-61.8	1.5	-4.7	-4.4	0.0		3.5	37.1	0.0	37.1
Back Up Alarms	Lmax	Point	-366.4	358.2	103.0	0	320.9	-61.1	1.5	-4.8	-4.1	0.0		2.5	36.9	0.0	36.9
Back Up Alarms	Lmax	Point	-366.4	362.4	103.0	0	324.4	-61.2	1.5	-4.8	-4.1	0.0		1.2	35.5	0.0	35.5
Back Up Alarms	Lmax	Point	-366.4	366.3	103.0	0	327.6	-61.3	1.5	-4.8	-4.2	0.0		1.2	35.5	0.0	35.5
Back Up Alarms	Lmax	Point	-366.4	374.5	103.0	0	334.5	-61.5	1.5	-4.7	-4.2	0.0		2.6	36.6	0.0	36.6
Back Up Alarms	Lmax	Point	-366.4	297.4	103.0	0	272.8	-59.7	1.4	-5.4	-3.5	0.0		0.5	36.3	0.0	36.3
Back Up Alarms	Lmax	Point	-366.4	293.5	103.0	0	269.8	-59.6	1.4	-5.5	-3.4	0.0		0.3	36.2	0.0	36.2
Back Up Alarms	Lmax	Point	-366.4	289.2	103.0	0	266.7	-59.5	1.4	-18.7	-1.5	0.0		2.1	26.8	0.0	26.8

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Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Back Up Alarms	Lmax	Point	-366.4	285.0	103.0	0	263.6	-59.4	1.4	-21.0	-1.7	0.0		2.3	24.5	0.0	24.5
Back Up Alarms	Lmax	Point	-366.4	317.7	103.0	0	288.3	-60.2	1.4	-5.1	-3.7	0.0		2.5	37.9	0.0	37.9
Back Up Alarms	Lmax	Point	-366.4	313.5	103.0	0	285.1	-60.1	1.4	-5.2	-3.6	0.0		2.5	38.0	0.0	38.0
Back Up Alarms	Lmax	Point	-366.4	301.4	103.0	0	275.8	-59.8	1.4	-5.3	-3.5	0.0		2.5	38.3	0.0	38.3
Back Up Alarms	Lmax	Point	-366.4	309.4	103.0	0	281.9	-60.0	1.4	-5.2	-3.6	0.0		2.5	38.1	0.0	38.1
HVAC	Lmax	Point	-346.1	268.5	75.7	0	266.9	-59.5	0.6	-4.3	-2.1	0.0		0.0	10.4	0.0	10.4
HVAC	Lmax	Point	-276.9	268.5	75.7	0	322.2	-61.2	0.8	-4.4	-2.4	0.0		0.0	8.5	0.0	8.5
HVAC	Lmax	Point	-372.8	264.0	75.7	0	244.2	-58.7	0.5	-4.4	-2.0	0.0		0.0	11.1	0.0	11.1
HVAC	Lmax	Point	-371.9	412.7	75.7	0	364.6	-62.2	0.9	-4.5	-2.6	0.0		0.0	7.2	0.0	7.2
HVAC	Lmax	Point	-308.1	373.9	75.7	0	368.8	-62.3	0.9	-4.5	-2.6	0.0		0.0	7.2	0.0	7.2
HVAC	Lmax	Point	-308.6	302.9	75.7	0	317.7	-61.0	0.8	-4.5	-2.4	0.0		0.0	8.6	0.0	8.6
HVAC	Lmax	Point	-345.2	408.7	75.7	0	374.7	-62.5	0.9	-4.5	-2.7	0.0		0.0	7.0	0.0	7.0
HVAC	Lmax	Point	-280.1	407.3	75.7	0	412.4	-63.3	1.0	-4.5	-2.8	0.0		0.0	6.1	0.0	6.1
Loading Docks	Lmax	Point	-364.9	354.3	91.8	0	318.5	-61.1	0.9	-4.4	-1.8	0.0		2.5	27.9	0.0	27.9
Loading Docks	Lmax	Point	-364.9	358.2	91.8	0	321.7	-61.1	0.9	-4.4	-1.8	0.0		2.5	27.8	0.0	27.8
Loading Docks	Lmax	Point	-364.9	362.4	91.8	0	325.2	-61.2	0.9	-4.4	-1.8	0.0		2.5	27.7	0.0	27.7
Loading Docks	Lmax	Point	-364.9	342.0	91.8	0	308.5	-60.8	0.8	-4.4	-1.7	0.0		2.5	28.2	0.0	28.2
Loading Docks	Lmax	Point	-364.9	346.0	91.8	0	311.7	-60.9	0.8	-4.4	-1.7	0.0		2.5	28.1	0.0	28.1
Loading Docks	Lmax	Point	-364.9	350.2	91.8	0	315.2	-61.0	0.9	-4.4	-1.8	0.0		2.5	28.0	0.0	28.0
Loading Docks	Lmax	Point	-364.9	382.7	91.8	0	342.2	-61.7	0.9	-4.4	-1.9	0.0		3.1	27.8	0.0	27.8
Loading Docks	Lmax	Point	-364.9	386.9	91.8	0	345.8	-61.8	0.9	-4.4	-1.9	0.0		3.3	27.9	0.0	27.9
Loading Docks	Lmax	Point	-364.9	390.8	91.8	0	349.1	-61.9	0.9	-4.4	-1.9	0.0		3.4	27.9	0.0	27.9
Loading Docks	Lmax	Point	-364.9	366.3	91.8	0	328.5	-61.3	0.9	-4.4	-1.8	0.0		1.2	26.3	0.0	26.3
Loading Docks	Lmax	Point	-364.9	374.5	91.8	0	335.3	-61.5	0.9	-4.4	-1.9	0.0		2.7	27.6	0.0	27.6
Loading Docks	Lmax	Point	-364.9	378.7	91.8	0	338.8	-61.6	0.9	-4.4	-1.9	0.0		2.9	27.7	0.0	27.7
Loading Docks	Lmax	Point	-364.9	297.4	91.8	0	273.8	-59.7	0.8	-4.8	-1.5	0.0		0.7	27.3	0.0	27.3
Loading Docks	Lmax	Point	-364.9	301.4	91.8	0	276.8	-59.8	0.8	-4.7	-1.5	0.0		2.5	29.0	0.0	29.0
Loading Docks	Lmax	Point	-364.9	309.4	91.8	0	282.8	-60.0	0.8	-4.7	-1.6	0.0		2.5	28.9	0.0	28.9

