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# APPENDIX M NOISE ANALYSIS

Prepared by B. Laing Associates-August 12, 2024

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Sound Measurements and Impact Review  
Suffolk Technology Park  
Town of Babylon  
Suffolk County, New York

July 2024  
Updated August 12, 2024

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## 1.0 EXISTING CONDITION

### 1.1 Purpose of Study

B. Laing Associates, Inc. is an environmental consulting firm providing sound/noise analysis services for the proposed Suffolk Technology Park Development (herein referred to as the Project) at a site in Wyandanch, Town of Babylon, Suffolk County. The site is composed of one lot and is approximately 111.39-acres. The tax lot is identified as District 100, Section 38, Block 1, Lot 1.0 and owned by Pinelawn Cemetery. See Figure 1 below for site location map.

The subject site is an undeveloped property, surrounded by a mix of land uses including residential development, cemeteries, a local park, two major roadways and an active railroad line. The site is bordered on the west by Little E Neck Road and Pinelawn Memorial Park/Long Island National Cemetery; on the north by Kevin Ver Pault Memorial Park and residential developments; on the east by residential developments; and on the south by the Long Island Rail Road's railroad tracks and more residential developments. The site has existing road access from Little E Neck Road.

The site is presently unimproved, although a large portion is periodically (less than annually) maintained by mowing. Thus, the mowed portion is maintained as a grassland/shrub-dominated habitat, often interspersed with groves of trees. The balance of the site remains in young to secondary growth, pine-barrens woodlands. Per Nelson Pope Voorhis Draft Environmental Impact Statement, the project description is as follows:

Bristol Group Inc., hereafter referred to as "the Applicant" seeks Town Board approvals for the creation of the PIP-2 (Planned Industrial Park District-2) Zoning District and its implementing land use, dimensional zoning requirements and design standards which will guide future development of the district and promote sustainable economic growth, stimulate job creation, foster innovation, and create a well-planned and coordinated technology, business and industrial park. The Applicant additionally seeks Town Board and Planning Board approvals for the adoption of a Zoning Map Amendment to the Town of Babylon's Official Zoning Map, Subdivision, Change of Zone, and Site Plan to subdivide the subject 111.39-acre property zoned A-Residence into two lots, including Lot 1 (100.11 acres) and Lot 2 (11.28 acres) containing the existing cemetery interment area and buffer area. Following subdivision, the proposed project involves the change of zone of Lot 1 to the proposed Planned Industrial Park 2 (PIP-2) zoning district to develop a 100.11-acre light industrial research and technology office park. The proposed modern light industrial research and technology park hereafter known as "Suffolk Technology Park", consists of nine (9) single-story warehouse buildings with a total gross floor area of 1,617,471 square feet (SF), ranging in size from 125,680± to 247,360± square feet (SF), including warehouse and associated office space that will serve a diverse pool of tenants for a wide variety of uses including warehousing and distribution, which will serve the community, provide local investment, create construction and operational jobs, and bolster the local economy.

Early on in the process, a comprehensive public outreach effort was initiated to seek input from the public and involved and interested agencies. From this process, a revised plan was prepared to address issues and concerns of the community including the need to provide deeper building setbacks opposite residential uses, widen and enhance perimeter buffers and screening, and relocate the proposed recharge basin an additional 95 feet from North 28<sup>th</sup> Street. Changes also included a reduction in total building area from 1,617,471 SF to 1,596,921 SF (-20,550 SF) with buildings ranging between 108,330 SF and 222,360 SF; although, the total number of buildings (nine) would stay the same. The north ends of proposed warehouse buildings 3 and 4 were reduced in length by 112± feet and the section of the north access road adjacent to these buildings would be realigned farther to the south providing an additional 108 and 110 feet of building setback between the development and the adjacent residential neighborhood to the north, bringing the building setbacks of Buildings 3 and 4 to 303'6" and 316'8" and over 400 feet from the closest home. Among the potential benefits of the revised plan ("**Preferred Alternative**") is an overall reduction in sound levels due to increased separation from residential land uses.

The purpose of this analysis is to evaluate elevated sound levels that may occur as a result of the proposed constructed use and compare them to the Town of Babylon ordinance in Chapter 156 Noise. Since the Applicant intends to proceed with the Preferred Alternative to address community comments and mitigate impacts to the maximum extent practicable, this Sound Study will focus on that plan.



**Figure 1**

Site Location Map

Suffolk Technology Park, Little E Neck Road, Wyandanch, Town of Babylon,  
Suffolk County, New York

Source: ESRI/ArcGIS

## 1.2 General Sound Characteristics<sup>1</sup>

Sound waves are created when changes in pressure are produced in the air and are received (and observed) when the human ear reacts to these pressure changes. These pressure changes are created at many frequencies (i.e., spacing of the waves). These pressure changes are expressed as decibels (dB) depending upon the power of the source as expressed in watts of power (with a reference of 1 picowatt or 10-12 watts). Wave frequency varies depending upon the rate at which sound pressures fluctuate in a cycle over time. This is measured in hertz (Hz), with one Hz equaling 1 cycle per second. The frequency of the wave (in Hz) determines the perceived pitch of the sound. The average person's ear can detect sounds ranging from 20 to more than 10,000 Hz. Each frequency is detectable at different pressure levels and so, the system for sound measurement which mimics the human ear is an A-weighted decibel system, or dB(A).

The average person's ear can detect sounds ranging from 20 to more than 10,000 Hz. Each frequency is detectable at different pressure levels and so, the system for sound measurement which mimics the human ear is an A-weighted decibel system or dB(A). As a point of reference, human conversations at a distance of two to three feet occurs between sound pressure levels (SPL) of 60 dB(A)- with a calm voice- to 75 dB(A) with a raised voice<sup>3</sup>. A 3 dB(A) change in sound levels would be considered largely undetectable to the human ear, while a 6 dB(A) increase results in a generally audible change. A 10 dB(A) change in sound levels is approximately a doubling of sound wave pressure. Pursuant to Table 3, *Human Reaction to Increases in Sound Pressure Level*, provided below, sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors, increases of 5 to 10 dB(A) may have the potential for adverse impact but only in cases where the most sensitive receptors are present. Increases of more than 10 dB(A) may require a closer analysis of impact potential depending on existing noise levels and surrounding land uses, and an increase of 10 dB(A) or more suggests consideration of mitigation measures.

## 1.3 Sound Monitoring

Sound measurements around the project site were collected using a Cirrus Research plc CR:171A sound level meter, which was set to measure A-weighted decibel levels as a mimic of the average human ear. Morning (i.e., AM) peak and evening (i.e., PM) peak ambient noise levels were measured from five (5) locations along the periphery of the subject site. Further, three (3) locations were also chosen for full 24-hour noise measurements. Figure 2: *Noise Sampling and Analysis Locations* shows the measured sample locations on an aerial photograph. These sampling locations are also described in Table 1, below.

With regard to the methodology of the ambient noise analysis, there is no specific mathematical methodology that is applied to measuring the existing, ambient noise conditions. The readings are straightforward, taken in  $\pm 10$ -minute durations and were monitored at the listed locations for existing ambient sound levels. Ambient measurements for the AM-peak took place on June 11, 2024, and measurements for the PM peak took place on June 10, 2024. In addition, the three 24-

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<sup>1</sup> See Appendix D for Common Sound Level Terms.

hour samples occurred on June 7, June 11, and June 12, 2024. Samples were taken in suitable weather conditions for monitoring ambient sound pressure levels and are listed in Table 2 Noise Monitoring Results (Existing Condition). Generated sound measurement reports are provided in Attachment A.

<b>TABLE 1 Noise Sampling Locations</b>		
<b>Monitoring ID</b>	<b>Location</b>	<b>Description</b>
Sample Location 1	North/Northwest Property Boundary	Northern property boundary with parkland to the north; south of eastern corner of parking lot
Sample Location 2	Western Property Boundary	Western-central property boundary along Little E Neck Road
Sample Location 3	Southern Property Boundary	Southern property boundary with LIRR tracks, north of intersection between S 33 <sup>rd</sup> St and Long Island Avenue
Sample Location 4	Eastern Property Boundary	Eastern property boundary along N 28 <sup>th</sup> St, west of intersection with Washington Avenue
Sample Location 5	North/Northeast Property Boundary	Northern property boundary, south of Suffolk County Water Authority station
24-Hour 1	Western Property Boundary	24-Hour sample; approximately same location as Sample Loc. 2
24-Hour 2	Edge of Proposed Lot 2/Cemetery Land	24-Hour sample; along edge of portion of land deeded to cemetery
24-Hour 3	North-central Property Boundary	24-Hour Sample; between Sample Locs. 1 and 5, between parkland and residential receptors, along central portion of northern property line.
Note: A map of these monitored locations is provided in Figure 2		



**Figure 2**

Noise Sampling Analysis Locations

Circles with numbers indicate sample locations.

White triangles indicate 24-hour sample locations.

Pinelawn Site, Little E Neck Road, Wyandanch, Town of Babylon,  
Suffolk County, New York

Source: ESRI/ArcGIS

The measured levels were generally dominated by vehicle noise from Little East Neck Road and other minor roadways. Pursuant to the New York State Department of Transportation Traffic Data Viewer, Little E Neck Road is classified as a Minor Arterial (Urban) an annual average daily traffic (AADT) of over 7,821 vehicles, including trucks. The proximity to the site to the Long Island Railroad (LIRR) tracks (which run along the southern property boundary) also provided disturbance to the ambient soundscape. Sound measurements were recorded largely during times when existing sound/noise sources were expected to create an increase in the dominant average and peak sound/noise values. This was anticipated at the AM and PM peak periods (i.e., “rush hour”) respectively,<sup>2</sup> although the LIRR impact occurs more sporadically. Sound levels associated with vehicular traffic are a function mainly of traffic speed, vehicle mix (automobiles, medium trucks, heavy trucks) and volume.

As above, 10-minute measurements for sound levels in the existing condition (i.e., ambient samples), were taken at five locations/points, and three 24-hour samples were also collected. Sampling Point 1 is at the site’s north/northwest property boundary, where the site meets Kevin Ver Pault Memorial Park. Noise measurements from the property boundary, immediately south of the southeast corner of the Park’s parking lot, showed an  $L_{(eq)}$  of 48.9 dB(A) and 44.3 dB at octave band 1kHz<sup>3</sup> in the AM peak hour, and a PM peak level of 55.7 dB(A) and 50.0 dB at octave band 1kHz. The sound levels at these locations generally result from the existing traffic on Little E Neck Road, but the PM sample was also affected by park-goers recreating in Kevin Ver Pault Memorial Park.

Sampling Point 2 is located along the western property boundary where the site fronts on Little E Neck Road. Noise measurements from this location showed an  $L_{(eq)}$  of 77.3 dB(A) and 75.5 dB at octave band 1kHz in the AM peak hour, and a PM peak level of 68.8 dB(A) and 66.1 dB at octave band 1kHz. The sound levels at this location predominantly result from the existing roadway traffic on Little E Neck Road, a minor arterial roadway.

Sampling Point 3 is centrally located along the southern property line, north of the LIRR train-tracks. Noise measurements from Point 3 showed an  $L_{(eq)}$  of 72.3 dB(A) and 67.8 dB at octave band 1kHz in the AM peak hour, and a PM peak level of 55.9 dB(A) and 52.3 dB at octave band 1kHz. The sound levels at this location result mostly from the LIRR train, which explains the discrepancy between AM and PM peak sound levels. During the PM peak sample, no trains passed by, whereas the AM peak sample had two trains pass by. Local traffic also plays a minor component.

Sampling Point 4 is along the eastern property line, across from the western terminus of Washington Avenue. Noise measurements from Point 4 showed an  $L_{(eq)}$  of 55.8 dB(A) and 45.8 dB at octave band 1kHz in the AM peak hour, and a PM peak sound level of 58.5 dB(A) and 52.3 dB at octave band 1kHz. The sound levels at this location result from vehicle traffic on Washington Avenue, as well as other residential sources (e.g., landscaping equipment).

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<sup>2</sup> A value referred to as the “equivalent sound level,”  $L_{eq}$ , “averages” were computed/determined from the data.

<sup>3</sup> Midrange frequency of the audible spectrum that applies no corrections for dB(A).

Sampling Point 5 is located at the north/northcentral property boundary, where the subject site meets residential parcels and a Suffolk County Water Authority property. Noise measurements from Point 5 showed an  $L_{(eq)}$  of 49.8 dB(A) and 42.3 dB at octave band 1kHz in the AM peak hour, and PM peak sound levels of 47.6 dB(A) and 42.0 at octave band 1kHz. The sound levels at this location are reduced, but local residential noise and local traffic from nearby roadways (including Little E Neck Road) contribute to it.

As above, the three 24-hour samples took place along the periphery of the site. 24-hour Sample 1 took place approximately in the same location as Sample Location 2: along the western property boundary of the site, along Little E Neck Road. Noise measurements from 24-hour Sample 1 showed an  $L_{(eq)}$  of 66.7 dB(A). Broken into 1-hr increments, the average equivalent sound level over a 24-hour period can be calculated ( $L_{dn}$ ). The  $L_{dn}$  adds a “penalty” for noise during the nighttime hours of 10:00 P.M. to 07:00 A.M. During the nighttime period, 10 dB is added to reflect the impact of the noise.

Per NoiseMeters Inc.<sup>4</sup>,  $L_{dn}$  measurements are useful for assessing the impact that road, rail, air, and general industry (i.e., the existing, ambient conditions) has on the local population. For this location, the  $L_{dn}$  was calculated to be 71.5 dB(A). Sound levels for this location were largely driven by the traffic on Little E Neck Road, as well as the LIRR, even during the middle of the night (i.e., during the 3:00 AM hour).

24-hour Sample 2 took place along the boundary between the project site and the existing cemetery (proposed Lot 2). This is in the parcel’s southeast section (see Figure 2, above). Noise measurements from 24-hour Sample 1 showed an  $L_{(eq)}$  of 55.5 dB(A). For this location, the  $L_{dn}$  was calculated to be 61.9 dB(A). Sound levels for this location were largely driven by the traffic on Long Island Avenue, as well as the LIRR, even during the middle of the night (i.e., during the 3:00 AM hour).

24-hour Sample 3 took place along the north-central project boundary, almost equidistant between Sample 1 and Sample 5 (i.e., between the residences and parkland). Noise measurements from 24-hour Sample 1 showed an  $L_{(eq)}$  of 51.2 dB(A). For this location, the  $L_{dn}$  was calculated to be 58.3 dB(A). Sound levels for this location were largely driven by local traffic and residential sounds.

A search for “sensitive” noise receptors within 1,500 feet of the site was undertaken for this sound level analysis. Sensitive receptors are defined by the EPA to “...include, but are not limited to, hospitals, schools, daycare facilities, elderly housing and convalescent facilities.” This is further outlined in the Town of Babylon’s Chapter 156-6 “Noise sensitive zones<sup>5</sup>” which reads “Noise sensitive activities include, but are not limited to, operations of schools, public libraries, churches,

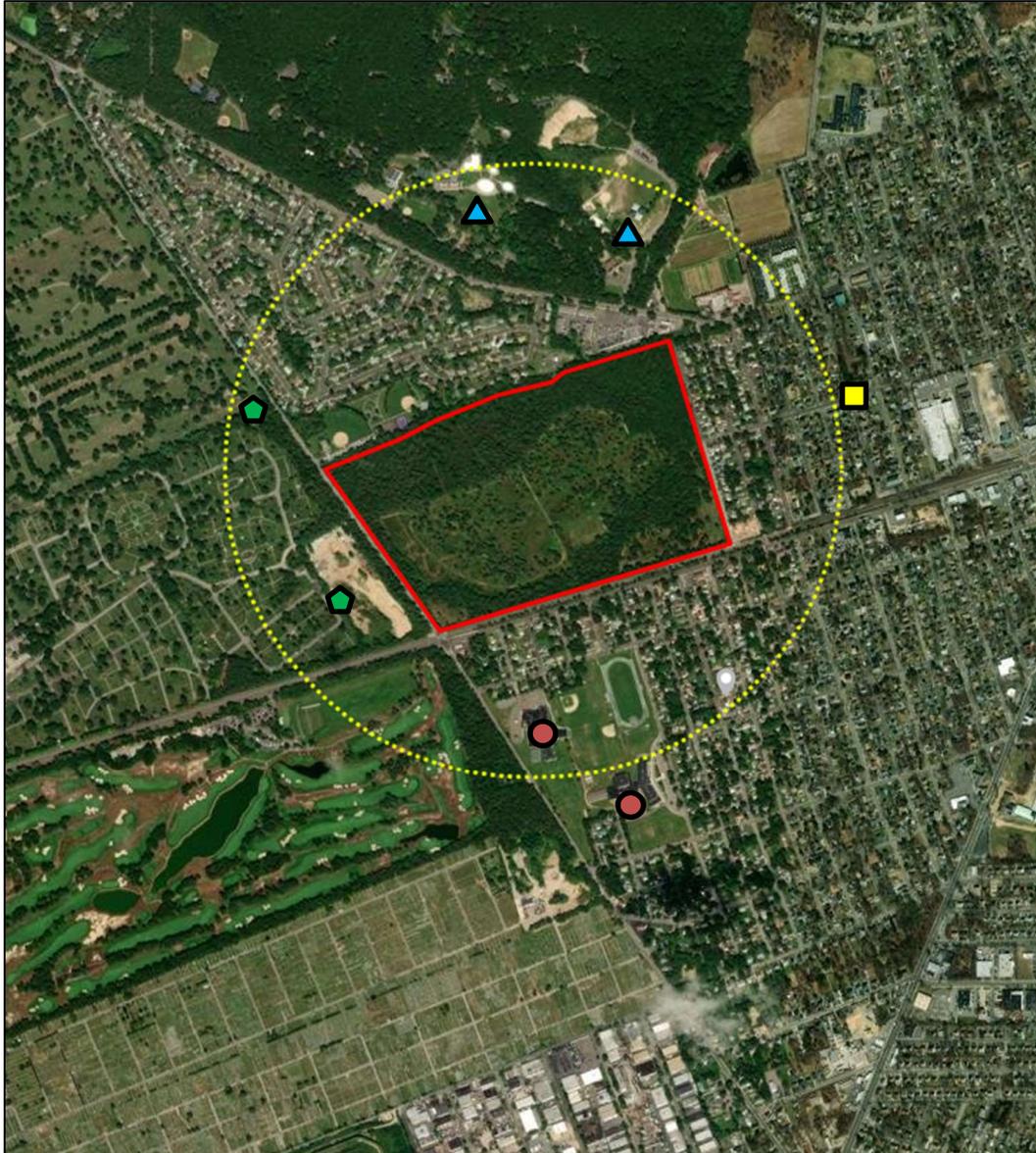
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<sup>4</sup> Company of suppliers of noise monitoring equipment to over 100 countries worldwide. Expert knowledge in the world of sound level measurement and noise control.

<sup>5</sup> Per Chapter 156-9 (J) “Noise sensitive zone” provisions only apply if conspicuous signage indicates the presence of such facilities.

hospitals and nursing homes.” The subject site is also located within a Potential Environmental Justice Area (PEJA).

The receptors within 1,500 feet of the proposed action included mostly residential parcels, parkland (including golf use), and cemetery property. Cemeteries are not specifically outlined by the EPA or Town of Babylon as a “sensitive receptor” but for the purpose of this analysis, it is included. Three sensitive receptors within 1,500-feet of the project site include Milton J. Olive Middle School, Sunrise Day Camp, and the adjoining cemeteries. Masjid Allahu Akbar, a local mosque, sits just outside the 1,500-foot radius. See Figure 3, for a map of the nearby sensitive receptors. While these receptors are considered the “most sensitive”, ambient sound level standards discussed below were set to protect the public health and welfare, including sensitive individuals. Thus, in the end, all such receptors are subject to the same standards.



**Figure 3**

Sensitive Receptor Locations

Yellow circle represents an approximate 1,500-ft extension of property corners.

Suffolk Technology, Little E Neck Road, Wyandanch, Town of Babylon,  
Suffolk County, New York

Source: ESRI/ArcGIS



**Table 2  
Sound Monitoring Results (Existing Condition)**

<b>Monitoring ID</b>	<b>Location</b>	<b>Date</b>	<b>Start Time/Duration</b>	<b>Meteorological Conditions</b>	<b>Leq dB(A)</b>	<b>Ldn dB(A)</b>
Sample Location 1	Northwestern property line along Kevin Ver Pault Memorial Park	6/11/24	9:12 AM/10 min	<5 kt winds 50% cloud coverage 65 degrees (F)	48.9	
		6/10/24	4:08 PM/10 min	<10 kt winds 50% cloud coverage 76 degrees (F)	55.7	
Sample Location 2	Western property line along Little East Neck Road	6/11/24	7:44 AM/10 min	6 kt winds 50% cloud coverage 61 degrees (F)	77.3	
		6/10/24	4:26 PM/10 min	<10 kt winds 50% cloud coverage 76 degrees (F)	68.8	
Sample Location 3	Southern property line along railway	6/11/24	8:03 AM/10 min	6 kt winds 50% cloud coverage 61 degrees (F)	72.3	
		6/10/24	4:43 PM/10 min	<10 kt winds 50% cloud coverage 75 degrees (F)	55.9	
Sample Location 4	Eastern property boundary along 28th Street	6/11/24	8:19 AM/10 min	<5 kt winds 50% cloud coverage 63 degrees (F)	55.8	
		6/10/24	4:58 PM/10 min	<8 kt winds 50% cloud coverage 75 degrees (F)	58.5	
Sample Location 5	Central to northern property line behind residential properties	6/11/24	8:46 AM/10 min	<5 kt winds 50% cloud coverage 64 degrees (F)	49.8	
		6/10/24	12:42 PM/10 min	<10 kt winds 50% cloud coverage 86 degrees (F)	47.6	

TABLE 2 CONTINUED...

Monitoring ID	Location	Date	Start Time/Duration	Meteorological Conditions	Leq dB(A)	Ldn dB(A)
24 Hour Sample 1	Property boundary along Little East Neck Road	6/7/24	10:26 AM/24 hour	5-10 kt winds 100% cloud coverage 82 degrees (F)	66.7	71.5
24 Hour Sample 2	Woods on proposed eastern property boundary/Lot 2	6/11/24	3:24 PM/24 hour	5-10 kt winds 100% cloud coverage 82 degrees (F)	55.5	61.9
24 Hour Sample 3	Woods along northern boundary behind residential properties	6/12/24	3:49 PM/24 hour	<10 kt winds 50% cloud coverage 86 degrees (F)	51.2	58.3

## 2.0 NOISE REGULATION

### 2.1 Department of Environmental Conservation Criteria

The New York State Department of Environmental Conservation (NYSDEC) published “Assessing and Mitigating Noise Impacts” (October 6, 2000 and revised February 2, 2001) to provide guidance and policy on existing and proposed sound levels. This document states that sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors, increases of 5 to 10 dB(A) may have the potential for adverse impact but only in cases where the most sensitive receptors are present. See Table 3, below.

Increases of more than 10 dB(A) may require a closer analysis of impact potential depending on existing noise levels and surrounding land uses, and an increase of 10 dB(A) or more suggests consideration of mitigation measures. It also states that the addition of operational noise sources, in a “non-industrial” setting, should not raise the ambient noise level above a maximum of 65 dB(A). Ambient noise levels in industrial or commercial areas may exceed 65 dB(A) but should not exceed 79 dB(A). Pursuant to Assessing and Mitigating Noise Impacts, given initial noise measurement standardized at 50 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A). Construction noise levels are not specifically addressed by this guidance.

Pursuant to Table 3, Human Reaction to Increases in Sound Pressure Level, sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors, increases of 5 to 10 dB(A) are considered intrusive where a 10 dB(A) increase or more suggests a need to consider avoidance or mitigation measures.

<b>Increase in Sound Pressure (dB)</b>	<b>Human Reaction</b>
<b>Under 5</b>	Unnoticed to tolerable
<b>5-10</b>	Intrusive
<b>10-15</b>	Very noticeable
<b>15-20</b>	Objectionable
<b>Over 20</b>	Very objectionable to intolerable

**\*Down and Stocks - 1978**

## 2.2 Federal Highway Administration Criteria

The U.S. Department of Transportation Federal Highway Administration provides noise abatement criteria depicting noise levels for varying land use categories that are used to determine if and where traffic noise impacts occur, as defined in 23 CFR 772.5. Table 4 below depicts each criterion.

Table 4: FHWA 23 CFR 772.5 Noise Abatement Criteria [Hourly A-Weighted Sound Level decibels (dB(A)) <sup>1</sup> ]				
Activity Category	Activity Leq(h)	Criteria <sup>2</sup> L10(h)	Evaluation Location	Description of Activity Category
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>3</sup>	67	70	Exterior	Residential
C <sup>3</sup>	67	70	Exterior	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>3</sup>	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A-D or F.
F				Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G				Undeveloped lands that are not permitted.

<sup>1</sup>Either Leq or L10 (but not both) may be used on a project.

<sup>2</sup>Either Leq and L10 Activity Criteria values are for impact determination only, and are not design standards for noise abatement measures.

<sup>3</sup>Includes undeveloped lands permitted for this activity category.

In this case, most adjacent receptors fall in the B and C categories. Most receptors in the local area already have potentially higher sound levels due to the proximity to vehicular traffic along the minor arterial roadway (Little E Neck Road) and LIRR train-tracks.

The FHWA 1995 Highway Traffic Noise Guidance specifies a level of 67 dB(A) or less at most exterior locations for public use such as parks, *residences*, hotels, churches, libraries, etc. A level of 72 dB(A) or less for other developed uses.

### 2.3 Town of Babylon Noise Ordinance.

The Town of Babylon regulates noise under Town Code Chapter 156: Noise. In Chapter 156-9 “Specific regulations,” the following town ordinance is outlined for “Commercial, business and industrial operations” (Section C):

- (1) No person shall operate or permit to be operated on a sound source site a commercial business or industrial operation that produces a sound level exceeding the limitations as provided in this subsection.
- (2) Sound<sup>6</sup> which has entered residential or noise sensitive zones:
  - (a) Continuous sound in air which has crossed the property line of such sound source site and enters property zoned for residential use or property within a noise sensitive zone shall not exceed either:
    - [1] During the hours of 7:00 a.m. to 7:00 p.m.: a sound level in excess of 65 dB(A) measured with the slow response of a sound level meter; or an L<sub>10</sub> in excess of 60 dB(A).
    - [2] During the hours of 7:00 p.m. to 7:00 a.m. the following day: a sound level in excess of 55 dB(A) measured with the slow response of a sound level meter; or an L<sub>10</sub> in excess of 50 dB(A).
  - (b) The sound levels contained herein shall only apply to noise sensitive zones when such is in use.
- (3) Continuous sound in air which has crossed the property line of a sound source site and enters property which is zoned for business or property where the public in general congregates, excepting property zoned for industrial use, shall not exceed either of the following levels: a sound level in excess of 65 dB(A) measured with the slow response of a sound level meter; or an L<sub>10</sub> in excess of 60 dB(A).

Further, sound sources which cross the property line of an industrially-zoned parcel shall not exceed a certain sound level for a particular length of time. For example, a sound of 80 dB(A) cannot cross a property line for more than 24-hours, a sound of 82 dB(A) cannot cross a property line for more than 16-hours, a sound of 88 dB(A) cannot cross a property line for more than 4 hours, a sound of 97 dB(A) cannot cross a property line for more than one-half hour, and so on. Any impulsive sound with a peak of 130 decibels cannot cross an industrial property line.

Section D outlines construction noise as such:

No person shall operate or permit to be operated any tools or equipment used in construction, drilling or demolition work:

- (1) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays such that the sound therefrom creates unreasonable noise across a residential real property boundary line or within a noise sensitive zone.

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<sup>6</sup> Per Section (4), sound levels shall be decreased by 5 dB if the sound contains impulsive characteristics.

- (2) At any other times such that the continuous sound in air level at or across a real property boundary exceeds an  $L_{10}$  of 80 dB(A).
- (3) At any other time such that the impulsive sound in air has a peak sound pressure level at or across a real property boundary in excess of 130 dB(A).
- (4) The provisions of this subsection shall not apply to emergency work or work conducted under a special variance issued pursuant to §§ 156-14 and 156-15 of this chapter.

Section H. Subsection (3) "Parking of certain vehicles" (a) reads: No person shall operate or permit the operation of any motor vehicle with a gross vehicle weight rating (GVWR) in excess of 10,000 pounds, or any auxiliary equipment attached to such a vehicle, for a period longer than 30 minutes in any hour while the vehicle is stationary for reasons other than traffic congestion on a public right-of-way or public space so that the sound therefrom is audible across a residential real property boundary or designated noise sensitive zone between the hours of 8:00 p.m. and 7:00 a.m. of the following day.

Thus, the following should be considered the benchmark for noise impacts for this project:

1. The project should not generate sound that has the potential to result at 65 dB(A) during daytime hours or 55 dB(A) during nighttime hours, across a residential property line;
2. The project should not generate sound that has the potential to result at 65 dB(A) during any time, across a commercial property line;
3. The project should not undertake construction during the prohibited window outlined in Section D(1) (i.e., during the night or on weekends/holidays); and
4. The project should not generate construction noise greater than an  $L_{10}$  of 80 across a property boundary.

### 3.0 PROPOSED ACTION ANALYSIS

#### 3.1 Operational Sound Analysis

The proposed site development includes a modern light industrial research and technology park consisting of nine (9) single-story warehouse buildings with total area of 1,596,921 SF under the preferred alternative, including warehouse and associated office space. A more detailed project description can be found in the Draft Environmental Impact Statement (DEIA) prepared by Nelson Pope Voorhis.

Several items of note will result from the proposed action under the preferred alternative plan:

1. The applicant and project team's early design choices will provide some basic sound/noise mitigation.
2. A vegetated/natural buffer will remain between the proposed development and the residential properties north along Circle Drive.
3. Proposed Lot 2 and the recharge basin provide a minimum 291-foot buffer to the residences along N. 28<sup>th</sup> Street.
4. Truck loading bays for warehouse building 8 will face southward, away from the residential properties to the north. The building itself will then act as a very effective sound barrier for receptors to the north of the truck bays. No warehouse truck traffic will be allowed around the "outer" drive to the north.
5. Truck loading bays for warehouse building 1 will face east, away from Little East Neck Road and cemetery property to the west<sup>7</sup>. The building itself will then act as a very effective sound barrier for receptors to the west of the truck bays.
6. Parking for project personnel is arranged along the northern side of warehouse buildings 3, 4 and 8 nearest Circle Drive and east of warehouse building 7 nearest N. 28<sup>th</sup> Street. These vehicles will operate at much lower sound levels than the warehouse trucks.
7. Loading bays will be lined with dock seals which will assist in reduction of noise levels inside and exterior of the warehouse by bringing the truck closer to the dock.
8. Proposed generators will be located within the truck loading docks of the warehouse buildings. Their use will not be for day-to-day operations but for emergencies associated with any power outages.
9. The applicant has offered to install 12-foot sound walls to reduce sound levels propagating from the subject site to the public park and the rear of properties on the southern side of Circle Drive as a result of the operational use.

In many cases of sound analysis, "natural" methods of sound mitigation include distance, soils, landscaping, etc. According to the inverse square law, every doubling of the distance from a sound's source will result in a noticeable, 6 dB(A) reduction in the resultant sound level. For development on small lots, this level of attenuation may not account for much. However, the distances within the proposed project site, when completed, are substantial (measured in

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<sup>7</sup> Receptors along Little East Neck Road are already impacted by higher volume, vehicular and truck use.

hundreds of feet) relative to the typical locations where sound source strengths are measured (3.28 to 50 feet from the source). Therefore, attenuation of sound levels through distance is significant. This is the case with the preferred alternative plan as setbacks were increased as compared to the originally proposed design plan. For example, not only will warehouse building 8 act as a noise barrier between receptors and the sound source, the distance these sounds will have to travel to approach receptors to the north (i.e., the residential receptors) accounts for important reductions in the resultant sound levels. Similarly, warehouses 3 and 4 are over 300 feet to the north property boundary adjacent to the residential homes on Circle Drive. Warehouse 7 is approximately 365 feet from the eastern property boundary along N. 28<sup>th</sup> Street. As previously noted, Little E Neck Drive and the LIRR already impact the surrounding area due to their high ambient sound levels.

All operational equipment discussed in 3.1.1. Projected Sound Levels were built into this Sound Impact Review analysis. Further, those sound levels were then analyzed in the modeling software.

### 3.1.1. Projected Sound Levels

Multiple sound sources, in proximity to each other, can be added to determine a cumulative sound level. For example, when several pieces of proximal equipment are operating simultaneously, the one can use the Approximate Addition of Sound Levels (Table 5) to calculate the resultant dB(A) to a receptor. The difference first between the two lowest sound pressure levels is calculated, and that result is added to the next highest source. Pursuant to the table below, the difference between two sound levels at 1 dB or less (essentially a doubling of noise) will add 3 dB to the higher of the two sounds and so forth.

TABLE 5 APPROXIMATE ADDITION OF SOUND LEVELS	
Difference Between Two Sound Levels	Add to the Higher of the Two Sound Levels
1 dB or less	3 dB
2 to 3 dB or less	2 dB
4 to 9 dB	1 dB
10 dB or more	0 dB
*USEPA, Protective Noise Levels, 1978	

For example, the loading docks and trailer parking for warehouse buildings 3 and 4 are located south of the northern property line. These designated areas are approximately of 385 feet from the northern property line butting residential receptors on Circle Drive. Pursuant to the U.S. Department of Transportation Federal Highway Administration Technical Manual. Traffic Noise Model 3.0, heavy trucks will have an average sound level of 75 dB(A) traveling at 15 mph at 50 feet from the source. With distance attenuation alone, at 385 feet, resultant noise levels would be approximately 57 dB(A). In addition, per “Assessing and Mitigation Noise Policy,” dense vegetation

plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3 to 7 dB (and including reductions due to “ground effects” from natural/soft ground surfaces). Thus, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and residential receptors to the north.

The loading docks and trailer parking of buildings 6, 7 and 8 are located on the eastern portion of the site over 400 feet from the property boundary along N. 28<sup>th</sup> Street. Again, heavy trucks will have an average sound level of 75 dB(A) traveling at 15 mph at 50 feet from the source. With distance attenuation alone, at 400 feet, noise levels would be reduced to approximately 57 dB(A). However, the buildings itself will then act as a very effective sound barrier for receptors to the east from the truck bays. Pursuant to NYSDEC’s Assessing and Mitigating Noise Impacts, “building walls and windows that are closed provide a 15 dB reduction in noise levels.” Thus, sound levels would be significantly lower: in the mid-40-decibel range. Thus, the proposed source would generate lower sound levels than the current ambient levels at Sample Location 4.

Pursuant to NYSDEC’s Assessing and Mitigating Noise Impacts (The Aggregate Handbook, 1991), light automobile traffic, at 50 feet, will produce sound levels at 50 dB(A). Proposed personnel parking will occur along the northern portion of buildings 3, 4 and 8 ranging 175 feet to 280 feet from the northern property boundary. With distance attenuation alone, approximately 175-feet from the parking lot, generated noise levels would be approximately 39 dB(A) at the northern property line. This would be a significantly lower level than the current ambient levels at Sample Location 5. Sound levels associated with light automobile traffic for buildings 6 and 7 would be less as the parking area is located approximately 300 feet from N. 28<sup>th</sup> Street. With distance attenuation alone, approximately 300-feet from the parking lot, generated noise levels would be approximately 34 dB(A) at the eastern boundary. Thus, no significant impacts to the residential receptors to the north or east would occur as a result of the “light” automobile traffic associated with warehouse operations.

Rooftop unit are proposed for the warehouse buildings. Specifications for typical warehouse equipment were utilized for this study. These include Cambridge direct gas-fired heaters, and Trane Precedent Packaged Roof Top Units (RTU). These units, at a minimum, will be approximately 300 feet from the property line to the north near the residential receptors of Circle Drive. RTU equipment produces a sound pressure level of 83 dB(A) at 1 meter. Thus, the predicted decibel level to the northern property line is approximately 44 dB(A) on a continuous basis, based on the natural reduction over distance. When two or more identical (or nearly so) sound sources occur in proximity to each other, a 3 decibel increase in sound source is added. This is done until a source’s decibel level increase reaches 9 or 10 decibels (past this point, an additional, identical source does not add to what the human auditory system can detect). In this case, if 2 or 3 mechanical units are within proximity, a sound source strength of 89 decibels would be calculated for the RTUs. In this case, the predicted decibel level to the closest residential property line is 50 dB(A) on a continuous basis. Sampling Point 5, at the northern property boundary, showed an  $L_{(eq)}$  of 49.8 dB(A) in the AM peak hour, and an  $L_{(eq)}$  of 47.6 dB(A) in the PM peak. Pursuant to Table 5 above, the difference between two sound levels at 1 dB or less will add 3 dB to the higher of the two sounds. Thus, when combined with the background level, the projected resultant noise levels

would be approximately 53 dB(A). Per, NYSDEC Assessing and Mitigating Noise Impacts sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors. Further, sound levels would still be significantly lower than residential standards provided by the FWHA and considered “quiet” pursuant to NYSDEC.

Emergency generators are also specified within the truck loading area of each building. Their use will for emergencies accompanied by a power outage. A typical 2,500 kW to 3,000 kW generator, which produces sound levels of 80 dB(A) at 23 feet would result in 55 dB(A) 400 feet from the northern residential property lines. However, with a proposed sound enclosure, the sound level of the emergency generator will be reduced to 65 dB(A) at 23 feet which would result in a 40 dB(A) at the northern residential property line. Acoustic enclosures for generators are typically steel construction with acoustic/sound insulation built in, which is sound absorbing insulation installed within or attached to the interior panels. Isolation mounts, which helps absorb vibrations, can help reduce noise. Exhaust system mufflers are also incorporated into the enclosure. The Quiet Connect Series, as utilized for the subject site, comes with an acoustic enclosure. These generators will only be active in weekly test modes of less than one hour during the daytime once a month, and emergency situations, when generators are required to provide power.

