Palo Alto Horizontal Levee Pilot Project

CEQA Class 33 Categorical Exemption Report

prepared by

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1 Introduction

This report serves as the technical documentation of an environmental analysis performed by Rincon Consultants, Inc. for the proposed Palo Alto Horizontal Levee Pilot Project in the City of Palo Alto. The intent of the analysis is to document that the proposed project is eligible for a Class 33 categorical exemption. This report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 33 categorical exemption. It demonstrates that the proposed project is eligible for a Class 33 categorical exemption and exempt from the California Environmental Quality Act (CEQA).

Section 21084 of the Public Resources Code requires the *California Environmental Quality Act* (*CEQA) Guidelines* include a list of classes of projects which have been determined not to have a significant effect on the environment and which shall, therefore, be exempt from the provisions of CEQA. The Class 33 categorical exemption is described in Section 15333 of the *CEQA Guidelines*.

CEQA Guidelines Section 15333 states that a Class 33 categorical exemption is applicable for small habitat restoration projects of five or less acres in size provided that:

a. *The project would have no significant adverse impact on endangered, rare, or threatened species or their habitat.*
b. *There are no hazardous materials at or around the site that may be disturbed or removed.*
c. *The project will not result in impacts that are significant when viewed in connection with the effects of other past, current, and reasonably foreseeable future projects.*
d. *Examples of small restoration projects may include, but are not limited to:*
    - *Revegetation of disturbed areas with native plant species.*
    - *Wetland restoration, the primary purpose of which is to improve conditions for waterfowl or other species that rely on wetland habitat.*
    - *Stream or river bank revegetation, the primary purpose of which is to improve habitat for amphibians or native fish.*
    - *Projects to restore or enhance habitat that are carried out principally with hand labor and not mechanized equipment.*
    - *Stream or riverbank stabilization with native vegetation or other bioengineering techniques, the primary purpose of which is to reduce or eliminate erosion and sedimentation.*
    - *Culvert replacement conducted in accordance with published guidelines of the Department of Fish and Game or NOAA Fisheries, the primary purpose of which is to improve habitat or reduce sedimentation*

Additionally, State *CEQA Guidelines* Section 15300.2 outlines exceptions to the applicability of a categorical exemption, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. A full listing of these exceptions and an assessment of their applicability to the proposed project is provided in this report.

2 Project Location and Existing Conditions

2.1 Project Location and Setting

The project site is an approximately 4.1-acre area along the shoreline of the San Francisco Bay in the eastern area of the City of Palo Alto. Specifically, the project site is directly adjacent to the City's Regional Water Quality Control Plant (RWQCP) and Harbor Road to the west and Byxbee Park to the south. In the project area, Harbor Road is also known as Embarcadero Road. The existing Harbor Marsh, an approximately 90-acre tidal saltmarsh within the former Palo Alto Yacht Harbor, is located immediately east and adjacent to the project site. The Palo Alto Airport is located north of the project site. U.S. Highway 101 is located approximately 0.75 mile west of the project site. Figure 1 shows the regional location of the project site, and Figure 2 shows the project site in its immediate context.

The project site is located along the edge of the central reach of Harbor Marsh. The main portion of the project site is located behind an existing low levee on top of which a section of the Marsh Front Trail is located. This portion of the project site includes ruderal grassland, marshland, and open water areas, depending on tide. Other portions of the project site are in developed areas like Harbor Road. The project site has relatively flat topography, with an elevation range of approximately 4 to 12 feet North American Vertical Datum of 1988. Photographs of the project site taken on June 1, 2022, are shown on Figure 3 and Figure 4.