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Mean propagation Lmax - 001 - First Industrial Wilson - LMAX: Outdoor SP

Source	Time slice	Source type	Xmax m	Ymax m	Lw dB(A)	Ko dB	S m	Adiv dB	Agr dB	Abar dB	Aatm dB	ADI dB	Amisc dB	dLrefl dB(A)	Ls dB(A)	Cmet dB	Lr dB(A)
Loading Docks	Lmax	Point	-364.9	285.0	91.8	0	264.7	-59.4	0.8	-18.0	-0.7	0.0		2.4	16.8	0.0	16.8
Loading Docks	Lmax	Point	-364.9	289.2	91.8	0	267.7	-59.5	0.8	-15.8	-0.7	0.0		2.3	18.8	0.0	18.8
Loading Docks	Lmax	Point	-364.9	293.5	91.8	0	270.9	-59.6	0.8	-13.0	-0.8	0.0		2.0	21.1	0.0	21.1
Loading Docks	Lmax	Point	-364.9	325.8	91.8	0	295.6	-60.4	0.8	-4.6	-1.7	0.0		2.5	28.5	0.0	28.5
Loading Docks	Lmax	Point	-364.9	329.7	91.8	0	298.6	-60.5	0.8	-4.4	-1.7	0.0		2.4	28.5	0.0	28.5
Loading Docks	Lmax	Point	-364.9	333.8	91.8	0	301.9	-60.6	0.8	-4.4	-1.7	0.0		2.4	28.4	0.0	28.4
Loading Docks	Lmax	Point	-364.9	313.5	91.8	0	286.0	-60.1	0.8	-4.7	-1.6	0.0		2.5	28.8	0.0	28.8
Loading Docks	Lmax	Point	-364.9	317.7	91.8	0	289.2	-60.2	0.8	-4.6	-1.6	0.0		2.5	28.7	0.0	28.7
Loading Docks	Lmax	Point	-364.9	321.8	91.8	0	292.4	-60.3	0.8	-4.6	-1.6	0.0		2.5	28.6	0.0	28.6
Auto Parking	Lmax	PLot	-243.0	365.7	98.5	0	408.5	-63.2	0.4	-10.8	-0.5	0.0		0.0	24.4	0.0	24.4
Auto Parking	Lmax	PLot	-253.5	349.5	98.5	0	389.8	-62.8	0.5	-15.5	-0.4	0.0		0.0	20.2	0.0	20.2
Auto Parking	Lmax	PLot	-244.4	333.8	98.5	0	386.8	-62.7	0.5	-11.4	-0.5	0.0		0.0	24.4	0.0	24.4
Auto Parking	Lmax	PLot	-253.1	366.5	98.5	0	401.5	-63.1	0.4	-15.0	-0.4	0.0		0.0	20.4	0.0	20.4
Auto Parking	Lmax	PLot	-252.9	415.0	98.5	0	436.1	-63.8	0.4	-14.0	-0.5	0.0		0.0	20.7	0.0	20.7
Auto Parking	Lmax	PLot	-258.2	252.9	98.5	0	330.2	-61.4	0.5	0.0	-1.9	0.0		0.0	35.8	0.0	35.8
Auto Parking	Lmax	PLot	-240.1	397.8	98.5	0	432.6	-63.7	0.4	-10.5	-0.6	0.0		0.0	24.2	0.0	24.2
Auto Parking	Lmax	PLot	-244.7	254.4	98.5	0	342.8	-61.7	0.5	0.0	-2.0	0.0		0.0	35.4	0.0	35.4
Auto Parking	Lmax	PLot	-335.3	245.0	98.5	0	260.6	-59.3	0.6	0.0	-1.6	0.0		1.4	39.5	0.0	39.5
Auto Parking	Lmax	PLot	-356.4	250.5	98.5	0	247.3	-58.9	0.6	0.0	-1.5	0.0		1.4	40.1	0.0	40.1
Auto Parking	Lmax	PLot	-241.5	269.6	98.5	0	353.0	-61.9	0.5	-5.4	-0.7	0.0		0.0	31.0	0.0	31.0
Auto Parking	Lmax	PLot	-258.5	326.2	98.5	0	371.1	-62.4	0.5	-15.4	-0.4	0.0		0.0	20.7	0.0	20.7
Auto Parking	Lmax	PLot	-244.6	319.6	98.5	0	377.9	-62.5	0.5	-11.1	-0.5	0.0		0.0	24.9	0.0	24.9
Auto Parking	Lmax	PLot	-252.7	280.8	98.5	0	349.2	-61.9	0.5	-13.8	-0.3	0.0		0.0	23.0	0.0	23.0
Trailer Parking	Lmax	PLot	-402.3	275.3	98.5	0	232.8	-58.3	0.7	-8.3	-1.0	0.0		3.0	34.6	0.0	34.6