Intermittent operational sounds produced by the warehouse facility will also include backup alarms on trucks. Backup beepers/alarms are used as a safety device for warehouse personnel. The alarms produce a high-frequency, sharp, rapid, intermittent sound. Sound levels of back-up beepers can range as high as 97 to 112 dB(A) at the source, which can be considered “very annoying” (The Aggregate Handbook, 1991). The noise created by the backup alarms on site will decrease as a function of distance. Given initial noise measurement standardized at 3 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A). Truck loading docks and areas of operational activities of buildings 3 and 4 are located over 400 feet from the residential receptors along the northern property boundary. Thus, with distance attenuation alone, at 400 feet, noise levels would be range from approximately 54 to 69 dB(A) when the intermittent sounds are occurring. In addition, per “Assessing and Mitigation Noise Policy,” dense vegetation plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3 to 7 dB (and including reductions due to “ground effects” from natural/soft ground surfaces). The applicant has proposed to maintain an existing natural buffer over 100 feet wide in this location. Thus, additional sound reduction would be expected as a result of the soft ground between the subject site and residential receptors to the north. It should be further noted, that backup alarms are not a continuous sound source.

The intermittent operational sounds of backup alarms associated with warehouse buildings 8,6 and 7 are a minimum of 430 feet from the closest residential property line to the east. With distance attenuation alone, at 430 feet, noise levels would be approximately 54 to 69 dB(A). However, the buildings itself will then act as a very effective sound barrier for receptors to the north from the truck bays. Pursuant to NYSDEC’s Assessing and Mitigating Noise Impacts, “building walls and windows that are closed provide a 15 dB reduction in noise levels.” Thus, sound levels would be significantly lower: in the 39-54 decibel range. Further, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and N.

28<sup>th</sup> Street. Thus, the proposed source would generate lower sound levels than the current ambient levels at Sample Location 4.

In addition, Intermittent operational sounds produced by the warehouse facility will also consist of trash compactors. Trash compactors can be as loud as 100 dB(A) at the source. With distance attenuation alone, at 400 feet to the south, noise levels would be approximately 47 dB(A). Noise measurements from Point 5 showed an L(eq) of 49.8 dB(A) in the AM peak hour and an L(eq) of 47.6 dB(A) in the midday peak. PM peak sound levels were 58.2 dB(A). Pursuant to Table 5 below, the difference between two sound levels will add, at maximum, 3 dB to the higher of the two sounds. Pursuant to Table 3, Human Reaction to Increases in Sound Pressure Level, sound level increases of 0 to 5 dB(A) have no appreciable effect on receptors and are unnoticed to tolerable. Thus, no impact is anticipated. Further, the trash compactor is not a constant factor.

The intermittent operational sounds of the trash compactors associated with warehouse buildings 6,7 and 8 will occur on the eastern side of the property. These designated areas are minimum of 440 feet from the property line. With distance attenuation alone, at 440 feet, noise levels would be approximately 46 dB(A). However, the buildings itself will act as a very effective sound barriers for receptors to the east and north of building 8. Pursuant to NYSDEC's Assessing and Mitigating Noise Impacts, "building walls and windows that are closed provide a 15 dB reduction in noise levels." Thus, sound levels would be significantly lower: in the low 30-decibel range. This would be a lower level than the current ambient levels at Sample Locations 4 and 5. No addition of sound levels would be applied to the ambient condition as there is 10 dB or more difference in the sound levels. Additional sound reduction would be expected as a result of the several hundreds of feet of soft ground/foilage between the subject site and the northern property boundary.

In addition to the above NYSDEC estimating techniques, all operational equipment discussed herein were also analyzed in the modeling software. Sound analysis points/receiver results are provided below and further in Attachment C.

No significant noise impacts will occur as a result of truck idling. Idling trucks are a violation of New York State regulations. Pursuant to New York State Department of Environmental Conservation Heavy Duty Vehicle Idling Law:

"6 NYCRR, Subpart 217-3, prohibits heavy duty vehicles, including non-diesel and diesel trucks and buses with a gross vehicle weight rating of more than 8,500 pounds, from idling for more than five minutes at a time. The idling regulation is enforced by DEC Conservation Officers."

### 3.2 Operational Sound Modeling

This noise study is focused on potential impacts from the operational use of the site (Operational Impacts– e.g., equipment, substation, truck loading, etc.) that will occur from the exterior of the facility. To add precision to the analysis of possible sound/noise impacts resulting from the project, B. Laing Associates, Inc. supplemented this review by conducting a noise emission dispersion analysis using SoundPLAN computer modeling. This modeling tool is based on International Organization for Standardization (ISO) standards (i.e., ISO96-13-2, ISO 12354-3:2017) which is used world-wide in sound/noise analyses. Further, the traffic that is generated internally to the project is analyzed according to Transportation Noise Model (TNM 3.0) developed by the US FHWA Office of Planning, Environment, and Realty.

SoundPLAN is a computer-based modeling/calculation system. Background images are inserted from Google Maps or OpenStreetMap and are set UTM northern hemisphere and the UTM zone. Elevation works as a digital ground model (DGM) and places the objects on top of the triangulated surface based on a user-defined local coordinate system. The base units are in meters. Imported data that use feet are converted. Project-specific geometry data are included based on a scanned and geo-referenced bitmap or by importing from DXF, ESRI Shapefile, ASCII files or OSM. Project required terrain produce the digital ground model (DGM) entering elevation lines from the Google Maps sources. These are then edited/adjusted as needed (e.g., according to future site grading for the project) with topographic lines and/or spot heights.

The modeler then defines the properties of the objects to be analyzed:

- building heights
- receiver names
- the traffic numbers and types on roads (per the project’s traffic analyses)
- the sound power or emission level for “industrial sources” (e.g., HVAC, Generators, etc.)
- mitigation wall heights or berms
- noise type combinations
- receiver locations
- applicable standards at each receiver<sup>8</sup>

A project usually contains several different noise sources (road, “industrial” sources<sup>9</sup>, parking lot, etc.). The above inputs allow the calculation and superimposition of different noise sources at the receivers and a comparison to the applicable standards. Sound analysis points/receiver results are provided below and further in Attachment C. In this case, several point sources (rooftop equipment), line sources (truck loading with back up beepers), roadways and parking areas were included into the noise dispersion software.

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<sup>8</sup> As provided in the Town of Babylon Noise Ordinance.

<sup>9</sup> In this case, the project is proposed for warehousing and other, “light” commercial uses. Thus, “industrial” sources would include mechanical equipment such as HVAC units, generators, and the like.

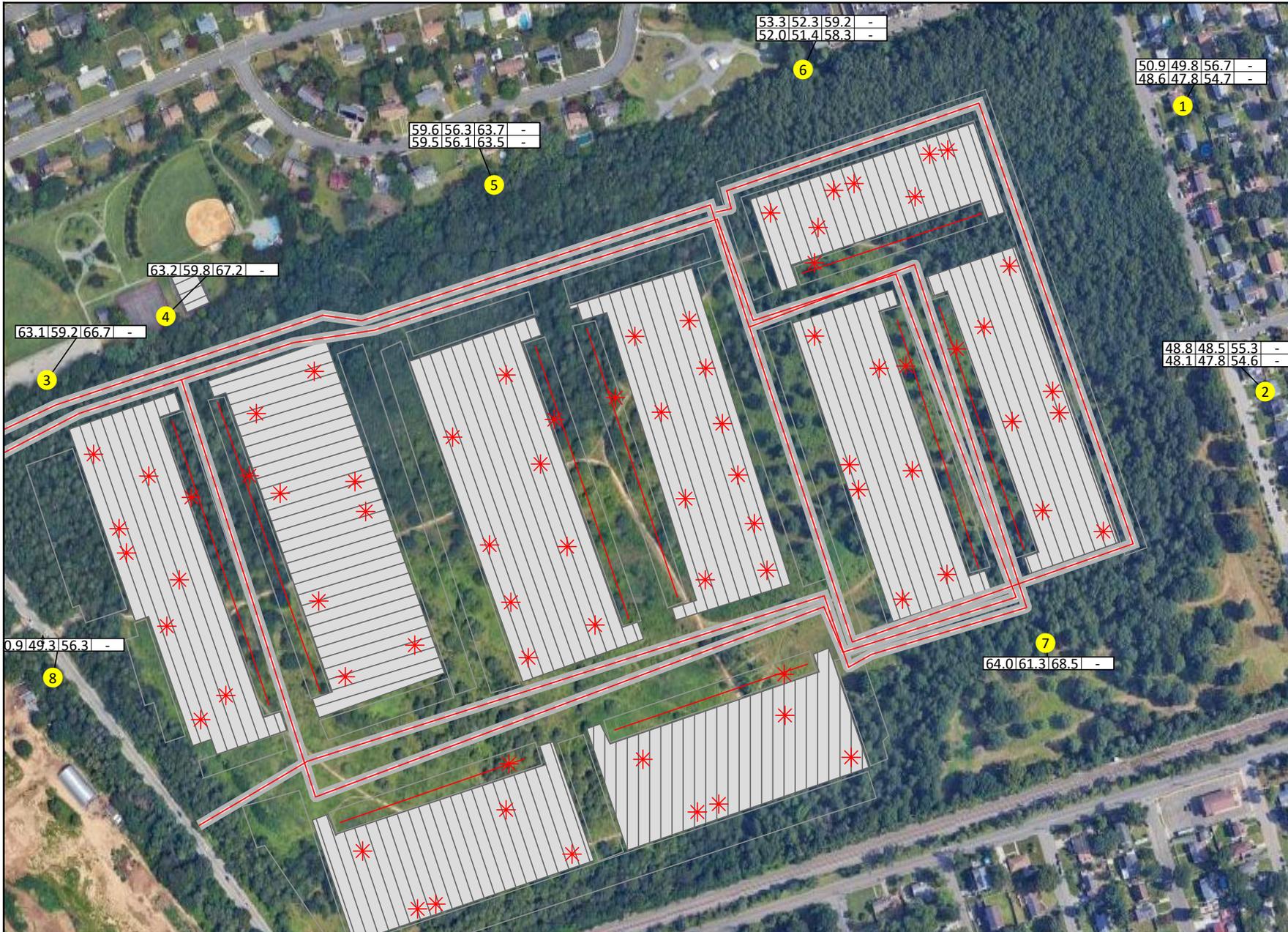


Figure 4  
Suffolk Technology Park  
Warehouse

Signs and symbols

- Receiver
- Emission line
- Surface
- ✱ Point source
- Line source
- Parking lot

1 : 2759



Sound Analysis Point No. 3, 4, 5 and 6 were placed along the northern property boundary along the Memorial Park, a residential location on Circle Drive and Wheatly Hollow Gardens. They were used to represent a definite “worst-case” analysis for all the receptors along this portion of the property (i.e., if these locations attain the Town’s Noise standards, then all the others will as well). Residential Analysis Points No. 1 and 2 were placed along the eastern boundary. Analysis Point No. 7 represents the southern boundary adjacent to proposed Lot 2 and Analysis Point No. 8 represents the cemetery receptor along Little East Neck Road. The receptors results are set side by side with the Town of Babylon standards as provided in Chapter 2.0 Noise Regulation, Section 2.3 Town of Babylon Noise Ordinance. Specifically, the daytime limit (7:00 am to 7:00 pm) for sound entering a residential zoned property is 65 dB(A) and the nighttime (7:00 pm to 7:00 am) limit is 55 dB(A). These limits apply to the residential Sound Analysis Point No. 1 and 2 and 5 and 6 provided in Table 6 below. Sound Analysis Point No. 3 and 4 and 7 and 8 are non-residentially zoned lots and so the standard of 65 dB(A) applies to these receivers. See Table 6 below for raw results:

TABLE 6  
SoundPLAN Results<sup>10</sup>

No.	Receiver name	Building side	Floor	Limit				Level w/o NP			
				Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax
				dB(A)				dB(A)			
1	Receiver East 5	-	1.FI	65	55	-	-	48.6	47.8	54.7	0.0
			2.FI	65	55	-	-	50.9	49.8	56.7	0.0
2	Receiver East 6	-	1.FI	65	55	-	-	48.1	47.8	54.6	0.0
			2.FI	65	55	-	-	48.8	48.5	55.3	0.0
3	Receiver North 1	-	1.FI	65	65	-	-	63.1	59.2	66.7	0.0
4	Receiver North 2	-	1.FI	65	65	-	-	63.2	59.8	67.2	0.0
5	Receiver North 3	-	1.FI	65	55	-	-	59.5	56.1	63.5	0.0
			2.FI	65	55	-	-	59.6	56.3	63.7	0.0
6	Receiver North 4	-	1.FI	65	55	-	-	52.0	51.4	58.3	0.0
			2.FI	65	55	-	-	53.3	52.3	59.2	0.0
7	Receiver South 7	-	1.FI	65	65	-	-	64.0	61.3	68.5	0.0
8	Receiver West 8	-	1.FI	65	65	-	-	50.9	49.3	56.3	0.0

Note: NP refers mitigation features.

As a result of the above discussion and Table 6, the majority of the resultant sound levels will comply with the Town of Babylon’s noise ordinance Chapter 156: Noise. Analysis Point No. 5 (Receiver Name: Receiver North 3) achieves a small exceedance during the night time levels of 1.1 dB(A) on the first floor and 1.3 dB(A) on the second floor. A building or house will provide significant attenuation for those who are indoors. Sound levels can be expected to be up to 27 dB(A) lower indoors with the windows closed. Even in homes with the windows open, indoor sound levels can be reduced by up to 17 dB(A) (USEPA 1978). Thus, it is unlikely that a second-floor receptor will be impacted by the project as predicted results are based on exterior locations. In addition, per “Assessing and Mitigation Noise Policy,” dense vegetation plays a role in reducing sound levels. For every 100 feet of dense vegetation, it is likely that sound levels will be reduced 3

<sup>10</sup> The “limits” in this table are those specified by Town of Babylon, Chapter 156. No exceedances are modeled to occur at 7 of the 8 receptors **without** the mitigation wall discussed in Chapter 4, below. A minor exceedance would occur at receptor 3 **without** the mitigation wall but will be eliminated when the mitigation wall is installed discussed in Chapter 4, below.

to 7 dB (and including reductions due to “ground effects” from natural/soft ground surfaces). Thus, additional sound reduction would be expected as a result of the several hundred feet of soft ground between the subject site and residential receptors to the north. These volume attenuation areas were not implemented into SoundPLAN. However, as discussed below, a sound wall is proposed in three locations to provide additional sound attenuation to receptors to the north.

### 3.3 Traffic Sound Analysis

As provided above, Little East Neck is a Minor Arterial (Urban) an annual average daily traffic (AADT) of over 7,821 vehicles, including trucks. Ambient levels at Sample Location 2 ranged from 68.8 to 77.3 dB(A). The existing, ambient sound level somewhat exceeds the criteria of 67 dB(A) as set forth by the U.S. Department of Transportation Federal Highway Administration suitable for the exterior of hotels, motels, offices, restaurants, and other developed lands, properties, or activities.

Sound levels associated with vehicular traffic are a function mainly of traffic speed, vehicle mix (automobiles, medium trucks, heavy trucks) and volume. Posted vehicle traffic speeds will not be affected by the Proposed Action. Vehicle mixes are also anticipated to be very similar to the existing condition following construction at the Site. Therefore, any changes in traffic related sound will be a function of the change in volume. A doubling of traffic volume (assuming speeds and vehicle mixes do not change) equates to an increase in sound of 3 dB(A). Pursuant to the Nelson & Pope Traffic Impact Analysis, traffic volume at the intersection of Little East Neck Road and Long Island Avenue in the peak AM hour existing scenario has a total volume of 1,475 vehicles, whereas the Build 2026 peak AM hour scenario has 1,788 vehicles. That equates to a 21.22% increase in traffic volume for this principal intersection. Traffic volume at the intersection of in the peak PM hour scenario has a total volume of 1,604 vehicles, whereas the peak Build 2026 PM scenario has 2,079 vehicles. That equates to a 29.6% increase in traffic volume for this principal intersection. Traffic volume at the intersection of Little East Neck Road and Colonial Springs Road in the peak AM existing scenario has a total volume of 1,527 vehicles, whereas the peak Build 2026 AM scenario has 1,750 vehicles. That equates to a 14.6 % increase in traffic volume for this principal intersection. Traffic volume at this intersection the peak PM existing scenario has a total volume of 1,548 vehicles, whereas the peak Build 2026 PM scenario has 1,928 vehicles. That equates to a 24.5% increase in traffic volume for this principal intersection. The Little East Neck Road and Colonial Springs Road will see an increase approximately 8% in traffic volume from the existing to build AM condition and 10.8% in traffic volume from the existing to build PM condition. As above, the project will cause an increase in traffic volumes of less than a doubling. A doubling of existing traffic would cause an increase of 3 dB(A), which is considered unnoticed to tolerable according to the NYSDEC noise evaluation guidelines in “Assessing and Mitigating Noise Impacts.” Thus, there will not be a substantial impact due to traffic noise.

As previously noted, a search for “sensitive” noise receptors within 1,500 feet of the site was undertaken for this sound level analysis. It is also noted that the subject site is located within a Potential Environmental Justice Area (PEJA). The receptors within 1,500 feet of the proposed action included mostly residential parcels, parkland (including golf use), and cemetery property. Cemeteries are not specifically outlined by the EPA or Town of Babylon as a “sensitive receptor” but for the purpose of this analysis, it is included. Three sensitive receptors within 1,500-feet of the project site include Milton J. Olive Middle School, Sunrise Day Camp, and the adjoining cemeteries. Masjid Allahu Akbar, a local mosque, sits just outside the 1,500-foot radius. While these receptors are considered the “most sensitive”, ambient sound level standards discussed

within this analysis were set to protect the public health and welfare, including sensitive individuals. Thus, in the end, all such receptors are subject to the same standards.

### 3.4 Construction Sound Analysis

During construction, noise levels will be (1) temporary and (2) will occur at two distinctly different levels. First, the temporary component results from the transient nature of the construction process. The U.S. EPA reports sound levels at construction projects range from a high of 88 dB(A) to a low of 75 dB(A) from grading through finishing operations (U.S. EPA, Construction Noise Control Technology Initiatives, Table 2.2-as measured at 50 feet).

The noise generated during construction is due mainly from diesel engines that run the equipment. Exhaust is typically the predominant source of diesel engine noise, which is the reason that maintaining mufflers on all equipment is imperative. Noise measurements from some common equipment used in construction can be found in *Assessing and Mitigating Noise Impacts* (October 6, 2000 revised February 2, 2001). See Tables 7 and 8 below.

TABLE 7 CONSTRUCTION SOUND LEVELS				
Sound Source	Measurements	1,000 feet	2,000 feet	3,000 feet
Hitachi 501 shovel loading	92 dB(A) at 50 ft	66.0 dB(A)	60.0 dB(A)	56.5 dB(A)
Euclid R-50 pit truck loaded	90 dB(A) at 50ft	64.0 dB(A)	58.0 dB(A)	54.4 dB(A)
Caterpillar 988 loader	80 dB(A) at 300 ft	69.5 dB(A)	63.5 dB(A)	60.0 dB(A)

(The Aggregate Handbook, 1991)

TABLE 8 CONSTRUCTION EQUIPMENT SOUND LEVELS		
Equipment	Decibel Level	Distance in feet
Augered earth drill	80	50
Backhoe	83-86	50
Cement mixer	63-71	50
Chain saw cutting trees	75-81	50
Compressor	67	50
Wood Chipper	89	50
Bulldozer	80	50
Grader	85	50
Truck	91	50
Generator	78	50

(Excerpt and derived from Cowan, 1994)

No sensitive receptors are within the immediate vicinity of this project. The noise created by the initial phase of the construction process *during daytime hours only*, with levels ranging from 75 to 88 dB(A) on site, will decrease as a function of distance. Given initial noise measurement standardized at 50 feet from the sound source, every doubled distance will decrease the noise level by approximately 6 dB(A).

Once "rough grading" has been finalized and foundations have been poured, peak upper sound levels will decline in duration as the construction uses tools which are (1) smaller, (2) less continuous in use and, (3) begin to move "indoors." During the subsequent phase of construction, heavy equipment is generally replaced by internal work and hand-equipment on external work.

As previously noted, construction noise is controlled by restricting construction hours. Per Chapter 156-9, No person shall operate or permit to be operated any tools or equipment used in construction, drilling or demolition work:

- (1) Between the hours of 8:00 p.m. and 7:00 a.m. the following day on weekdays or at any time on Sundays or legal holidays such that the sound therefrom creates unreasonable noise across a residential real property boundary line or within a noise sensitive zone.
- (2) At any other times such that the continuous sound in air level at or across a real property boundary exceeds an  $L_{10}$  of 80 dB(A).
- (3) At any other time such that the impulsive sound in air has a peak sound pressure level at or across a real property boundary in excess of 130 dB(A).

As above, these restricted hours will be adhered to.

## 4.0 MITIGATION

### 4.1 Mitigation Measures

The analysis revealed that no significant noise impacts will occur as a result of the proposed operational action even without mitigation measures.

Nevertheless, the applicant has proposed to construct three, 12-foot high sound walls north of warehouse buildings 1 and 2 and 3 and 4 to provide additional noise reduction. The sound wall can/will act as a sound barrier and will reduce traffic/vehicle noise due to insertion loss (i.e., the reduction of sound levels when a sound barrier is placed in the transmission path between the sound source and receiver).<sup>11</sup> A sound barrier constructed of wood or concrete will block sound transmission (Sound Transmission Class rating) while wood panels will also absorb sound waves with a higher Noise Reduction Coefficient (NRC) rating. STC is the most common sound reduction measurement currently in use and has been adopted by many cities and states as code standards. The heavier/denser concrete/precast concrete walls will have a higher STC rating. The surface of the noise barriers facing the source will be roughened (i.e., either unplanned wood surfaces or a textured, uneven concrete surface). In general terms, an effective barrier can reduce noise levels between 5 to 10 dB(A).<sup>12</sup>

An example of a sound barrier wall is Durisol Precast Noise Barrier Systems. Per Durisol sound acoustical performance data, the pre-cast noise barrier wall specifies a STC of 35 and a Noise NRC of 0.70 to 0.90. These numbers reflect both a high sound absorption and transmission block performance. Other equivalent examples include the Fort Miller Precast noise barrier walls or Precast Wall Systems, Inc. As part of final design, the sound walls will perform, at minimum, this reduction of noise level which can be achieved through a solid barrier constructed of wood or concrete. With the implementation of the sound wall, estimated sound levels, as generated from the proposed action, will be equal to, or below, the residential and commercial/industrial standards provided by the Town of Babylon.

As demonstrated above, the majority of the estimated sound levels, as generated from the proposed action, would still be equal to, or below, the residential and commercial/industrial standards provided by the Town of Babylon. While Residential Analysis Point no. 5 achieves a small exceedance during the night time levels of 1.1 dB(A) on the first floor and 1.3 dB(A) on the second floor; this exceedance does not account for the mitigating features which provide attenuation of sound levels between the source and receiver. In addition, a building or house in itself will also provide significant attenuation for those who are indoors (although this is not needed to meet the Town Code with the sound mitigation wall included). Sound levels can be expected to be up to 27 dB(A) lower indoors than outdoors with the windows closed. Even in homes with the windows open, indoor sound levels can be reduced by up to 17 dB(A) (USEPA 1978). Thus, it is unlikely that the receptor will be impacted by the project as predicted results are based on exterior locations

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<sup>11</sup> Cyril M. Harris, *Acoustical Measurements and Noise Control* (Acoustical Society of America, 1998), page 3.18.

<sup>12</sup> U.S. Department of Transportation Federal Highway Administration.

in the evening hours. In addition, additional attenuation will occur as the project proposes to maintain an existing vegetation/natural buffer area greater than 100 feet wide. Per NYSDEC, the proposed buffer can reduce the sound levels by 3 to 7 dB(A) and as noted, would further be attenuated by at least 5 dB(A) with the installation of sound walls proposed. Therefore, when accounting for mitigating measures, the sound levels will meet Town code.

Guidelines to assist with noise abatement include preservation of existing vegetation for noise attenuation, utilizing and maintaining exhaust silencers and mechanical equipment for trucks, compressors, cranes and other equipment, equipment baffles/mufflers and shut-down equipment when not in use (no idling of unused equipment in excess of state regulations). To the extent practical, noisy equipment during construction shall be kept far from site boundaries and scheduling several noisy operations concurrently to reduce long exposure to noticeable sound levels. In addition, the proposed Project will utilize time constraints provided by the Town of Babylon.

No significant adverse noise impacts would be expected from the increase of vehicular traffic associated with the project. Pursuant to Chapter 3 of this analysis, a doubling of traffic volume (assuming speeds and vehicle mixes do not change) equates to an increase in noise of 3 dBA utilizing this screening type approach. A 3 dB(A) increase is unnoticed to tolerable according to the NYSDEC noise evaluation guidelines in "Assessing and Mitigating Noise Impacts."

Thus, the following have been considered as the benchmark for noise impacts for this project:

1. The project will not generate sound that has the potential to result at 65 dB(A) during daytime hours or 55 dB(A) during nighttime hours, across a residential property line;
2. The project will not generate sound that has the potential to result at 65 dB(A) during any time, across a commercial property line;
3. The project will not undertake construction during the prohibited window outlined in Section D(1) (i.e., during the night or on weekends/holidays); and
4. The project will monitor construction levels as to not generate construction noise greater than an L10 of 80 dB(A) across a property boundary.

## ATTACHMENT A

### Existing Condition Sound Measurement Reports



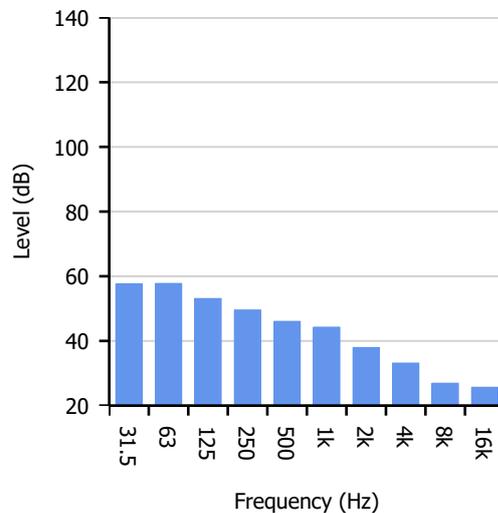
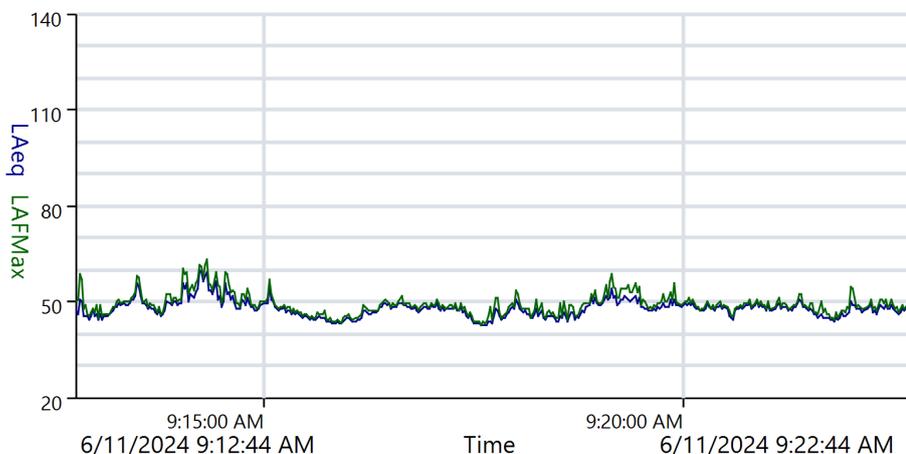
# Measurement Summary Report

**Name** 10  
**Time** 6/11/2024 9:12:44 AM      **Person** Carson Stecher      **Place** Pinelawn      **Project** NPVPLN01  
**Duration** 00:10:00  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM      Offset 0.58 dB      **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	48.9 dB	LAS1	57.4 dB
LAE	76.6 dB	LAS5	52.6 dB
LAFMax	63.0 dB	LAS10	50.9 dB
		LAS50	47.7 dB
		LAS90	44.6 dB
		LAS95	44.0 dB
		LAS99	42.8 dB



### Notes

Sample Loc 1; N/W Property Line; 65 deg F; <5 kt wind; part. cloudy; 68% hum.

ReportId





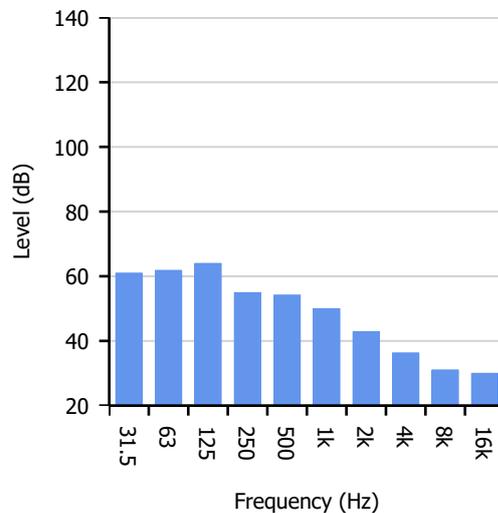
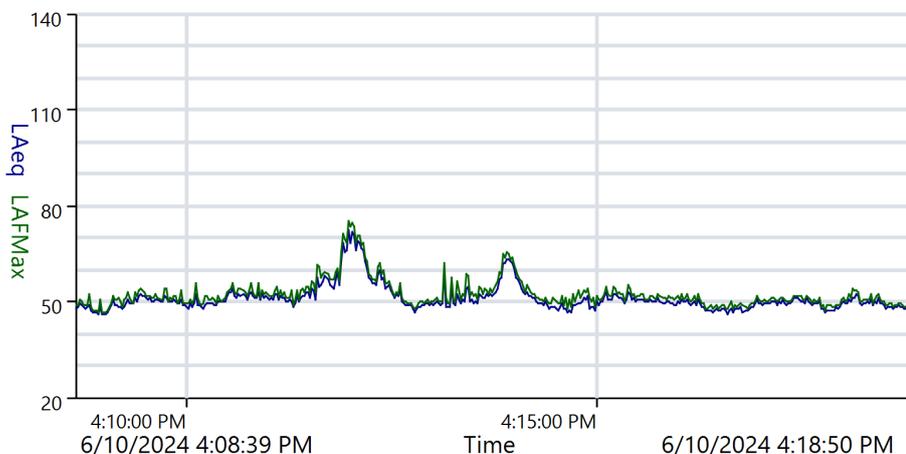
# Measurement Summary Report

**Name** 1  
**Time** 6/10/2024 4:08:39 PM **Person** Taylor Sturm **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:11  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	55.7 dB	LAS1	68.8 dB
LAE	83.6 dB	LAS5	59.6 dB
LAFMax	75.2 dB	LAS10	55.5 dB
		LAS50	49.9 dB
		LAS90	47.7 dB
		LAS95	47.1 dB
		LAS99	46.4 dB



### Notes

Sample Loc 1; N/W Property Line; 76 deg F; <10 kt wind; part. cloudy

ReportId





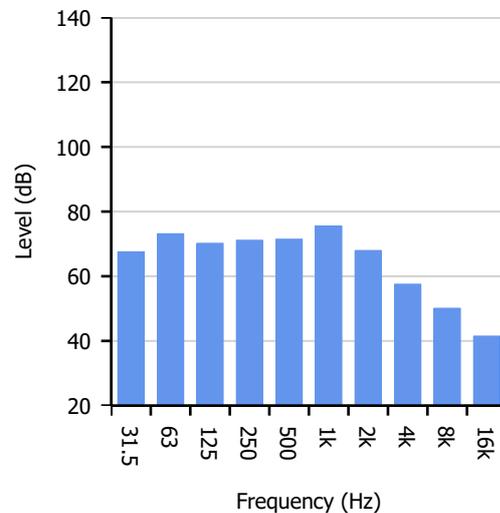
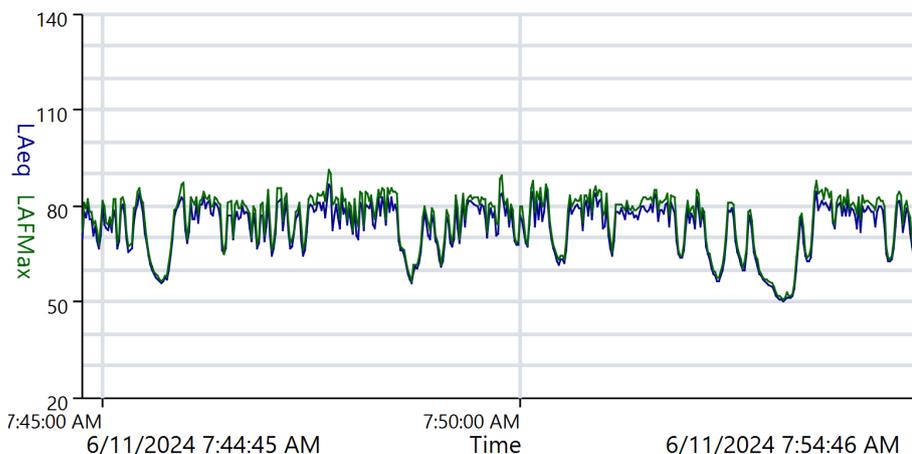
# Measurement Summary Report

**Name** 6  
**Time** 6/11/2024 7:44:45 AM **Person** Carson Stecher **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:01  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	77.3 dB	LAS1	83.5 dB
LAE	105.0 dB	LAS5	81.6 dB
LAFMax	91.0 dB	LAS10	80.7 dB
		LAS50	76.3 dB
		LAS90	61.5 dB
		LAS95	56.7 dB
		LAS99	50.8 dB



### Notes

Sample Loc 2; W Property Line; 61 deg F; 6 kt wind; part. cloudy; 72% hum.

ReportId





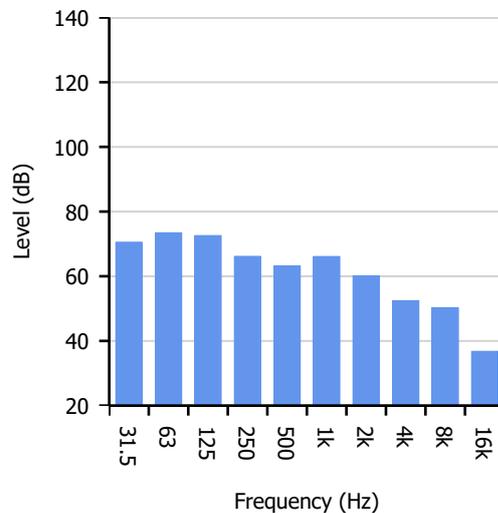
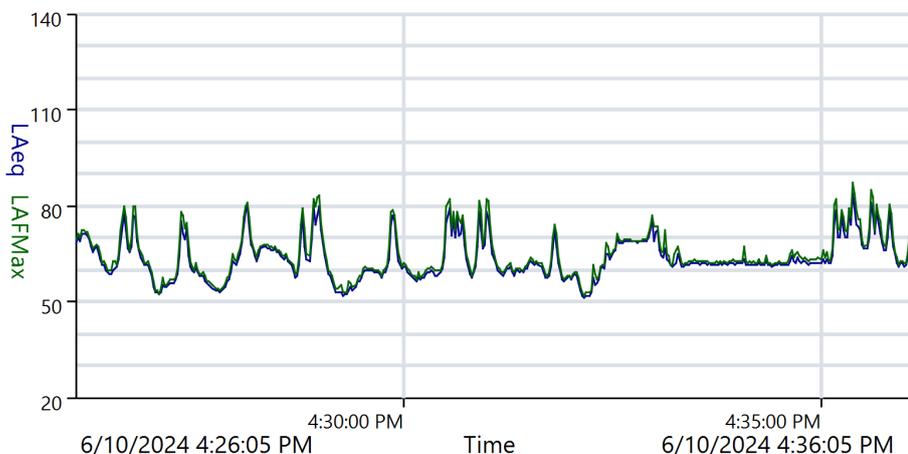
# Measurement Summary Report

**Name** 2  
**Time** 6/10/2024 4:26:05 PM **Person** Taylor Sturm **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:00  
**Instrument** G301840, CR:171A

**Calibration**

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	68.8 dB	LAS1	79.0 dB
LAE	96.6 dB	LAS5	75.7 dB
LAFMax	87.2 dB	LAS10	73.4 dB
		LAS50	61.9 dB
		LAS90	56.2 dB
		LAS95	53.8 dB
		LAS99	52.0 dB



**Notes**

Sample Loc 2; W Property Line; 76 deg F; <10 kt wind; part. cloudy

**ReportId**





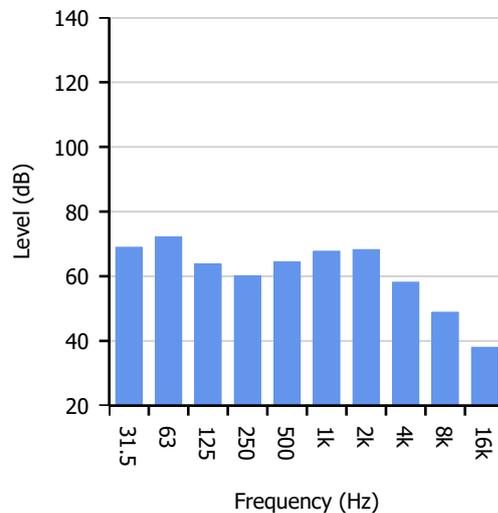
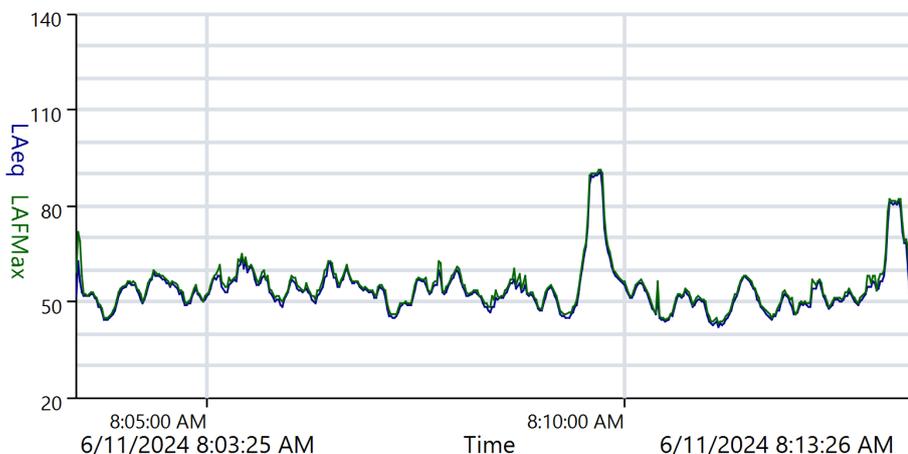
# Measurement Summary Report

**Name** 7  
**Time** 6/11/2024 8:03:25 AM **Person** Carson Stecher **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:01  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	72.3 dB	LAS1	89.0 dB
LAE	100.1 dB	LAS5	69.4 dB
LAFMax	91.4 dB	LAS10	59.6 dB
		LAS50	52.7 dB
		LAS90	46.5 dB
		LAS95	45.1 dB
		LAS99	43.0 dB



### Notes

Sample Loc 3; S Property Line; 61 deg F; <5kt wind; part. cloudy; 75% hum.