Figure 1 Regional Location of Project Site

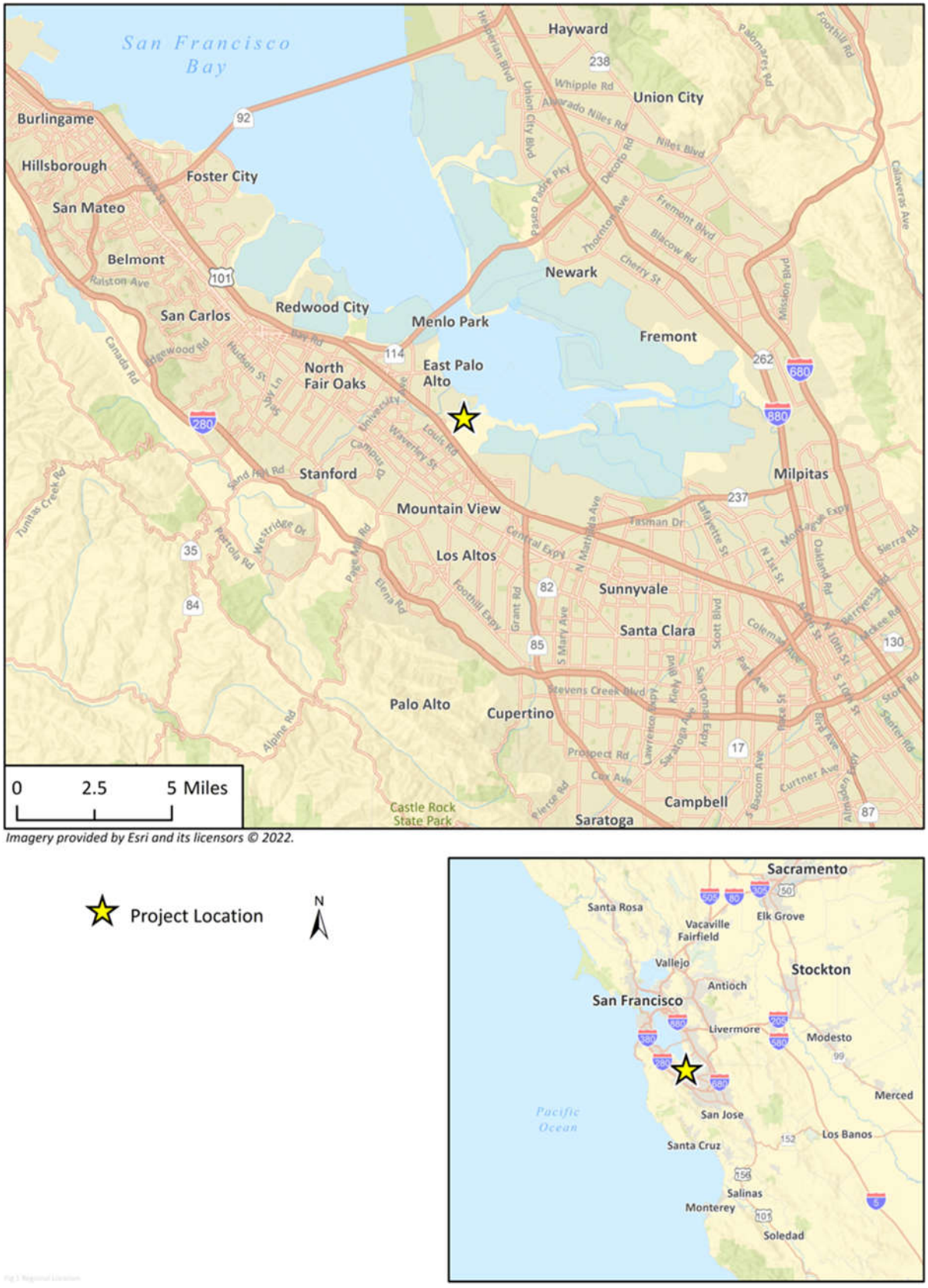

Figure 2 Project Site Location

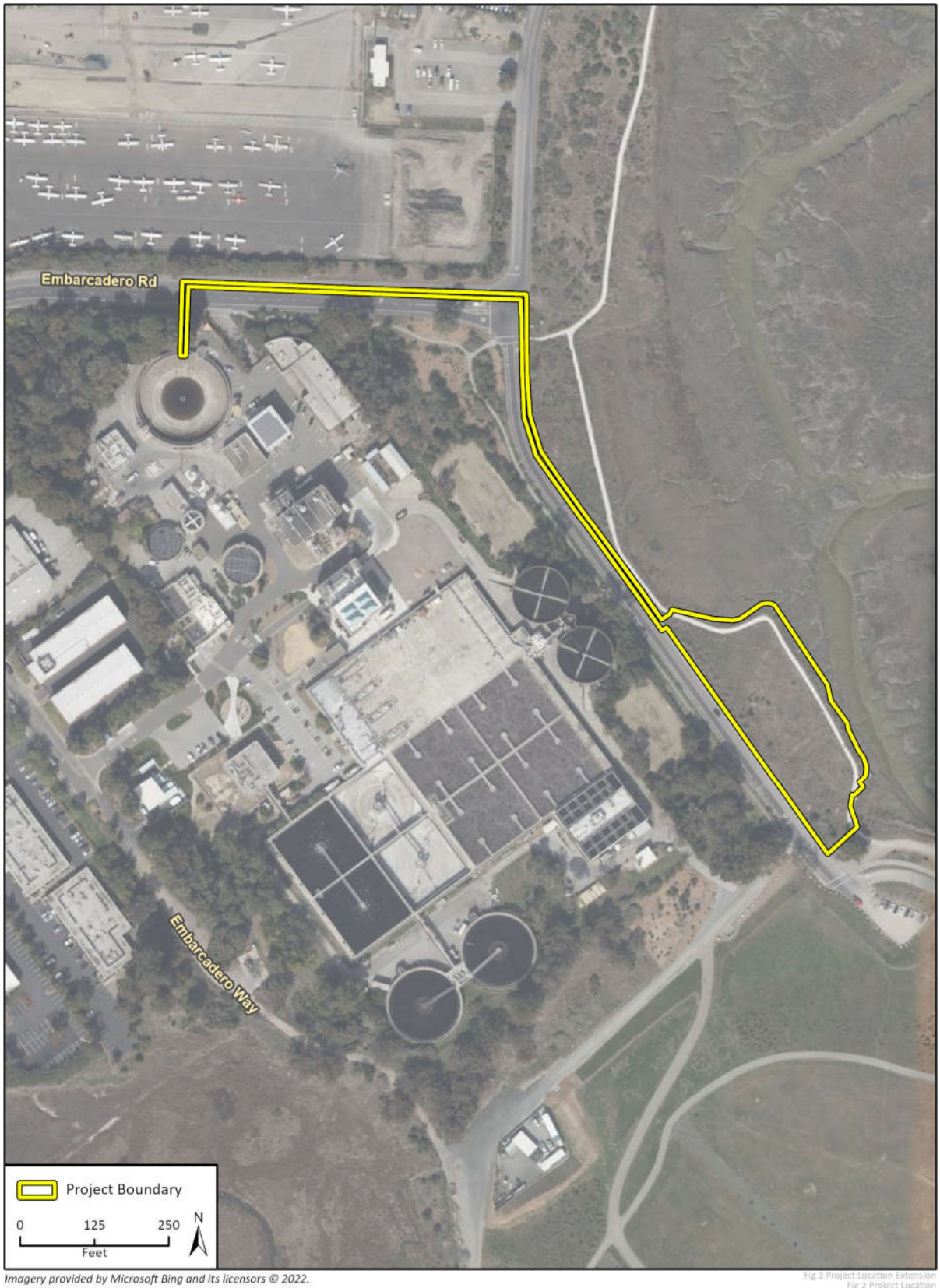

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Fig 2 Project Location Extension
Fig 2 Project Location

Figure 3 Photograph of Project Site

Photograph is facing east toward the main channel of the Harbor Marsh, just east of of the project site boundary. The project site boundary closely coincides with the closest edge of the channel, and the foreground land area and wooden structure are within the project site.

Figure 4 Photograph of Project Site

Photograph is facing north from a segment of the Marsh Front Trail within the project site. This photograph shows existing upland vegetation cover that typifies much of the project site.

2.2 Wildlife Habitat

According to a Biological Assessment prepared for the project site by H.T. Harvey in April 2022, which is on file at City of Palo Alto Planning & Development Services Department offices during Department business hours, the following five biotic habitat types occur on the project site:

- Developed/landscaped (approximately 2.44 acres)
- Ruderal grassland (approximately 1.46 acres)
- Tidal salt marsh (approximately 0.13 acre)
- Open water/tidal mudflat (approximately less than 0.01 acre)
- Brackish marsh (approximately 0.03 acre)

As reflected in the list of habitats above, the majority of the project site consists of either developed/landscaped areas or ruderal grassland. Both of these provide marginal habitat for wildlife species. The marsh and open water habitat provide increasingly important wildlife habitat compared to the ruderal grassland and developed areas. According to the Biological Assessment, the project site supports several special-status species. For purposes of this report, special-status species include plants and wildlife that are listed as threatened or endangered or candidates for such listing by either U.S. Fish and Wildlife Service or California Department of Fish and Wildlife (CDFW). Special-status species with potential to occur on the project site, according to the Biological Assessment, include:

- **Green sturgeon (*Acipenser medirostris*).** The southern Distinct Population Segment (DPS) of the North American green sturgeon was federally listed as threatened on April 7, 2006 (National Marine Fisheries Service 2006a). Critical habitat for the southern DPS of green sturgeon was designated on October 9, 2009, and includes all tidally influenced waters of the San Francisco Bay (National Marine Fisheries Service 2009). All portions of the project site up to the elevation of mean higher high water are designated critical habitat for green sturgeon. Although portions of the project site are designated as critical habitat the site does not include suitable habitat for the green sturgeon, as the site boundary just barely extends into the shallowest portions of the tidal slough east of the proposed horizontal levee. Green sturgeon are fairly large fish, and if they occur in the adjacent slough, they are expected to use only the deeper, central portion of the channel of Harbor Marsh.
- **Central California Coast Steelhead (*Oncorhynchus mykiss*).** The Central California Coast DPS of steelhead consists of all runs from the Russian River in Sonoma County south to Aptos Creek in Santa Cruz County, including all steelhead spawning in streams that flow into the San Francisco Bay. The Central California Coast steelhead was listed as federally threatened on August 18, 1997 (National Marine Fisheries Service 1997), and this threatened status was reaffirmed on January 5, 2006 (National Marine Fisheries Service 2006b). Critical habitat was designated for the Central California Coast steelhead on September 2, 2005 (National Marine Fisheries Service 2005). Critical habitat is present on the project site within Harbor Marsh up to the elevation of mean higher high water.
- **California Ridgway's Rail (*Rallus obsoletus*).** The California Ridgway's rail, formerly known as the California clapper rail, was federally listed as endangered in 1970 (USFWS 1970), was listed as endangered by the state of California in 1971 and is a fully protected species under California law (see California Fish and Game Code Section 3511). The USFWS approved a joint recovery plan for the salt marsh harvest mouse and Ridgway's rail in 1984 (USFWS 1984), and an updated

Tidal Marsh Species Recovery Plan was completed in 2013 (USFWS 2013). Critical habitat for this species has not been proposed or designated. According to the Biological Assessment, surveys conducted from January to April in 2020 in the Invasive Spartina Project's Palo Alto Baylands survey area detected a high count of 28 Ridgway's rails within the Palo Alto Harbor sub-area, which includes the areas of Harbor Marsh immediately adjacent to the project site. California Ridgway's rails are not expected to nest within the project site boundary given the existing human disturbance along the Marsh Front Trail and immediately adjacent to Harbor Road, as well as the relatively narrow extent of tidal marsh habitat between the Marsh Front Trail and the nearby tidal channel to the east. Suitable nesting habitat for Ridgway's rails is present in Harbor Marsh on the opposite side of the tidal channel from the project site, as close as 70 feet from the easternmost boundary of the project site.

- **Salt Marsh Harvest Mouse (*Reithrodontomys raviventris*).** The salt marsh harvest mouse was federally listed as endangered in 1970 (USFWS 1970), was listed as endangered by the state of California in 1971 and is a fully protected species under California law (see California Fish and Game Code Section 4700). The USFWS approved a joint recovery plan for the salt marsh harvest mouse and the Ridgway's rail in 1984 (USFWS 1984), and an updated Tidal Marsh Species Recovery Plan was completed in 2013 (USFWS 2013). Critical habitat for this species has not been proposed or designated, but the salt marsh harvest mouse is found only in saline wetlands of the San Francisco Bay and its tributaries. Suitable habitat for the salt marsh harvest mouse is present east/northeast of Harbor Road on the project site, where ruderal grassland and marsh habitats are present. The northeastern edge of the project site is located within Harbor Marsh and supports tidal salt marsh habitat dominated by dense pickleweed that provides high-quality habitat for the salt marsh harvest mouse.

3 Project Description

The proposed project would involve construction of a 500-linear-foot levee berm with approximately 315 linear feet of treatment zone irrigated with treated wastewater and a 1,650-linear-foot effluent pipeline that connects to the RWQCP. The horizontal levee would contain a variety of freshwater marsh, wet meadow, and riparian/upland scrub ecotypes, with an anticipated brackish water ecotone within the salt marsh adjacent to the proposed levee. These ecotypes and ecotones are intended to improve and restore wildlife habitat within the project site and larger Harbor Marsh area of the San Francisco Bay. A segment of the existing Marsh Front Trail within the project site would be relocated atop the new levee berm. The overall intent of the project is to improve wildlife habitat near and adjacent to the Harbor Marsh while also reducing flood risks. The major components of the project are described in more detail in the following subsections. A conceptual site plan is provided as Appendix A.