First Industrial Wilson 3

Octave spectra of the sources in dB(A) - 001 - First Industrial Wilson - LMAX: Outdoor SP

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Name	Source type	l or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
													dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	

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First Industrial Wilson 3

Octave spectra of the sources in dB(A) - 001 - First Industrial Wilson - LMAX: Outdoor SP

3

Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
													dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0

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First Industrial Wilson 3

Octave spectra of the sources in dB(A) - 001 - First Industrial Wilson - LMAX: Outdoor SP

3

Name	Source type	I or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m ²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9

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First Industrial Wilson 3

Octave spectra of the sources in dB(A) - 001 - First Industrial Wilson - LMAX: Outdoor SP

3

Name	Source type	I or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m ²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Auto Parking	PLot	152.94			55.2	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	105.50			54.5	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	153.38			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	169.93			54.7	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	91.79			53.4	73.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	56.4	68.0	60.5	65.0	65.1	65.5	62.8	56.6	43.8
Auto Parking	PLot	136.27			53.4	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	95.09			55.0	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	69.06			54.6	73.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	56.4	68.0	60.5	65.0	65.1	65.5	62.8	56.6	43.8
Auto Parking	PLot	163.97			54.4	76.5	0.0	0.0	98.5	0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Auto Parking	PLot	156.71			54.6	76.5	0.0	0.0	98.5	0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Auto Parking	PLot	154.26			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	101.51			54.7	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	153.38			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	168.47			54.7	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Trailer Parking	PLot	3338.00			53.6	88.9	0.0	0.0	98.5	0	100%/24h	Idling Heavy Diesel Truck	58.0	75.7	74.6	80.9	85.5	82.2	77.2	69.2	57.1

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

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Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB	
Receiver R1	FIG	Lmax,lim		dB(A) Lmax 46.0 dB(A)		
Auto Parking	Default parking lot noise	PLot		29.5	0.0	
Auto Parking	Default parking lot noise	PLot		28.7	0.0	
Auto Parking	Default parking lot noise	PLot		26.6	0.0	
Auto Parking	Default parking lot noise	PLot		26.6	0.0	
Auto Parking	Default parking lot noise	PLot		24.4	0.0	
Auto Parking	Default parking lot noise	PLot		26.5	0.0	
Auto Parking	Default parking lot noise	PLot		24.3	0.0	
Auto Parking	Default parking lot noise	PLot		26.5	0.0	
Auto Parking	Default parking lot noise	PLot		24.3	0.0	
Auto Parking	Default parking lot noise	PLot		26.5	0.0	
Auto Parking	Default parking lot noise	PLot		24.3	0.0	
Auto Parking	Default parking lot noise	PLot		26.6	0.0	
Auto Parking	Default parking lot noise	PLot		24.8	0.0	
Auto Parking	Default parking lot noise	PLot		24.6	0.0	
Trailer Parking	Default parking lot noise	PLot		46.0	0.0	
HVAC	Default industrial noise	Point		13.4	0.0	
HVAC	Default industrial noise	Point		13.7	0.0	
HVAC	Default industrial noise	Point		11.0	0.0	
HVAC	Default industrial noise	Point		6.5	0.0	
HVAC	Default industrial noise	Point		6.6	0.0	
HVAC	Default industrial noise	Point		10.7	0.0	
HVAC	Default industrial noise	Point		8.6	0.0	
HVAC	Default industrial noise	Point		8.5	0.0	
Loading Docks	Default industrial noise	Point		35.3	0.0	
Loading Docks	Default industrial noise	Point		35.3	0.0	
Loading Docks	Default industrial noise	Point		35.3	0.0	
Loading Docks	Default industrial noise	Point		34.4	0.0	
Loading Docks	Default industrial noise	Point		33.8	0.0	
Loading Docks	Default industrial noise	Point		34.0	0.0	
Loading Docks	Default industrial noise	Point		34.1	0.0	
Loading Docks	Default industrial noise	Point		34.2	0.0	
Loading Docks	Default industrial noise	Point		34.3	0.0	
Loading Docks	Default industrial noise	Point		34.4	0.0	
Loading Docks	Default industrial noise	Point		34.5	0.0	
Loading Docks	Default industrial noise	Point		34.5	0.0	
Loading Docks	Default industrial noise	Point		34.5	0.0	
Loading Docks	Default industrial noise	Point		34.5	0.0	
Loading Docks	Default industrial noise	Point		34.4	0.0	
Loading Docks	Default industrial noise	Point		34.4	0.0	
Loading Docks	Default industrial noise	Point		34.2	0.0	
Loading Docks	Default industrial noise	Point		34.2	0.0	
Loading Docks	Default industrial noise	Point		34.1	0.0	
Loading Docks	Default industrial noise	Point		33.9	0.0	
Loading Docks	Default industrial noise	Point		34.6	0.0	