ReportId





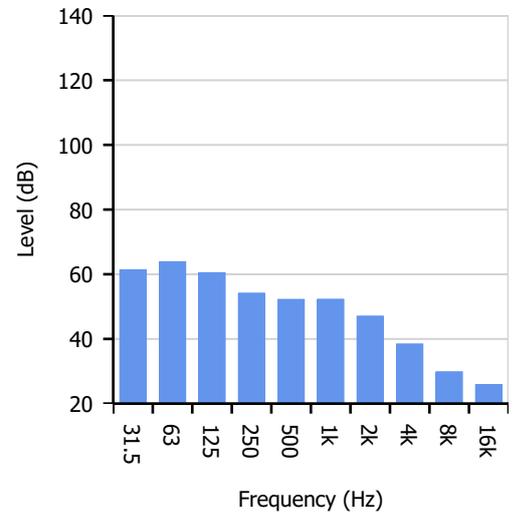
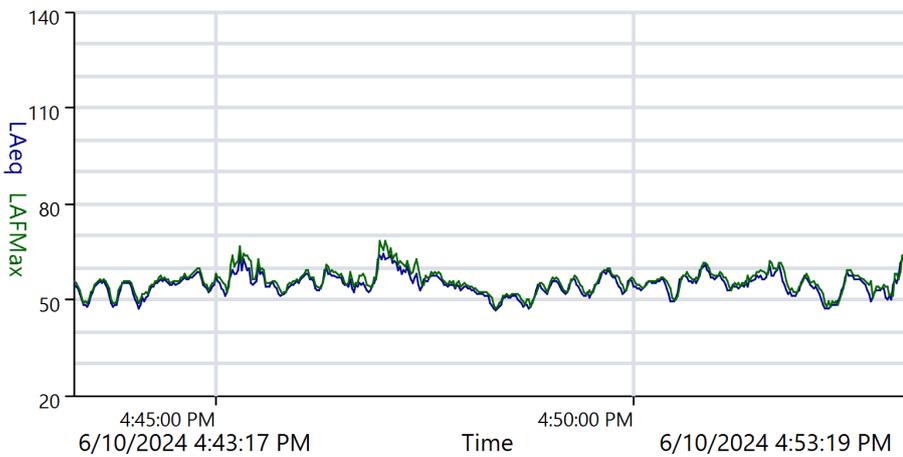
# Measurement Summary Report

**Name** 3  
**Time** 6/10/2024 4:43:17 PM **Person** Taylor Sturm **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:02  
**Instrument** G301840, CR:171A

**Calibration**

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	55.9 dB	LAS1	63.0 dB
LAE	83.7 dB	LAS5	60.1 dB
LAFMax	68.6 dB	LAS10	58.5 dB
		LAS50	54.6 dB
		LAS90	50.2 dB
		LAS95	48.4 dB
		LAS99	47.3 dB



**Notes**

Sample Loc 3; S Property Line; 75 deg F; <10 kt wind; part. cloudy

**ReportId**





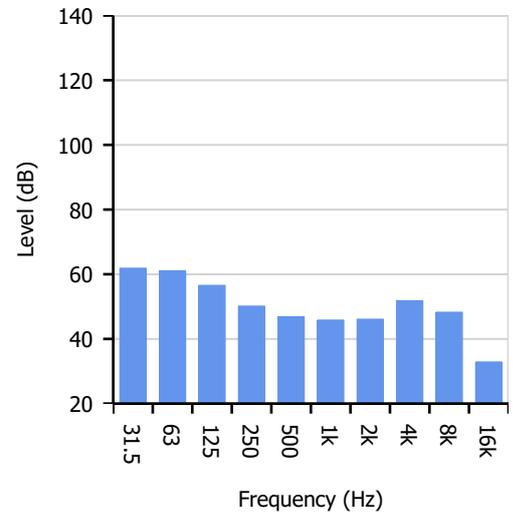
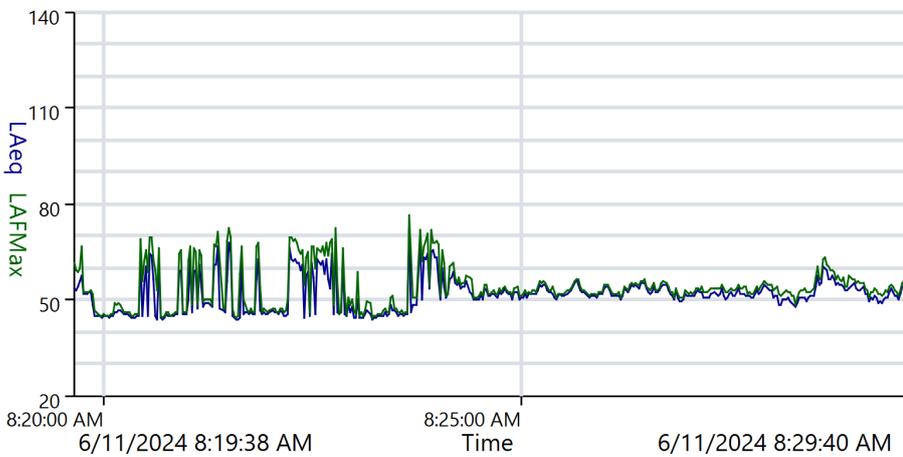
# Measurement Summary Report

**Name** 8  
**Time** 6/11/2024 8:19:38 AM      **Person** Carson Stecher      **Place** Pinelawn      **Project** NPVPLN01  
**Duration** 00:10:02  
**Instrument** G301840, CR:171A

**Calibration**

**Before** 6/7/2024 10:04 AM      Offset 0.58 dB      **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	55.8 dB	LAS1	65.6 dB
LAE	83.6 dB	LAS5	62.1 dB
LAFMax	76.1 dB	LAS10	59.6 dB
		LAS50	51.7 dB
		LAS90	45.3 dB
		LAS95	44.7 dB
		LAS99	44.4 dB



**Notes**

Sample Loc 4; E Property Line; 63 deg F; <5 kt wind; part. cloudy; 70% hum.

**ReportId**





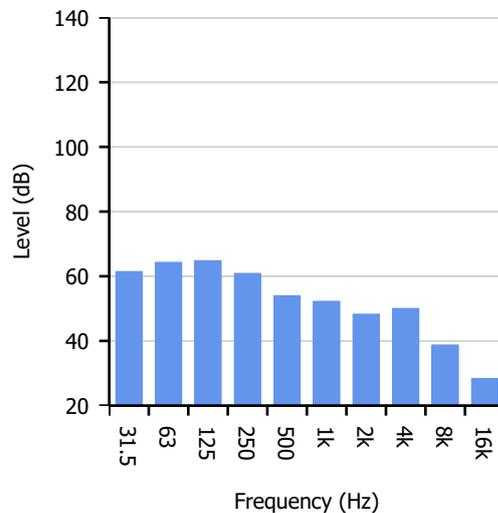
# Measurement Summary Report

**Name** 4  
**Time** 6/10/2024 4:58:08 PM **Person** Taylor Sturm **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:10:01  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	58.5 dB	LAS1	66.8 dB
LAE	86.3 dB	LAS5	65.2 dB
LAFMax	74.3 dB	LAS10	64.4 dB
		LAS50	53.5 dB
		LAS90	45.1 dB
		LAS95	43.2 dB
		LAS99	42.3 dB



### Notes

Sample Loc 4; E Property Line; 75 deg F; <8 kt wind; part. cloudy

ReportId





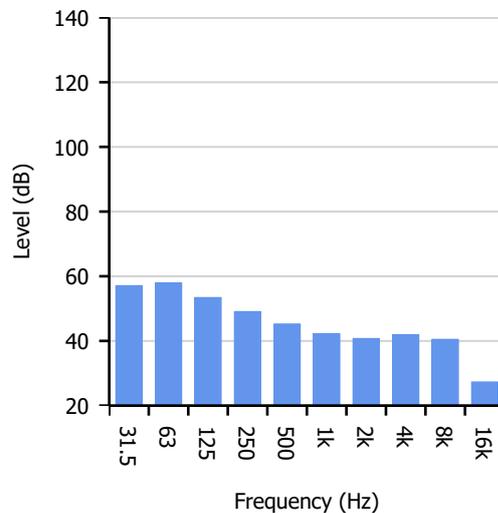
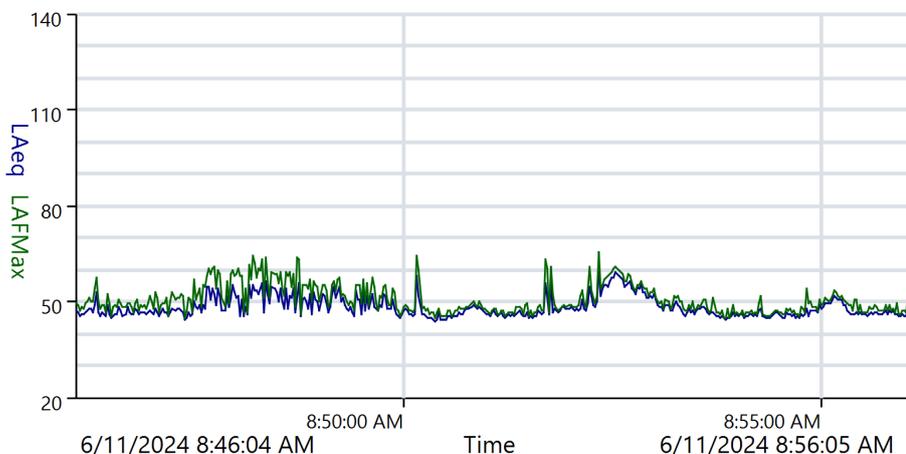
# Measurement Summary Report

**Name** 9  
**Time** 6/11/2024 8:46:04 AM      **Person** Carson Stecher      **Place** Pinelawn      **Project** NPVPLN01  
**Duration** 00:10:01  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM      Offset 0.58 dB      **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	49.8 dB	LAS1	57.7 dB
LAE	77.6 dB	LAS5	54.9 dB
LAFMax	65.5 dB	LAS10	53.3 dB
		LAS50	47.3 dB
		LAS90	45.4 dB
		LAS95	45.1 dB
		LAS99	44.5 dB



### Notes

Sample Loc 5; N/central Property Line; 64 deg F; <5 kt wind; part. cloudy

ReportId





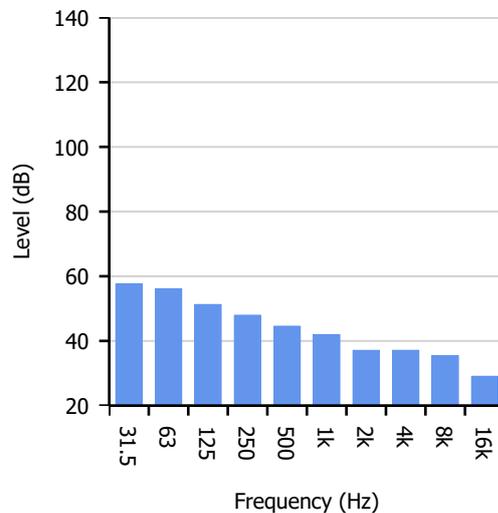
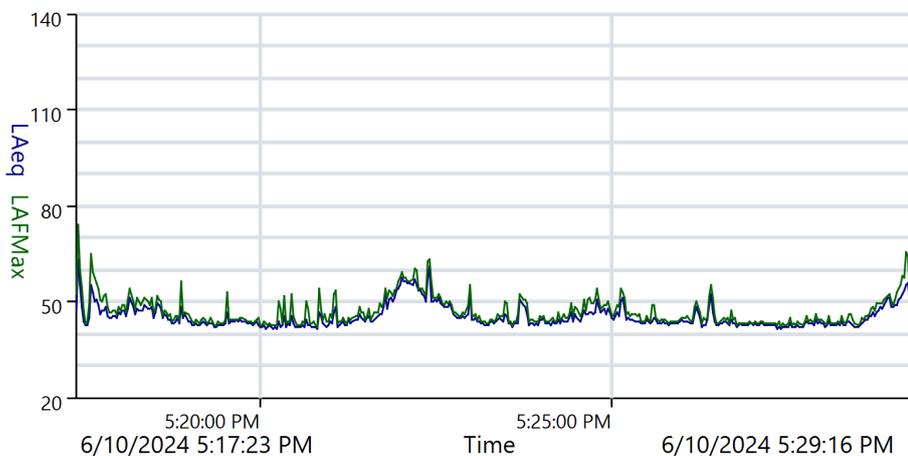
# Measurement Summary Report

**Name** 5  
**Time** 6/10/2024 5:17:23 PM **Person** Taylor Sturm **Place** Pinelawn **Project** NPVPLN01  
**Duration** 00:11:53  
**Instrument** G301840, CR:171A

### Calibration

**Before** 6/7/2024 10:04 AM **Offset** 0.58 dB **After** Offset

Basic Values		Statistical Levels (Ln)	
LAeq	47.6 dB	LAS1	56.8 dB
LAE	76.1 dB	LAS5	52.6 dB
LAFMax	73.8 dB	LAS10	50.3 dB
		LAS50	43.9 dB
		LAS90	42.4 dB
		LAS95	42.1 dB
		LAS99	41.7 dB



### Notes

Sample Loc 5; N/central Property Line; 75 deg F; <10 kt wind; part. cloudy

ReportId





# Measurement Time History Report

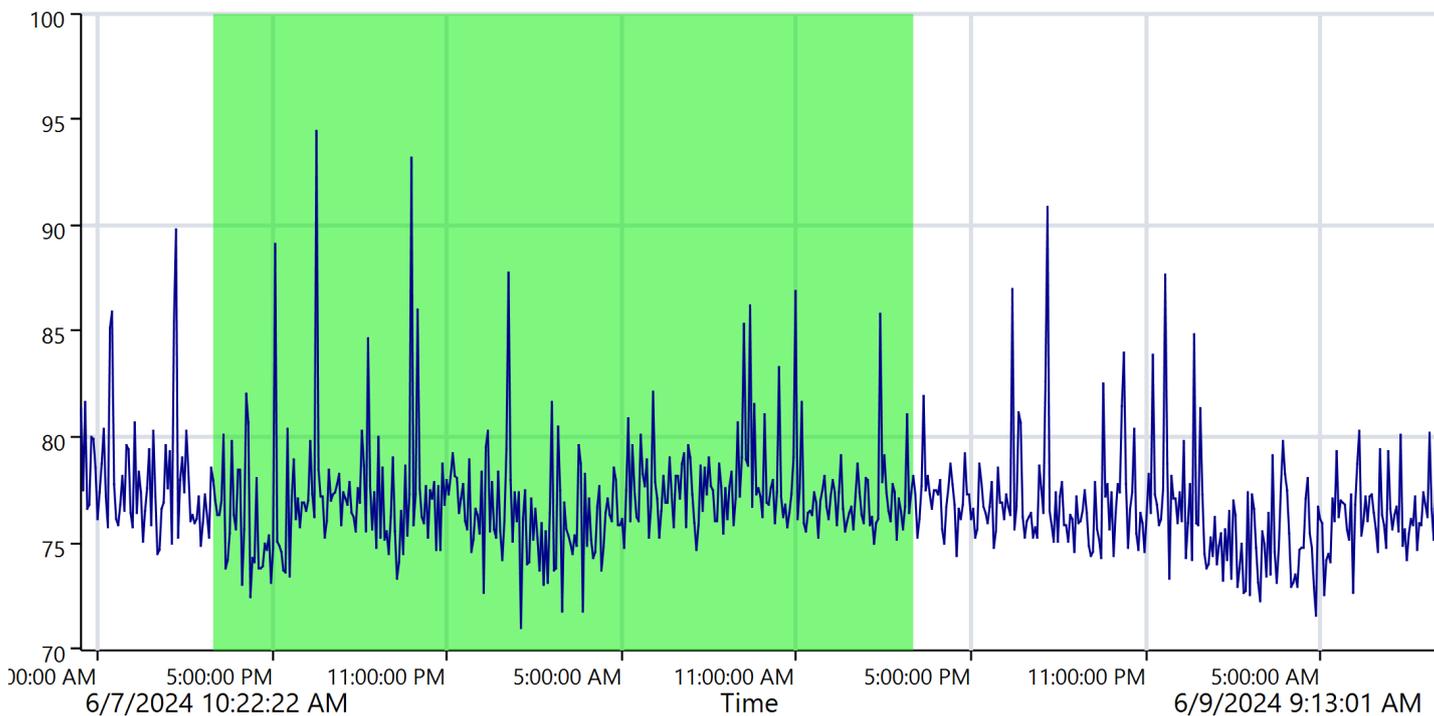
**Name** 177  
**Time** 6/7/2024 10:22:22 AM      **Person**      **Place**      **Project**  
**Duration** 1.22:50:39      Danna Cuneo      Pinelawn      NPVPLN01  
**Instrument** G304264, CR:171A

### Calibration

**Before** 6/7/2024 10:05 AM      Offset 0.12 dB      **After**      Offset

**Period** 6/7/2024 10:22:22 AM - 6/9/2024 9:13:01 AM

<b>Legend</b>	— LAeq
<b>Value</b>	66.5 dB



These values have been recalculated due to the large number of samples displayed.

ReportId



## 24 Hr Sample

Start Time	End Time	LAeq (dB)
6/7/2024 2:55:40 PM	6/8/2024 2:55:45 PM	66.7
<b>Total</b>		66.7

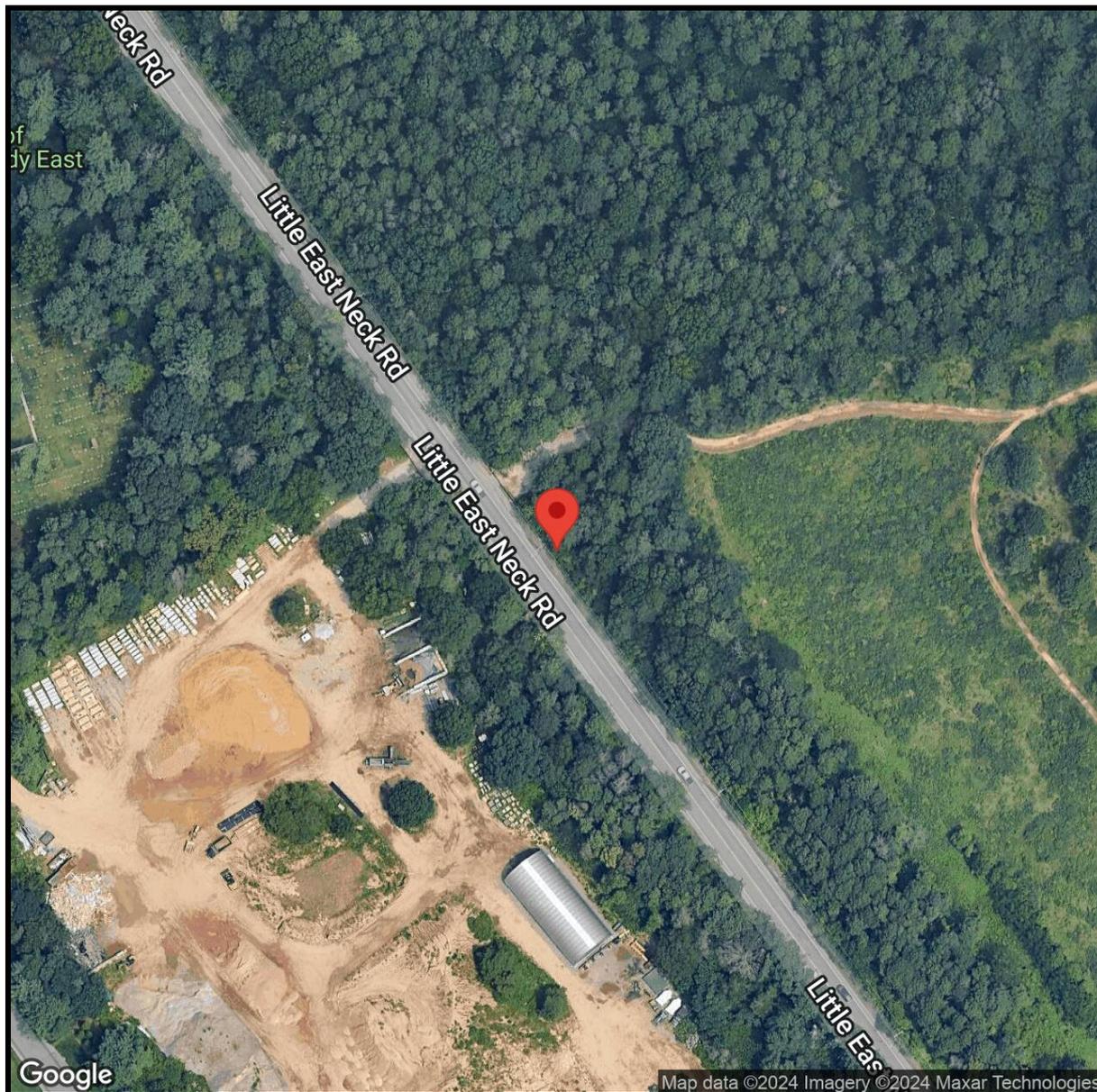
<b>Total Duration</b>	1.00:00:05
<b>Count</b>	1

## All Markers

	LAeq (dB)
<b>Remainder</b>	66.3
<b>Total</b>	66.7

ReportId





<b>Latitude</b>	40° 45' 7.02" N
<b>Longitude</b>	73° 23' 0.60" W
<b>Altitude</b>	34m





# Measurement Time History Report

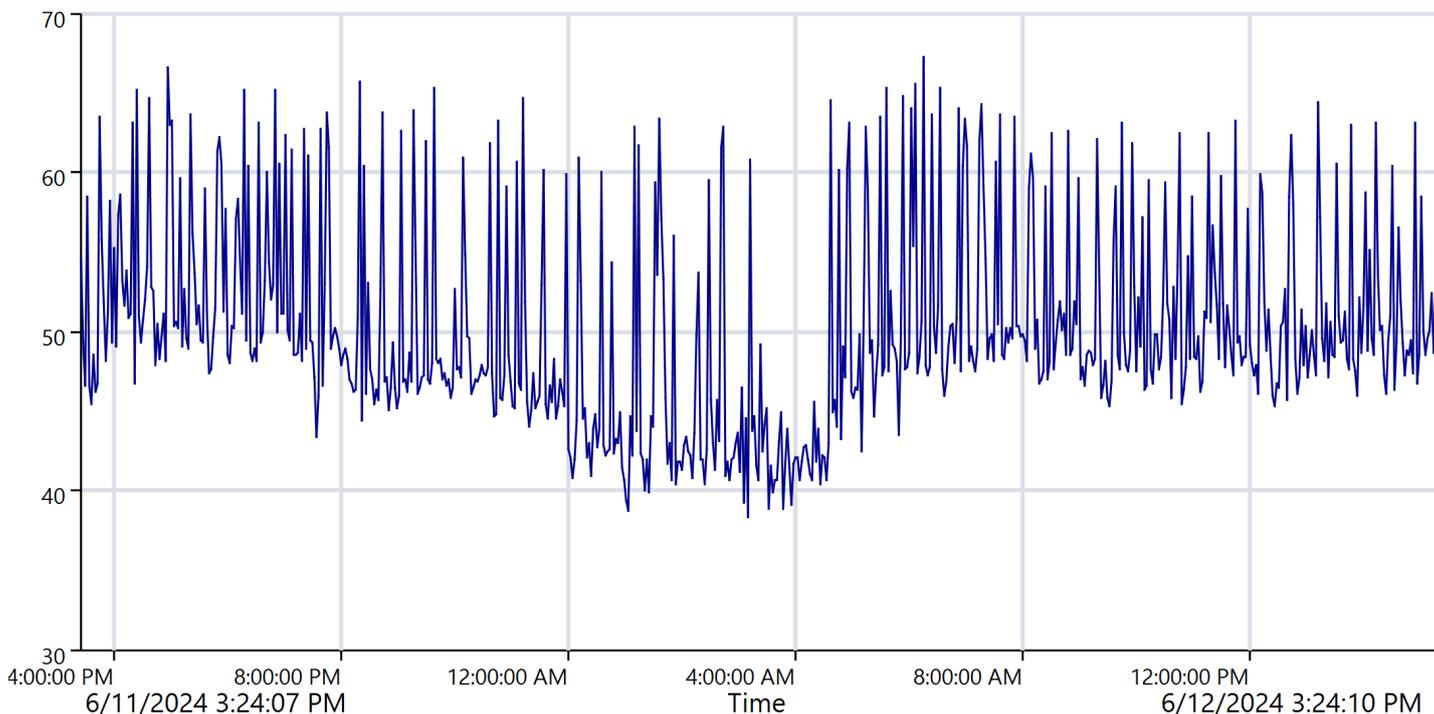
**Name** 179  
**Time** 6/11/2024 3:24:07 PM      **Person**                      **Place**                      **Project**  
**Duration** 1.00:00:03                      Danna Cuneo                      Pinelawn                      NPVPLN01  
**Instrument** G304264, CR:171A

### Calibration

**Before** 6/7/2024 10:05 AM      Offset 0.12 dB      **After**                      Offset

**Period** 6/11/2024 3:24:07 PM - 6/12/2024 3:24:10 PM

<b>Legend</b>	— LAeq
<b>Value</b>	55.5 dB



These values have been recalculated due to the large number of samples displayed.

**ReportId**





# Measurement Time History Report

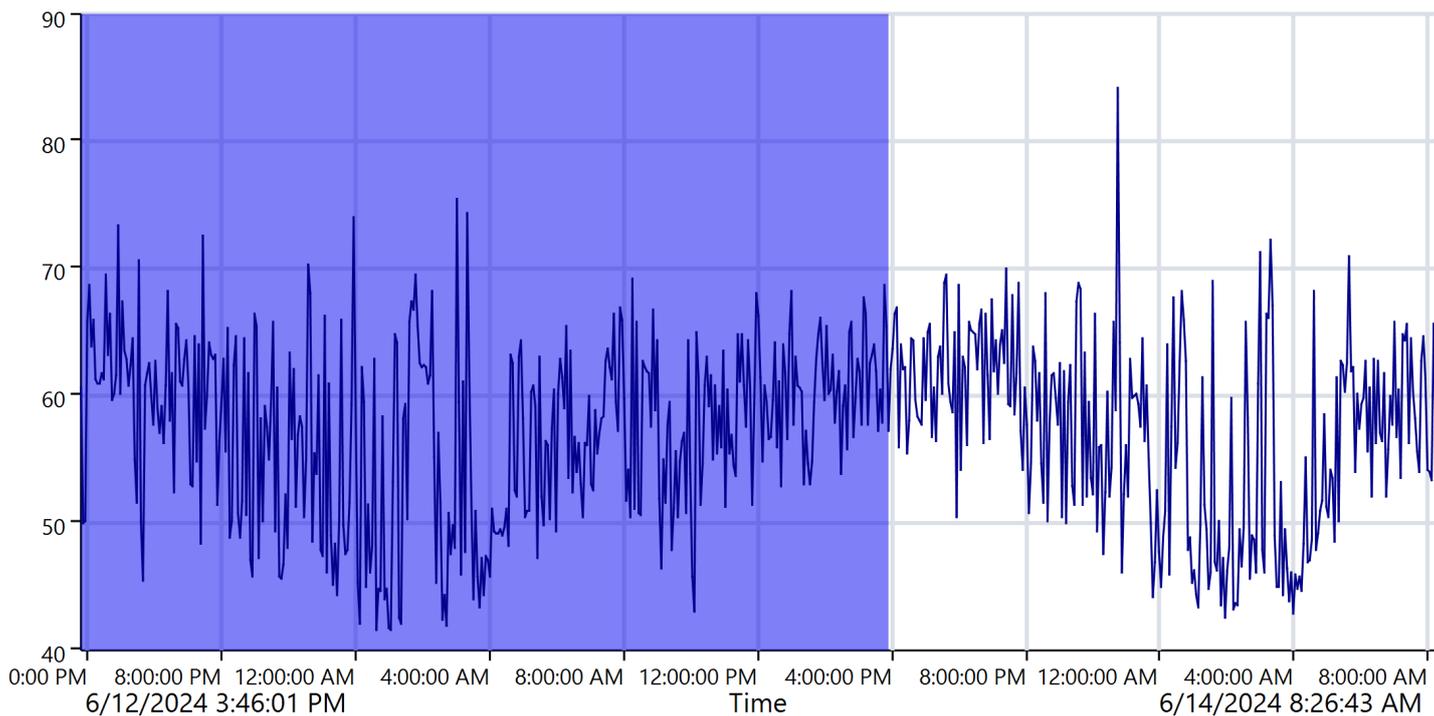
**Name** 180  
**Time** 6/12/2024 3:46:01 PM      **Person**      **Place**      **Project**  
**Duration** 1.16:40:42      Danna Cuneo      Pinelawn      NPVPLN01  
**Instrument** G304264, CR:171A

**Calibration**

**Before** 6/7/2024 10:05 AM      Offset 0.12 dB      **After**      Offset

**Period** 6/12/2024 3:46:01 PM - 6/14/2024 8:26:43 AM

<b>Legend</b>	— LAeq
<b>Value</b>	50.9 dB



These values have been recalculated due to the large number of samples displayed.

**ReportId**



## Label

Start Time	End Time	LAeq (dB)
6/12/2024 3:49:33 PM	6/13/2024 3:50:00 PM	51.2
<b>Total</b>		51.2

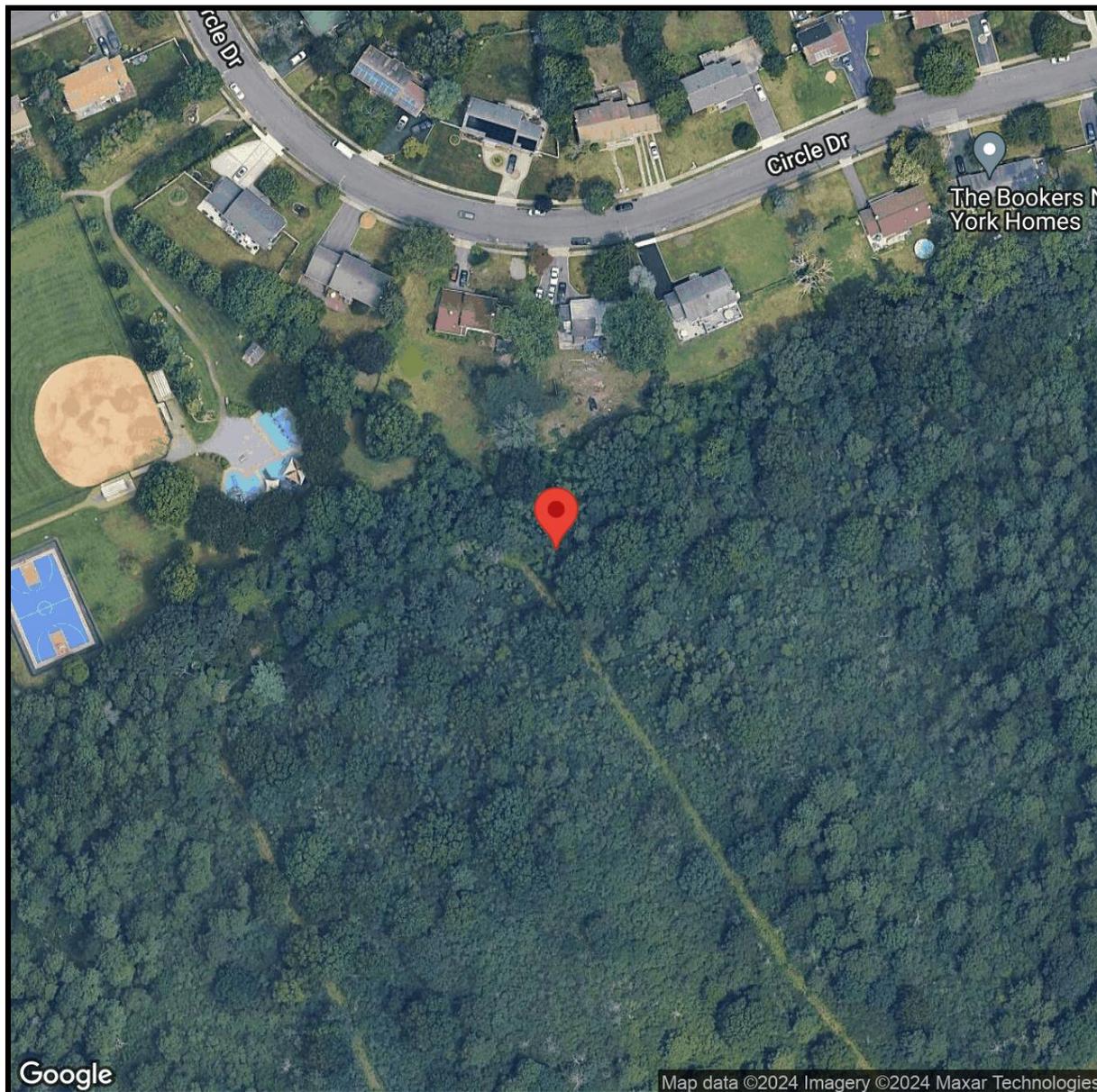
<b>Total Duration</b>	1.00:00:27
<b>Count</b>	1

## All Markers

	LAeq (dB)
<b>Remainder</b>	50.5
<b>Total</b>	51.2

ReportId





<b>Latitude</b>	40° 45' 16.20" N	
<b>Longitude</b>	73° 22' 50.99" W	
<b>Altitude</b>	38m	

**ReportId**



## ATTACHMENT B

### Equipment Specifications



# Trane Precedent Packaged Rooftop

## Unit Overview - YHJ120A4S0H\*\*P2B00001A000010000000000000

Application	Unit Size	Supply Fan		External Dimensions (in.)			Operating Weight	EER	IEER/SEER	Elevation
		Airflow	Total External Static Pressure	Height	Width	Length				
DX Cooling / Gas Heat	10 Ton	3700 cfm	1.560 in H2O	4.24 ft	4.44 ft	7.34 ft	1301.0 lb	11.40	15.60	0.00 ft

## Unit Features

Hinged Service Access/Filters	Standard Panels with 2-in MERV 8 Filters
Fresh Air Selection	Downflow Low Leak Econ, CE with BR
Refrigeration Systems Option	Modulating Hot Gas Reheat (HGRH)



## Unit Electrical

Voltage/phase/hertz	460/60/3
MCA	32.00 A
MOP	40.00 A
Condenser Fan FLA	1.40 A
Evaporator Fan FLA	4.60 A
Compressor 1 RLA	13.20 A
Compressor 2 RLA	5.80 A
Compressor Power	8.66 kW
System Power	11.10 kW

## Controls

Unit Controls	Symbio 700
Communications Option	Advanced Controls and BACnet BAS
SupplyFan/Drive/MotorType	Single Zone VAV with Standard Motor

## Cooling Section

		Capacity
Entering Dry Bulb	80.00 F	Gross Total 123.20 MBh
Entering Wet Bulb	67.00 F	
Ambient Temp	95.00 F	Gross Latent 30.87 MBh
Leaving Coil Dry Bulb	56.96 F	Gross Sensible 92.33 MBh
Leaving Coil Wet Bulb	56.19 F	Net Total 118.16 MBh
Leaving Unit Dry Bulb	58.95 F	Net Sensible 87.29 MBh
Leaving Unit Wet Bulb	56.99 F	Net Sensible Heat Ratio 73.87 %
Saturated Discharge Temperature	118.85 F	Fan Motor Heat 0.81 MBh
Saturated Suction Temperature	50.50 F	Refrig Charge-Circuit 1 10.7 lb

## Reheat Section

Hot Gas Reheat Modulating Hot Gas Reheat (HGRH)		Capacity
Entering Dry Bulb (in HRGH)	73.00 F	Dehumidification/Hot Gas Reheat 59.58 MBh
Entering Wet Bulb (in HRGH)	64.00 F	Reheat Mode Leaving Unit Temp 70.79 F
Evap Coil LAT DB (HGRH)	54.46 F	Leaving Unit Dew Point in HGRH 53.32 F
Evap Coil LAT WB (HGRH)	53.77 F	Reheat Coil Temperature Rise 14.75 F
Ambient DB (in HGRH)	70.00 F	Reheat Mode Moisture Removal 4.04 gph
		Reheat Coil LAT (HGRH) 69.22 F
		Reheat Coil LWB (HGRH) 59.53 F

## Heating Section

Heating	High Gas Heat
Input Heating Capacity	240.00 MBh
Output Heating Capacity	194.40 MBh
Heating EAT	60.00 F
Heating LAT	108.13 F
Heating Temp Rise	48.13 F



## Fan Section

Indoor Fan Data		Indoor Fan Performance	
<b>Airflow Application</b>	Downflow	<b>Airflow</b>	3700 cfm
<b>Design ESP</b>	1.000 in H2O	<b>Supply Motor Horsepower</b>	3.000 hp
<b>Component SP</b>	0.560 in H2O	<b>Indoor Motor Operating Power</b>	2.205 hp
<b>Heat SP</b>	0.000 in H2O	<b>Indoor RPM</b>	1479 rpm
<b>Total SP</b>	1.560 in H2O	Outdoor Fan Data	
<b>Supply Fan Count</b>	1.00 Number	<b>Outdoor Fan Drive Type</b>	Direct
<b>Indoor Fan Drive Type</b>	Variable Direct	<b>Outdoor Fan Quantity</b>	1.00 Number
<b>Indoor Fan Quantity</b>	1.00 Number	<b>Outdoor Fan Type</b>	Propeller
<b>Indoor Fan Type</b>	BC Plenum		

## Field Installed Accessories

<b>Roof curb</b>	18" Full Perimeter Knockdown Curb
<b>Zone sensors</b>	Digital display zone sensor
<b>Power exhaust</b>	yes