3.1 Project Components

Horizontal Levee

The horizontal levee would be divided into four primary areas: 1) a levee berm to support the horizontal levee slope; 2) a treatment zone to support polishing of treated wastewater; 3) a downslope habitat zone to support ecotypes where wastewater would seep towards the adjacent marsh, and 4) transitional slopes north and south of the treatment zone, where the project would conform to the existing bank line.

The proposed levee berm would exceed the elevation of the existing levee by 1.5 to 2.5 feet, would be constructed with materials that provide resistance to external and internal erosion, and would be designed with requirements similar to flood control levees. The existing Marsh Front Trail would be relocated onto the proposed horizontal levee berm, placing it closer to Harbor Road compared to existing conditions.

The treatment zone would extend across approximately 315 linear feet of the proposed total 500-linear-foot berm, on the outboard side of the levee. The treatment area would polish treated wastewater and seepage flows and would include a high-permeability treatment layer and finer surface soil layer to support native plantings. The treatment zone slope would be approximately 30 feet from top of slope to bottom, and the treatment zone would include a steep treatment area and deep subsurface treatment layer to increase overall hydraulic capacity.

The downslope habitat zone would be located in the vicinity of the existing Marsh Front Trail berm, and construction of the downslope habitat zone would involve excavating the existing berm. The downslope habitat zone would feature ridges and swales that meet the adjacent tidal marsh plain; slopes would be generally steeper just beneath the treatment zone before gradually flattening as they approach the tidal marsh.

In areas where the existing upland corridor is too narrow to support the full horizontal levee functions, the remaining 185 linear feet on the berm's outboard side would be planted with native plantings that support a transitional riparian scrub assemblage. These slopes would likely require irrigation until plant establishment; thus, a temporary irrigation system would be installed by tapping into the RWQCP effluent supply line.

Within the proposed levee area, the grading plan includes demolition of the existing storm drain culvert that runs under Marsh Front Trail. The demolished storm drain culvert would be replaced by a new 18-inch culvert that would convey surface runoff from behind the proposed levee berm to the marsh. The new storm drain alignment would allow for increased runoff collection and would ultimately connect into an existing tidal channel on the downstream end, where the culvert would be fitted with a one-way flap gate and pipe supports to prevent tidal backflows into the land side of the berm.

Effluent Pipeline

The proposed project includes installation of a new buried effluent line between the RWQCP and the levee area to supply treated wastewater to the proposed levee for irrigation or plantings on the levee. Installation of this pipeline would include: 1) replacement of the Renzel Marsh Pump and connection to the new pipeline; 2) installation of the new effluent line in the Embarcadero Road and Harbor Road right-of-way (ROW); and 3) distribution of the effluent to the subsurface treatment zone via infiltration units.

The existing pump at the RWQCP Administration Building that currently feeds the Renzel Marsh would be demolished and replaced with a new pump. This new pump would serve both the existing Renzel Marsh as well as the proposed effluent line that would support water to the horizontal levee. The new pump would be sized to provide a constant flow of approximately 3 million gallons per day (mgd) to the Renzel Marsh. The pump will be set to provide 1 mgd to the Renzel Marsh to support the proposed project. The flow could be increased in the future to support upgrades to the marsh. Replacement of the pump would occur entirely within the existing RWQCP.

The proposed effluent pipeline would be 4 inches, buried, and would connect to the new Renzel Marsh Pump and run eastward along the south side of Embarcadero Road, then southward along the east side of Harbor Road. At the intersection of Harbor Road and Embarcadero Road, the proposed effluent pipeline would turn south to the proposed levee area. The proposed effluent pipeline would be high-density polyethylene piping, installed atop 6 inches of pipe bedding material and under no more than 6 inches of pipe bedding material, and would contain copper tracing wire and warning tape along the entire alignment.

Four distribution laterals that would tap the proposed effluent pipeline and convey treated wastewater to separate flow control zones. These separate flow control zones would distribute and balance the flow of wastewater evenly across the treatment zone. The four distribution boxes would be traffic-rated to accommodate occasional maintenance vehicle access across the trail surface and would be located within the shoulder and on the edge of the trail to minimize hazards. Infiltrator units would be located within the horizontal levee treatment zone and would run in a distribution trench parallel to the levee.