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB	
Loading Docks	Default industrial noise	Point		35.4	0.0	
Loading Docks	Default industrial noise	Point		35.4	0.0	
Loading Docks	Default industrial noise	Point		35.4	0.0	
Back Up Alarms	Default industrial noise	Point		44.5	0.0	
Back Up Alarms	Default industrial noise	Point		44.4	0.0	
Back Up Alarms	Default industrial noise	Point		44.4	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		42.8	0.0	
Back Up Alarms	Default industrial noise	Point		43.0	0.0	
Back Up Alarms	Default industrial noise	Point		43.0	0.0	
Back Up Alarms	Default industrial noise	Point		43.4	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.6	0.0	
Back Up Alarms	Default industrial noise	Point		43.7	0.0	
Back Up Alarms	Default industrial noise	Point		43.6	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.5	0.0	
Back Up Alarms	Default industrial noise	Point		43.1	0.0	
Back Up Alarms	Default industrial noise	Point		43.1	0.0	
Back Up Alarms	Default industrial noise	Point		42.9	0.0	
Back Up Alarms	Default industrial noise	Point		43.7	0.0	
Back Up Alarms	Default industrial noise	Point		43.6	0.0	
Back Up Alarms	Default industrial noise	Point		44.5	0.0	
Back Up Alarms	Default industrial noise	Point		44.6	0.0	
Receiver R2 FI G Lmax,lim dB(A) Lmax 62.2 dB(A)						
Auto Parking	Default parking lot noise	PLot		57.5	0.0	
Auto Parking	Default parking lot noise	PLot		62.2	0.0	
Auto Parking	Default parking lot noise	PLot		50.2	0.0	
Auto Parking	Default parking lot noise	PLot		48.9	0.0	
Auto Parking	Default parking lot noise	PLot		37.0	0.0	
Auto Parking	Default parking lot noise	PLot		35.6	0.0	
Auto Parking	Default parking lot noise	PLot		31.9	0.0	
Auto Parking	Default parking lot noise	PLot		32.7	0.0	
Auto Parking	Default parking lot noise	PLot		29.4	0.0	
Auto Parking	Default parking lot noise	PLot		31.1	0.0	
Auto Parking	Default parking lot noise	PLot		28.7	0.0	
Auto Parking	Default parking lot noise	PLot		29.6	0.0	
Auto Parking	Default parking lot noise	PLot		52.1	0.0	
Auto Parking	Default parking lot noise	PLot		27.8	0.0	
Trailer Parking	Default parking lot noise	PLot		51.4	0.0	
HVAC	Default industrial noise	Point		8.1	0.0	
HVAC	Default industrial noise	Point		20.0	0.0	

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB
HVAC	Default industrial noise	Point		20.9	0.0
HVAC	Default industrial noise	Point		21.5	0.0
HVAC	Default industrial noise	Point		8.6	0.0
HVAC	Default industrial noise	Point		8.4	0.0
HVAC	Default industrial noise	Point		16.1	0.0
HVAC	Default industrial noise	Point		10.3	0.0
Loading Docks	Default industrial noise	Point		14.0	0.0
Loading Docks	Default industrial noise	Point		14.2	0.0
Loading Docks	Default industrial noise	Point		14.7	0.0
Loading Docks	Default industrial noise	Point		14.7	0.0
Loading Docks	Default industrial noise	Point		14.8	0.0
Loading Docks	Default industrial noise	Point		15.2	0.0
Loading Docks	Default industrial noise	Point		15.3	0.0
Loading Docks	Default industrial noise	Point		15.5	0.0
Loading Docks	Default industrial noise	Point		15.7	0.0
Loading Docks	Default industrial noise	Point		15.9	0.0
Loading Docks	Default industrial noise	Point		16.1	0.0
Loading Docks	Default industrial noise	Point		16.3	0.0
Loading Docks	Default industrial noise	Point		16.8	0.0
Loading Docks	Default industrial noise	Point		17.0	0.0
Loading Docks	Default industrial noise	Point		17.2	0.0
Loading Docks	Default industrial noise	Point		17.5	0.0
Loading Docks	Default industrial noise	Point		17.7	0.0
Loading Docks	Default industrial noise	Point		18.0	0.0
Loading Docks	Default industrial noise	Point		18.7	0.0
Loading Docks	Default industrial noise	Point		21.1	0.0
Loading Docks	Default industrial noise	Point		21.4	0.0
Loading Docks	Default industrial noise	Point		29.4	0.0
Loading Docks	Default industrial noise	Point		31.9	0.0
Loading Docks	Default industrial noise	Point		31.4	0.0
Back Up Alarms	Default industrial noise	Point		25.2	0.0
Back Up Alarms	Default industrial noise	Point		25.4	0.0
Back Up Alarms	Default industrial noise	Point		25.5	0.0
Back Up Alarms	Default industrial noise	Point		26.6	0.0
Back Up Alarms	Default industrial noise	Point		26.7	0.0
Back Up Alarms	Default industrial noise	Point		27.0	0.0
Back Up Alarms	Default industrial noise	Point		27.1	0.0
Back Up Alarms	Default industrial noise	Point		27.3	0.0
Back Up Alarms	Default industrial noise	Point		27.4	0.0
Back Up Alarms	Default industrial noise	Point		27.6	0.0
Back Up Alarms	Default industrial noise	Point		27.7	0.0
Back Up Alarms	Default industrial noise	Point		27.9	0.0
Back Up Alarms	Default industrial noise	Point		28.4	0.0
Back Up Alarms	Default industrial noise	Point		28.6	0.0
Back Up Alarms	Default industrial noise	Point		28.8	0.0