## Acoustics

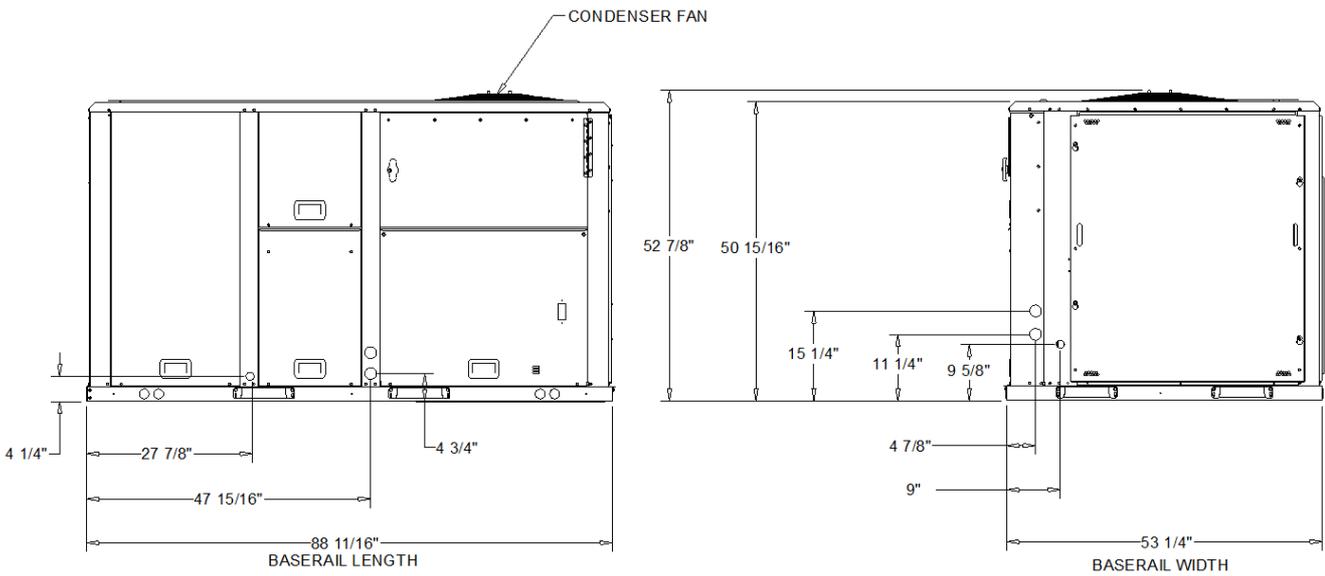
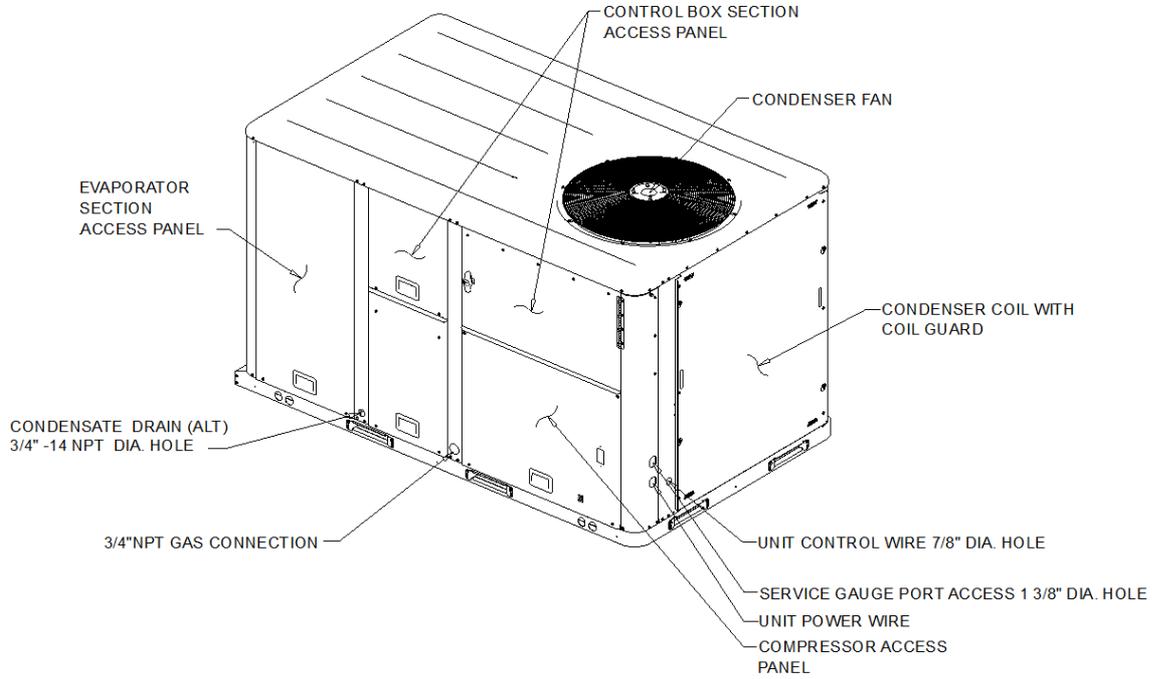
Sound Path	63 Hz	125 Hz	250 Hz	500 Hz	1 kHz	2 kHz	4 kHz	8 kHz
Ducted Discharge	86 dB	91 dB	81 dB	74 dB	70 dB	66 dB	66 dB	67 dB
Ducted Inlet	83 dB	83 dB	80 dB	81 dB	78 dB	74 dB	71 dB	68 dB
Outdoor Noise	87 dB	90 dB	92 dB	90 dB	89 dB	86 dB	84 dB	79 dB

Note:Ducted Discharge and Ducted Inlet Sound in accordance with AHRI 260-2017

Note:Outdoor Sound in accordance with AHRI 270-2015

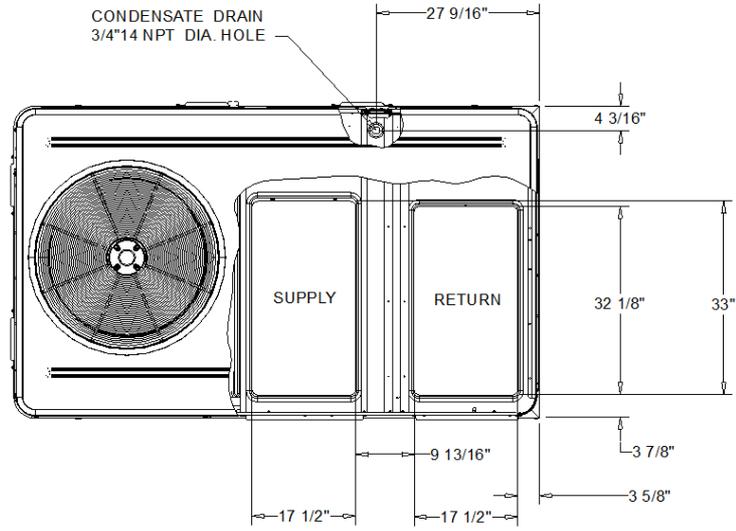


NOTES:  
1. VERIFY WEIGHT, CONNECTION, AND ALL DIMENSION WITH  
INSTALLER DOCUMENTS BEFORE INSTALLATION

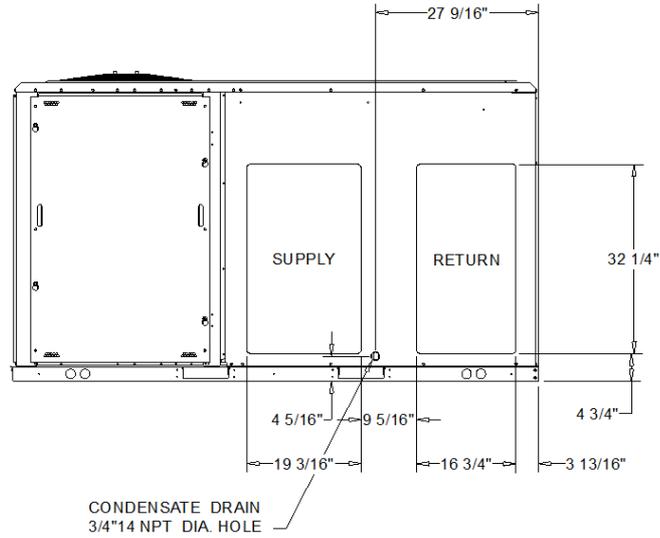


DX COOLING / GAS HEAT HIGH EFFICIENCY

DIMENSION DRAWING



PLAN VIEW OF DOWNFLOW OPENINGS



HORIZONTAL AIR FLOW OPENING

DX COOLING / GAS HEAT HIGH EFFICIENCY

DIMENSION DRAWING



NOTES:

- 1. APPROX. INSTALLED WEIGHT INCLUDES ALL SELECTED OPTIONS AND ACCESSORIES.
- 2. CORNER WEIGHTS ARE FOR BASE UNIT ONLY AND DO NOT INCLUDE OPTIONS OR ACCESSORIES.
- 3. WEIGHT INCLUDES BOTH FACTORY AND FIELD INSTALLED ACCESSORY.

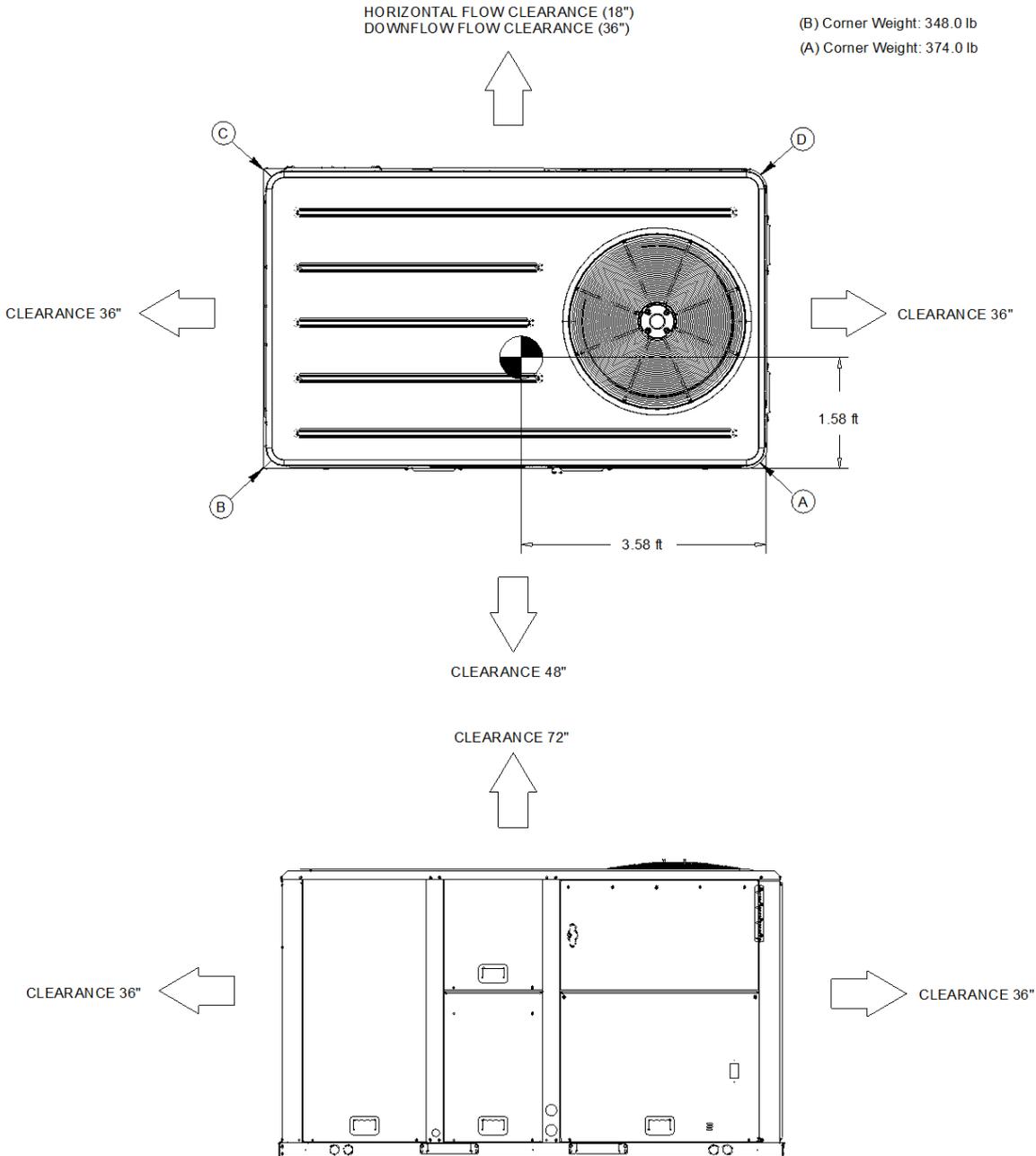
Approximate Installed Weight: 1,301.0 lb

(B) Corner Weight: 348.0 lb

(C) Corner Weight: 200.0 lb

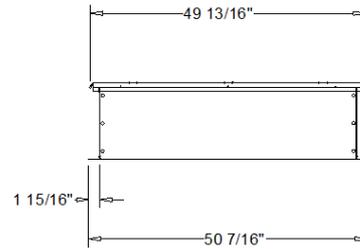
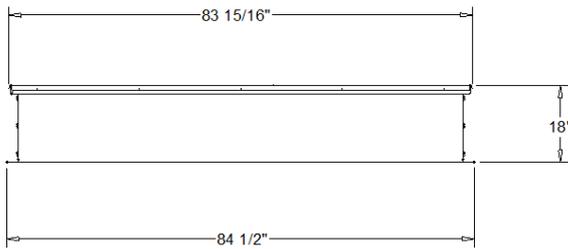
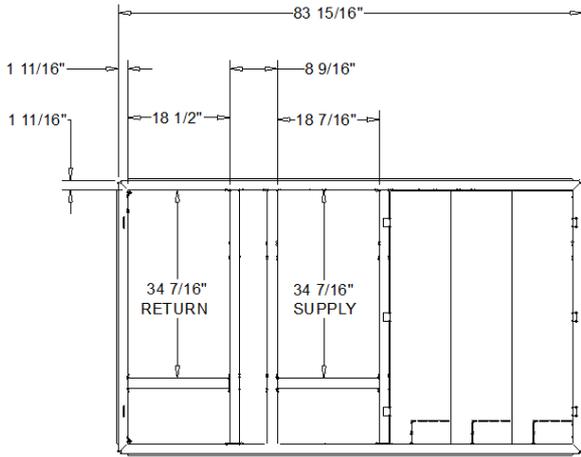
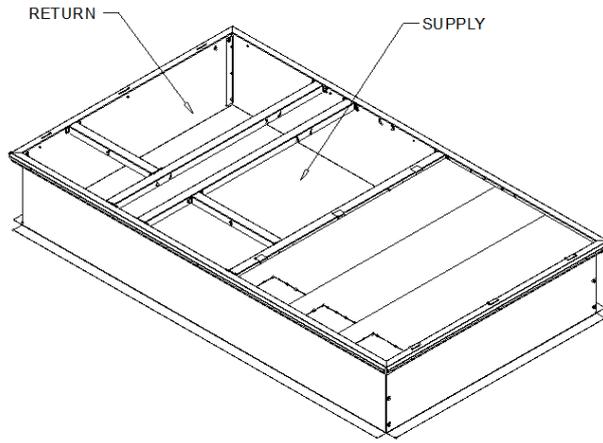
(A) Corner Weight: 374.0 lb

(D) Corner Weight: 215.0 lb



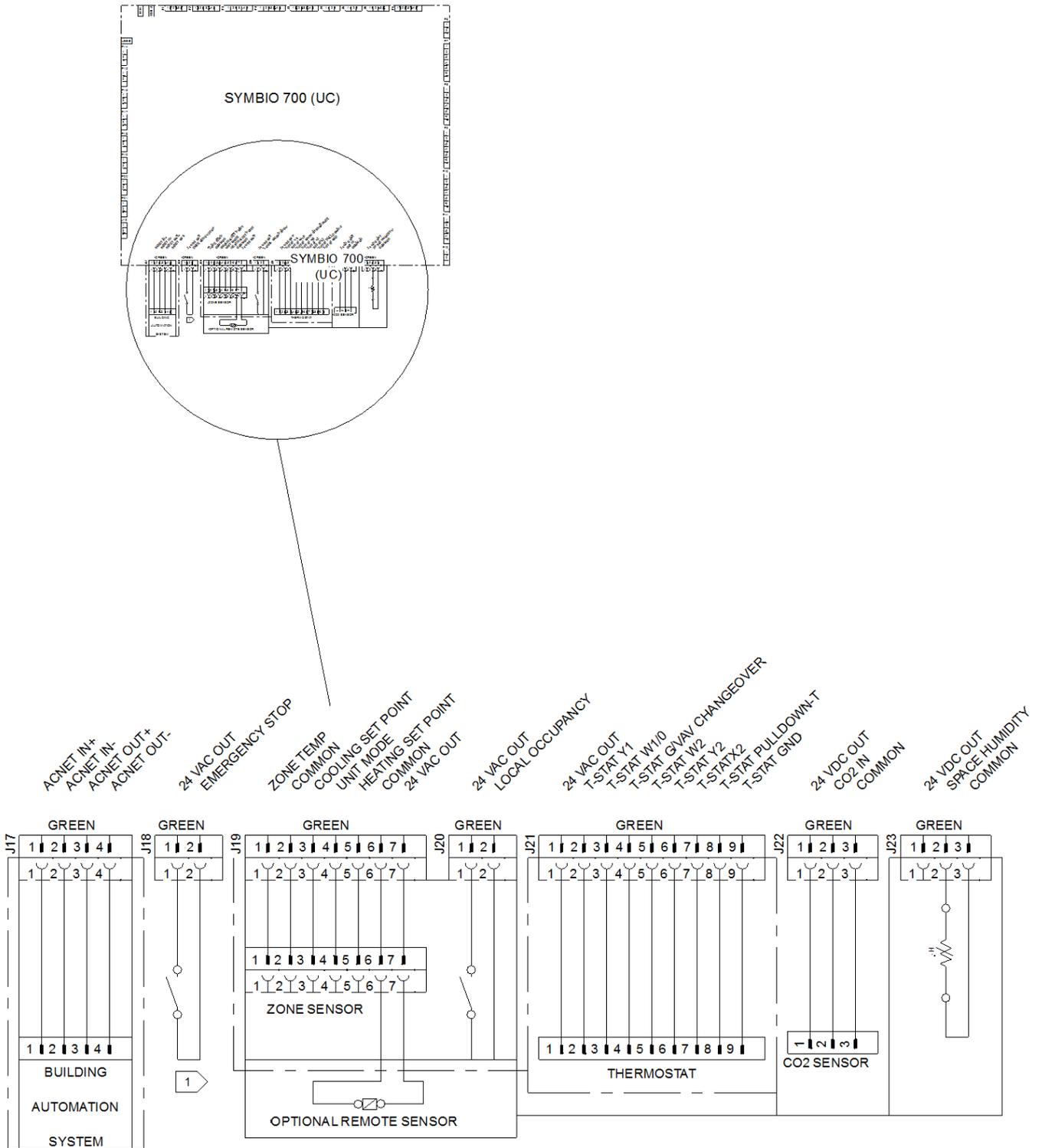
DX COOLING / GAS HEAT HIGH EFFICIENCY

WEIGHTS AND CLEARANCES



ROOF CURB (FIELD ACCESSORY)  
DX COOLING / GAS HEAT HIGH EFFICIENCY

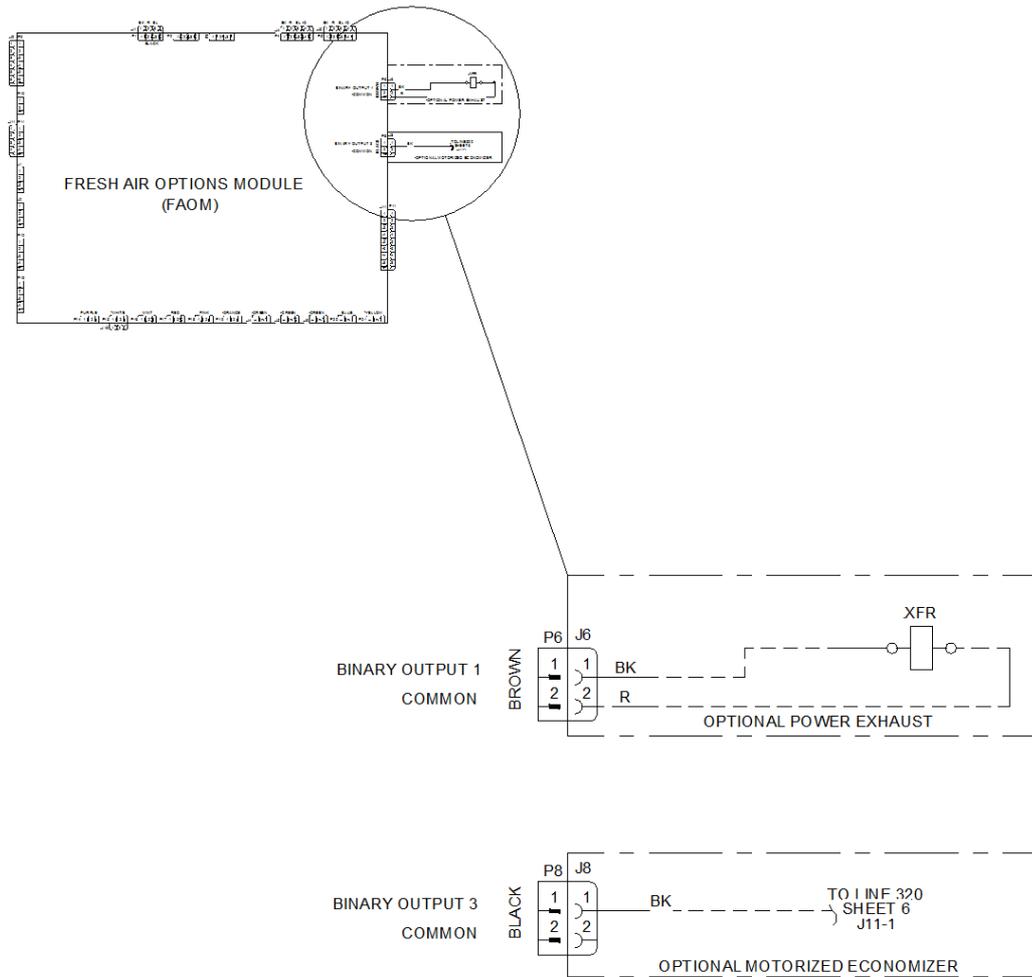
NOTES:  
 1. VERIFY WEIGHT, CONNECTION, AND ALL DIMENSION WITH  
 INSTALLER DOCUMENTS BEFORE INSTALLATION



SYMBIO 700 (J17, J18, J19, J20, J21, J22, AND J23)

FIELD WIRING DRAWING

NOTES:  
 1. VERIFY WEIGHT, CONNECTION, AND ALL DIMENSION WITH  
 INSTALLER DOCUMENTS BEFORE INSTALLATION



**OPTIONAL POWER EXHAUST WITH MOTORIZED ECONOMIZER (J6 and J8)**

FIELD WIRING DRAWING (INDOOR OPTION MODULE)



## General

- Packaged rooftop units cooling, heating capacities, and efficiencies are AHRI Certified within scope of AHRI Standard 210-240 for 6 to 25 Tons and ANSIZ21.47 and 10 CFR Part 431 pertaining to Commercial Warm Air Furnaces (all gas heating units).
- Convertible airflow.
- Symbio controls operating range is from 0-125.0 F from factory; if designing for cooling mode operation below 40.0 F ambient temp, add low ambient kit to assure continuous and reliable operation.
- Factory assembled, internally wired, fully charged with R-410A, and 100 percent run tested to check cooling operation, fan and blower rotation, and control sequence before leaving the factory.
- Colored and numbered wiring internal to the unit for simplified identification.
- Units cULus listed and labeled, classified in accordance for Central Cooling Air Conditioners.

## Casing

- Zinc coated, heavy gauge, galvanized steel.
- Weather resistant pre-painted metal with galvanized substrate.
- Meets ASTM B117, 672 hour salt spray test.
- Removable single side maintenance access panels.
- Lifting handles in maintenance access panels (can be removed and reinstalled by removing fasteners while providing a water and air tight seal).
- Exposed vertical panels and top covers in the indoor air section insulated with a cleanable foil-faced, fire-retardant permanent, odorless glass fiber material.
- Base pan shall have no penetrations within the perimeter of the curb other than the raised 1 inch high downflow supply/return openings to provide an added water integrity precaution, if the condensate drain backs up.
- Base of the unit insulated with 1/8 inch, foil-faced, closed-cell insulation.
- Unit base provisions for forklift and/or crane lifting on three sides of unit.

## Hail Guards

- Provides condenser coil protection.

## Stainless Steel Drain Pan

- Corrosion and oxidation resistance.
- Constructed of 304 stainless steel.

## Microchannel Coils

- Optimal heat transfer performance due to flat, streamlined tubes with small ports, and metallurgical tube-to-fin bond.
- Reduce system refrigerant charge by up to 50% leading to better compressor reliability.
- Compact all-aluminum microchannel coils reduce the unit weight.
- Recyclable all aluminum coils All aluminium construction minimizes galvanic corrosion.
- Strong aluminum brazed structure provides better fin protection.
- Flat streamlined tubes more dust resistant and easy to clean.
- Coils leak tested at the factory to ensure the pressure integrity.

## Compressors

- All units have direct-drive, hermetic, scroll type compressors with centrifugal type oil pumps.
- Suction gas-cooled motor with voltage utilization range of plus or minus 10 percent of unit nameplate voltage.
- Internal overloads standard with scroll compressors.
- All units have dual compressors.
- Three stages of cooling available on 6 to 17.5 tons units and four stages of cooling available on 20 and 25 tons units.

## Filters

Two inch pleated media filters shall be available on all models.

## Frostat

- Utilized as a safety device.
- Opens to prevent freezing temperatures on evaporator coil.
- Temperature will need to rise to 50°F before closing.
- Utilized in low airflow or high outside air applications (cooling only).



## Gas Heating Section

- The heating section shall have a progressive tubular heat exchanger with corrosion-resistant aluminized steel tubes and burners as standard on all models.
- Stainless steel heat exchanger with 409 stainless steel tubes and 439 stainless steel burners shall be optional.
- Induced draft combustion blower shall be used to pull the combustion products through the firing tubes.
- Heater shall use a direct spark ignition (DSI) system.
- On initial call for heat, the combustion blower shall purge the heat exchanger for 20 seconds before ignition.
- After three unsuccessful ignition attempts, entire heating system shall be locked out until manually reset at the thermostat/zone sensor.
- Units shall be suitable for use with natural gas or propane (field-installed kit).

## Heat Exchanger

- Compact cabinet features a tubular heat exchanger in low, medium and high heat capacities.
- Corrosion-resistant aluminized steel tubes and burners are standard on all models.
- Induced draft blower to pull the gas mixture through the burner tubes.
- Direct spark ignition and a flame sensor as a safety device to validate the flame.

## Indoor Fan

- Direct drive plenum fan design - 6 to 25 tons units.
- Plenum fan design - backward-curved fan wheel along with an external rotor direct drive variable speed indoor motor.
- Supply fan speed adjustments can be made using the Symbio 700 or Mobile App.
- Motors are thermally protected.
- Variable speed direct drive motors are high efficiency - 6 to 25 tons.

## Powered Exhaust

- Available for 6 to 25 ton units.
- Shall provide exhaust of return air, when using an economizer.
- Maintain better building pressurization.

## Roof Curb

- Designed to mate with the unit's downflow supply and return.
- Provide support and a water tight installation when installed properly.
- Shall allow field-fabricated rectangular supply/return ductwork to be connected directly to the curb.
- Curb shall be shipped knocked down for field assembly.
- Shall include wood nailer strips.

## Reference or Comparative Enthalpy

- Reference enthalpy used to measure and communicate outdoor humidity.
- Unit receives and uses information to provide improved comfort cooling while using the economizer.
- Comparative enthalpy measures and communicates humidity for both outdoor and return air conditions, and return air temperature.
- Unit receives and uses information to maximize use of economizer cooling, and to provide maximum occupant comfort control.
- Reference or comparative enthalpy available when a factory or field installed downflow economizer ordered.

## Estimated Sound Levels Cambridge S-Series Heaters

<u>Model</u>	<u>Airflow (cfm)</u>	<u>dBA*</u>
S400	1850	39
S400	2250	42
S800	3500	53
S950	4400	52
S1200	5800	60
S1600	6940	63
S1850	8800	49
S2200	10200	58
S2200	12500	62
S3200	14400	64

\* At a distance of 10' from the fan, when the inlet and outlet are ducted, these estimated dBA levels can be expected. These values have been accessed using a model of sound propagation from a point source into the hemispheric free field (see AMCA 303-79). The dBA values provided are to be used for reference only. The data is in no way to be construed as guaranteed since the industry has not found a practical, accurate method of verifying individual equipment sound levels by field testing.

**OSHA's permissible noise exposure for an eight hour day is 90 dBA.**

### Loudness Levels of Familiar Noises

Deafening	110 dBA	Train passing at high speed
	100 dBA	Riveter @ 30 ft / Subway train
Noisy	90 dBA	Very noisy street / Auto @ 60 mph
	80 dBA	Very noisy restaurant / Auto @ 40 mph
	70 dBA	Factories / Noisy office / Auto @ 20 mph
Average	60 dBA	Dept. store / Average conversation @ 3 ft
	50 dBA	Average office / Noisy residence
Quiet	40 dBA	Average school / Average residence



# Quiet Connect™ Series - RS13A, RS17A, RS20A, & RS20AC



### Features and benefits

**Robust Design** – The generator is designed to operate in cold weather with performance down to 0 °F (-18 °C) out of the box. Cold Weather accessories allow for even colder. It is tested and certified per the latest EPA, UL, and CSA standards. The generator meets NFPA 37 which allows it to be installed 18 inches from a building. It has powerful motor starting ability and can easily start and run a 5 ton A/C<sup>1</sup> under full pre-load.

**Flexible Exercise Modes** - Exercise modes can be set for time, date, and frequency that suits the owner. Our patented 'Crank only' exercise mode allows the generator to crank the engine and run diagnostics without starting the engine. This reduces wear and tear on the engine, fuel costs, and further reduces the sound of an already quiet generator.

**Intelligent Load Management** - The generator can control up to 4 loads and continuously monitors how much power is required independently for each load. It then controls each load for maximum utilization of generator power by only restoring loads the generator has capacity to run.

**Remote Monitoring** - Remote monitoring is built into every generator. Using a computer, tablet, or smart phone, an operator can monitor, change exercise modes, and manually run the generator remotely.

**Generator and ATS packaged sets** – The RS20AC comes with a 20 kW generator and 200A service entrance rated ATS in one box to make ordering more convenient.

### Weight, size and sound level

**Size:** Length 34.1 in (865 mm), width 36.0 in (915 mm), height 27.3 in (694 mm)

**Sound:** 65 dB(A) at 23 ft. (7 m) at normal load<sup>2</sup>

Series	Model	Part number	Voltage (V)	Frequency (Hz)	Rated amp <sup>3</sup> (NG / LPV)	Weight Lbs. / Kg
RS13A	C13N6H	A054E399	120 / 240	60	54.2 / 54.2	479 / 217
RS17A	C17N6H	A054E397	120 / 240	60	70.8 / 70.8	540 / 245
RS20A	C20N6H	A054E395	120 / 240	60	75 / 83.3	540 / 245
RS20AC	C20N6HC	A054X497	120 / 240	60	75 / 83.3	540 / 245

<sup>1</sup> Air-conditioners vary by type, efficiency, operational conditions, etc. Consult with a qualified HVAC specialist or Cummins Power Generation distributor/dealer for proper sizing.

<sup>2</sup> Quietest point at a normal load. Sound performance may be affected by installation. Normal load is defined as typical household consumption of 3kW.

<sup>3</sup> Derating guidelines: Maximum wattage or maximum current are subject to and limited by such factors as fuel Btu content, ambient temperature, altitude, engine power and condition, etc. Full rated power available at the following:

RS20A & R20AC – at 15 °C (60 °F) and 0 m (0 ft.). Derate 3.5% for each increase of 300 m (1000 ft.) and 1% for each increase of 5.5 °C (10 °F)

RS17A - at 25 °C (77 °F) and 300 m (1000 ft.). Derate 3.5% for each increase of 300 m (1000 ft.) and 1% for each increase of 5.5 °C (10 °F)

RS13A – at 25 °C (77 °F) and 2100 m (6900 ft.). Derate 3.5% for each increase of 300 m (1000 ft.) and 1% for each increase of 5.5 °C (10 °F)

## Product Features

### Engine

- Natural gas/propane
- Engine air cleaner
- Engine oil (Synthetic)
- Oil drain extension tube
- Low oil pressure shutdown
- Low oil level warning or monitoring

### Fuel System

- Single fuel – natural gas or propane vapor, field selectable (Set to Natural gas from factory)

### Alternator

- 60 Hz, 1 phase, < 5% THD (total harmonic distortion)
- Long life electrographic DC brushes
- Slip ring heater

### Control

- Display language – English
- Under hood built in display

### Electrical

- Single 100A circuit breaker, UL certified (On all models)
- Battery charging alternator
- Battery charger – 4 Amps

### Cooling

- Single direct drive blower

### Enclosure

- Aluminum exterior, galvanized steel interior

### Code Compliance

- UL 2200
- CSA 22.2 and B149-2
- EPA emissions
- NFPA 37 – 18 inches

## Warranty

- Base: 5 years / 2000 hours
- Extended warranties available

## Generator Set performance

### Governor regulation class

**Voltage regulation, no load to full load:** ±1.25%

**Steady state voltage variation:** ±1.25%

**Frequency regulation:** Isochronous

**Steady state freq. variation:** ±1.25% (±1.5% @ No load)

**Operating temperature:** 122 °F (50 °C) to 0 °F (-18 °C)

*Additional accessories are available to allow for operation below 0 °F. See Accessories section for details.*

## Engine

**Model:** QSJ999G

**Design:** Naturally aspirated, V twin air cooled

**Bore:** 3.54 in (89.9 mm)

**Stroke:** 3.09 in (78.5 mm)

**Displacement:** 60.96 inch<sup>3</sup> (999 CC)

**Cylinder block:** Aluminum

**Battery capacity:** Group 51R, 450 CCA at ambient temperature of 32 °F (0 °C)

**Starting voltage:** 12 volt, negative ground

**Oil Filter type:** Spin-on

**Rated speed:** 3600 rpm

## Fuel supply pressure

**Minimum - in H<sub>2</sub>O (kPa):**

NG 3.5 (0.87)

LP 6.0 (1.49)

**Maximum - in H<sub>2</sub>O (kPa):**

NG 13.0 (3.2)

LP 13.0 (3.2)

## Average fuel consumption

### RS13A Fuel consumption – natural gas

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	165	195	224	253
M <sup>3</sup> / hr.	4.7	5.5	6.3	7.2
BTU / hr.	165000	195000	224000	253000

### RS13A Fuel consumption – LP vapor

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	46	59	72	85
M <sup>3</sup> / hr.	1.3	1.7	2.0	2.4
Gal / hr.	1.3	1.6	2.0	2.3

### RS17A Fuel consumption – natural gas

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	175	213	251	289
M <sup>3</sup> / hr.	5.0	6.0	7.1	8.2
BTU / hr.	175000	213000	251000	289000

### RS17A Fuel consumption – LP vapor

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	50	67	84	102
M <sup>3</sup> / hr.	1.4	1.9	2.4	2.9
Gal / hr.	1.4	1.8	2.3	2.8

### RS20A & RS20AC Fuel consumption – natural gas

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	191	205	257	300
M <sup>3</sup> / hr.	5.4	5.8	7.3	8.5
BTU / hr.	191000	205000	257000	300000

### RS20AC Fuel consumption – LP vapor

Load:	1/4	1/2	3/4	Full
Ft <sup>3</sup> / hr.	48	68	94	116
M <sup>3</sup> / hr.	1.4	1.9	2.7	3.3
Gal / hr.	1.3	1.9	2.6	3.2

Nominal fuel rating – 1000 BTU / ft<sup>3</sup> (37 MJ / M<sup>3</sup>)

Conversion factor:

8.58 ft<sup>3</sup> = 1 lb.