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First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB	
Back Up Alarms	Default industrial noise	Point		29.0	0.0	
Back Up Alarms	Default industrial noise	Point		29.2	0.0	
Back Up Alarms	Default industrial noise	Point		29.5	0.0	
Back Up Alarms	Default industrial noise	Point		29.8	0.0	
Back Up Alarms	Default industrial noise	Point		32.3	0.0	
Back Up Alarms	Default industrial noise	Point		32.6	0.0	
Back Up Alarms	Default industrial noise	Point		42.5	0.0	
Back Up Alarms	Default industrial noise	Point		44.9	0.0	
Back Up Alarms	Default industrial noise	Point		44.0	0.0	
Receiver R3 FI G Lmax,lim dB(A) Lmax 52.5 dB(A)						
Auto Parking	Default parking lot noise	PLot		29.9	0.0	
Auto Parking	Default parking lot noise	PLot		32.4	0.0	
Auto Parking	Default parking lot noise	PLot		50.4	0.0	
Auto Parking	Default parking lot noise	PLot		52.2	0.0	
Auto Parking	Default parking lot noise	PLot		51.7	0.0	
Auto Parking	Default parking lot noise	PLot		52.5	0.0	
Auto Parking	Default parking lot noise	PLot		51.7	0.0	
Auto Parking	Default parking lot noise	PLot		51.9	0.0	
Auto Parking	Default parking lot noise	PLot		50.8	0.0	
Auto Parking	Default parking lot noise	PLot		49.8	0.0	
Auto Parking	Default parking lot noise	PLot		49.8	0.0	
Auto Parking	Default parking lot noise	PLot		47.7	0.0	
Auto Parking	Default parking lot noise	PLot		50.0	0.0	
Auto Parking	Default parking lot noise	PLot		47.3	0.0	
Trailer Parking	Default parking lot noise	PLot		29.9	0.0	
HVAC	Default industrial noise	Point		11.6	0.0	
HVAC	Default industrial noise	Point		12.2	0.0	
HVAC	Default industrial noise	Point		13.6	0.0	
HVAC	Default industrial noise	Point		18.6	0.0	
HVAC	Default industrial noise	Point		16.4	0.0	
HVAC	Default industrial noise	Point		12.8	0.0	
HVAC	Default industrial noise	Point		16.1	0.0	
HVAC	Default industrial noise	Point		15.5	0.0	
Loading Docks	Default industrial noise	Point		10.8	0.0	
Loading Docks	Default industrial noise	Point		10.9	0.0	
Loading Docks	Default industrial noise	Point		11.0	0.0	
Loading Docks	Default industrial noise	Point		11.0	0.0	
Loading Docks	Default industrial noise	Point		11.1	0.0	
Loading Docks	Default industrial noise	Point		11.2	0.0	
Loading Docks	Default industrial noise	Point		11.3	0.0	
Loading Docks	Default industrial noise	Point		11.3	0.0	
Loading Docks	Default industrial noise	Point		11.4	0.0	
Loading Docks	Default industrial noise	Point		11.4	0.0	
Loading Docks	Default industrial noise	Point		11.4	0.0	
Loading Docks	Default industrial noise	Point		11.5	0.0	

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB
Auto Parking	Default parking lot noise	PLot		35.2	0.0
Auto Parking	Default parking lot noise	PLot		50.1	0.0
Auto Parking	Default parking lot noise	PLot		42.5	0.0
Auto Parking	Default parking lot noise	PLot		52.5	0.0
Auto Parking	Default parking lot noise	PLot		29.4	0.0
Auto Parking	Default parking lot noise	PLot		54.2	0.0
Trailer Parking	Default parking lot noise	PLot		48.9	0.0
HVAC	Default industrial noise	Point		18.7	0.0
HVAC	Default industrial noise	Point		8.0	0.0
HVAC	Default industrial noise	Point		8.5	0.0
HVAC	Default industrial noise	Point		8.7	0.0
HVAC	Default industrial noise	Point		22.4	0.0
HVAC	Default industrial noise	Point		19.7	0.0
HVAC	Default industrial noise	Point		10.4	0.0
HVAC	Default industrial noise	Point		16.0	0.0
Loading Docks	Default industrial noise	Point		19.9	0.0
Loading Docks	Default industrial noise	Point		18.9	0.0
Loading Docks	Default industrial noise	Point		18.0	0.0
Loading Docks	Default industrial noise	Point		17.8	0.0
Loading Docks	Default industrial noise	Point		17.5	0.0
Loading Docks	Default industrial noise	Point		17.1	0.0
Loading Docks	Default industrial noise	Point		16.9	0.0
Loading Docks	Default industrial noise	Point		16.6	0.0
Loading Docks	Default industrial noise	Point		16.4	0.0
Loading Docks	Default industrial noise	Point		16.2	0.0
Loading Docks	Default industrial noise	Point		16.0	0.0
Loading Docks	Default industrial noise	Point		15.9	0.0
Loading Docks	Default industrial noise	Point		15.5	0.0
Loading Docks	Default industrial noise	Point		15.4	0.0
Loading Docks	Default industrial noise	Point		15.2	0.0
Loading Docks	Default industrial noise	Point		15.1	0.0
Loading Docks	Default industrial noise	Point		14.9	0.0
Loading Docks	Default industrial noise	Point		14.7	0.0
Loading Docks	Default industrial noise	Point		14.6	0.0
Loading Docks	Default industrial noise	Point		14.2	0.0
Loading Docks	Default industrial noise	Point		14.0	0.0
Loading Docks	Default industrial noise	Point		13.4	0.0
Loading Docks	Default industrial noise	Point		13.4	0.0
Loading Docks	Default industrial noise	Point		13.3	0.0
Back Up Alarms	Default industrial noise	Point		34.0	0.0
Back Up Alarms	Default industrial noise	Point		30.1	0.0
Back Up Alarms	Default industrial noise	Point		29.8	0.0
Back Up Alarms	Default industrial noise	Point		29.6	0.0
Back Up Alarms	Default industrial noise	Point		29.3	0.0
Back Up Alarms	Default industrial noise	Point		28.8	0.0