0.535m<sup>3</sup> = 1 kg

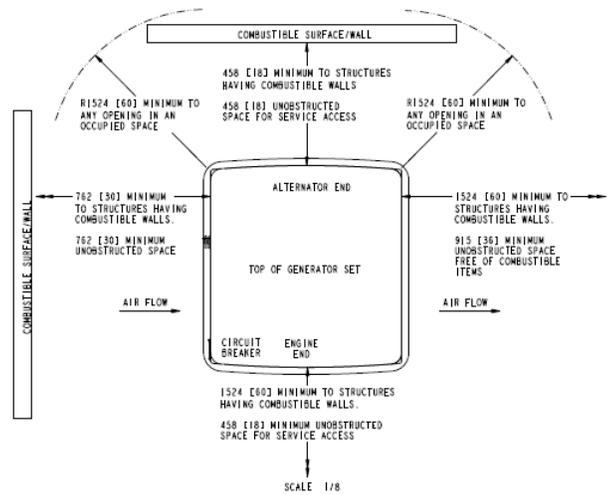
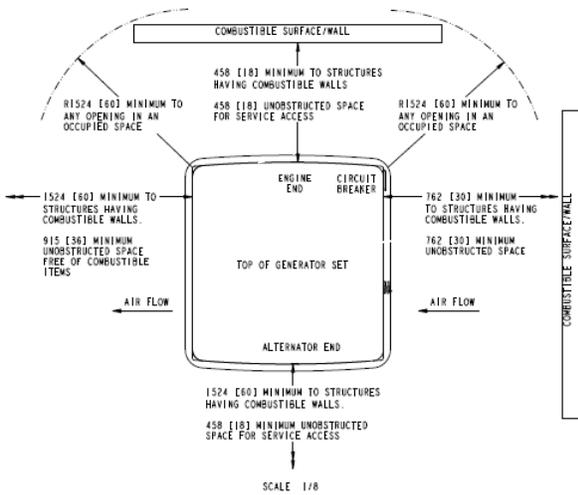
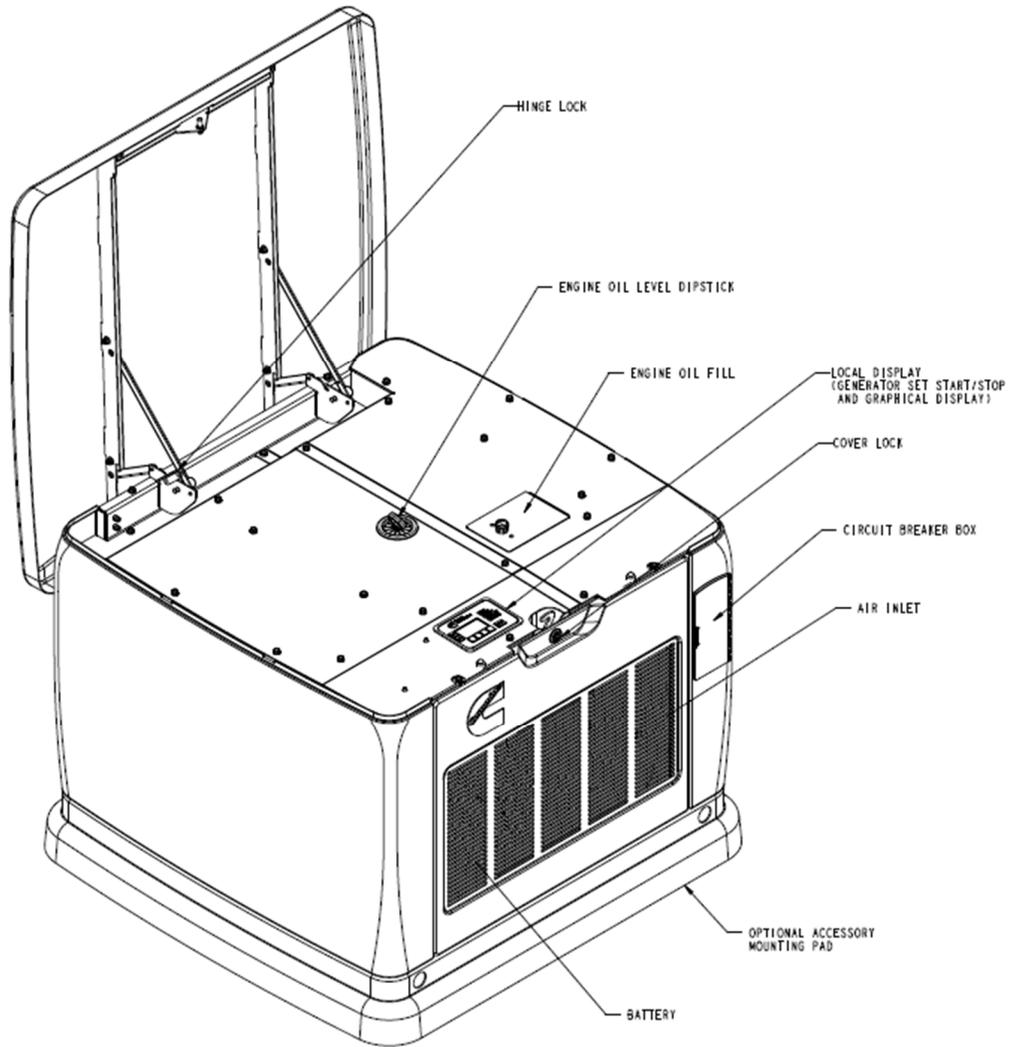
36.39 ft<sup>3</sup> = 1 gal

**Our energy working for you.™**

©2015 Cummins Inc. | NAS-6254 (A056T581) (01/17)

power.cummins.com

## Easy service and installation



Our energy working for you.™

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power.cummins.com



## Accessories

- RS In-home display (A053K028) - Additional interface and display to monitor generator performance from a second location.
- Extreme Cold Weather Kit (A054B984) – For locations where the generator will be in climates that can get go below 0 °F (-18 °C)
- Enclosure Paint Touchup Kit (A043J735)
- Preventative Maintenance Kit (A054H068) – Parts for scheduled maintenance intervals
- Load Add/Load Shed Device (A051C329) – Allows generator to control up to 2 - 50A loads
- Integrated ATS & Load Panel (A051C991) – Combines an 100A Non-Service Entrance (NSE) ATS with a load panel in an NEMA 1 box
- Concrete Composite Mounting Pad (A052A795) - 3" thick, 1" overhang composite pad for mounting the generator on
- E-stop Kit (A044Z051) - Externally mounted emergency stop button allows for additional safety
- Battery (A052Y816) - Group 51R, 450 CCA

## Transfer switch (also sold separately)

- Automatic Transfer Switches available in various amperages.
- Service Entrance and Non-Service Entrances models are available.
- Available for both Indoor and Outdoor applications.
- All models UL listed to UL 1008 standard.
- Compatibility with the Cummins generator set helps reduce the installation time for the complete application.

## Warranty policy

The Cummins Power Generation RS13A, RS17A, RS20A, and RS20AC generators come standard with a 5 year / 2,000 hour limited warranty. RA Automatic Transfer Switches come standard with a 2 year warranty. Extended warranty options available. See warranty statement for additional details.

## After sale support

### Largest distributor/dealer support network

Cummins Power Generation generator sets are supported by the largest and best trained worldwide certified distributor/dealer network in the industry. This network of knowledgeable distributor/dealers will help you select and install the right generator set and accessories to meet the requirements of your specific application. This same network offers a complete selection of commonly used generator set maintenance parts, accessories and products plus manuals and specification sheets. Plus, they can answer your questions regarding proper operation, maintenance schedules and more.

**Manuals:** Operation and installation manuals ship with the generator set. To obtain additional copies or other manuals for this model, see your distributor/dealer. To easily locate the nearest certified distributor/dealer for Cummins Power Generation generators in your area, or for more information, contact us at 1-800-888-6626 or visit [power.cummins.com](http://power.cummins.com).



### ⚠ WARNING:

Standby rating based on: Applicable for supplying emergency power for the duration of normal power interruption. No sustained overload capability is available for this rating. (Equivalent to fuel stop power in accordance with ISO3046, AS2789, DIN6271 and BS5514 nominally rated.) See T030.

### ⚠ WARNING:

Back feed to a utility system can cause electrocution and/or property damage. Do not connect to any building electrical except through an approved device or after building main breaker is open.

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Contact your distributor/dealer for more information.



Unit shown with traditional head curtain, 8" vinyl ArmorPleat side pad protection, and optional PitMaster 4th-side sealing system.

# Classic™ Dock Seal with Traditional Head Curtain

Classic Dock Seals are built to Rite-Hite's high standards for performance and durability, with traditional features and benefits.

## Adjustable head curtain

Pull-rope activation allows flexibility to manually adjust seal to varying trailer heights to ensure most effective coverage. Corner wear pleats provide added reinforcement.

## Rugged ArmorPleat™ protection

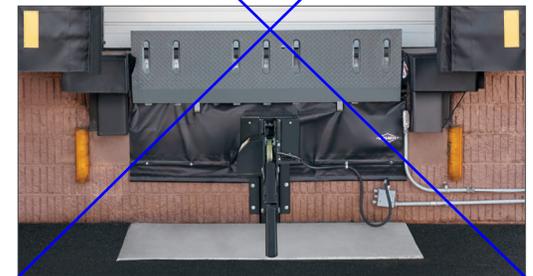
Available on full length of side pads, ArmorPleats provide additional abrasion protection to extend the life of the dock seal. Available in high-strength, friction-resistant Durathon® fabric.

## ~~Available Firefighter® header protection~~

~~Optional Firefighter system prevents head curtain from burning due to the heat buildup of compressed trailer marker lights.~~

## ~~Available PitMaster™ 4th-side sealing system~~

~~Gaps beneath and around dock leveler and bumpers are sealed with optional PitMaster components, providing energy savings, improving cleanliness and helping pass inspections.~~



~~PitMaster Under-leveler Seal.~~



# Classic™ Dock Seal with Traditional Head Curtain



Unit shown with traditional head curtain, optional Firefighter protection, and 4" vinyl ArmorPleat™ side pad reinforcing.

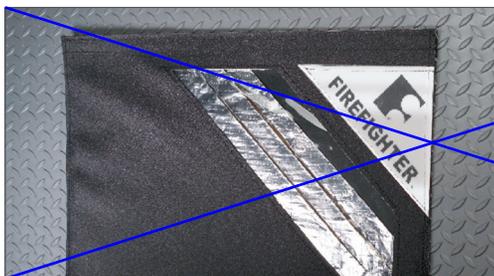
Rite-Hite's Classic Dock Seals are highly configurable to meet a broad range of performance and budget needs.

Header choices include a traditional head curtain design, with or without Firefighter® protection.

Side pad construction features traditional wear pleats in your choice of fabrics and exposures, to deliver different levels of protection against damage and wear over time.

Optional components help customize the seal to your particular application.

All Classic Dock Seals are backed by a 12-month Moneyback Customer Satisfaction Guarantee.

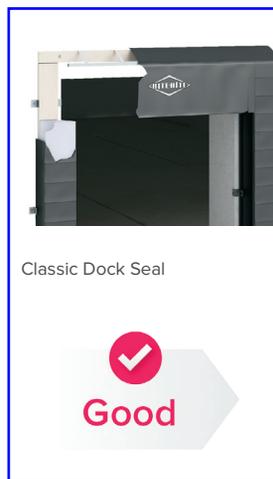


Optional Firefighter header protection prevents dangerous heat build up from compressed trailer marker lights.

Internal layers of reinforced foil dissipate heat, keeping surface temperature at safe, low level.



Classic Dock Seals are part of Rite-Hite's unique lineup of high quality foam compression seals, available in a variety of configurations for different sealing efficiency and long-term durability requirements. Ask your Rite-Hite Representative for more information.



Classic Dock Seal

Good



Classic Dock Seal with High Performance Header

Better



Performer™ Dock Seal

Best



R20CLCSS0917H1

8900 North Arbon Drive  
Milwaukee, WI 53223, USA

P 414-355-2600 (800-456-0600)

F 414-355-9248

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[www.ritehite.com](http://www.ritehite.com)

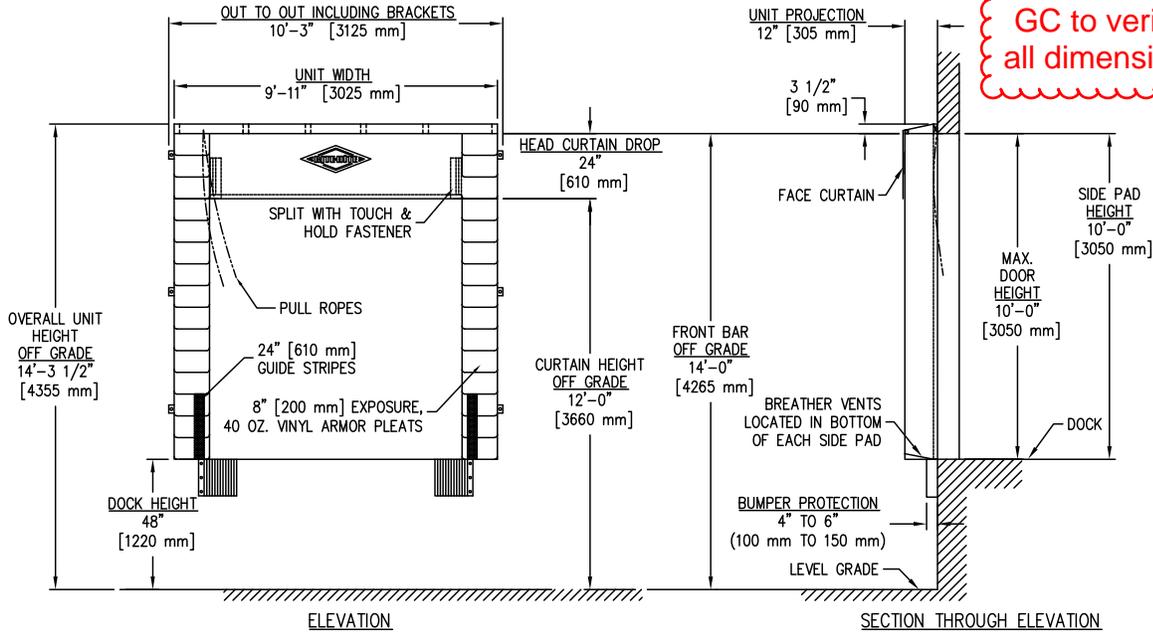
# SPECIFICATION

## CLASSIC™ DOCK SEAL WITH HEAD CURTAIN (P/N 40000001)

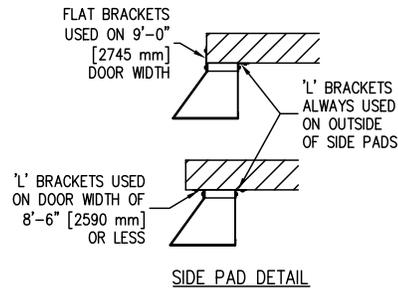
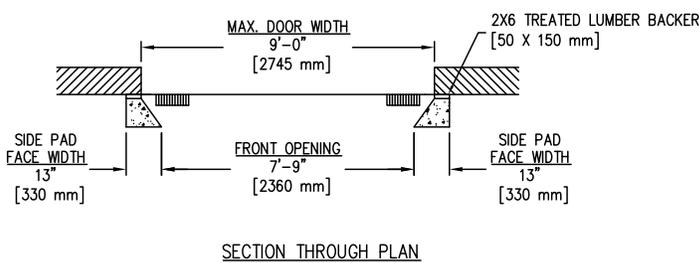


Rite-Hite Environmental Enclosures Corporation  
8900 N. Arbon Drive, Milwaukee, WI 53223-2472  
P.O. Box 245020, Milwaukee, WI 53224-9520  
1-800-456-0600 or 414-355-2600  
Fax: (414) 355-9248 www.ritehite.com

Date \_\_\_\_\_ Qty \_\_\_\_\_ End User \_\_\_\_\_  
 Sold To \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_  
 Entering Rep. \_\_\_\_\_ Dest. Rep. \_\_\_\_\_  
 Salesperson \_\_\_\_\_



GC to verify and coordinate all dimensions and quantities



### SITE INFORMATION:

- Door Size: Up to Width 9'-0" x Height 10'-0" [2745 mm x 3050 mm]
- Dock Height: 48" [1220 mm]
- Total Bumper Protection: 4" to 6" [100 mm to 150 mm]
- Driveway Approach: Level up to 2% incline or decline
  - 4" Bumper Protection - Level up to -2% incline only
  - 5" Bumper Protection - Level up to -1% incline or 1% decline only
  - 6" Bumper Protection - Level up to 2% decline only
- Dock Seal(s) to Service Trucks/Trailer Heights from: 12'-3" to 13'-6" [3735 mm to 4115 mm]

### FABRIC INFORMATION:

- Base Fabric & Color: 22oz. Black Vinyl
- Curtain Fabric & Color: 22 oz. Black Vinyl
- Armor Pleat Fabric: 40 oz. Black Vinyl

### APPLICATION INFORMATION:

All standard foam seal application rules must be followed when unit is applied. For further information, consult the application guidelines in the price book.

### BRACKETING:

- Each dock seal is supplied with the following brackets:
- (6) "L" brackets for the outside of the side pads.
  - (6) "Flat" brackets for the inside of the side pads on 9'-0" [2745 mm] wide door openings.
  - (6) "L" brackets for the inside of each side pad on door openings 8'-6" [2590 mm] wide or narrower.

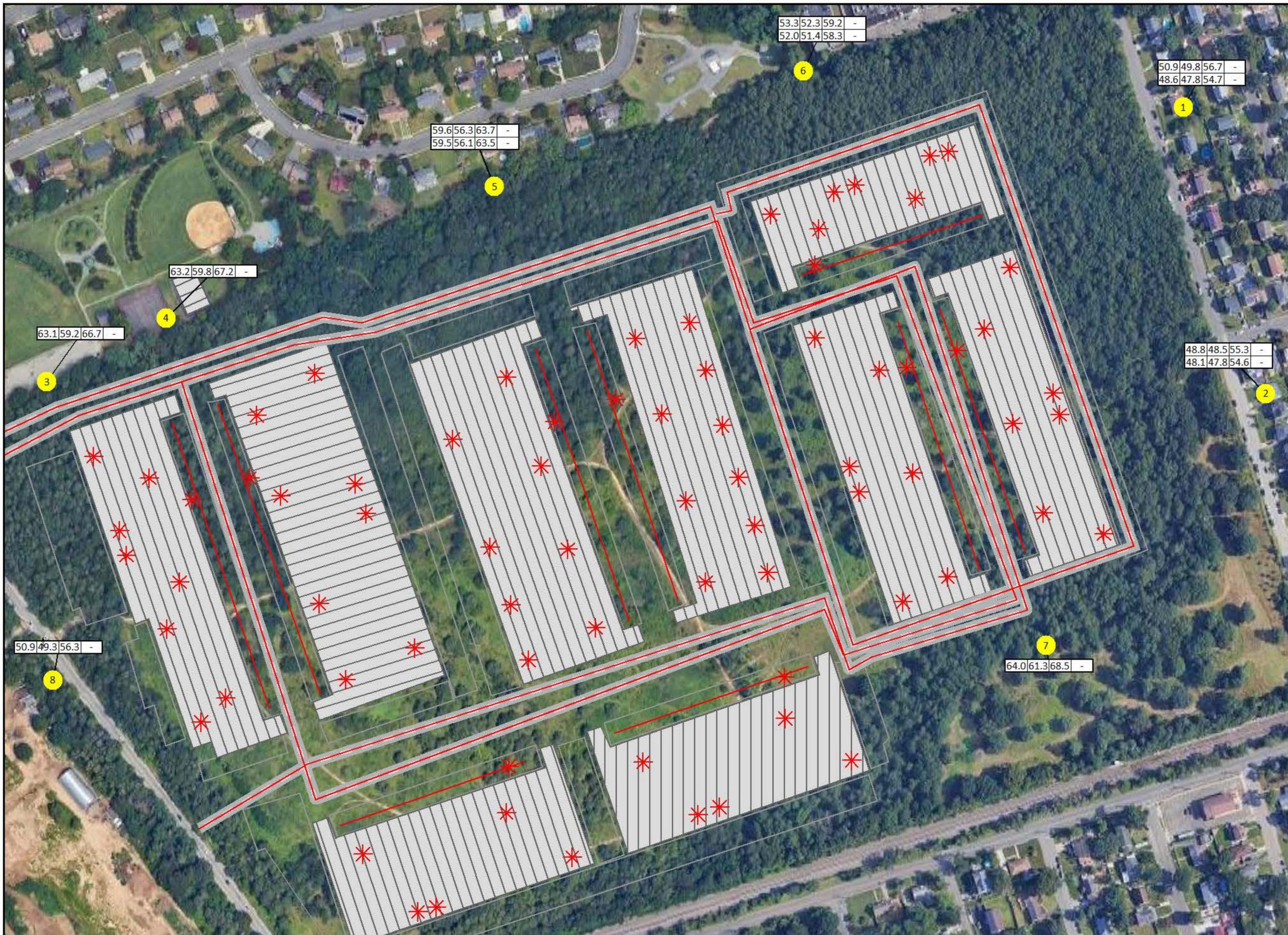
RHC No. _____	
Authorization Signatures/Company _____	Date: _____
_____	_____
_____	_____

#####

## ATTACHMENT C

### Noise Emission Modeling Results

# Suffolk Technology Park Warehouse



## Signs and symbols

- Receiver
- Emission line
- Surface
- ✱ Point source
- Line source
- Parking lot

1 : 2759



Conflict No.	Receiver	Building nameside	Limit Floor	Level w/o NP			Level w NP			Difference													
				Day	Night	Day	Night	Day	Night	Day	Night	Day											
Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day	Night	Ldn	Lmax	Day								
			dB(A)	dB(A)			dB(A)	dB(A)			dB	dB		dB									
1	Receiver East 5	-	1.F1	65	55	-	-	48.6	47.8	54.7	0.0	48.6	47.8	54.7	0.0	0.0	0.0	0.0	0.0	-	-	-	
-																							
1	Receiver East 5	-	2.F1	65	55	-	-	50.9	49.8	56.7	0.0	50.9	49.8	56.7	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
2	Receiver East 6	-	1.F1	65	55	-	-	48.1	47.8	54.6	0.0	48.1	47.8	54.6	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
2	Receiver East 6	-	2.F1	65	55	-	-	48.8	48.5	55.3	0.0	48.8	48.5	55.3	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
3	Receiver North 1	-	1.F1	65	65	-	-	63.1	59.2	66.7	0.0	63.2	59.2	66.7	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
4	Receiver North 2	-	1.F1	65	65	-	-	63.2	59.8	67.2	0.0	59.9	56.6	64.0	0.0	-3.3	-3.1	-3.2	0.0	0.0	-	-	-
-																							
5	Receiver North 3	-	1.F1	65	55	-	-	59.5	56.1	63.5	0.0	57.6	54.2	61.6	0.0	-1.8	-1.9	-1.9	0.0	0.0	-	-	-
-																							
5	Receiver North 3	-	2.F1	65	55	-	-	59.6	56.3	63.7	0.0	58.3	55.2	62.5	0.0	-1.3	-1.2	-1.2	0.0	0.0	-	0.2	-
-																							
6	Receiver North 4	-	1.F1	65	55	-	-	52.0	51.4	58.3	0.0	52.0	51.4	58.3	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
6	Receiver North 4	-	2.F1	65	55	-	-	53.3	52.3	59.2	0.0	53.3	52.3	59.2	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
7	Receiver South 7	-	1.F1	65	65	-	-	64.0	61.3	68.5	0.0	64.0	61.3	68.5	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							
8	Receiver West 8	-	1.F1	65	65	-	-	50.9	49.3	56.3	0.0	50.9	49.3	56.3	0.0	0.0	0.0	0.0	0.0	0.0	-	-	-
-																							

Source name	Level w/o NP			Level w NP				Day	Night	Ldn	Lmax
	Traffic lane	Day	Night	Ldn	Lmax	Day	Night				
Receiver	dB(A)	dB(A)		dB(A)							
Receiver East 5	1.F1	48.6	47.8	54.7	0.0	48.6	47.8	54.7	0.0		
Back up Alert 1 -	2.2	0.5	7.5	-	2.2	0.5	7.5	-			
Back up Alert 2 -	18.3	16.6	23.6	-	18.3	16.6	23.6	-			
Back up Alert 3 -	25.8	24.1	31.1	-	25.8	24.1	31.1	-			
Back up Alert 4 -	21.9	20.2	27.2	-	21.9	20.2	27.2	-			
Back up Alert 5 -	44.1	42.4	49.4	-	44.1	42.4	49.4	-			
Back up Alert 6 -	30.1	28.4	35.4	-	30.1	28.4	35.4	-			
Back up Alert 7 -	27.3	25.6	32.6	-	27.3	25.6	32.6	-			
Back up Alert 8 -	28.0	26.3	33.3	-	28.0	26.3	33.3	-			
Back up Alert 9 -	24.8	23.1	30.1	-	24.8	23.1	30.1	-			
Car Route 3 -	30.9	27.9	35.2	-	30.9	27.9	35.2	-			
GFH&V -	4.3	4.3	11.1	-	4.3	4.3	11.1	-			
GFH&V1 -	4.3	4.3	11.0	-	4.3	4.3	11.0	-			
GFH&V2 -	3.8	3.8	10.6	-	3.8	3.8	10.6	-			
GFH&V3 -	5.4	5.4	12.2	-	5.4	5.4	12.2	-			
GFH&V4 -	5.4	5.4	12.1	-	5.4	5.4	12.1	-			
GFH&V5 -	5.3	5.3	12.1	-	5.3	5.3	12.1	-			
GFH&V6 -	5.6	5.6	12.3	-	5.6	5.6	12.3	-			
GFH&V7 -	7.9	7.9	14.7	-	7.9	7.9	14.7	-			
GFH&V8 -	7.9	7.9	14.6	-	7.9	7.9	14.6	-			
GFH&V9 -	8.5	8.5	15.3	-	8.5	8.5	15.3	-			
GFH&V10 -	7.8	7.8	14.5	-	7.8	7.8	14.5	-			
GFH&V11 -	9.4	9.4	16.2	-	9.4	9.4	16.2	-			
GFH&V12 -	9.4	9.4	16.2	-	9.4	9.4	16.2	-			
GFH&V13 -	9.9	9.9	16.6	-	9.9	9.9	16.6	-			
GFH&V14 -	9.2	9.2	16.0	-	9.2	9.2	16.0	-			
GFH&V15 -	13.6	13.6	20.4	-	13.6	13.6	20.4	-			
GFH&V16 -	12.9	12.9	19.7	-	12.9	12.9	19.7	-			
GFH&V17 -	12.0	12.0	18.8	-	12.0	12.0	18.8	-			
GFH&V18 -	17.5	17.5	24.3	-	17.5	17.5	24.3	-			
GFH&V19 -	15.9	15.9	22.6	-	15.9	15.9	22.6	-			
GFH&V20 -	13.9	13.9	20.6	-	13.9	13.9	20.6	-			
GFH&V21 -	13.4	13.4	20.1	-	13.4	13.4	20.1	-			
GFH&V22 -	17.1	17.1	23.8	-	17.1	17.1	23.8	-			
GFH&V23 -	4.4	4.4	11.2	-	4.4	4.4	11.2	-			
GFH&V24 -	5.8	5.8	12.5	-	5.8	5.8	12.5	-			
GFH&V25 -	7.2	7.2	13.9	-	7.2	7.2	13.9	-			
GFH&V26 -	8.7	8.7	15.5	-	8.7	8.7	15.5	-			
RTU -	14.4	14.3	21.1	-	14.4	14.3	21.1	-			
RTU1 -	14.3	14.3	21.1	-	14.3	14.3	21.1	-			
RTU3 -	14.3	14.3	21.1	-	14.3	14.3	21.1	-			
RTU4 -	14.4	14.4	21.2	-	14.4	14.4	21.2	-			
RTU5 -	13.8	13.8	20.5	-	13.8	13.8	20.5	-			
RTU6 -	16.5	16.5	23.3	-	16.5	16.5	23.3	-			
RTU7 -	16.5	16.5	23.3	-	16.5	16.5	23.3	-			
RTU8 -	16.5	16.5	23.3	-	16.5	16.5	23.3	-			
RTU9 -	17.1	17.1	23.8	-	17.1	17.1	23.8	-			
RTU10 -	17.6	17.6	24.4	-	17.6	17.6	24.4	-			
RTU11 -	16.9	16.9	23.7	-	16.9	16.9	23.7	-			
RTU12 -	18.2	18.2	25.0	-	18.2	18.2	25.0	-			

RTU13	-	17.5	17.5	24.3	-	17.5	17.5	24.3	-
RTU14	-	20.9	20.9	27.7	-	20.9	20.9	27.7	-
RTU15	-	20.9	20.9	27.7	-	20.9	20.9	27.7	-
RTU16	-	22.6	22.6	29.3	-	22.6	22.6	29.3	-
RTU17	-	21.1	21.1	27.9	-	21.1	21.1	27.9	-
RTU18	-	20.9	20.9	27.7	-	20.9	20.9	27.7	-
RTU19	-	20.7	20.7	27.5	-	20.7	20.7	27.5	-
RTU20	-	25.1	25.1	31.8	-	25.1	25.1	31.8	-
RTU21	-	22.7	22.7	29.5	-	22.7	22.7	29.5	-
RTU22	-	22.6	22.6	29.4	-	22.6	22.6	29.4	-
RTU23	-	22.1	22.1	28.9	-	22.1	22.1	28.9	-
RTU24	-	34.9	34.9	41.6	-	34.9	34.9	41.6	-
RTU25	-	30.9	30.9	37.7	-	30.9	30.9	37.7	-
RTU26	-	29.9	29.9	36.7	-	29.9	29.9	36.7	-
RTU27	-	24.8	24.8	31.6	-	24.8	24.8	31.6	-
RTU28	-	23.1	23.1	29.9	-	23.1	23.1	29.9	-
RTU29	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU30	-	25.6	25.6	32.4	-	25.6	25.6	32.4	-
RTU31	-	29.9	29.9	36.7	-	29.9	29.9	36.7	-
RTU32	-	31.5	31.5	38.2	-	31.5	31.5	38.2	-
RTU33	-	15.0	15.0	21.8	-	15.0	15.0	21.8	-
RTU34	-	15.2	15.2	21.9	-	15.2	15.2	21.9	-
RTU35	-	16.6	16.6	23.3	-	16.6	16.6	23.3	-
RTU36	-	17.9	17.9	24.6	-	17.9	17.9	24.6	-
RTU37	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
RTU38	-	19.7	19.7	26.5	-	19.7	19.7	26.5	-
Trash Compactor	-	26.9	26.9	33.7	-	26.9	26.9	33.7	-
Trash Compactor 2	-	-	13.8	13.8	20.6	-	13.8	13.8	20.6
Trash Compactor 3	-	-	31.4	31.4	38.2	-	31.4	31.4	38.2
Trash Compactor 4	-	-	32.5	32.5	39.3	-	32.5	32.5	39.3
Trash Compactor 5	-	-	36.9	36.9	43.7	-	36.9	36.9	43.7
Trash Compactor 6	-	-	37.8	37.8	44.6	-	37.8	37.8	44.6
Trash Compactor 7	-	-	40.5	40.5	47.3	-	40.5	40.5	47.3
Trash Compactor 8	-	-	31.5	31.5	38.3	-	31.5	31.5	38.3
Trash Compactor 9	-	-	28.3	28.3	35.1	-	28.3	28.3	35.1
Truck Route 1	-	27.5	21.2	29.4	-	27.5	21.2	29.4	-
Truck Route 2	-	29.7	23.4	31.7	-	29.7	23.4	31.7	-
Truck Stop 1	-	7.7	5.6	12.7	-	7.7	5.6	12.7	-
Truck Stop 2	-	1.3	-0.8	6.2	-	1.3	-0.8	6.2	-
Truck Stop 3	-	11.5	9.4	16.5	-	11.5	9.4	16.5	-
Truck Stop 4	-	5.7	3.6	10.7	-	5.7	3.6	10.7	-
Truck Stop 5	-	18.6	16.5	23.6	-	18.6	16.5	23.6	-
Truck Stop 6	-	15.3	13.0	20.2	-	15.3	13.0	20.2	-
Truck Stop 7	-	9.4	7.2	14.3	-	9.4	7.2	14.3	-
Truck Stop 8	-	12.9	10.8	17.9	-	12.9	10.8	17.9	-
Truck Stop 9	-	9.5	7.4	14.5	-	9.5	7.4	14.5	-
WH 1 Parking	-	-6.4	-6.4	0.4	-	-6.4	-6.4	0.4	-
WH 1 Parking 2	-	-16.2	-25.2	-15.7	-	-16.2	-25.2	-15.7	-
WH 1 Parking 3	-	-13.9	-15.1	-8.2	-	-13.9	-15.1	-8.2	-
WH 2 Parking 4	-	-8.2	-9.3	-2.4	-	-8.2	-9.3	-2.4	-
WH 2 Parking 4	-	3.9	2.7	9.7	-	3.9	2.7	9.7	-
WH 3 Parking 6	-	-1.0	-2.8	4.3	-	-1.0	-2.8	4.3	-
WH 3 Parking 7	-	7.6	5.8	12.8	-	7.6	5.8	12.8	-
WH 4 Parking 8	-	2.2	1.0	7.9	-	2.2	1.0	7.9	-

WH 4 Parking 9	-	9.8	8.0	15.0	-	9.8	8.0	15.0	-				
WH 5A 5B Parking 13	-		1.8	-0.1	7.0	-	1.8	-0.1	7.0	-			
WH 5A 5B Parking 14	-		-1.9	-3.8	3.3	-	-1.9	-3.8	3.3	-			
WH 5A Parking 15	-		-1.6	-3.5	3.5	-	-1.6	-3.5	3.5	-			
WH 5B Parking 12	-		1.3	0.1	7.1	-	1.3	0.1	7.1	-			
WH 6 Parking 11	-		2.0	0.2	7.2	-	2.0	0.2	7.2	-			
WH 8 Parking 10	-		22.2	20.5	27.5	-	22.2	20.5	27.5	-			
Receiver East 5	2.F1		50.9	49.8	56.7	0.0	50.9	49.8	56.7	0.0			
Back up Alert 1	-	3.2	1.4	8.5	-	3.2	1.4	8.5	-				
Back up Alert 2	-	19.0	17.3	24.3	-	19.0	17.3	24.3	-				
Back up Alert 3	-	26.7	25.0	32.0	-	26.7	25.0	32.0	-				
Back up Alert 4	-	22.3	20.6	27.6	-	22.3	20.6	27.6	-				
Back up Alert 5	-	48.3	46.6	53.6	-	48.3	46.6	53.6	-				
Back up Alert 6	-	30.9	29.1	36.2	-	30.9	29.1	36.2	-				
Back up Alert 7	-	27.5	25.7	32.8	-	27.5	25.7	32.8	-				
Back up Alert 8	-	29.2	27.5	34.5	-	29.2	27.5	34.5	-				
Back up Alert 9	-	26.3	24.6	31.6	-	26.3	24.6	31.6	-				
Car Route 3	-	32.2	29.2	36.5	-	32.2	29.2	36.5	-				
GFH&V	-	4.6	4.6	11.4	-	4.6	4.6	11.4	-				
GFH&V1	-	4.5	4.5	11.3	-	4.5	4.5	11.3	-				
GFH&V2	-	4.5	4.5	11.2	-	4.5	4.5	11.2	-				
GFH&V3	-	5.8	5.8	12.6	-	5.8	5.8	12.6	-				
GFH&V4	-	5.8	5.8	12.5	-	5.8	5.8	12.5	-				
GFH&V5	-	5.7	5.7	12.4	-	5.7	5.7	12.4	-				
GFH&V6	-	5.6	5.6	12.4	-	5.6	5.6	12.4	-				
GFH&V7	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-				
GFH&V8	-	8.6	8.6	15.3	-	8.6	8.6	15.3	-				
GFH&V9	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-				
GFH&V10	-	8.2	8.2	14.9	-	8.2	8.2	14.9	-				
GFH&V11	-	10.4	10.4	17.2	-	10.4	10.4	17.2	-				
GFH&V12	-	10.3	10.3	17.1	-	10.3	10.3	17.1	-				
GFH&V13	-	10.3	10.3	17.1	-	10.3	10.3	17.1	-				
GFH&V14	-	9.7	9.7	16.4	-	9.7	9.7	16.4	-				
GFH&V15	-	14.4	14.4	21.2	-	14.4	14.4	21.2	-				
GFH&V16	-	13.4	13.4	20.2	-	13.4	13.4	20.2	-				
GFH&V17	-	12.3	12.3	19.0	-	12.3	12.3	19.0	-				
GFH&V18	-	17.7	17.7	24.5	-	17.7	17.7	24.5	-				
GFH&V19	-	16.0	16.0	22.7	-	16.0	16.0	22.7	-				
GFH&V20	-	14.3	14.3	21.1	-	14.3	14.3	21.1	-				
GFH&V21	-	14.4	14.4	21.2	-	14.4	14.4	21.2	-				
GFH&V22	-	17.8	17.8	24.5	-	17.8	17.8	24.5	-				
GFH&V23	-	4.6	4.6	11.4	-	4.6	4.6	11.4	-				
GFH&V24	-	5.9	5.9	12.7	-	5.9	5.9	12.7	-				
GFH&V25	-	7.4	7.4	14.2	-	7.4	7.4	14.2	-				
GFH&V26	-	9.0	9.0	15.8	-	9.0	9.0	15.8	-				
RTU	-	15.0	15.0	21.7	-	15.0	15.0	21.7	-				
RTU1	-	15.0	15.0	21.7	-	15.0	15.0	21.7	-				
RTU3	-	14.9	14.9	21.7	-	14.9	14.9	21.7	-				
RTU4	-	15.1	15.1	21.9	-	15.1	15.1	21.9	-				
RTU5	-	15.0	15.0	21.7	-	15.0	15.0	21.7	-				
RTU6	-	17.5	17.5	24.2	-	17.5	17.5	24.2	-				
RTU7	-	17.4	17.4	24.2	-	17.4	17.4	24.2	-				
RTU8	-	17.4	17.4	24.2	-	17.4	17.4	24.2	-				
RTU9	-	17.4	17.4	24.2	-	17.4	17.4	24.2	-				