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB	
Back Up Alarms	Default industrial noise	Point		28.6	0.0	
Back Up Alarms	Default industrial noise	Point		28.4	0.0	
Back Up Alarms	Default industrial noise	Point		28.2	0.0	
Back Up Alarms	Default industrial noise	Point		28.0	0.0	
Back Up Alarms	Default industrial noise	Point		27.8	0.0	
Back Up Alarms	Default industrial noise	Point		27.6	0.0	
Back Up Alarms	Default industrial noise	Point		27.4	0.0	
Back Up Alarms	Default industrial noise	Point		27.2	0.0	
Back Up Alarms	Default industrial noise	Point		27.1	0.0	
Back Up Alarms	Default industrial noise	Point		27.0	0.0	
Back Up Alarms	Default industrial noise	Point		26.8	0.0	
Back Up Alarms	Default industrial noise	Point		26.7	0.0	
Back Up Alarms	Default industrial noise	Point		26.5	0.0	
Back Up Alarms	Default industrial noise	Point		26.2	0.0	
Back Up Alarms	Default industrial noise	Point		24.8	0.0	
Back Up Alarms	Default industrial noise	Point		24.7	0.0	
Back Up Alarms	Default industrial noise	Point		24.6	0.0	
Back Up Alarms	Default industrial noise	Point		24.5	0.0	
Receiver R5 FI G Lmax,lim dB(A) Lmax 40.1 dB(A)						
Auto Parking	Default parking lot noise	PLot		40.1	0.0	
Auto Parking	Default parking lot noise	PLot		39.5	0.0	
Auto Parking	Default parking lot noise	PLot		35.4	0.0	
Auto Parking	Default parking lot noise	PLot		31.0	0.0	
Auto Parking	Default parking lot noise	PLot		23.0	0.0	
Auto Parking	Default parking lot noise	PLot		24.9	0.0	
Auto Parking	Default parking lot noise	PLot		20.7	0.0	
Auto Parking	Default parking lot noise	PLot		24.4	0.0	
Auto Parking	Default parking lot noise	PLot		20.2	0.0	
Auto Parking	Default parking lot noise	PLot		24.4	0.0	
Auto Parking	Default parking lot noise	PLot		20.4	0.0	
Auto Parking	Default parking lot noise	PLot		24.2	0.0	
Auto Parking	Default parking lot noise	PLot		35.8	0.0	
Auto Parking	Default parking lot noise	PLot		20.7	0.0	
Trailer Parking	Default parking lot noise	PLot		34.6	0.0	
HVAC	Default industrial noise	Point		7.2	0.0	
HVAC	Default industrial noise	Point		11.1	0.0	
HVAC	Default industrial noise	Point		10.4	0.0	
HVAC	Default industrial noise	Point		8.5	0.0	
HVAC	Default industrial noise	Point		6.1	0.0	
HVAC	Default industrial noise	Point		7.0	0.0	
HVAC	Default industrial noise	Point		8.6	0.0	
HVAC	Default industrial noise	Point		7.2	0.0	
Loading Docks	Default industrial noise	Point		27.9	0.0	
Loading Docks	Default industrial noise	Point		27.9	0.0	
Loading Docks	Default industrial noise	Point		27.8	0.0	

First Industrial Wilson 3
Contribution level - 001 - First Industrial Wilson - LMAX:

9

Source	Source group	Source type	Per. lane	Lmax dB(A)	A dB	
Loading Docks	Default industrial noise	Point		27.7	0.0	
Loading Docks	Default industrial noise	Point		27.6	0.0	
Loading Docks	Default industrial noise	Point		26.3	0.0	
Loading Docks	Default industrial noise	Point		27.7	0.0	
Loading Docks	Default industrial noise	Point		27.8	0.0	
Loading Docks	Default industrial noise	Point		27.9	0.0	
Loading Docks	Default industrial noise	Point		28.0	0.0	
Loading Docks	Default industrial noise	Point		28.1	0.0	
Loading Docks	Default industrial noise	Point		28.2	0.0	
Loading Docks	Default industrial noise	Point		28.4	0.0	
Loading Docks	Default industrial noise	Point		28.5	0.0	
Loading Docks	Default industrial noise	Point		28.5	0.0	
Loading Docks	Default industrial noise	Point		28.6	0.0	
Loading Docks	Default industrial noise	Point		28.7	0.0	
Loading Docks	Default industrial noise	Point		28.8	0.0	
Loading Docks	Default industrial noise	Point		28.9	0.0	
Loading Docks	Default industrial noise	Point		29.0	0.0	
Loading Docks	Default industrial noise	Point		27.3	0.0	
Loading Docks	Default industrial noise	Point		21.1	0.0	
Loading Docks	Default industrial noise	Point		18.8	0.0	
Loading Docks	Default industrial noise	Point		16.8	0.0	
Back Up Alarms	Default industrial noise	Point		37.1	0.0	
Back Up Alarms	Default industrial noise	Point		37.1	0.0	
Back Up Alarms	Default industrial noise	Point		37.0	0.0	
Back Up Alarms	Default industrial noise	Point		37.0	0.0	
Back Up Alarms	Default industrial noise	Point		36.6	0.0	
Back Up Alarms	Default industrial noise	Point		35.5	0.0	
Back Up Alarms	Default industrial noise	Point		35.5	0.0	
Back Up Alarms	Default industrial noise	Point		36.9	0.0	
Back Up Alarms	Default industrial noise	Point		37.0	0.0	
Back Up Alarms	Default industrial noise	Point		37.1	0.0	
Back Up Alarms	Default industrial noise	Point		37.3	0.0	
Back Up Alarms	Default industrial noise	Point		37.4	0.0	
Back Up Alarms	Default industrial noise	Point		37.6	0.0	
Back Up Alarms	Default industrial noise	Point		37.7	0.0	
Back Up Alarms	Default industrial noise	Point		37.7	0.0	
Back Up Alarms	Default industrial noise	Point		37.8	0.0	
Back Up Alarms	Default industrial noise	Point		37.9	0.0	
Back Up Alarms	Default industrial noise	Point		38.0	0.0	
Back Up Alarms	Default industrial noise	Point		38.1	0.0	
Back Up Alarms	Default industrial noise	Point		38.3	0.0	
Back Up Alarms	Default industrial noise	Point		36.3	0.0	
Back Up Alarms	Default industrial noise	Point		36.2	0.0	
Back Up Alarms	Default industrial noise	Point		26.8	0.0	
Back Up Alarms	Default industrial noise	Point		24.5	0.0	

First Industrial Wilson 3

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

3

Name	Source type	I or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m ²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	

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First Industrial Wilson 3

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

3

Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
													dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
Back Up Alarms	Point				103.0	103.0	0.0	0.0	103.0	0	Back Up Alarm 2	Truck: backout alerter Lmax	70.0	80.0	87.1	93.1	96.0	97.0	97.1	95.0	
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0
HVAC	Point				74.9	74.9	0.0	0.0	75.7	0	100%/24h	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	51.2	60.0	62.8	67.6	69.3	69.1	66.1	61.7	50.0

First Industrial Wilson 3
Octave spectra of the sources in dB(A) - 001 - First Industrial Wilson: Outdoor SP

3

Name	Source type	I or A m,m ²	Li dB(A)	R'w dB	L'w dB(A)	Lw dB(A)	KI dB	KT dB	LwMax dB(A)	DO-Wall dB	Time histogram	Emission spectrum	63Hz dB(A)	125Hz dB(A)	250Hz dB(A)	500Hz dB(A)	1kHz dB(A)	2kHz dB(A)	4kHz dB(A)	8kHz dB(A)	16kHz dB(A)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9

First Industrial Wilson 3

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

3

Name	Source type	I or A	Li	R'w	L'w	Lw	KI	KT	LwMax	DO-Wall	Time histogram	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz
		m,m ²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB(A)	dB			dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Loading Docks	Point				90.7	90.7	0.0	0.0	91.8	0	Back Up Alarm 2	Idling Semi Truck 10' - Calibrated	59.9	77.6	76.4	82.8	87.3	84.0	79.0	71.0	58.9
Auto Parking	PLot	152.94			55.2	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	105.50			54.5	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	153.38			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	169.93			54.7	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	91.79			53.4	73.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	56.4	68.0	60.5	65.0	65.1	65.5	62.8	56.6	43.8
Auto Parking	PLot	136.27			53.4	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	95.09			55.0	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	69.06			54.6	73.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	56.4	68.0	60.5	65.0	65.1	65.5	62.8	56.6	43.8
Auto Parking	PLot	163.97			54.4	76.5	0.0	0.0	98.5	0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Auto Parking	PLot	156.71			54.6	76.5	0.0	0.0	98.5	0	100%/24h	Typical spectrum	59.9	71.5	64.0	68.5	68.6	69.0	66.3	60.1	47.3
Auto Parking	PLot	154.26			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	101.51			54.7	74.8	0.0	0.0	98.5	0	100%/24h	Typical spectrum	58.1	69.7	62.2	66.7	66.8	67.2	64.5	58.3	45.5
Auto Parking	PLot	153.38			55.1	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Auto Parking	PLot	168.47			54.7	77.0	0.0	0.0	98.5	0	100%/24h	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7
Trailer Parking	PLot	3338.00			53.6	88.9	0.0	0.0	98.5	0	100%/24h	Idling Heavy Diesel Truck	58.0	75.7	74.6	80.9	85.5	82.2	77.2	69.2	57.1