RTU10	-	18.7	18.7	25.4	-	18.7	18.7	25.4	-
RTU11	-	19.0	19.0	25.7	-	19.0	19.0	25.7	-
RTU12	-	18.7	18.7	25.5	-	18.7	18.7	25.5	-
RTU13	-	18.3	18.3	25.1	-	18.3	18.3	25.1	-
RTU14	-	22.3	22.3	29.1	-	22.3	22.3	29.1	-
RTU15	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU16	-	23.1	23.1	29.9	-	23.1	23.1	29.9	-
RTU17	-	22.2	22.2	29.0	-	22.2	22.2	29.0	-
RTU18	-	22.0	22.0	28.7	-	22.0	22.0	28.7	-
RTU19	-	21.6	21.6	28.4	-	21.6	21.6	28.4	-
RTU20	-	25.9	25.9	32.7	-	25.9	25.9	32.7	-
RTU21	-	23.9	23.9	30.6	-	23.9	23.9	30.6	-
RTU22	-	23.7	23.7	30.5	-	23.7	23.7	30.5	-
RTU23	-	22.8	22.8	29.6	-	22.8	22.8	29.6	-
RTU24	-	35.8	35.8	42.6	-	35.8	35.8	42.6	-
RTU25	-	31.9	31.9	38.7	-	31.9	31.9	38.7	-
RTU26	-	31.1	31.1	37.9	-	31.1	31.1	37.9	-
RTU27	-	25.9	25.9	32.6	-	25.9	25.9	32.6	-
RTU28	-	24.5	24.5	31.3	-	24.5	24.5	31.3	-
RTU29	-	26.3	26.3	33.1	-	26.3	26.3	33.1	-
RTU30	-	27.0	27.0	33.8	-	27.0	27.0	33.8	-
RTU31	-	30.8	30.8	37.6	-	30.8	30.8	37.6	-
RTU32	-	31.9	31.9	38.6	-	31.9	31.9	38.6	-
RTU33	-	15.5	15.5	22.3	-	15.5	15.5	22.3	-
RTU34	-	15.7	15.7	22.4	-	15.7	15.7	22.4	-
RTU35	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU36	-	18.4	18.4	25.2	-	18.4	18.4	25.2	-
RTU37	-	18.7	18.7	25.4	-	18.7	18.7	25.4	-
RTU38	-	20.3	20.3	27.0	-	20.3	20.3	27.0	-
Trash Compactor	-	27.1	27.1	33.8	-	27.1	27.1	33.8	-
Trash Compactor 2	-	14.6	14.6	21.4	-	14.6	14.6	21.4	-
Trash Compactor 3	-	31.6	31.6	38.4	-	31.6	31.6	38.4	-
Trash Compactor 4	-	32.7	32.7	39.5	-	32.7	32.7	39.5	-
Trash Compactor 5	-	36.9	36.9	43.7	-	36.9	36.9	43.7	-
Trash Compactor 6	-	39.2	39.2	45.9	-	39.2	39.2	45.9	-
Trash Compactor 7	-	40.7	40.7	47.5	-	40.7	40.7	47.5	-
Trash Compactor 8	-	31.6	31.6	38.3	-	31.6	31.6	38.3	-
Trash Compactor 9	-	28.4	28.4	35.1	-	28.4	28.4	35.1	-
Truck Route 1	-	30.6	24.2	32.5	-	30.6	24.2	32.5	-
Truck Route 2	-	34.1	27.7	36.0	-	34.1	27.7	36.0	-
Truck Stop 1	-	8.5	6.4	13.5	-	8.5	6.4	13.5	-
Truck Stop 2	-	1.7	-0.4	6.7	-	1.7	-0.4	6.7	-
Truck Stop 3	-	12.2	10.1	17.2	-	12.2	10.1	17.2	-
Truck Stop 4	-	6.0	3.9	11.0	-	6.0	3.9	11.0	-
Truck Stop 5	-	21.6	19.5	26.6	-	21.6	19.5	26.6	-
Truck Stop 6	-	15.6	13.3	20.4	-	15.6	13.3	20.4	-
Truck Stop 7	-	9.4	7.2	14.3	-	9.4	7.2	14.3	-
Truck Stop 8	-	13.8	11.7	18.8	-	13.8	11.7	18.8	-
Truck Stop 9	-	10.5	8.4	15.5	-	10.5	8.4	15.5	-
WH 1 Parking	-	-6.1	-6.1	0.7	-	-6.1	-6.1	0.7	-
WH 1 Parking 2	-	-16.0	-25.0	-15.5	-	-16.0	-25.0	-15.5	-
WH 1 Parking 3	-	-13.7	-14.8	-7.9	-	-13.7	-14.8	-7.9	-
WH 2 Parking 4	-	-7.7	-8.8	-1.9	-	-7.7	-8.8	-1.9	-
WH 2 Parking 4	-	4.7	3.5	10.4	-	4.7	3.5	10.4	-

WH 3 Parking 6 -	-0.1	-1.9	5.1	-	-0.1	-1.9	5.1	-				
WH 3 Parking 7 -	8.8	7.0	14.1	-	8.8	7.0	14.1	-				
WH 4 Parking 8 -	2.8	1.7	8.6	-	2.8	1.7	8.6	-				
WH 4 Parking 9 -	10.9	9.1	16.1	-	10.9	9.1	16.1	-				
WH 5A 5B Parking 13 -	2.2	0.3	7.3	-	2.2	0.3	7.3	-				
WH 5A 5B Parking 14 -	-1.3	-3.2	3.9	-	-1.3	-3.2	3.9	-				
WH 5A Parking 15 -	-0.7	-2.6	4.5	-	-0.7	-2.6	4.5	-				
WH 5B Parking 12 -	1.9	0.7	7.6	-	1.9	0.7	7.6	-				
WH 6 Parking 11 -	2.4	0.7	7.7	-	2.4	0.7	7.7	-				
WH 8 Parking 10 -	24.2	22.4	29.4	-	24.2	22.4	29.4	-				
Receiver East 6	1.FI	48.1	47.8		54.6	0.0	48.1	47.8	54.6	0.0		
Back up Alert 1 -	3.4	1.7	8.7	-	3.4	1.7	8.7	-				
Back up Alert 2 -	18.6	16.9	23.9	-	18.6	16.9	23.9	-				
Back up Alert 3 -	26.9	25.1	32.2	-	26.9	25.1	32.2	-				
Back up Alert 4 -	23.0	21.3	28.3	-	23.0	21.3	28.3	-				
Back up Alert 5 -	35.2	33.4	40.5	-	35.2	33.4	40.5	-				
Back up Alert 6 -	32.8	31.0	38.1	-	32.8	31.0	38.1	-				
Back up Alert 7 -	31.7	29.9	36.9	-	31.7	29.9	36.9	-				
Back up Alert 8 -	30.6	28.8	35.8	-	30.6	28.8	35.8	-				
Back up Alert 9 -	31.8	30.1	37.1	-	31.8	30.1	37.1	-				
Car Route 3 -	25.0	22.0	29.2	-	25.0	22.0	29.2	-				
GFH&V -	4.5	4.5	11.3	-	4.5	4.5	11.3	-				
GFH&V1 -	4.7	4.7	11.4	-	4.7	4.7	11.4	-				
GFH&V2 -	4.9	4.9	11.6	-	4.9	4.9	11.6	-				
GFH&V3 -	5.6	5.6	12.4	-	5.6	5.6	12.4	-				
GFH&V4 -	5.8	5.8	12.6	-	5.8	5.8	12.6	-				
GFH&V5 -	6.0	6.0	12.8	-	6.0	6.0	12.8	-				
GFH&V6 -	6.1	6.1	12.9	-	6.1	6.1	12.9	-				
GFH&V7 -	8.6	8.6	15.3	-	8.6	8.6	15.3	-				
GFH&V8 -	8.9	8.9	15.7	-	8.9	8.9	15.7	-				
GFH&V9 -	9.1	9.1	15.9	-	9.1	9.1	15.9	-				
GFH&V10 -	9.2	9.2	15.9	-	9.2	9.2	15.9	-				
GFH&V11 -	10.4	10.4	17.1	-	10.4	10.4	17.1	-				
GFH&V12 -	10.7	10.7	17.5	-	10.7	10.7	17.5	-				
GFH&V13 -	10.9	10.9	17.7	-	10.9	10.9	17.7	-				
GFH&V14 -	10.9	10.9	17.7	-	10.9	10.9	17.7	-				
GFH&V15 -	14.9	14.9	21.7	-	14.9	14.9	21.7	-				
GFH&V16 -	15.3	15.3	22.1	-	15.3	15.3	22.1	-				
GFH&V17 -	15.2	15.2	22.0	-	15.2	15.2	22.0	-				
GFH&V18 -	18.0	18.0	24.8	-	18.0	18.0	24.8	-				
GFH&V19 -	19.1	19.1	25.9	-	19.1	19.1	25.9	-				
GFH&V20 -	19.2	19.2	25.9	-	19.2	19.2	25.9	-				
GFH&V21 -	12.9	12.9	19.6	-	12.9	12.9	19.6	-				
GFH&V22 -	14.9	14.9	21.7	-	14.9	14.9	21.7	-				
GFH&V23 -	5.6	5.6	12.3	-	5.6	5.6	12.3	-				
GFH&V24 -	7.2	7.2	13.9	-	7.2	7.2	13.9	-				
GFH&V25 -	9.0	9.0	15.7	-	9.0	9.0	15.7	-				
GFH&V26 -	11.1	11.1	17.8	-	11.1	11.1	17.8	-				
RTU -	14.5	14.4	21.2	-	14.5	14.4	21.2	-				
RTU1 -	14.7	14.6	21.4	-	14.7	14.6	21.4	-				
RTU3 -	14.7	14.7	21.4	-	14.7	14.7	21.4	-				
RTU4 -	15.0	15.0	21.7	-	15.0	15.0	21.7	-				
RTU5 -	15.1	15.1	21.8	-	15.1	15.1	21.8	-				
RTU6 -	16.9	16.9	23.7	-	16.9	16.9	23.7	-				

RTU7	-	17.3	17.3	24.1	-	17.3	17.3	24.1	-
RTU8	-	17.4	17.4	24.2	-	17.4	17.4	24.2	-
RTU9	-	17.7	17.7	24.4	-	17.7	17.7	24.4	-
RTU10	-	18.6	18.6	25.4	-	18.6	18.6	25.4	-
RTU11	-	18.9	18.9	25.7	-	18.9	18.9	25.7	-
RTU12	-	19.0	19.0	25.8	-	19.0	19.0	25.8	-
RTU13	-	19.0	19.0	25.8	-	19.0	19.0	25.8	-
RTU14	-	22.3	22.3	29.0	-	22.3	22.3	29.0	-
RTU15	-	22.6	22.6	29.3	-	22.6	22.6	29.3	-
RTU16	-	22.8	22.8	29.5	-	22.8	22.8	29.5	-
RTU17	-	22.9	22.9	29.6	-	22.9	22.9	29.6	-
RTU18	-	23.0	23.0	29.7	-	23.0	23.0	29.7	-
RTU19	-	22.9	22.9	29.7	-	22.9	22.9	29.7	-
RTU20	-	24.6	24.6	31.4	-	24.6	24.6	31.4	-
RTU21	-	25.0	25.0	31.8	-	25.0	25.0	31.8	-
RTU22	-	25.0	25.0	31.8	-	25.0	25.0	31.8	-
RTU23	-	25.1	25.1	31.9	-	25.1	25.1	31.9	-
RTU24	-	30.0	30.0	36.7	-	30.0	30.0	36.7	-
RTU25	-	36.7	36.7	43.4	-	36.7	36.7	43.4	-
RTU26	-	36.7	36.7	43.4	-	36.7	36.7	43.4	-
RTU27	-	36.7	36.7	43.5	-	36.7	36.7	43.5	-
RTU28	-	22.8	22.8	29.6	-	22.8	22.8	29.6	-
RTU29	-	24.1	24.1	30.9	-	24.1	24.1	30.9	-
RTU30	-	24.5	24.5	31.3	-	24.5	24.5	31.3	-
RTU31	-	26.0	26.0	32.8	-	26.0	26.0	32.8	-
RTU32	-	26.5	26.5	33.3	-	26.5	26.5	33.3	-
RTU33	-	16.4	16.4	23.2	-	16.4	16.4	23.2	-
RTU34	-	16.7	16.7	23.4	-	16.7	16.7	23.4	-
RTU35	-	18.5	18.5	25.3	-	18.5	18.5	25.3	-
RTU36	-	20.2	20.2	27.0	-	20.2	20.2	27.0	-
RTU37	-	20.5	20.5	27.3	-	20.5	20.5	27.3	-
RTU38	-	22.6	22.6	29.4	-	22.6	22.6	29.4	-
Trash Compactor	-	26.9	26.9	33.7	-	26.9	26.9	33.7	-
Trash Compactor 2	-	7.3	7.3	14.1	-	7.3	7.3	14.1	-
Trash Compactor 3	-	31.3	31.3	38.1	-	31.3	31.3	38.1	-
Trash Compactor 4	-	32.2	32.2	39.0	-	32.2	32.2	39.0	-
Trash Compactor 5	-	35.6	35.6	42.3	-	35.6	35.6	42.3	-
Trash Compactor 6	-	39.6	39.6	46.4	-	39.6	39.6	46.4	-
Trash Compactor 7	-	41.2	41.2	48.0	-	41.2	41.2	48.0	-
Trash Compactor 8	-	33.7	33.7	40.5	-	33.7	33.7	40.5	-
Trash Compactor 9	-	29.6	29.6	36.3	-	29.6	29.6	36.3	-
Truck Route 1	-	25.2	18.9	27.1	-	25.2	18.9	27.1	-
Truck Route 2	-	24.8	18.5	26.8	-	24.8	18.5	26.8	-
Truck Stop 1	-	8.8	6.7	13.7	-	8.8	6.7	13.7	-
Truck Stop 2	-	1.3	-0.8	6.3	-	1.3	-0.8	6.3	-
Truck Stop 3	-	12.4	10.3	17.4	-	12.4	10.3	17.4	-
Truck Stop 4	-	6.1	4.0	11.1	-	6.1	4.0	11.1	-
Truck Stop 5	-	15.7	13.6	20.7	-	15.7	13.6	20.7	-
Truck Stop 6	-	17.5	15.2	22.3	-	17.5	15.2	22.3	-
Truck Stop 7	-	12.1	9.8	16.9	-	12.1	9.8	16.9	-
Truck Stop 8	-	14.4	12.3	19.4	-	14.4	12.3	19.4	-
Truck Stop 9	-	12.2	10.2	17.3	-	12.2	10.2	17.3	-
WH 1 Parking	-	-5.8	-5.8	0.9	-	-5.8	-5.8	0.9	-
WH 1 Parking 2	-	-15.7	-24.8	-15.3	-	-15.7	-24.8	-15.3	-

WH 1 Parking 3	-	-6.0	-7.2	-0.2	-	-6.0	-7.2	-0.2	-				
WH 2 Parking 4	-	-3.9	-5.1	1.9	-	-3.9	-5.1	1.9	-				
WH 2 Parking 4	-	3.5	2.3	9.2	-	3.5	2.3	9.2	-				
WH 3 Parking 6	-	-1.8	-3.6	3.4	-	-1.8	-3.6	3.4	-				
WH 3 Parking 7	-	0.6	-1.2	5.8	-	0.6	-1.2	5.8	-				
WH 4 Parking 8	-	-0.9	-2.0	4.9	-	-0.9	-2.0	4.9	-				
WH 4 Parking 9	-	9.6	7.9	14.9	-	9.6	7.9	14.9	-				
WH 5A 5B Parking 13	-	7.5	5.6	12.6	-	7.5	5.6	12.6	-				
WH 5A 5B Parking 14	-	-1.3	-3.2	3.9	-	-1.3	-3.2	3.9	-				
WH 5A Parking 15	-	0.6	-1.3	5.7	-	0.6	-1.3	5.7	-				
WH 5B Parking 12	-	6.8	5.7	12.6	-	6.8	5.7	12.6	-				
WH 6 Parking 11	-	2.9	1.1	8.1	-	2.9	1.1	8.1	-				
WH 8 Parking 10	-	19.9	18.1	25.1	-	19.9	18.1	25.1	-				
Receiver East 6	2.F1	48.8	48.5	55.3	0.0	48.8	48.5	55.3	0.0				
Back up Alert 1	-	4.0	2.3	9.3	-	4.0	2.3	9.3	-				
Back up Alert 2	-	19.3	17.6	24.6	-	19.3	17.6	24.6	-				
Back up Alert 3	-	27.6	25.8	32.9	-	27.6	25.8	32.9	-				
Back up Alert 4	-	23.5	21.8	28.8	-	23.5	21.8	28.8	-				
Back up Alert 5	-	37.0	35.2	42.2	-	37.0	35.2	42.2	-				
Back up Alert 6	-	33.2	31.5	38.5	-	33.2	31.5	38.5	-				
Back up Alert 7	-	32.2	30.4	37.5	-	32.2	30.4	37.5	-				
Back up Alert 8	-	32.6	30.8	37.9	-	32.6	30.8	37.9	-				
Back up Alert 9	-	34.2	32.5	39.5	-	34.2	32.5	39.5	-				
Car Route 3	-	26.0	23.0	30.3	-	26.0	23.0	30.3	-				
GFH&V	- 4.5	4.5	11.3	-	4.5	4.5	11.3	-					
GFH&V1	-	4.7	4.7	11.5	-	4.7	4.7	11.5	-				
GFH&V2	-	4.9	4.9	11.6	-	4.9	4.9	11.6	-				
GFH&V3	-	5.6	5.6	12.4	-	5.6	5.6	12.4	-				
GFH&V4	-	5.9	5.9	12.6	-	5.9	5.9	12.6	-				
GFH&V5	-	6.1	6.1	12.8	-	6.1	6.1	12.8	-				
GFH&V6	-	6.1	6.1	12.9	-	6.1	6.1	12.9	-				
GFH&V7	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-				
GFH&V8	-	9.1	9.1	15.8	-	9.1	9.1	15.8	-				
GFH&V9	-	9.2	9.2	16.0	-	9.2	9.2	16.0	-				
GFH&V10	-	9.3	9.3	16.1	-	9.3	9.3	16.1	-				
GFH&V11	-	10.5	10.5	17.3	-	10.5	10.5	17.3	-				
GFH&V12	-	10.9	10.9	17.7	-	10.9	10.9	17.7	-				
GFH&V13	-	11.2	11.2	17.9	-	11.2	11.2	17.9	-				
GFH&V14	-	11.2	11.2	17.9	-	11.2	11.2	17.9	-				
GFH&V15	-	15.2	15.2	22.0	-	15.2	15.2	22.0	-				
GFH&V16	-	15.8	15.8	22.6	-	15.8	15.8	22.6	-				
GFH&V17	-	15.7	15.7	22.5	-	15.7	15.7	22.5	-				
GFH&V18	-	18.0	18.0	24.8	-	18.0	18.0	24.8	-				
GFH&V19	-	19.2	19.2	25.9	-	19.2	19.2	25.9	-				
GFH&V20	-	19.3	19.3	26.0	-	19.3	19.3	26.0	-				
GFH&V21	-	13.3	13.3	20.1	-	13.3	13.3	20.1	-				
GFH&V22	-	15.0	15.0	21.7	-	15.0	15.0	21.7	-				
GFH&V23	-	5.6	5.6	12.4	-	5.6	5.6	12.4	-				
GFH&V24	-	7.3	7.3	14.0	-	7.3	7.3	14.0	-				
GFH&V25	-	9.1	9.1	15.9	-	9.1	9.1	15.9	-				
GFH&V26	-	11.4	11.4	18.1	-	11.4	11.4	18.1	-				
RTU	-	14.9	14.8	21.6	-	14.9	14.8	21.6	-				
RTU1	-	15.1	15.0	21.8	-	15.1	15.0	21.8	-				
RTU3	-	15.1	15.1	21.8	-	15.1	15.1	21.8	-				

RTU4	-	15.3	15.3	22.1	-	15.3	15.3	22.1	-
RTU5	-	15.4	15.4	22.2	-	15.4	15.4	22.2	-
RTU6	-	17.3	17.3	24.1	-	17.3	17.3	24.1	-
RTU7	-	17.8	17.8	24.5	-	17.8	17.8	24.5	-
RTU8	-	17.8	17.8	24.6	-	17.8	17.8	24.6	-
RTU9	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
RTU10	-	19.1	19.1	25.8	-	19.1	19.1	25.8	-
RTU11	-	19.4	19.4	26.2	-	19.4	19.4	26.2	-
RTU12	-	19.5	19.5	26.3	-	19.5	19.5	26.3	-
RTU13	-	19.5	19.5	26.3	-	19.5	19.5	26.3	-
RTU14	-	22.8	22.8	29.6	-	22.8	22.8	29.6	-
RTU15	-	23.2	23.2	30.0	-	23.2	23.2	30.0	-
RTU16	-	23.5	23.5	30.3	-	23.5	23.5	30.3	-
RTU17	-	23.7	23.7	30.5	-	23.7	23.7	30.5	-
RTU18	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU19	-	23.8	23.8	30.5	-	23.8	23.8	30.5	-
RTU20	-	25.4	25.4	32.1	-	25.4	25.4	32.1	-
RTU21	-	26.1	26.1	32.8	-	26.1	26.1	32.8	-
RTU22	-	26.1	26.1	32.9	-	26.1	26.1	32.9	-
RTU23	-	26.2	26.2	32.9	-	26.2	26.2	32.9	-
RTU24	-	34.1	34.1	40.8	-	34.1	34.1	40.8	-
RTU25	-	37.2	37.2	43.9	-	37.2	37.2	43.9	-
RTU26	-	37.4	37.4	44.1	-	37.4	37.4	44.1	-
RTU27	-	37.4	37.4	44.2	-	37.4	37.4	44.2	-
RTU28	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU29	-	24.8	24.8	31.6	-	24.8	24.8	31.6	-
RTU30	-	25.2	25.2	32.0	-	25.2	25.2	32.0	-
RTU31	-	26.4	26.4	33.2	-	26.4	26.4	33.2	-
RTU32	-	26.7	26.7	33.5	-	26.7	26.7	33.5	-
RTU33	-	16.9	16.9	23.6	-	16.9	16.9	23.6	-
RTU34	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU35	-	19.0	19.0	25.8	-	19.0	19.0	25.8	-
RTU36	-	20.9	20.9	27.6	-	20.9	20.9	27.6	-
RTU37	-	21.2	21.2	27.9	-	21.2	21.2	27.9	-
RTU38	-	23.8	23.8	30.5	-	23.8	23.8	30.5	-
Trash Compactor	-	26.9	26.9	33.7	-	26.9	26.9	33.7	-
Trash Compactor 2	-	7.3	7.3	14.1	-	7.3	7.3	14.1	-
Trash Compactor 3	-	31.3	31.3	38.1	-	31.3	31.3	38.1	-
Trash Compactor 4	-	32.2	32.2	39.0	-	32.2	32.2	39.0	-
Trash Compactor 5	-	36.7	36.7	43.5	-	36.7	36.7	43.5	-
Trash Compactor 6	-	39.8	39.8	46.6	-	39.8	39.8	46.6	-
Trash Compactor 7	-	41.4	41.4	48.2	-	41.4	41.4	48.2	-
Trash Compactor 8	-	33.7	33.7	40.5	-	33.7	33.7	40.5	-
Trash Compactor 9	-	29.6	29.6	36.3	-	29.6	29.6	36.3	-
Truck Route 1	-	25.6	19.2	27.5	-	25.6	19.2	27.5	-
Truck Route 2	-	25.4	19.0	27.3	-	25.4	19.1	27.3	-
Truck Stop 1	-	9.2	7.1	14.2	-	9.2	7.1	14.2	-
Truck Stop 2	-	1.7	-0.4	6.7	-	1.7	-0.4	6.7	-
Truck Stop 3	-	12.9	10.8	17.8	-	12.9	10.8	17.8	-
Truck Stop 4	-	6.5	4.4	11.4	-	6.5	4.4	11.4	-
Truck Stop 5	-	16.9	14.8	21.9	-	16.9	14.8	21.9	-
Truck Stop 6	-	17.8	15.5	22.6	-	17.8	15.5	22.6	-
Truck Stop 7	-	12.3	10.0	17.1	-	12.3	10.0	17.1	-
Truck Stop 8	-	15.5	13.4	20.5	-	15.5	13.4	20.5	-

Truck Stop 9	-	13.3	11.3	18.3	-	13.3	11.3	18.3	-									
WH 1 Parking	-	-5.7	-5.7	1.1	-	-5.7	-5.7	1.1	-									
WH 1 Parking 2	-	-15.7		-24.7		-15.2			-15.7	-24.7	-15.2							
WH 1 Parking 3	-	-4.9	-6.0	0.9	-	-4.9	-6.0	0.9	-									
WH 2 Parking 4	-	-3.1	-4.2	2.7	-	-3.1	-4.2	2.7	-									
WH 2 Parking 4	-	3.9	2.8	9.7	-	3.9	2.8	9.7	-									
WH 3 Parking 6	-	-1.4	-3.1	3.9	-	-1.4	-3.1	3.9	-									
WH 3 Parking 7	-	0.8	-0.9	6.1	-	0.8	-0.9	6.1	-									
WH 4 Parking 8	-	-0.5	-1.6	5.3	-	-0.5	-1.6	5.3	-									
WH 4 Parking 9	-	10.2	8.4	15.4	-	10.2	8.4	15.4	-									
WH 5A 5B Parking 13	-		8.0	6.1	13.2	-	8.0	6.1	13.2	-								
WH 5A 5B Parking 14	-		-0.8	-2.7	4.3	-	-0.8	-2.7	4.3	-								
WH 5A Parking 15	-	1.6	-0.3	6.7	-	1.6	-0.3	6.7	-									
WH 5B Parking 12	-	7.9	6.8	13.7	-	7.9	6.8	13.7	-									
WH 6 Parking 11	-	3.3	1.5	8.5	-	3.3	1.5	8.5	-									
WH 8 Parking 10	-	21.0	19.2	26.2	-	21.0	19.2	26.2	-									
Receiver North 1		1.Fl		63.1		59.2		66.7		0.0		63.2		59.2		66.7		0.0
Back up Alert 1	-	27.9	26.2	33.2	-	28.1	26.4	33.4	-									
Back up Alert 2	-	45.1	43.3	50.4	-	45.1	43.4	50.4	-									
Back up Alert 3	-	23.2	21.5	28.5	-	23.2	21.5	28.5	-									
Back up Alert 4	-	27.9	26.2	33.2	-	27.4	25.7	32.7	-									
Back up Alert 5	-	25.4	23.7	30.7	-	25.4	23.7	30.7	-									
Back up Alert 6	-	19.3	17.6	24.6	-	19.3	17.6	24.6	-									
Back up Alert 7	-	23.4	21.6	28.6	-	22.9	21.2	28.2	-									
Back up Alert 8	-	24.0	22.3	29.3	-	24.0	22.3	29.3	-									
Back up Alert 9	-	27.5	25.7	32.8	-	27.5	25.7	32.8	-									
Car Route 3	-	14.7	11.7	19.0	-	13.7	10.7	18.0	-									
GFH&V	-	18.2	18.2	25.0	-	18.2	18.2	25.0	-									
GFH&V1	-	12.0	12.0	18.8	-	12.0	12.0	18.8	-									
GFH&V2	-	8.2	8.2	15.0	-	8.2	8.2	15.0	-									
GFH&V3	-	20.7	20.7	27.4	-	20.7	20.7	27.4	-									
GFH&V4	-	13.2	13.2	20.0	-	13.2	13.2	20.0	-									
GFH&V5	-	9.4	9.4	16.1	-	9.4	9.4	16.1	-									
GFH&V6	-	7.5	7.5	14.3	-	7.5	7.5	14.3	-									
GFH&V7	-	13.0	13.0	19.8	-	13.0	13.0	19.8	-									
GFH&V8	-	12.7	12.7	19.5	-	12.7	12.7	19.5	-									
GFH&V9	-	8.3	8.3	15.1	-	8.3	8.3	15.1	-									
GFH&V10	-	6.8	6.8	13.5	-	6.8	6.8	13.5	-									
GFH&V11	-	11.1	11.1	17.8	-	11.1	11.1	17.8	-									
GFH&V12	-	10.3	10.3	17.1	-	10.3	10.3	17.1	-									
GFH&V13	-	8.2	8.2	15.0	-	8.2	8.2	15.0	-									
GFH&V14	-	6.8	6.8	13.6	-	6.8	6.8	13.6	-									
GFH&V15	-	7.5	7.5	14.3	-	7.5	7.5	14.3	-									
GFH&V16	-	6.4	6.4	13.2	-	6.4	6.4	13.2	-									
GFH&V17	-	3.5	3.5	10.3	-	3.5	3.5	10.3	-									
GFH&V18	-	6.4	6.4	13.2	-	6.4	6.4	13.2	-									
GFH&V19	-	6.0	6.0	12.8	-	6.0	6.0	12.8	-									
GFH&V20	-	5.1	5.1	11.9	-	5.1	5.1	11.9	-									
GFH&V21	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-									
GFH&V22	-	7.0	7.0	13.8	-	7.0	7.0	13.8	-									
GFH&V23	-	-1.2	-1.2	5.6	-	-1.2	-1.2	5.6	-									
GFH&V24	-	0.0	0.0	6.8	-	0.0	0.0	6.8	-									
GFH&V25	-	0.6	0.6	7.4	-	0.6	0.6	7.4	-									
GFH&V26	-	1.3	1.3	8.0	-	1.3	1.3	8.0	-									

RTU	-	35.7	35.7	42.5	-	35.7	35.7	42.5	-
RTU1	-	27.2	27.2	34.0	-	27.2	27.2	34.0	-
RTU3	-	25.9	25.9	32.6	-	25.9	25.9	32.6	-
RTU4	-	21.8	21.8	28.5	-	21.8	21.8	28.5	-
RTU5	-	19.1	19.1	25.8	-	19.1	19.1	25.8	-
RTU6	-	30.8	30.8	37.6	-	30.8	30.8	37.6	-
RTU7	-	23.3	23.3	30.0	-	23.3	23.3	30.0	-
RTU8	-	22.1	22.1	28.8	-	22.1	22.1	28.8	-
RTU9	-	18.3	18.3	25.1	-	18.3	18.3	25.1	-
RTU10	-	23.2	23.2	30.0	-	23.2	23.2	30.0	-
RTU11	-	19.7	19.7	26.5	-	19.7	19.7	26.5	-
RTU12	-	18.4	18.4	25.1	-	18.4	18.4	25.1	-
RTU13	-	17.3	17.3	24.1	-	17.3	17.3	24.1	-
RTU14	-	21.6	21.6	28.4	-	21.6	21.6	28.4	-
RTU15	-	21.1	21.1	27.9	-	21.1	21.1	27.9	-
RTU16	-	22.4	22.4	29.2	-	22.4	22.4	29.2	-
RTU17	-	21.0	21.0	27.7	-	21.0	21.0	27.7	-
RTU18	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
RTU19	-	17.3	17.3	24.1	-	17.3	17.3	24.1	-
RTU20	-	19.7	19.7	26.4	-	19.7	19.7	26.4	-
RTU21	-	19.5	19.5	26.3	-	19.5	19.5	26.3	-
RTU22	-	17.9	17.9	24.7	-	17.9	17.9	24.7	-
RTU23	-	13.8	13.8	20.6	-	13.8	13.8	20.6	-
RTU24	-	17.2	17.2	24.0	-	17.2	17.2	24.0	-
RTU25	-	16.7	16.7	23.4	-	16.7	16.7	23.4	-
RTU26	-	16.6	16.6	23.4	-	16.6	16.6	23.4	-
RTU27	-	16.5	16.5	23.2	-	16.5	16.5	23.2	-
RTU28	-	24.6	24.6	31.4	-	24.6	24.6	31.4	-
RTU29	-	19.5	19.5	26.2	-	19.5	19.5	26.2	-
RTU30	-	19.0	19.0	25.8	-	19.0	19.0	25.8	-
RTU31	-	19.1	19.1	25.8	-	19.1	19.1	25.8	-
RTU32	-	18.5	18.5	25.3	-	18.5	18.5	25.3	-
RTU33	-	9.1	9.1	15.9	-	9.1	9.1	15.9	-
RTU34	-	9.5	9.5	16.3	-	9.5	9.5	16.3	-
RTU35	-	10.2	10.2	17.0	-	10.2	10.2	17.0	-
RTU36	-	10.7	10.7	17.4	-	10.7	10.7	17.4	-
RTU37	-	10.8	10.8	17.5	-	10.8	10.8	17.5	-
RTU38	-	11.4	11.4	18.2	-	11.4	11.4	18.2	-
Trash Compactor	-	42.8	42.8	49.6	-	42.8	42.8	49.6	-
Trash Compactor 2	-	31.1	31.1	37.9	-	31.1	31.1	37.9	-
Trash Compactor 3	-	36.3	36.3	43.1	-	36.3	36.3	43.1	-
Trash Compactor 4	-	33.5	33.5	40.3	-	33.5	33.5	40.3	-
Trash Compactor 5	-	31.2	31.2	38.0	-	31.2	31.2	38.0	-
Trash Compactor 6	-	29.4	29.4	36.2	-	29.4	29.4	36.2	-
Trash Compactor 7	-	28.8	28.8	35.6	-	28.8	28.8	35.6	-
Trash Compactor 8	-	28.0	28.0	34.7	-	28.0	28.0	34.7	-
Trash Compactor 9	-	28.2	28.2	35.0	-	28.2	28.2	35.0	-
Truck Route 1	-	59.3	54.7	62.4	-	59.4	54.8	62.5	-
Truck Route 2	-	60.5	56.7	64.2	-	60.6	56.7	64.2	-
Truck Stop 1	-	22.8	20.7	27.8	-	23.0	20.8	27.9	-
Truck Stop 2	-	23.6	21.4	28.5	-	23.6	21.5	28.6	-
Truck Stop 3	-	5.4	3.3	10.4	-	5.4	3.3	10.4	-
Truck Stop 4	-	12.5	10.4	17.5	-	12.0	9.9	17.0	-
Truck Stop 5	-	7.5	5.4	12.5	-	7.5	5.4	12.5	-

Truck Stop 6	-	2.3	0.0	7.1	-	2.0	-0.3	6.8	-										
Truck Stop 7	-	8.9	6.7	13.8	-	8.4	6.1	13.2	-										
Truck Stop 8	-	9.1	7.1	14.1	-	9.1	7.1	14.1	-										
Truck Stop 9	-	11.9	9.9	17.0	-	11.9	9.9	17.0	-										
WH 1 Parking	-	32.1	32.1	38.8	-	32.1	32.1	38.8	-										
WH 1 Parking 2	-	14.5	5.4	14.9	-	14.5	5.4	14.9	-										
WH 1 Parking 3	-	-6.4	-7.6	-0.7	-	-6.4	-7.6	-0.7	-										
WH 2 Parking 4	-	-6.9	-8.0	-1.1	-	-6.9	-8.0	-1.1	-										
WH 2 Parking 4	-	5.1	4.0	10.9	-	5.0	3.9	10.8	-										
WH 3 Parking 6	-	9.0	7.2	14.2	-	8.8	7.1	14.1	-										
WH 3 Parking 7	-	18.3	16.6	23.6	-	18.3	16.6	23.6	-										
WH 4 Parking 8	-	13.5	12.3	19.2	-	13.5	12.3	19.2	-										
WH 4 Parking 9	-	3.8	2.1	9.1	-	3.7	1.9	9.0	-										
WH 5A 5B Parking 13	-	0.8	-1.1	5.9	-	0.8	-1.1	5.9	-										
WH 5A 5B Parking 14	-	-1.0	-2.9	4.1	-	-1.0	-2.9	4.1	-										
WH 5A Parking 15	-	2.3	0.4	7.5	-	2.3	0.4	7.5	-										
WH 5B Parking 12	-	-10.4		-11.6		-4.7		-10.4		-11.6									
WH 6 Parking 11	-	4.4	2.6	9.7	-	4.0	2.3	9.3	-										
WH 8 Parking 10	-	13.3	11.5	18.6	-	11.8	10.0	17.0	-										
Receiver North 2		1.Fl		63.2		59.8		67.2		0.0		59.9		56.6		64.0		0.0	
Back up Alert 1	-	36.9	35.2	42.2	-	32.6	30.9	37.9	-										
Back up Alert 2	-	58.1	56.4	63.4	-	54.0	52.2	59.3	-										
Back up Alert 3	-	28.4	26.7	33.7	-	28.4	26.7	33.7	-										
Back up Alert 4	-	29.3	27.6	34.6	-	29.3	27.6	34.6	-										
Back up Alert 5	-	24.3	22.5	29.6	-	24.3	22.5	29.6	-										
Back up Alert 6	-	20.2	18.4	25.5	-	20.2	18.4	25.5	-										
Back up Alert 7	-	24.9	23.2	30.2	-	24.9	23.2	30.2	-										
Back up Alert 8	-	25.8	24.1	31.1	-	25.8	24.1	31.1	-										
Back up Alert 9	-	41.4	39.7	46.7	-	38.5	36.7	43.8	-										
Car Route 3	-	11.3	8.3	15.6	-	11.5	8.4	15.7	-										
GFH&V	-	19.6	19.6	26.3	-	19.6	19.6	26.3	-										
GFH&V1	-	13.8	13.8	20.6	-	13.8	13.8	20.6	-										
GFH&V2	-	11.8	11.8	18.6	-	11.8	11.8	18.6	-										
GFH&V3	-	22.5	22.5	29.2	-	22.5	22.5	29.2	-										
GFH&V4	-	16.7	16.7	23.5	-	16.7	16.7	23.5	-										
GFH&V5	-	17.0	17.0	23.8	-	17.0	17.0	23.8	-										
GFH&V6	-	15.1	15.1	21.9	-	15.1	15.1	21.9	-										
GFH&V7	-	15.5	15.5	22.3	-	15.5	15.5	22.3	-										
GFH&V8	-	12.7	12.7	19.5	-	12.7	12.7	19.5	-										
GFH&V9	-	10.8	10.8	17.6	-	10.8	10.8	17.6	-										
GFH&V10	-	9.3	9.3	16.1	-	9.3	9.3	16.1	-										
GFH&V11	-	13.6	13.6	20.4	-	13.6	13.6	20.4	-										
GFH&V12	-	11.9	11.9	18.7	-	11.9	11.9	18.7	-										
GFH&V13	-	10.4	10.4	17.2	-	10.4	10.4	17.2	-										
GFH&V14	-	9.1	9.1	15.9	-	9.1	9.1	15.9	-										
GFH&V15	-	9.3	9.3	16.0	-	9.3	9.3	16.0	-										
GFH&V16	-	8.2	8.2	15.0	-	8.2	8.2	15.0	-										
GFH&V17	-	7.2	7.2	13.9	-	7.2	7.2	13.9	-										
GFH&V18	-	7.9	7.9	14.6	-	7.9	7.9	14.6	-										
GFH&V19	-	7.4	7.4	14.2	-	7.4	7.4	14.2	-										
GFH&V20	-	6.7	6.7	13.4	-	6.7	6.7	13.4	-										
GFH&V21	-	10.3	10.3	17.1	-	10.3	10.3	17.1	-										
GFH&V22	-	8.7	8.7	15.4	-	8.7	8.7	15.4	-										
GFH&V23	-	14.8	14.8	21.5	-	14.8	14.8	21.5	-										

GFH&V24	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-
GFH&V25	-	2.9	2.9	9.7	-	2.9	2.9	9.7	-
GFH&V26	-	4.0	4.0	10.7	-	4.0	4.0	10.7	-
RTU	-	34.6	34.5	41.3	-	34.6	34.5	41.3	-
RTU1	-	27.6	27.5	34.3	-	27.6	27.5	34.3	-
RTU3	-	26.2	26.2	33.0	-	26.2	26.2	33.0	-
RTU4	-	23.3	23.3	30.0	-	23.3	23.3	30.0	-
RTU5	-	20.8	20.8	27.6	-	20.8	20.8	27.6	-
RTU6	-	35.4	35.4	42.2	-	35.4	35.4	42.2	-
RTU7	-	26.1	26.1	32.9	-	26.1	26.1	32.9	-
RTU8	-	24.9	24.9	31.6	-	24.9	24.9	31.6	-
RTU9	-	21.0	21.0	27.8	-	21.0	21.0	27.8	-
RTU10	-	25.9	25.9	32.6	-	25.9	25.9	32.6	-
RTU11	-	22.4	22.4	29.1	-	22.4	22.4	29.1	-
RTU12	-	21.0	21.0	27.8	-	21.0	21.0	27.8	-
RTU13	-	20.0	20.0	26.8	-	20.0	20.0	26.8	-
RTU14	-	24.2	24.2	30.9	-	24.2	24.2	30.9	-
RTU15	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU16	-	22.3	22.3	29.1	-	22.3	22.3	29.1	-
RTU17	-	21.3	21.3	28.1	-	21.3	21.3	28.1	-
RTU18	-	20.5	20.5	27.2	-	20.5	20.5	27.2	-
RTU19	-	19.7	19.7	26.5	-	19.7	19.7	26.5	-
RTU20	-	21.9	21.9	28.6	-	21.9	21.9	28.6	-
RTU21	-	20.3	20.3	27.0	-	20.3	20.3	27.0	-
RTU22	-	19.8	19.8	26.6	-	19.8	19.8	26.6	-
RTU23	-	18.3	18.3	25.0	-	18.3	18.3	25.0	-
RTU24	-	18.8	18.8	25.6	-	18.8	18.8	25.6	-
RTU25	-	18.3	18.3	25.1	-	18.3	18.3	25.1	-
RTU26	-	18.2	18.2	25.0	-	18.2	18.2	25.0	-
RTU27	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU28	-	26.8	26.8	33.5	-	26.8	26.8	33.5	-
RTU29	-	21.2	21.2	28.0	-	21.2	21.2	28.0	-
RTU30	-	20.8	20.8	27.6	-	20.8	20.8	27.6	-
RTU31	-	22.0	22.0	28.8	-	22.0	22.0	28.8	-
RTU32	-	21.2	21.2	28.0	-	21.2	21.2	28.0	-
RTU33	-	22.7	22.7	29.5	-	22.7	22.7	29.5	-
RTU34	-	22.1	22.1	28.9	-	22.1	22.1	28.9	-
RTU35	-	17.2	17.2	24.0	-	17.2	17.2	24.0	-
RTU36	-	13.2	13.2	19.9	-	13.2	13.2	19.9	-
RTU37	-	13.3	13.3	20.1	-	13.3	13.3	20.1	-
RTU38	-	14.2	14.2	20.9	-	14.2	14.2	20.9	-
Trash Compactor	-	44.4	44.4	51.2	-	44.4	44.4	51.2	-
Trash Compactor 2	-	45.1	45.1	51.8	-	44.5	44.5	51.3	-
Trash Compactor 3	-	37.0	37.0	43.8	-	37.0	37.0	43.8	-
Trash Compactor 4	-	36.7	36.7	43.4	-	36.7	36.7	43.4	-
Trash Compactor 5	-	33.2	33.2	40.0	-	33.2	33.2	40.0	-
Trash Compactor 6	-	30.9	30.9	37.6	-	30.9	30.9	37.6	-
Trash Compactor 7	-	30.2	30.2	37.0	-	30.2	30.2	37.0	-
Trash Compactor 8	-	30.3	30.3	37.1	-	30.3	30.3	37.1	-
Trash Compactor 9	-	31.2	31.2	37.9	-	31.2	31.2	37.9	-
Truck Route 1	-	58.8	53.8	61.6	-	55.4	50.4	58.2	-
Truck Route 2	-	57.7	52.4	60.3	-	54.5	49.5	57.3	-
Truck Stop 1	-	33.9	31.8	38.9	-	30.4	28.3	35.4	-
Truck Stop 2	-	35.1	33.0	40.1	-	31.9	29.8	36.9	-

Truck Stop 3	-	9.8	7.7	14.8	-	9.8	7.7	14.8	-										
Truck Stop 4	-	14.6	12.5	19.6	-	14.6	12.5	19.6	-										
Truck Stop 5	-	7.2	5.1	12.2	-	7.2	5.1	12.2	-										
Truck Stop 6	-	4.7	2.4	9.5	-	4.7	2.4	9.5	-										
Truck Stop 7	-	10.1	7.8	14.9	-	10.1	7.8	14.9	-										
Truck Stop 8	-	10.8	8.7	15.8	-	10.8	8.7	15.8	-										
Truck Stop 9	-	18.7	16.6	23.7	-	18.1	16.0	23.1	-										
WH 1 Parking	-	13.6	13.6	20.4	-	13.6	13.6	20.4	-										
WH 1 Parking 2	-	-3.5	-12.5		-3.0	-	-3.5	-12.5		-3.0	-								
WH 1 Parking 3	-	-7.3	-8.4	-1.5	-	-7.3	-8.4	-1.5	-										
WH 2 Parking 4	-	-3.7	-4.9	2.1	-	-3.8	-4.9	2.0	-										
WH 2 Parking 4	-	10.3	9.2	16.1	-	10.3	9.2	16.1	-										
WH 3 Parking 6	-	14.6	12.9	19.9	-	14.6	12.8	19.9	-										
WH 3 Parking 7	-	26.3	24.6	31.6	-	26.3	24.6	31.6	-										
WH 4 Parking 8	-	16.2	15.0	21.9	-	16.1	15.0	21.9	-										
WH 4 Parking 9	-	6.8	5.0	12.0	-	6.8	5.0	12.0	-										
WH 5A 5B Parking 13	-	1.8	-0.1	7.0	-	1.8	-0.1	7.0	-										
WH 5A 5B Parking 14	-	0.4	-1.5	5.5	-	0.4	-1.5	5.5	-										
WH 5A Parking 15	-	10.8	8.9	16.0	-	10.0	8.1	15.2	-										
WH 5B Parking 12	-	-8.8	-9.9	-3.0	-	-8.8	-9.9	-3.0	-										
WH 6 Parking 11	-	5.8	4.0	11.1	-	5.5	3.7	10.7	-										
WH 8 Parking 10	-	12.8	11.1	18.1	-	12.7	10.9	17.9	-										
Receiver North 3		1.Fl	59.5		56.1	63.5	0.0	57.6	54.2	61.6	0.0								
Back up Alert 1	-	11.4	9.7	16.7	-	11.4	9.7	16.7	-										
Back up Alert 2	-	29.3	27.5	34.5	-	29.3	27.5	34.5	-										
Back up Alert 3	-	45.2	43.5	50.5	-	38.9	37.2	44.2	-										
Back up Alert 4	-	53.3	51.6	58.6	-	49.1	47.4	54.4	-										
Back up Alert 5	-	27.3	25.6	32.6	-	27.3	25.6	32.6	-										
Back up Alert 6	-	25.3	23.6	30.6	-	25.3	23.6	30.6	-										
Back up Alert 7	-	28.7	27.0	34.0	-	28.7	27.0	34.0	-										
Back up Alert 8	-	41.9	40.2	47.2	-	39.6	37.9	44.9	-										
Back up Alert 9	-	30.7	29.0	36.0	-	30.7	29.0	36.0	-										
Car Route 3	-	25.5	22.5	29.8	-	25.4	22.4	29.7	-										
GFH&V	-	13.8	13.8	20.5	-	13.8	13.8	20.5	-										
GFH&V1	-	12.6	12.6	19.4	-	12.6	12.6	19.4	-										
GFH&V2	-	11.4	11.4	18.2	-	11.4	11.4	18.2	-										
GFH&V3	-	16.7	16.7	23.5	-	16.7	16.7	23.5	-										
GFH&V4	-	15.5	15.5	22.3	-	15.5	15.5	22.3	-										
GFH&V5	-	13.3	13.3	20.0	-	13.3	13.3	20.0	-										
GFH&V6	-	11.8	11.8	18.6	-	11.8	11.8	18.6	-										
GFH&V7	-	22.1	22.1	28.9	-	22.1	22.1	28.9	-										
GFH&V8	-	18.5	18.5	25.3	-	18.5	18.5	25.3	-										
GFH&V9	-	15.1	15.1	21.9	-	15.1	15.1	21.9	-										
GFH&V10	-	12.0	12.0	18.8	-	12.0	12.0	18.8	-										
GFH&V11	-	21.4	21.4	28.2	-	21.4	21.4	28.2	-										
GFH&V12	-	18.8	18.8	25.6	-	18.8	18.8	25.6	-										
GFH&V13	-	17.0	17.0	23.7	-	17.0	17.0	23.7	-										
GFH&V14	-	15.8	15.8	22.6	-	15.8	15.8	22.6	-										
GFH&V15	-	13.9	13.9	20.7	-	13.9	13.9	20.7	-										
GFH&V16	-	12.0	12.0	18.7	-	12.0	12.0	18.7	-										
GFH&V17	-	10.4	10.4	17.1	-	10.4	10.4	17.1	-										
GFH&V18	-	12.6	12.6	19.4	-	12.6	12.6	19.4	-										
GFH&V19	-	11.3	11.3	18.1	-	11.3	11.3	18.1	-										
GFH&V20	-	10.1	10.1	16.9	-	10.1	10.1	16.9	-										

GFH&V21	-	16.9	16.9	23.6	-	16.9	16.9	23.6	-
GFH&V22	-	14.5	14.5	21.2	-	14.5	14.5	21.2	-
GFH&V23	-	6.4	6.4	13.1	-	6.4	6.4	13.1	-
GFH&V24	-	9.4	9.4	16.2	-	9.4	9.4	16.2	-
GFH&V25	-	11.9	11.9	18.6	-	11.9	11.9	18.6	-
GFH&V26	-	11.0	11.0	17.7	-	11.0	11.0	17.7	-
RTU	-	24.6	24.6	31.3	-	24.6	24.6	31.3	-
RTU1	-	23.7	23.6	30.4	-	23.7	23.6	30.4	-
RTU3	-	23.4	23.4	30.2	-	23.4	23.4	30.2	-
RTU4	-	23.0	23.0	29.7	-	23.0	23.0	29.7	-
RTU5	-	22.4	22.4	29.1	-	22.4	22.4	29.1	-
RTU6	-	31.5	31.5	38.2	-	31.5	31.5	38.2	-
RTU7	-	27.8	27.8	34.6	-	27.8	27.8	34.6	-
RTU8	-	26.7	26.7	33.5	-	26.7	26.7	33.5	-
RTU9	-	23.7	23.7	30.5	-	23.7	23.7	30.5	-
RTU10	-	32.4	32.4	39.1	-	32.4	32.4	39.1	-
RTU11	-	26.0	26.0	32.7	-	26.0	26.0	32.7	-
RTU12	-	24.7	24.7	31.5	-	24.7	24.7	31.5	-
RTU13	-	23.3	23.3	30.0	-	23.3	23.3	30.0	-
RTU14	-	33.2	33.2	40.0	-	33.2	33.2	40.0	-
RTU15	-	31.8	31.8	38.6	-	31.8	31.8	38.6	-
RTU16	-	27.2	27.2	34.0	-	27.2	27.2	34.0	-
RTU17	-	25.9	25.9	32.7	-	25.9	25.9	32.7	-
RTU18	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU19	-	23.6	23.6	30.4	-	23.6	23.6	30.4	-
RTU20	-	27.4	27.4	34.2	-	27.4	27.4	34.2	-
RTU21	-	24.6	24.6	31.4	-	24.6	24.6	31.4	-
RTU22	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU23	-	21.9	21.9	28.7	-	21.9	21.9	28.7	-
RTU24	-	23.5	23.5	30.3	-	23.5	23.5	30.3	-
RTU25	-	22.7	22.7	29.5	-	22.7	22.7	29.5	-
RTU26	-	22.5	22.5	29.3	-	22.5	22.5	29.3	-
RTU27	-	20.7	20.7	27.5	-	20.7	20.7	27.5	-
RTU28	-	33.4	33.4	40.1	-	33.4	33.4	40.1	-
RTU29	-	28.9	28.9	35.6	-	28.9	28.9	35.6	-
RTU30	-	28.3	28.3	35.0	-	28.3	28.3	35.0	-
RTU31	-	27.6	27.6	34.4	-	27.6	27.6	34.4	-
RTU32	-	26.4	26.4	33.1	-	26.4	26.4	33.1	-
RTU33	-	18.9	18.9	25.7	-	18.9	18.9	25.7	-
RTU34	-	19.0	19.0	25.7	-	19.0	19.0	25.7	-
RTU35	-	19.2	19.2	26.0	-	19.2	19.2	26.0	-
RTU36	-	22.0	22.0	28.7	-	23.8	23.8	30.6	-
RTU37	-	22.0	22.0	28.7	-	23.9	23.9	30.6	-
RTU38	-	20.5	20.5	27.2	-	20.5	20.5	27.2	-
Trash Compactor	-	37.1	37.1	43.8	-	37.1	37.1	43.8	-
Trash Compactor 2	-	17.4	17.4	24.1	-	17.4	17.4	24.1	-
Trash Compactor 3	-	44.1	44.1	50.8	-	44.1	44.1	50.8	-
Trash Compactor 4	-	44.7	44.7	51.5	-	44.7	44.7	51.5	-
Trash Compactor 5	-	40.8	40.8	47.5	-	40.8	40.8	47.5	-
Trash Compactor 6	-	35.8	35.8	42.6	-	35.8	35.8	42.6	-
Trash Compactor 7	-	36.3	36.3	43.1	-	36.3	36.3	43.1	-
Trash Compactor 8	-	33.6	33.6	40.3	-	33.6	33.6	40.3	-
Trash Compactor 9	-	33.1	33.1	39.8	-	33.1	33.1	39.8	-
Truck Route 1	-	53.9	47.7	55.9	-	52.6	46.4	54.6	-



GFH&V18	-	12.6	12.6	19.4	-	12.6	12.6	19.4	-
GFH&V19	-	11.5	11.5	18.3	-	11.5	11.5	18.3	-
GFH&V20	-	10.4	10.4	17.1	-	10.4	10.4	17.1	-
GFH&V21	-	16.9	16.9	23.6	-	16.9	16.9	23.6	-
GFH&V22	-	14.5	14.5	21.2	-	14.5	14.5	21.2	-
GFH&V23	-	8.7	8.7	15.5	-	8.7	8.7	15.5	-
GFH&V24	-	10.4	10.4	17.1	-	10.4	10.4	17.1	-
GFH&V25	-	12.8	12.8	19.5	-	12.8	12.8	19.5	-
GFH&V26	-	11.0	11.0	17.7	-	11.0	11.0	17.7	-
RTU	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU1	-	24.2	24.2	31.0	-	24.2	24.2	31.0	-
RTU3	-	24.0	24.0	30.8	-	24.0	24.0	30.8	-
RTU4	-	23.6	23.6	30.4	-	23.6	23.6	30.4	-
RTU5	-	22.9	22.9	29.6	-	22.9	22.9	29.6	-
RTU6	-	33.0	33.0	39.8	-	33.0	33.0	39.8	-
RTU7	-	28.9	28.9	35.7	-	28.9	28.9	35.7	-
RTU8	-	28.0	28.0	34.8	-	28.0	28.0	34.8	-
RTU9	-	25.3	25.3	32.0	-	25.3	25.3	32.0	-
RTU10	-	33.7	33.7	40.5	-	33.7	33.7	40.5	-
RTU11	-	27.7	27.7	34.4	-	27.7	27.7	34.4	-
RTU12	-	26.4	26.4	33.1	-	26.4	26.4	33.1	-
RTU13	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU14	-	34.3	34.3	41.0	-	34.3	34.3	41.0	-
RTU15	-	33.1	33.1	39.9	-	33.1	33.1	39.9	-
RTU16	-	28.8	28.8	35.6	-	28.8	28.8	35.6	-
RTU17	-	27.5	27.5	34.3	-	27.5	27.5	34.3	-
RTU18	-	26.4	26.4	33.2	-	26.4	26.4	33.2	-
RTU19	-	25.2	25.2	32.0	-	25.2	25.2	32.0	-
RTU20	-	28.8	28.8	35.6	-	28.8	28.8	35.6	-
RTU21	-	26.0	26.0	32.7	-	26.0	26.0	32.7	-
RTU22	-	25.2	25.2	32.0	-	25.2	25.2	32.0	-
RTU23	-	23.3	23.3	30.0	-	23.3	23.3	30.0	-
RTU24	-	24.0	24.0	30.8	-	24.0	24.0	30.8	-
RTU25	-	23.3	23.3	30.1	-	23.3	23.3	30.1	-
RTU26	-	23.1	23.1	29.8	-	23.1	23.1	29.8	-
RTU27	-	21.5	21.5	28.3	-	21.5	21.5	28.3	-
RTU28	-	34.4	34.4	41.1	-	34.4	34.4	41.1	-
RTU29	-	28.4	28.4	35.2	-	28.4	28.4	35.2	-
RTU30	-	27.8	27.8	34.6	-	27.8	27.8	34.6	-
RTU31	-	25.9	25.9	32.7	-	25.9	25.9	32.7	-
RTU32	-	25.4	25.4	32.2	-	25.4	25.4	32.2	-
RTU33	-	20.2	20.2	27.0	-	20.2	20.2	27.0	-
RTU34	-	20.3	20.3	27.0	-	20.3	20.3	27.0	-
RTU35	-	20.9	20.9	27.6	-	20.9	20.9	27.6	-
RTU36	-	24.7	24.7	31.4	-	25.8	25.8	32.6	-
RTU37	-	22.6	22.6	29.4	-	24.4	24.4	31.1	-
RTU38	-	21.8	21.8	28.6	-	21.8	21.8	28.6	-
Trash Compactor	-	37.8	37.8	44.6	-	37.8	37.8	44.6	-
Trash Compactor 2	-	17.4	17.4	24.1	-	17.4	17.4	24.1	-
Trash Compactor 3	-	44.7	44.7	51.5	-	44.7	44.7	51.5	-
Trash Compactor 4	-	44.6	44.6	51.3	-	44.6	44.6	51.3	-
Trash Compactor 5	-	41.0	41.0	47.7	-	41.0	41.0	47.7	-
Trash Compactor 6	-	36.5	36.5	43.3	-	36.5	36.5	43.3	-
Trash Compactor 7	-	36.5	36.5	43.2	-	36.5	36.5	43.2	-

Trash Compactor 8 -	34.1	34.1	40.9	-	34.1	34.1	40.9	-						
Trash Compactor 9 -	33.4	33.4	40.1	-	33.4	33.4	40.1	-						
Truck Route 1 -	54.0	47.8	56.0	-	52.8	46.7	54.9	-						
Truck Route 2 -	54.1	47.8	56.0	-	52.9	46.6	54.8	-						
Truck Stop 1 -	16.0	13.9	21.0	-	16.0	13.9	21.0	-						
Truck Stop 2 -	10.6	8.5	15.6	-	10.6	8.5	15.6	-						
Truck Stop 3 -	27.4	25.2	32.3	-	25.6	23.4	30.5	-						
Truck Stop 4 -	30.4	28.3	35.4	-	28.2	26.1	33.2	-						
Truck Stop 5 -	9.6	7.5	14.6	-	9.6	7.5	14.6	-						
Truck Stop 6 -	7.9	5.6	12.7	-	7.9	5.6	12.7	-						
Truck Stop 7 -	14.2	11.9	19.0	-	14.2	11.9	19.0	-						
Truck Stop 8 -	20.2	18.1	25.2	-	19.7	17.6	24.7	-						
Truck Stop 9 -	15.4	13.3	20.4	-	15.7	13.7	20.7	-						
WH 1 Parking -	2.2	2.2	9.0	-	2.2	2.2	9.0	-						
WH 1 Parking 2 -	-9.1	-18.1		-8.7	-	-9.1	-18.1	-8.7	-					
WH 1 Parking 3 -	-11.8		-12.9	-6.0	-	-11.8		-12.9	-6.0	-				
WH 2 Parking 4 -	-5.8	-7.0	0.0	-	-5.8	-7.0	0.0	-						
WH 2 Parking 4 -	23.0	21.8	28.7	-	23.0	21.8	28.7	-						
WH 3 Parking 6 -	20.8	19.0	26.1	-	20.7	18.9	26.0	-						
WH 3 Parking 7 -	33.7	31.9	39.0	-	32.6	30.9	37.9	-						
WH 4 Parking 8 -	27.9	26.8	33.7	-	26.5	25.3	32.3	-						
WH 4 Parking 9 -	19.5	17.8	24.8	-	19.5	17.8	24.8	-						
WH 5A 5B Parking 13 -	3.1	1.2	8.2	-	3.1	1.2	8.2	-						
WH 5A 5B Parking 14 -	3.1	1.2	8.3	-	3.1	1.2	8.3	-						
WH 5A Parking 15 -	2.5	0.6	7.6	-	2.5	0.6	7.6	-						
WH 5B Parking 12 -	-1.9	-3.0	3.9	-	-1.9	-3.0	3.9	-						
WH 6 Parking 11 -	11.6	9.9	16.9	-	11.5	9.7	16.7	-						
WH 8 Parking 10 -	22.8	21.0	28.0	-	22.8	21.0	28.0	-						
Receiver North 4	1.Fl	52.0		51.4	58.3	0.0	52.0	51.4	58.3	0.0				
Back up Alert 1 -	6.9	5.2	12.2	-	7.0	5.2	12.3	-						
Back up Alert 2 -	20.9	19.2	26.2	-	20.9	19.1	26.2	-						
Back up Alert 3 -	31.0	29.3	36.3	-	31.0	29.3	36.3	-						
Back up Alert 4 -	30.5	28.7	35.8	-	30.5	28.7	35.8	-						
Back up Alert 5 -	37.2	35.4	42.4	-	37.2	35.4	42.4	-						
Back up Alert 6 -	32.0	30.3	37.3	-	32.0	30.3	37.3	-						
Back up Alert 7 -	34.6	32.9	39.9	-	34.6	32.9	39.9	-						
Back up Alert 8 -	28.6	26.9	33.9	-	28.6	26.9	33.9	-						
Back up Alert 9 -	28.5	26.8	33.8	-	28.5	26.8	33.8	-						
Car Route 3 -	33.2	30.2	37.5	-	33.2	30.2	37.5	-						
GFH&V - 8.5	8.5	15.3	-	8.5	8.5	15.3	-							
GFH&V1 -	8.0	8.0	14.8	-	8.0	8.0	14.8	-						
GFH&V2 -	7.5	7.5	14.2	-	7.5	7.5	14.2	-						
GFH&V3 -	10.3	10.3	17.1	-	10.3	10.3	17.1	-						
GFH&V4 -	9.9	9.9	16.6	-	9.9	9.9	16.6	-						
GFH&V5 -	9.2	9.2	16.0	-	9.2	9.2	16.0	-						
GFH&V6 -	8.4	8.4	15.2	-	8.4	8.4	15.2	-						
GFH&V7 -	14.3	14.3	21.1	-	14.3	14.3	21.1	-						
GFH&V8 -	13.3	13.3	20.1	-	13.3	13.3	20.1	-						
GFH&V9 -	12.2	12.2	19.0	-	12.2	12.2	19.0	-						
GFH&V10 -	10.5	10.5	17.3	-	10.5	10.5	17.3	-						
GFH&V11 -	17.2	17.2	24.0	-	17.2	17.2	24.0	-						
GFH&V12 -	15.7	15.7	22.5	-	15.7	15.7	22.5	-						
GFH&V13 -	12.6	12.6	19.4	-	12.6	12.6	19.4	-						
GFH&V14 -	11.2	11.2	17.9	-	11.2	11.2	17.9	-						

GFH&V15	-	16.9	16.9	23.6	-	16.9	16.9	23.6	-
GFH&V16	-	12.0	12.0	18.8	-	12.0	12.0	18.8	-
GFH&V17	-	10.3	10.3	17.1	-	10.3	10.3	17.1	-
GFH&V18	-	14.7	14.7	21.4	-	14.7	14.7	21.4	-
GFH&V19	-	12.4	12.4	19.2	-	12.4	12.4	19.2	-
GFH&V20	-	13.1	13.1	19.8	-	13.1	13.1	19.8	-
GFH&V21	-	22.6	22.6	29.4	-	22.6	22.6	29.4	-
GFH&V22	-	22.0	22.0	28.8	-	22.0	22.0	28.8	-
GFH&V23	-	6.9	6.9	13.7	-	6.9	6.9	13.7	-
GFH&V24	-	7.8	7.8	14.6	-	7.8	7.8	14.6	-
GFH&V25	-	8.6	8.6	15.4	-	8.6	8.6	15.4	-
GFH&V26	-	9.0	9.0	15.8	-	9.0	9.0	15.8	-
RTU	-	19.2	19.2	26.0	-	19.2	19.2	26.0	-
RTU1	-	19.0	19.0	25.8	-	19.0	19.0	25.8	-
RTU3	-	18.9	18.9	25.6	-	18.9	18.9	25.6	-
RTU4	-	18.6	18.6	25.4	-	18.6	18.6	25.4	-
RTU5	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
RTU6	-	26.7	26.7	33.4	-	26.7	26.7	33.4	-
RTU7	-	22.3	22.3	29.0	-	22.3	22.3	29.0	-
RTU8	-	21.9	21.9	28.7	-	21.9	21.9	28.7	-
RTU9	-	21.0	21.0	27.8	-	21.0	21.0	27.8	-
RTU10	-	24.2	24.2	31.0	-	24.2	24.2	31.0	-
RTU11	-	23.2	23.2	30.0	-	23.2	23.2	30.0	-
RTU12	-	22.7	22.7	29.4	-	22.7	22.7	29.4	-
RTU13	-	21.7	21.7	28.5	-	21.7	21.7	28.5	-
RTU14	-	31.9	31.9	38.6	-	31.9	31.9	38.6	-
RTU15	-	27.0	27.0	33.8	-	27.0	27.0	33.8	-
RTU16	-	25.3	25.3	32.0	-	25.3	25.3	32.0	-
RTU17	-	24.0	24.0	30.8	-	24.0	24.0	30.8	-
RTU18	-	23.0	23.0	29.7	-	23.0	23.0	29.7	-
RTU19	-	22.1	22.1	28.9	-	22.1	22.1	28.9	-
RTU20	-	30.1	30.1	36.8	-	30.1	30.1	36.8	-
RTU21	-	23.4	23.4	30.1	-	23.4	23.4	30.1	-
RTU22	-	22.8	22.8	29.6	-	22.8	22.8	29.6	-
RTU23	-	20.9	20.9	27.7	-	20.9	20.9	27.7	-
RTU24	-	27.0	27.0	33.7	-	27.0	27.0	33.7	-
RTU25	-	23.4	23.4	30.2	-	23.4	23.4	30.2	-
RTU26	-	23.0	23.0	29.8	-	23.0	23.0	29.8	-
RTU27	-	23.0	23.0	29.8	-	23.0	23.0	29.8	-
RTU28	-	36.7	36.7	43.4	-	36.7	36.7	43.4	-
RTU29	-	38.2	38.2	45.0	-	38.2	38.2	45.0	-
RTU30	-	38.2	38.2	44.9	-	38.2	38.2	44.9	-
RTU31	-	36.6	36.6	43.3	-	36.6	36.6	43.3	-
RTU32	-	35.6	35.6	42.3	-	35.6	35.6	42.3	-
RTU33	-	17.7	17.7	24.5	-	17.7	17.7	24.5	-
RTU34	-	17.9	17.9	24.7	-	17.9	17.9	24.7	-
RTU35	-	18.4	18.4	25.2	-	18.4	18.4	25.2	-
RTU36	-	18.9	18.9	25.7	-	18.9	18.9	25.7	-
RTU37	-	19.0	19.0	25.7	-	19.0	19.0	25.7	-
RTU38	-	19.3	19.3	26.0	-	19.3	19.3	26.0	-
Trash Compactor	-	31.7	31.7	38.5	-	31.7	31.7	38.5	-
Trash Compactor 2	-	11.5	11.5	18.2	-	11.5	11.5	18.2	-
Trash Compactor 3	-	37.8	37.8	44.6	-	37.8	37.8	44.6	-
Trash Compactor 4	-	39.3	39.3	46.0	-	39.3	39.3	46.0	-

Trash Compactor 5 -	47.2	47.2	54.0	-	47.2	47.2	54.0	-											
Trash Compactor 6 -	39.2	39.2	45.9	-	39.2	39.2	45.9	-											
Trash Compactor 7 -	39.0	39.0	45.8	-	39.0	39.0	45.8	-											
Trash Compactor 8 -	32.5	32.5	39.3	-	32.5	32.5	39.3	-											
Trash Compactor 9 -	30.7	30.7	37.5	-	30.7	30.7	37.5	-											
Truck Route 1 -	39.6	33.6	41.7	-	39.4	33.4	41.5	-											
Truck Route 2 -	39.8	33.7	41.9	-	39.7	33.7	41.8	-											
Truck Stop 1 -	11.7	9.6	16.7	-	11.6	9.5	16.6	-											
Truck Stop 2 -	5.0	2.9	10.0	-	4.8	2.7	9.8	-											
Truck Stop 3 -	16.2	14.0	21.1	-	16.2	14.0	21.1	-											
Truck Stop 4 -	11.4	9.3	16.4	-	11.4	9.3	16.4	-											
Truck Stop 5 -	15.2	13.1	20.2	-	15.2	13.1	20.2	-											
Truck Stop 6 -	15.4	13.2	20.3	-	15.4	13.2	20.3	-											
Truck Stop 7 -	18.0	15.7	22.8	-	18.0	15.7	22.8	-											
Truck Stop 8 -	13.2	11.2	18.2	-	13.2	11.2	18.2	-											
Truck Stop 9 -	13.1	11.0	18.1	-	13.1	11.0	18.1	-											
WH 1 Parking -	-2.2	-2.2	4.6	-	-2.3	-2.3	4.5	-											
WH 1 Parking 2 -	-13.3		-22.3		-12.9				-13.3		-22.3		-12.9						
WH 1 Parking 3 -	-14.5		-15.7		-8.7				-14.5		-15.7		-8.7						
WH 2 Parking 4 -	-7.7	-8.8	-1.9	-	-7.7	-8.8	-1.9	-											
WH 2 Parking 4 -	10.7	9.6	16.5	-	10.7	9.6	16.5	-											
WH 3 Parking 6 -	7.0	5.2	12.2	-	6.9	5.1	12.1	-											
WH 3 Parking 7 -	19.3	17.5	24.5	-	19.3	17.5	24.5	-											
WH 4 Parking 8 -	18.5	17.3	24.3	-	18.5	17.3	24.3	-											
WH 4 Parking 9 -	17.5	15.7	22.7	-	17.5	15.7	22.7	-											
WH 5A 5B Parking 13 -	0.7	-1.2	5.9	-	0.7	-1.2	5.9	-											
WH 5A 5B Parking 14 -	-0.8	-2.7	4.4	-	-0.8	-2.7	4.4	-											
WH 5A Parking 15 -	-0.1	-2.0	5.1	-	-0.1	-2.0	5.1	-											
WH 5B Parking 12 -	2.6	1.4	8.3	-	2.6	1.4	8.3	-											
WH 6 Parking 11 -	12.0	10.3	17.3	-	12.0	10.3	17.3	-											
WH 8 Parking 10 -	27.5	25.8	32.8	-	27.5	25.8	32.8	-											
Receiver North 4	2.Fl	53.3			52.3	59.2			0.0	53.3	52.3	59.2	0.0						
Back up Alert 1 -	8.6	6.9	13.9	-	8.6	6.8	13.9	-											
Back up Alert 2 -	21.1	19.3	26.4	-	21.1	19.3	26.4	-											
Back up Alert 3 -	32.5	30.8	37.8	-	32.5	30.8	37.8	-											
Back up Alert 4 -	31.9	30.1	37.2	-	31.9	30.1	37.2	-											
Back up Alert 5 -	39.2	37.4	44.5	-	39.2	37.4	44.5	-											
Back up Alert 6 -	33.8	32.1	39.1	-	33.8	32.1	39.1	-											
Back up Alert 7 -	36.8	35.0	42.1	-	36.8	35.0	42.1	-											
Back up Alert 8 -	30.4	28.7	35.7	-	30.4	28.7	35.7	-											
Back up Alert 9 -	29.5	27.8	34.8	-	29.5	27.8	34.8	-											
Car Route 3 -	38.1	35.1	42.4	-	38.1	35.1	42.4	-											
GFH&V -	8.5	8.5	15.3	-	8.5	8.5	15.3	-											
GFH&V1 -	8.0	8.0	14.8	-	8.0	8.0	14.8	-											
GFH&V2 -	7.5	7.5	14.2	-	7.5	7.5	14.2	-											
GFH&V3 -	10.4	10.4	17.1	-	10.4	10.4	17.1	-											
GFH&V4 -	9.9	9.9	16.6	-	9.9	9.9	16.6	-											
GFH&V5 -	9.2	9.2	16.0	-	9.2	9.2	16.0	-											
GFH&V6 -	8.6	8.6	15.4	-	8.6	8.6	15.4	-											
GFH&V7 -	14.4	14.4	21.1	-	14.4	14.4	21.1	-											
GFH&V8 -	13.4	13.4	20.1	-	13.4	13.4	20.1	-											
GFH&V9 -	12.2	12.2	19.0	-	12.2	12.2	19.0	-											
GFH&V10 -	11.1	11.1	17.8	-	11.1	11.1	17.8	-											
GFH&V11 -	17.2	17.2	24.0	-	17.2	17.2	24.0	-											

GFH&V12	-	15.7	15.7	22.5	-	15.7	15.7	22.5	-
GFH&V13	-	13.7	13.7	20.5	-	13.7	13.7	20.5	-
GFH&V14	-	12.2	12.2	19.0	-	12.2	12.2	19.0	-
GFH&V15	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
GFH&V16	-	13.9	13.9	20.7	-	13.9	13.9	20.7	-
GFH&V17	-	11.9	11.9	18.7	-	11.9	11.9	18.7	-
GFH&V18	-	16.5	16.5	23.2	-	16.5	16.5	23.2	-
GFH&V19	-	14.1	14.1	20.9	-	14.1	14.1	20.9	-
GFH&V20	-	14.1	14.1	20.8	-	14.1	14.1	20.8	-
GFH&V21	-	23.4	23.4	30.1	-	23.4	23.4	30.1	-
GFH&V22	-	22.8	22.8	29.5	-	22.8	22.8	29.5	-
GFH&V23	-	6.9	6.9	13.7	-	6.9	6.9	13.7	-
GFH&V24	-	8.1	8.1	14.9	-	8.1	8.1	14.9	-
GFH&V25	-	9.3	9.3	16.0	-	9.3	9.3	16.0	-
GFH&V26	-	10.1	10.1	16.9	-	10.1	10.1	16.9	-
RTU	-	19.2	19.2	26.0	-	19.2	19.2	26.0	-
RTU1	-	19.1	19.0	25.8	-	19.1	19.0	25.8	-
RTU3	-	18.9	18.9	25.7	-	18.9	18.9	25.7	-
RTU4	-	18.9	18.9	25.7	-	18.9	18.9	25.7	-
RTU5	-	18.2	18.2	25.0	-	18.2	18.2	25.0	-
RTU6	-	26.8	26.8	33.6	-	26.8	26.8	33.6	-
RTU7	-	22.6	22.6	29.3	-	22.6	22.6	29.3	-
RTU8	-	22.3	22.3	29.1	-	22.3	22.3	29.1	-
RTU9	-	21.0	21.0	27.8	-	21.0	21.0	27.8	-
RTU10	-	24.5	24.5	31.2	-	24.5	24.5	31.2	-
RTU11	-	23.2	23.2	30.0	-	23.2	23.2	30.0	-
RTU12	-	22.6	22.6	29.4	-	22.6	22.6	29.4	-
RTU13	-	21.7	21.7	28.5	-	21.7	21.7	28.5	-
RTU14	-	33.3	33.3	40.1	-	33.3	33.3	40.1	-
RTU15	-	28.9	28.9	35.6	-	28.9	28.9	35.6	-
RTU16	-	27.3	27.3	34.1	-	27.3	27.3	34.1	-
RTU17	-	26.1	26.1	32.9	-	26.1	26.1	32.9	-
RTU18	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU19	-	24.0	24.0	30.7	-	24.0	24.0	30.7	-
RTU20	-	33.2	33.2	40.0	-	33.2	33.2	40.0	-
RTU21	-	25.7	25.7	32.4	-	25.7	25.7	32.4	-
RTU22	-	25.1	25.1	31.9	-	25.1	25.1	31.9	-
RTU23	-	22.9	22.9	29.7	-	22.9	22.9	29.7	-
RTU24	-	29.1	29.1	35.8	-	29.1	29.1	35.8	-
RTU25	-	25.6	25.6	32.3	-	25.6	25.6	32.3	-
RTU26	-	25.1	25.1	31.9	-	25.1	25.1	31.9	-
RTU27	-	24.3	24.3	31.0	-	24.3	24.3	31.0	-
RTU28	-	37.4	37.4	44.1	-	37.4	37.4	44.1	-
RTU29	-	39.4	39.4	46.2	-	39.4	39.4	46.2	-
RTU30	-	39.3	39.3	46.1	-	39.3	39.3	46.1	-
RTU31	-	38.4	38.4	45.2	-	38.4	38.4	45.2	-
RTU32	-	36.8	36.8	43.5	-	36.8	36.8	43.5	-
RTU33	-	17.7	17.7	24.5	-	17.7	17.7	24.5	-
RTU34	-	17.9	17.9	24.7	-	17.9	17.9	24.7	-
RTU35	-	19.1	19.1	25.9	-	19.1	19.1	25.9	-
RTU36	-	20.1	20.1	26.9	-	20.1	20.1	26.9	-
RTU37	-	20.1	20.1	26.9	-	20.1	20.1	26.9	-
RTU38	-	20.8	20.8	27.6	-	20.8	20.8	27.6	-
Trash Compactor	-	31.8	31.8	38.6	-	31.8	31.8	38.6	-