4

Appendix D RCNM Runs

Receptor 5 - 1080ft to the Southwest - Daytime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
GRADE										
Excavators	1	86	647	1080	40	0.5	0.40	58.2	48.7	43.2
Graders	1	86	647	1080	40	0.5	0.40	58.2	48.7	43.2
Rubber Tired Dozers	1	85	647	1080	40	0.5	0.40	57.2	47.7	42.2
Tractors/Loaders/Backhoes	3	80	647	1080	40	0.5	0.40	52.2	42.7	37.2
							Log Sum	63.0	54.2	48.0
BUILD										
Crane	1	81	647	1080	20	0.5	0.20	53.2	40.6	38.2
Forklifts	3	65	647	1080	40	0.5	0.40	37.2	27.7	22.2
Generator Set	1	81	647	1080	50	0.5	0.50	53.2	44.6	38.2
Tractor/Loader/Backhoe	3	84	647	1080	40	0.5	0.40	56.2	46.7	41.2
Welder	1	74	647	1080	40	0.5	0.40	46.2	36.7	46.2
								59.5	52.7	48.3
PAVE										
Paver	1	77	647	1080	50	0.5	0.50	49.2	40.6	25.6
Paving Equipment	1	83	647	1080	20	0.5	0.20	55.2	42.6	27.6
Roller	1	80	647	1080	20	0.5	0.20	52.2	39.6	24.6
Cement and Mortar Mixers	2	83	647	1080	40	0.5	0.40	55.2	45.7	30.7
								59.6	50.5	33.8
ARCH COAT										
Compressor (air)	1	78	647	1080	40	0.5	0.40	50.2	40.7	40.7
								50.2	40.7	40.7

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

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

Receptor 5 - 1080ft to the West - Nighttime

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA ¹	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent ¹	Ground Factor ²	Usage Factor	Receptor Item Lmax, dBA	Receptor. Item Leq, dBA	Muffler
BUILD										
Concrete Pump Truck	1	81	647	1080	20	0.5	0.20	53.2	40.6	38.2
Concrete Mixer Truck	5	79	647	1080	40	0.5	0.40	51.2	41.7	36.2
								55.3	48.6	40.3

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

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

Barrier insertion loss For Flat Ground

Receiver - North P/L

Enter variables here:

Source Height H_s (ft)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Receiver Height H_R (ft)	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Barrier Height H_B (ft)	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27
Distance Source to barrier (ft)	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15	15
Distance Receiver to Barrier (ft)	650	650	650	650	650	650	650	650	650	650	650	650	650	650	650	650
Soft Ground = 1; Hard Ground = 0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Calculations

A	15.524175	15.811388	16.15549442	16.552945	17	17.492856	18.027756	18.601075	19.209373	19.849433	20.518285	21.213203	21.931712	22.671568	23.430749	24.207437
B	650.03769	650.04923	650.0623047	650.07692	650.09307	650.11076	650.12999	650.15075	650.17305	650.19689	650.22227	650.24918	650.27763	650.30762	650.33914	650.3722
C	665.00677	665.00677	665.0067669	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677	665.00677
P	0.555099	0.8538503	1.211032245	1.623097	2.0863034	2.5968486	3.1509765	3.7450601	4.3756597	5.0395596	5.7337873	6.4556196	7.2025783	7.9724207	8.7631244	9.5728711
Ground type H_{eff} (with barrier)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Ground type H_{eff} (no barrier)	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	665.14646	0.75	0.75	0.75	0.75	0.75	0.75	0.75
H_{eff} (with barrier)	18.5	19.5	20.5	21.5	22.5	23.5	24.5	25.5	26.5	27.5	28.5	29.5	30.5	31.5	32.5	33.5
H_{eff} no barrier	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
G_B	0.4196429	0.4017857	0.383928571	0.3660714	0.3482143	0.3303571	0.3125	0.2946429	0.2767857	0.2589286	0.2410714	0.2232143	0.2053571	0.1875	0.1696429	0.1517857
G_{NB}	0.6339286	0.6339286	0.633928571	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	562.20713	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286	0.6339286
$A_{barrier}$	10.459752	12.311865	13.82597933	15.097121	16.187293	17.137951	17.977928	18.728063	19.40391	20.0174	20.57789	21.092854	21.568354	22.009377	22.420064	22.803897

562.20713

$IL_{barrier}$	8.1	9.7	11.0	12.0	11.8	11.6	11.4	-6300.1	11.0	10.8	10.6	10.4	10.2	10.0	9.8	9.6
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#NUM!

Barrier Height (ft)	IL (dBA)
12	8
13	10
14	11
15	12
16	12
17	12
18	11
19	-6300
20	11
21	11
22	11
23	10
24	10
25	10
26	10
27	10

Appendix E Vibration Data

VIBRATION LEVEL IMPACT

Project: First Wilson 3 Date: 2/14/23
Source: Two (2) Large Bulldozers
Scenario: Unmitigated
Location: Project Site
Address: Wilson Ave South of Rider St, Perris CA
PPV = $PPV_{ref}(25/D)^n$ (in/sec)*

DATA INPUT

Equipment = 2 Large Bulldozer INPUT SECTION IN BLUE
Type
PPVref = 0.178 Reference PPV (in/sec) at 25 ft.
D = 1,080.00 Distance from Equipment to Receiver (ft)
n = 1.10 Vibration attenuation rate through the ground

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

DATA OUT RESULTS

PPV = 0.003 IN/SEC OUTPUT IN RED
57 VdB

* Source: Transportation and Construction Vibration Guidance Manual, Caltrans April 2020