Trash Compactor 2 -	11.5	11.5	18.2	-	11.5	11.5	18.2	-												
Trash Compactor 3 -	38.0	38.0	44.8	-	38.0	38.0	44.8	-												
Trash Compactor 4 -	39.5	39.5	46.2	-	39.5	39.5	46.2	-												
Trash Compactor 5 -	47.6	47.6	54.4	-	47.6	47.6	54.4	-												
Trash Compactor 6 -	39.2	39.2	46.0	-	39.2	39.2	46.0	-												
Trash Compactor 7 -	39.1	39.1	45.8	-	39.1	39.1	45.8	-												
Trash Compactor 8 -	32.9	32.9	39.7	-	32.9	32.9	39.7	-												
Trash Compactor 9 -	30.7	30.7	37.5	-	30.7	30.7	37.5	-												
Truck Route 1 -	43.3	37.1	45.3	-	43.1	36.9	45.1	-												
Truck Route 2 -	43.4	37.2	45.4	-	43.4	37.2	45.4	-												
Truck Stop 1 -	12.9	10.8	17.9	-	12.9	10.8	17.9	-												
Truck Stop 2 -	5.3	3.2	10.3	-	5.1	3.0	10.1	-												
Truck Stop 3 -	17.5	15.4	22.5	-	17.5	15.4	22.5	-												
Truck Stop 4 -	12.4	10.2	17.3	-	12.4	10.2	17.3	-												
Truck Stop 5 -	16.2	14.1	21.2	-	16.2	14.1	21.2	-												
Truck Stop 6 -	16.7	14.4	21.5	-	16.7	14.4	21.5	-												
Truck Stop 7 -	19.4	17.1	24.3	-	19.4	17.1	24.3	-												
Truck Stop 8 -	14.3	12.2	19.3	-	14.3	12.2	19.3	-												
Truck Stop 9 -	13.7	11.6	18.7	-	13.7	11.6	18.7	-												
WH 1 Parking -	-1.4	-1.4	5.4	-	-1.4	-1.4	5.4	-												
WH 1 Parking 2 -	-12.8		-21.8		-12.4		-12.8		-21.8		-12.4									
WH 1 Parking 3 -	-13.8		-14.9		-8.0		-13.8		-14.9		-8.0									
WH 2 Parking 4 -	-7.2	-8.3	-1.4	-	-7.2	-8.3	-1.4	-												
WH 2 Parking 4 -	11.3	10.2	17.1	-	11.3	10.2	17.1	-												
WH 3 Parking 6 -	7.1	5.3	12.4	-	7.0	5.3	12.3	-												
WH 3 Parking 7 -	19.7	18.0	25.0	-	19.7	18.0	25.0	-												
WH 4 Parking 8 -	20.1	18.9	25.8	-	20.1	18.9	25.8	-												
WH 4 Parking 9 -	20.2	18.5	25.5	-	20.2	18.5	25.5	-												
WH 5A 5B Parking 13 -	1.0	-0.9	6.1	-	1.0	-0.9	6.1	-												
WH 5A 5B Parking 14 -	0.0	-1.9	5.2	-	0.0	-1.9	5.2	-												
WH 5A Parking 15 -	1.1	-0.8	6.2	-	1.1	-0.8	6.2	-												
WH 5B Parking 12 -	4.4	3.3	10.2	-	4.4	3.3	10.2	-												
WH 6 Parking 11 -	15.4	13.6	20.7	-	15.4	13.6	20.7	-												
WH 8 Parking 10 -	31.7	29.9	36.9	-	31.7	29.9	36.9	-												
Receiver South 7	1.Fl		64.0		61.3		68.5		0.0		64.0		61.3		68.5		0.0			
Back up Alert 1 -	6.6	4.9	11.9	-	6.6	4.9	11.9	-												
Back up Alert 2 -	19.1	17.4	24.4	-	19.1	17.4	24.4	-												
Back up Alert 3 -	32.3	30.6	37.6	-	32.3	30.6	37.6	-												
Back up Alert 4 -	30.6	28.9	35.9	-	30.6	28.9	35.9	-												
Back up Alert 5 -	49.2	47.5	54.5	-	49.2	47.5	54.5	-												
Back up Alert 6 -	59.2	57.5	64.5	-	59.2	57.5	64.5	-												
Back up Alert 7 -	58.3	56.5	63.6	-	58.3	56.5	63.6	-												
Back up Alert 8 -	33.1	31.4	38.4	-	33.1	31.4	38.4	-												
Back up Alert 9 -	26.9	25.2	32.2	-	26.9	25.2	32.2	-												
Car Route 3 -	40.8	37.8	45.1	-	40.8	37.8	45.1	-												
GFH&V -	5.4	5.4	12.2	-	5.4	5.4	12.2	-												
GFH&V1 -	7.2	7.2	14.0	-	7.2	7.2	14.0	-												
GFH&V2 -	7.8	7.8	14.6	-	7.8	7.8	14.6	-												
GFH&V3 -	4.9	4.9	11.6	-	4.9	4.9	11.6	-												
GFH&V4 -	6.3	6.3	13.1	-	6.3	6.3	13.1	-												
GFH&V5 -	9.1	9.1	15.8	-	9.1	9.1	15.8	-												
GFH&V6 -	9.4	9.4	16.2	-	9.4	9.4	16.2	-												
GFH&V7 -	8.1	8.1	14.9	-	8.1	8.1	14.9	-												
GFH&V8 -	9.9	9.9	16.6	-	9.9	9.9	16.6	-												

GFH&V9	-	11.7	11.7	18.5	-	11.7	11.7	18.5	-
GFH&V10	-	13.9	13.9	20.6	-	13.9	13.9	20.6	-
GFH&V11	-	8.2	8.2	15.0	-	8.2	8.2	15.0	-
GFH&V12	-	9.8	9.8	16.6	-	9.8	9.8	16.6	-
GFH&V13	-	12.1	12.1	18.8	-	12.1	12.1	18.8	-
GFH&V14	-	14.9	14.9	21.7	-	14.9	14.9	21.7	-
GFH&V15	-	17.2	17.2	24.0	-	17.2	17.2	24.0	-
GFH&V16	-	20.3	20.3	27.1	-	20.3	20.3	27.1	-
GFH&V17	-	24.6	24.6	31.4	-	24.6	24.6	31.4	-
GFH&V18	-	12.8	12.8	19.5	-	12.8	12.8	19.5	-
GFH&V19	-	14.0	14.0	20.7	-	14.0	14.0	20.7	-
GFH&V20	-	21.1	21.1	27.9	-	21.1	21.1	27.9	-
GFH&V21	-	13.4	13.4	20.1	-	13.4	13.4	20.1	-
GFH&V22	-	16.4	16.4	23.1	-	16.4	16.4	23.1	-
GFH&V23	-	9.2	9.2	16.0	-	9.2	9.2	16.0	-
GFH&V24	-	11.5	11.5	18.2	-	11.5	11.5	18.2	-
GFH&V25	-	14.3	14.3	21.0	-	14.3	14.3	21.0	-
GFH&V26	-	18.6	18.6	25.4	-	18.6	18.6	25.4	-
RTU	-	15.9	15.9	22.6	-	15.9	15.9	22.6	-
RTU1	-	18.0	18.0	24.8	-	18.0	18.0	24.8	-
RTU3	-	18.1	18.1	24.9	-	18.1	18.1	24.9	-
RTU4	-	18.5	18.5	25.3	-	18.5	18.5	25.3	-
RTU5	-	18.7	18.7	25.4	-	18.7	18.7	25.4	-
RTU6	-	17.9	17.9	24.7	-	17.9	17.9	24.7	-
RTU7	-	19.6	19.6	26.4	-	19.6	19.6	26.4	-
RTU8	-	20.2	20.2	26.9	-	20.2	20.2	26.9	-
RTU9	-	22.1	22.1	28.8	-	22.1	22.1	28.8	-
RTU10	-	19.8	19.8	26.6	-	19.8	19.8	26.6	-
RTU11	-	22.1	22.1	28.9	-	22.1	22.1	28.9	-
RTU12	-	24.1	24.1	30.9	-	24.1	24.1	30.9	-
RTU13	-	24.1	24.1	30.8	-	24.1	24.1	30.8	-
RTU14	-	19.2	19.2	26.0	-	19.2	19.2	26.0	-
RTU15	-	20.2	20.2	27.0	-	20.2	20.2	27.0	-
RTU16	-	21.6	21.6	28.4	-	21.6	21.6	28.4	-
RTU17	-	23.2	23.2	30.0	-	23.2	23.2	30.0	-
RTU18	-	25.2	25.2	31.9	-	25.2	25.2	31.9	-
RTU19	-	27.9	27.9	34.7	-	27.9	27.9	34.7	-
RTU20	-	25.8	25.8	32.6	-	25.8	25.8	32.6	-
RTU21	-	24.3	24.3	31.0	-	24.3	24.3	31.0	-
RTU22	-	25.4	25.4	32.1	-	25.4	25.4	32.1	-
RTU23	-	38.2	38.2	44.9	-	38.2	38.2	44.9	-
RTU24	-	23.9	23.9	30.6	-	23.9	23.9	30.6	-
RTU25	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU26	-	24.8	24.8	31.6	-	24.8	24.8	31.6	-
RTU27	-	38.1	38.1	44.9	-	38.1	38.1	44.9	-
RTU28	-	24.9	24.9	31.7	-	24.9	24.9	31.7	-
RTU29	-	25.7	25.7	32.5	-	25.7	25.7	32.5	-
RTU30	-	26.3	26.3	33.1	-	26.3	26.3	33.1	-
RTU31	-	24.0	24.0	30.7	-	24.0	24.0	30.7	-
RTU32	-	23.8	23.8	30.6	-	23.8	23.8	30.6	-
RTU33	-	22.5	22.5	29.3	-	22.5	22.5	29.3	-
RTU34	-	22.8	22.8	29.5	-	22.8	22.8	29.5	-
RTU35	-	23.6	23.6	30.4	-	23.6	23.6	30.4	-
RTU36	-	26.5	26.5	33.3	-	26.5	26.5	33.3	-

RTU37	-	29.4	29.4	36.2	-	29.4	29.4	36.2	-											
RTU38	-	37.1	37.1	43.9	-	37.1	37.1	43.9	-											
Trash Compactor	-	29.2	29.2	36.0	-	29.2	29.2	36.0	-											
Trash Compactor 2	-	9.7	9.7	16.5	-	9.7	9.7	16.5	-											
Trash Compactor 3	-	32.8	32.8	39.6	-	32.8	32.8	39.6	-											
Trash Compactor 4	-	33.1	33.1	39.9	-	33.1	33.1	39.9	-											
Trash Compactor 5	-	36.9	36.9	43.6	-	36.9	36.9	43.6	-											
Trash Compactor 6	-	41.6	41.6	48.4	-	41.6	41.6	48.4	-											
Trash Compactor 7	-	41.7	41.7	48.5	-	41.7	41.7	48.5	-											
Trash Compactor 8	-	43.1	43.1	49.8	-	43.1	43.1	49.8	-											
Trash Compactor 9	-	33.9	33.9	40.6	-	33.9	33.9	40.6	-											
Truck Route 1	-	55.4	49.1	57.3	-	55.4	49.1	57.3	-											
Truck Route 2	-	56.3	49.9	58.2	-	56.3	49.9	58.2	-											
Truck Stop 1	-	11.3	9.2	16.3	-	11.3	9.2	16.3	-											
Truck Stop 2	-	3.7	1.6	8.7	-	3.7	1.6	8.7	-											
Truck Stop 3	-	15.5	13.4	20.5	-	15.5	13.4	20.5	-											
Truck Stop 4	-	11.1	9.0	16.1	-	11.1	9.0	16.1	-											
Truck Stop 5	-	24.3	22.2	29.2	-	24.3	22.2	29.2	-											
Truck Stop 6	-	36.2	33.9	41.1	-	36.2	33.9	41.1	-											
Truck Stop 7	-	34.6	32.3	39.5	-	34.6	32.3	39.5	-											
Truck Stop 8	-	16.0	14.0	21.1	-	16.0	14.0	21.1	-											
Truck Stop 9	-	11.3	9.2	16.3	-	11.3	9.2	16.3	-											
WH 1 Parking	-	-3.4	-3.4	3.4	-	-3.4	-3.4	3.4	-											
WH 1 Parking 2	-	-13.2	-22.2	-12.7	-	-13.2	-22.2	-12.7	-											
WH 1 Parking 3	-	-0.3	-1.4	5.5	-	-0.3	-1.4	5.5	-											
WH 2 Parking 4	-	4.1	2.9	9.9	-	4.1	2.9	9.9	-											
WH 2 Parking 4	-	6.2	5.1	12.0	-	6.2	5.1	12.0	-											
WH 3 Parking 6	-	2.2	0.4	7.4	-	2.2	0.4	7.4	-											
WH 3 Parking 7	-	-0.4	-2.2	4.9	-	-0.4	-2.2	4.9	-											
WH 4 Parking 8	-	-1.1	-2.2	4.7	-	-1.1	-2.2	4.7	-											
WH 4 Parking 9	-	12.4	10.6	17.6	-	12.4	10.6	17.6	-											
WH 5A 5B Parking 13	-	17.8	15.9	23.0	-	17.8	15.9	23.0	-											
WH 5A 5B Parking 14	-	2.6	0.7	7.8	-	2.6	0.7	7.8	-											
WH 5A Parking 15	-	1.6	-0.3	6.7	-	1.6	-0.3	6.7	-											
WH 5B Parking 12	-	21.0	19.9	26.8	-	21.0	19.9	26.8	-											
WH 6 Parking 11	-	14.0	12.2	19.2	-	14.0	12.2	19.2	-											
WH 8 Parking 10	-	20.2	18.4	25.4	-	20.2	18.4	25.4	-											
Receiver West 8		1.FI	50.9	49.3	56.3	0.0	50.9	49.3	56.3	0.0										
Back up Alert 1	-	16.8	15.1	22.1	-	16.8	15.1	22.1	-											
Back up Alert 2	-	34.7	33.0	40.0	-	34.7	33.0	40.0	-											
Back up Alert 3	-	21.9	20.2	27.2	-	21.9	20.2	27.2	-											
Back up Alert 4	-	25.8	24.0	31.1	-	25.8	24.0	31.1	-											
Back up Alert 5	-	23.3	21.6	28.6	-	23.3	21.6	28.6	-											
Back up Alert 6	-	19.3	17.6	24.6	-	19.3	17.6	24.6	-											
Back up Alert 7	-	21.2	19.4	26.5	-	21.2	19.4	26.5	-											
Back up Alert 8	-	27.9	26.2	33.2	-	27.9	26.2	33.2	-											
Back up Alert 9	-	39.8	38.1	45.1	-	39.8	38.1	45.1	-											
Car Route 3	-	-0.7	-3.7	3.6	-	-0.7	-3.7	3.6	-											
GFH&V	-	18.6	18.6	25.4	-	18.6	18.6	25.4	-											
GFH&V1	-	20.4	20.4	27.2	-	20.4	20.4	27.2	-											
GFH&V2	-	21.1	21.1	27.9	-	21.1	21.1	27.9	-											
GFH&V3	-	12.8	12.8	19.5	-	12.8	12.8	19.5	-											
GFH&V4	-	13.1	13.1	19.9	-	13.1	13.1	19.9	-											
GFH&V5	-	14.2	14.2	21.0	-	14.2	14.2	21.0	-											

GFH&V6	-	14.1	14.1	20.8	-	14.1	14.1	20.8	-
GFH&V7	-	8.2	8.2	15.0	-	8.2	8.2	15.0	-
GFH&V8	-	8.7	8.7	15.5	-	8.7	8.7	15.5	-
GFH&V9	-	8.8	8.8	15.5	-	8.8	8.8	15.5	-
GFH&V10	-	8.7	8.7	15.5	-	8.7	8.7	15.5	-
GFH&V11	-	7.2	7.2	13.9	-	7.2	7.2	13.9	-
GFH&V12	-	7.2	7.2	13.9	-	7.2	7.2	13.9	-
GFH&V13	-	7.2	7.2	14.0	-	7.2	7.2	14.0	-
GFH&V14	-	7.3	7.3	14.1	-	7.3	7.3	14.1	-
GFH&V15	-	2.5	2.5	9.2	-	2.5	2.5	9.2	-
GFH&V16	-	2.5	2.5	9.2	-	2.5	2.5	9.2	-
GFH&V17	-	2.6	2.6	9.4	-	2.6	2.6	9.4	-
GFH&V18	-	4.3	4.3	11.1	-	4.3	4.3	11.1	-
GFH&V19	-	4.3	4.3	11.1	-	4.3	4.3	11.1	-
GFH&V20	-	4.3	4.3	11.1	-	4.3	4.3	11.1	-
GFH&V21	-	5.3	5.3	12.1	-	5.3	5.3	12.1	-
GFH&V22	-	4.5	4.5	11.2	-	4.5	4.5	11.2	-
GFH&V23	-	16.1	16.1	22.9	-	16.1	16.1	22.9	-
GFH&V24	-	7.1	7.1	13.9	-	7.1	7.1	13.9	-
GFH&V25	-	5.1	5.1	11.9	-	5.1	5.1	11.9	-
GFH&V26	-	3.8	3.8	10.6	-	3.8	3.8	10.6	-
RTU	-	33.5	33.5	40.2	-	33.5	33.5	40.2	-
RTU1	-	35.4	35.4	42.1	-	35.4	35.4	42.1	-
RTU3	-	36.5	36.5	43.3	-	36.5	36.5	43.3	-
RTU4	-	37.9	37.9	44.7	-	37.9	37.9	44.7	-
RTU5	-	35.9	35.9	42.7	-	35.9	35.9	42.7	-
RTU6	-	21.5	21.5	28.3	-	21.5	21.5	28.3	-
RTU7	-	22.4	22.4	29.1	-	22.4	22.4	29.1	-
RTU8	-	22.6	22.6	29.4	-	22.6	22.6	29.4	-
RTU9	-	22.5	22.5	29.3	-	22.5	22.5	29.3	-
RTU10	-	20.4	20.4	27.1	-	20.4	20.4	27.1	-
RTU11	-	20.4	20.4	27.1	-	20.4	20.4	27.1	-
RTU12	-	20.3	20.3	27.1	-	20.3	20.3	27.1	-
RTU13	-	20.4	20.4	27.1	-	20.4	20.4	27.1	-
RTU14	-	17.0	17.0	23.8	-	17.0	17.0	23.8	-
RTU15	-	17.0	17.0	23.8	-	17.0	17.0	23.8	-
RTU16	-	17.1	17.1	23.8	-	17.1	17.1	23.8	-
RTU17	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU18	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU19	-	17.1	17.1	23.9	-	17.1	17.1	23.9	-
RTU20	-	13.2	13.2	19.9	-	13.2	13.2	19.9	-
RTU21	-	13.2	13.2	20.0	-	13.2	13.2	20.0	-
RTU22	-	13.2	13.2	20.0	-	13.2	13.2	20.0	-
RTU23	-	13.3	13.3	20.1	-	13.3	13.3	20.1	-
RTU24	-	14.3	14.3	21.0	-	14.3	14.3	21.0	-
RTU25	-	14.3	14.3	21.0	-	14.3	14.3	21.0	-
RTU26	-	14.3	14.3	21.0	-	14.3	14.3	21.0	-
RTU27	-	14.2	14.2	21.0	-	14.2	14.2	21.0	-
RTU28	-	15.9	15.9	22.6	-	15.9	15.9	22.6	-
RTU29	-	15.4	15.4	22.2	-	15.4	15.4	22.2	-
RTU30	-	15.2	15.2	22.0	-	15.2	15.2	22.0	-
RTU31	-	14.5	14.5	21.3	-	14.5	14.5	21.3	-
RTU32	-	14.4	14.4	21.2	-	14.4	14.4	21.2	-
RTU33	-	25.7	25.7	32.5	-	25.7	25.7	32.5	-

RTU34	-	25.4	25.4	32.1	-	25.4	25.4	32.1	-		
RTU35	-	17.3	17.3	24.1	-	17.3	17.3	24.1	-		
RTU36	-	15.3	15.3	22.1	-	15.3	15.3	22.1	-		
RTU37	-	15.1	15.1	21.8	-	15.1	15.1	21.8	-		
RTU38	-	14.1	14.1	20.9	-	14.1	14.1	20.9	-		
Trash Compactor	-	42.4	42.4	49.2	-	42.4	42.4	49.2	-		
Trash Compactor 2	-	25.3	25.3	32.1	-	25.3	25.3	32.1	-		
Trash Compactor 3	-	32.1	32.1	38.9	-	32.1	32.1	38.9	-		
Trash Compactor 4	-	31.0	31.0	37.8	-	31.0	31.0	37.8	-		
Trash Compactor 5	-	28.2	28.2	35.0	-	28.2	28.2	35.0	-		
Trash Compactor 6	-	27.8	27.8	34.5	-	27.8	27.8	34.5	-		
Trash Compactor 7	-	27.2	27.2	34.0	-	27.2	27.2	34.0	-		
Trash Compactor 8	-	29.7	29.7	36.5	-	29.7	29.7	36.5	-		
Trash Compactor 9	-	34.5	34.5	41.2	-	34.5	34.5	41.2	-		
Truck Route 1	-	44.1	39.5	47.1	-	44.1	39.5	47.1	-		
Truck Route 2	-	44.7	41.5	48.8	-	44.7	41.5	48.8	-		
Truck Stop 1	-	15.7	13.6	20.7	-	15.7	13.6	20.7	-		
Truck Stop 2	-	19.4	17.3	24.3	-	19.4	17.3	24.3	-		
Truck Stop 3	-	5.5	3.4	10.5	-	5.5	3.4	10.5	-		
Truck Stop 4	-	11.1	9.0	16.1	-	11.1	9.0	16.1	-		
Truck Stop 5	-	7.1	5.0	12.1	-	7.1	5.0	12.1	-		
Truck Stop 6	-	1.6	-0.6	6.5	-	1.6	-0.6	6.5	-		
Truck Stop 7	-	7.3	5.0	12.1	-	7.3	5.0	12.1	-		
Truck Stop 8	-	12.8	10.7	17.8	-	12.8	10.7	17.8	-		
Truck Stop 9	-	19.1	17.0	24.1	-	19.1	17.0	24.1	-		
WH 1 Parking	-	33.5	33.5	40.3	-	33.5	33.5	40.3	-		
WH 1 Parking 2	-	27.6	18.6	28.1	-	27.6	18.6	28.1	-		
WH 1 Parking 3	-	13.4	12.2	19.1	-	13.4	12.2	19.1	-		
WH 2 Parking 4	-	-0.7	-1.9	5.1	-	-0.7	-1.9	5.1	-		
WH 2 Parking 4	-	4.0	2.9	9.8	-	4.0	2.9	9.8	-		
WH 3 Parking 6	-	8.3	6.5	13.5	-	8.3	6.5	13.5	-		
WH 3 Parking 7	-	3.3	1.6	8.6	-	3.3	1.5	8.6	-		
WH 4 Parking 8	-	-3.2	-4.4	2.5	-	-3.2	-4.4	2.5	-		
WH 4 Parking 9	-	-0.7	-2.5	4.6	-	-0.7	-2.5	4.6	-		
WH 5A 5B Parking 13	-	8.8	6.9	13.9	-	8.8	6.9	13.9	-		
WH 5A 5B Parking 14	-	1.6	-0.3	6.7	-	1.6	-0.3	6.7	-		
WH 5A Parking 15	-	23.0	21.1	28.1	-	23.0	21.1	28.1	-		
WH 5B Parking 12	-	-10.3		-11.4	-	-4.5	-	-10.3	-11.4	-4.5	-
WH 6 Parking 11	-	3.8	2.0	9.0	-	3.8	2.0	9.0	-		
WH 8 Parking 10	-	-0.1	-1.9	5.1	-	-0.1	-1.9	5.1	-		

Frequency spectrum [dB(A)]

Corrections

Source name	Reference	Level	63	80	100	125	160	200	250	315	400	500	630		
800	1	1.3	1.6	2	2.5	3.2	4	5	6.3	8	Cwall	CI	CT		
		dB(A)	Hz	Hz	Hz	kHz	kHz								
kHz	kHz	kHz	kHz	kHz	kHz	kHz	kHz	kHz	dB	dB	dB				
RTU	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU1	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU1	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU1	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU3	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU3	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU3	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU4	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU4	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU4	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU5	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU5	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU5	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU6	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU6	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU6	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU7	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU7	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU7	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU8	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU8	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-				
RTU8	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU9	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU9	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU9	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU10	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU10	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU10	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU11	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU11	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU11	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU12	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU12	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU12	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU13	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU13	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU13	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU14	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU14	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU14	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU15	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU15	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU15	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU16	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU16	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU16	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU17	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU17	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0			
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-							
RTU17	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU18	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU18	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU18	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU19	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU19	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU19	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU20	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU20	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU20	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU21	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU21	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU21	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU22	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU22	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU22	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU23	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU23	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU23	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU24	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU24	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU24	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU25	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU25	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU25	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU26	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU26	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0				
89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-								
RTU26	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-										
RTU36	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU36	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU36	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
RTU37	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU37	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU37	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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RTU38	Lw/unit Day	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU38	Night	93.8	60.8	64.5	70.9	73.9	76.6	81.1	83.4	85.4	85.2	86.8	88.1	88.2	89.0	89.6	87.0	87.2	87.3	85.2	85.0	84.6	78.9	77.9	-	-	-	
RTU38	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V1	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V1	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V1	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V2	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V2	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V2	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V3	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V3	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V3	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V4	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V4	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V4	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V5	Lw/unit Day	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V5	Night	78.0	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GFH&V5	Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-





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GFH&V24	Lw/unit	Day	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V24		Night	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V24		Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V25	Lw/unit	Day	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V25		Night	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V25		Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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GFH&V26	Lw/unit	Day	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V26		Night	78.0	-	-	-	-	-	-	-	-	-	-	78.0	-	-	-	-	-
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GFH&V26		Lmax	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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Trash Compactor	Lw/unit	Day	100.0																
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Trash Compactor		Night	100.0																
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Trash Compactor		Lmax	-																
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Trash Compactor 2	Lw/unit	Day	100.0																
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Trash Compactor 2		Night	100.0																
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Trash Compactor 2		Lmax	-																
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Trash Compactor 3	Lw/unit	Day	100.0																
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Trash Compactor 3		Night	100.0																
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Trash Compactor 3		Lmax	-																
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Trash Compactor 4	Lw/unit	Day	100.0																
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Trash Compactor 4		Night	100.0																
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Trash Compactor 4		Lmax	-																
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Trash Compactor 5	Lw/unit	Day	100.0																
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Trash Compactor 5		Night	100.0																
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Trash Compactor 5		Lmax	-																
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Trash Compactor 6	Lw/unit	Day	100.0																
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Trash Compactor 6		Night	100.0																
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Trash Compactor 6		Lmax	-																

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Trash Compactor 7	Lw/unit	Day	100.0																	
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Trash Compactor 7	Night		100.0																	
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Trash Compactor 7	Lmax		-																	
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Trash Compactor 8	Lw/unit	Day	100.0																	
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Trash Compactor 8	Night		100.0																	
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Trash Compactor 8	Lmax		-																	
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Trash Compactor 9	Lw/unit	Day	100.0																	
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Trash Compactor 9	Night		100.0																	
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Trash Compactor 9	Lmax		-																	
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Back up Alert 1	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 1	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 1	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Back up Alert 2	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 2	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 2	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Back up Alert 3	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 3	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 3	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Back up Alert 4	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 4	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 4	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Back up Alert 5	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 5	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 5	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Back up Alert 6	Lw/m	Day	72.5	39.5	43.2	46.5	49.5	52.2	54.3	56.6	58.6	61.0	62.6	63.9	64.7	65.5	66.1	66.3	66.5	
66.6	66.8	66.6	66.2	65.6	64.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 6	Night		70.8	37.8	41.5	44.8	47.8	50.5	52.6	54.9	56.9	59.3	60.9	62.2	63.0	63.8	64.4	64.6	64.8	
64.9	65.1	64.9	64.5	63.8	62.8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Back up Alert 6	Lmax		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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Name	Movements		per hour	Separated	Lw,ref		method	Road surface	no	dB(A)
	Parking lot type	Size			dB(A)	dB(A)				
	Day	Night	Lmax							
WH 1 Parking 1	Visitors and staff		169	Parking bays	0.100	0.100	0.000	Asphaltic driving lanes	no	90.8
WH 1 Parking 2	Visitors and staff		47	Parking bays	0.080	0.010	0.000	Asphaltic driving lanes	no	83.7
WH 1 Parking 3	Visitors and staff		24	Parking bays	0.130	0.100	0.000	Asphaltic driving lanes	no	79.7
WH 2 Parking 4	Visitors and staff		154	Parking bays	0.130	0.100	0.000	Asphaltic driving lanes	no	90.3
WH 2 Parking 4	Visitors and staff		39	Parking bays	0.130	0.100	0.000	Asphaltic driving lanes	no	82.6
WH 3 Parking 6	Visitors and staff		152	Parking bays	0.150	0.100	0.000	Asphaltic driving lanes	no	90.2
WH 3 Parking 7	Visitors and staff		152	Parking bays	0.150	0.100	0.000	Asphaltic driving lanes	no	90.2
WH 4 Parking 8	Visitors and staff		76	Parking bays	0.130	0.100	0.000	Asphaltic driving lanes	no	86.4
WH 4 Parking 9	Visitors and staff		161	Parking bays	0.150	0.100	0.000	Asphaltic driving lanes	no	90.5
WH 8 Parking 10	Visitors and staff		161	Parking bays	0.150	0.100	0.000	Asphaltic driving lanes	no	90.5
WH 6 Parking 11	Visitors and staff		133	Parking bays	0.150	0.100	0.000	Asphaltic driving lanes	no	89.5
WH 5B Parking 12	Visitors and staff		51	Parking bays	0.130	0.100	0.000	Asphaltic driving lanes	no	84.1
WH 5A 5B Parking 13	Visitors and staff		268	Parking bays	0.155	0.100	0.000	Asphaltic driving lanes	no	93.3
WH 5A 5B Parking 14	Visitors and staff		64	Parking bays	0.155	0.100	0.000	Asphaltic driving lanes	no	85.4
WH 5A Parking 15	Visitors and staff		85	Parking bays	0.155	0.100	0.000	Asphaltic driving lanes	no	87.0
Truck Stop 1	Rest stop (Trucks)		50	Parking bays	0.130	0.080	0.000	Asphaltic driving lanes	no	98.0
Truck Stop 2	Rest stop (Trucks)		51	Parking bays	0.130	0.080	0.000	Asphaltic driving lanes	no	98.1
Truck Stop 3	Rest stop (Trucks)		46	Parking bays	0.130	0.080	0.000	Asphaltic driving lanes	no	97.5
Truck Stop 4	Rest stop (Trucks)		46	Parking bays	0.130	0.080	0.000	Asphaltic driving lanes	no	97.5
Truck Stop 5	Rest stop (Trucks)		30	Parking bays	0.130	0.080	0.000	Asphaltic driving lanes	no	95.1
Truck Stop 6	Rest stop (Trucks)		43	Parking bays	0.135	0.080	0.000	Asphaltic driving lanes	no	97.2
Truck Stop 7	Rest stop (Trucks)		43	Parking bays	0.135	0.080	0.000	Asphaltic driving lanes	no	97.2
Truck Stop 8	Rest stop (Trucks)		40	Parking bays	0.145	0.090	0.000	Asphaltic driving lanes	no	96.7
Truck Stop 9	Rest stop (Trucks)		38	Parking bays	0.145	0.090	0.000	Asphaltic driving lanes	no	96.5

Station	Traffic values		Control		Constr.	Affect.	Gradient		veh. Road surface	Min / Max
	ADT	Vehicles type	Vehicle name	day	night	Speed	device	Speed		
km	Veh/24h	Veh/h	Veh/h	km/h		km/h	%	%		
Truck Route 1		Traffic direction:		In entry direction						
0+000	8842	Total	- 478	215	- none-	-	Average (of DGAC and PCC)		-2.1 / 0.1	
0+000	8842	Automobiles	- 435	200	16	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+000	8842	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+000	8842	Heavy trucks	- 43	15	16	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+000	8842	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+000	8842	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+000	8842	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.1 / 0.1
0+275	8792	Total	- 478	210	- none-	-	Average (of DGAC and PCC)		0.3	
0+275	8792	Automobiles	- 435	200	16	none-	-	Average (of DGAC and PCC)		0.3
0+275	8792	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		0.3
0+275	8792	Heavy trucks	- 43	10	16	none-	-	Average (of DGAC and PCC)		0.3
0+275	8792	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		0.3
0+275	8792	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		0.3
0+275	8792	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		0.3
0+336	7170	Total	- 435	108	- none-	-	Average (of DGAC and PCC)		-1.3 / 0.3	
0+336	7170	Automobiles	- 400	100	16	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
0+336	7170	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
0+336	7170	Heavy trucks	- 35	8	16	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
0+336	7170	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
0+336	7170	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
0+336	7170	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.3 / 0.3
Truck Route 2		Traffic direction:		In entry direction						
0+000	6460	Total	- 435	37	- none-	-	Average (of DGAC and PCC)		-2.2	
0+000	6460	Automobiles	- 400	15	16	none-	-	Average (of DGAC and PCC)		-2.2
0+000	6460	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.2
0+000	6460	Heavy trucks	- 35	22	16	none-	-	Average (of DGAC and PCC)		-2.2
0+000	6460	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.2
0+000	6460	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.2
0+000	6460	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		-2.2
0+105	6340	Total	- 435	25	- none-	-	Average (of DGAC and PCC)		0.1 / 0.5	
0+105	6340	Automobiles	- 400	15	16	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+105	6340	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+105	6340	Heavy trucks	- 35	10	16	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+105	6340	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+105	6340	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+105	6340	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		0.1 / 0.5
0+342	7170	Total	- 435	108	- none-	-	Average (of DGAC and PCC)		-1.2 / 1.1	
0+342	7170	Automobiles	- 400	100	16	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
0+342	7170	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
0+342	7170	Heavy trucks	- 35	8	16	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
0+342	7170	Buses	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
0+342	7170	Motorcycles	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
0+342	7170	Auxiliary vehicle	- -	-	-	none-	-	Average (of DGAC and PCC)		-1.2 / 1.1
Car Route 3		Traffic direction:		In entry direction						
0+614	7600	Total	- 400	200	- none-	-	Average (of DGAC and PCC)		-0.4 / 0.7	
0+614	7600	Automobiles	- 400	200	16	none-	-	Average (of DGAC and PCC)		-0.4 / 0.7
0+614	7600	Medium trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-0.4 / 0.7
0+614	7600	Heavy trucks	- -	-	-	none-	-	Average (of DGAC and PCC)		-0.4 / 0.7

0+614	7600	Buses	-	-	-	-	none-	-	Average (of DGAC and PCC)	-0.4 / 0.7
0+614	7600	Motorcycles	-	-	-	-	none-	-	Average (of DGAC and PCC)	-0.4 / 0.7
0+614	7600	Auxiliary vehicle	-	-	-	-	none-	-	Average (of DGAC and PCC)	-0.4 / 0.7

## ATTACHMENT D

### Common Sound Level Terms

## Common Sound Level Terms:

Source: Handbook of Acoustical Measurements and Noise Control

**Acoustics** (1) The science of sound, including its production, transmission, reception, and effects. (2) Of a room, those qualities that together determine the room character with respect to human auditory perception.

**Ambient noise** The all-encompassing noise associated with a given environment at a specified time, being usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.

**A-weighted sound level** The sound level obtained by use of A-weighting. Unit decibel. Unit symbol: dB. Often, the unit symbol is followed by the letter A in parentheses, i.e., dB(A), to indicate that A-weighting has been used.

**Day-evening-night average sound pressure** The square root of the quotient of the day-evening-night sound exposure divided by 86,400 seconds (i.e., the number of seconds in a day). Unit: pascal. Unit symbol: Pa.

**Day-night average sound level** Ten times the common logarithm (i.e., to the base of 10) of the square of the ratio of the day-night average sound pressure to the reference sound pressure of 20 micropascals ( $\mu\text{Pa}$ ). Unit: decibel. Unit symbol: dB. Abbr.: DNL. Letter symbol: Ldn.

**Decibel** A unit of level which denotes the ratio between two quantities that are proportional to power; the number of decibels is 10 times the logarithm (to the base of 10) of this ratio. In many sound fields, the sound pressure ratios are not proportional to the corresponding power ratios, but it is common practice to extend the use of the unit to such cases. One decibel is One-tenth of a bel. Unit symbol: dB

**Frequency** (1) Of a function periodic in time, the number of times that the quantity repeats itself in 1 second (i.e., number of cycles per second). (2) The reciprocal of the period. Unit: hertz. Unit symbol: hz.

**Impulse** The time integral of a force over the time interval during which the force is applied.

**Inverse square law** In the far field of a source, under free-field conditions, the sound intensity varies inversely with the square of the distance from the source; this results in a decrease in sound pressure level of 6 dB for each doubling of distance from the source.

**Leq/equivalent continuous sound level (average sound level)** The level of steady sound which, in a stated time period at a stated location, has the same A-weighted sound energy as the time-varying sound. Unit: decibel. Unit symbol: dB. Abbr.: QL. Letter symbol: Leq.

**Noise** (1) Any disagreeable or undesired sound or other disturbance; unwanted sound. By extension, any unwanted disturbance within a useful frequency band, such as undesired electric waves in a transmission channel or device. (2) Sound of a general random nature, the spectrum of which does not exhibit clearly defined frequency components.

**Octave** The frequency interval between two sounds whose frequency ratio is 2.

**Octave-band sound pressure level (octave-band sound level or octave-band level)** For an octave frequency band, the sound pressure level of the sound contained within that band. Unit: decibel. Unit symbol: dB. Abbr.: OBSPL. Letter symbol: L1/1.

**Percentile level** For a stated duration of total measurement period, the sound level or time-average sound level that is exceeded for x percent of the total measurement period. Unless otherwise stated, A-weighting is understood. If sound level is used, then the time-weighting should be specified; if time-average sound level is used, then the measurement period for each sample should be specified. Unit: decibel. Unit symbol: dB.

**Receiver** A person (or persons) or equipment which is affected by noise.

**Reflected sound** Sound that persists in an enclosed space as a result of repeated reflections or scattering; it does not include sound which travels directly from the source without reflections.

**Sound** (1) A physical disturbance in a medium (e.g. air) that is capable of being detected by the human ear. (2) The hearing sensation excited by a physical disturbance in a medium.

**Sound level meter** An instrument that is used for the measurement of sound level, with a standard frequency-weighting and standard exponentially weighted time-averaging. Abbr.: SLM.

**Sound pressure level** In air, 20 times the logarithm (to the base of 10) of the given sound pressure to the reference sound pressure of 20 micropascals ( $\mu\text{Pa}$ ). Unit: decibel. Unit symbol: dB. Abbr.: SPL. Letter symbol: Lp.

**Transmission loss** Of a partition, for a specified frequency band, the difference between the average sound pressure levels in the reverberant source room and receiving room (expressed in decibels) plus 10 times the logarithm to the base 10 of the ratio of the area of the common partition to the total Sabine absorption in the receiving room. Abbr.: TL.

**Weighting** A prescribed frequency response provided in a sound level meter.

**X-percentile-exceeded sound level** The fast A-weighted sound level equaled or exceeded by a fluctuating sound level x percent of a stated time period. For example, the letter symbol L10 represents that sound level which is exceeded 10 percent of the stated time period.

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