Trail Relocation

The proposed project includes relocating the existing Marsh Front Trail farther from Harbor Marsh, so that it is located between 70 and 100 feet from the salt marsh, atop the proposed berm inboard of the horizontal levee. The relocated trail segment would effectively be adjacent to and parallel with Harbor Road within the project site. Signage at either end of the new accessible trail would provide users with more information about the proposed project as well as the significance of the site's location at the edge of the San Francisco Bay. The proposed relocated trail segment would be designed to meet applicable Americans with Disabilities Act standards for outdoor recreation areas

and would be constructed with decomposed granite, or similar, to match the existing Marsh Front Trail.

3.2 Project Construction

Construction of the proposed project would occur over several phases; construction timing would be limited due to the presence of special-status wildlife species, sensitive habitats, and the potential for flooding in the project area due to seasonal rainstorms. Construction of the proposed project is anticipated to begin in late summer of 2024. Overall construction would occur over approximately 100 working days; construction of the proposed project would ideally occur within one construction season but may occur over two seasons depending on timing and sequencing of levee construction and existing levee removal, as well as seasonal work restrictions. Construction of the project would require typical equipment such as dozers, dump trucks, and compactors. Additionally, installation of the effluent pipeline within Harbor Road would require repaving and a compactor.

3.3 Project Operation and Maintenance

Ongoing operation and maintenance activities for the proposed project would include adjustment to the effluent irrigation flow program, which is anticipated to occur on a monthly/seasonal and annual basis over the first three to five years of operation; monitoring the system for leaks and blockages; vegetation management to control spread of invasive or non-native plants, and levee and trail inspections and maintenance, which would be similar to existing trail maintenance activities for the Marsh Front Trail. Operational activities could also include hauling recycled water to the site to supplement the proposed effluent irrigation program until vegetation is established.

3.4 Avoidance Measures

The proposed project has been designed to improve wildlife habitat while also reducing flood risk. Because the project is specifically designed to improve wildlife habitat, the City has developed avoidance measures as a key component of the project. These measures, listed below in Table 1, are activities or actions that would be taken during project construction and operation, as applicable, to reduce or prevent disturbance to wildlife and their habitat. The avoidance measures would be implemented by the City and the contractor or contractors selected to construct and maintain the proposed project. The avoidance measures in Table 1 are subject to minor modifications based on resource agency permit requirements, and permit requirements may include additional avoidance measures.

Table 1 Project Avoidance Measures

Avoidance Measure No.	Avoidance Measure
Site Access and Construction	
AV-1	On-site access routes, parking, and staging would be limited to the established project boundary.
AV-2	Prior to construction, the selected contractor would develop a site operation plan to finalize the location and timing of site access routes, construction equipment staging and support areas, exclusion areas, limits of work, and parking areas that would be approved by the RWQCP.
AV-3	Construction work along Embarcadero Road and Harbor Road would require a traffic control plan, including bike and pedestrian detour signage. Traffic control measures would be maintained throughout construction in the roadway and will be adjusted as work zones change.
AV-4	The contractor would provide a minimum one lane of vehicular traffic along Embarcadero Road and Harbor Road.
AV-5	All paving and striping along Embarcadero and Harbor Roads would be restored in kind.
AV-6	The construction contractor would construct a temporary construction entrance from Harbor Road to the Levee Area, and tire-cleaning BMPs to minimize tracking material onto the road.
AV-7	Contractor parking in the Byxbee Park public parking lot off Harbor Road would be prohibited.
AV-8	If the native soils are too soft to support LGP excavators and trucks, mats would be placed to establish a temporary construction access route along the length of the excavation area. The mats would be removed following the completion of the earthwork.
Invasive Weeds	
AV-9	During clearing and grubbing in the Levee Area, the top 6 inches of ground surface would be scraped and buried on-site, to contain invasive plant species seedbank.
AV-10	All seeds and straw materials used on the site would be certified weed-free.
AV-11	All vehicles and equipment would be washed (including wheels, undercarriages, and bumpers) before entering the horizontal levee work area. In addition, tools such as chainsaws, hand clippers, pruners, etc., would be washed before and after entering the project work area.
AV-12	Following project construction, native seed from a local source would be spread within the temporary upland impact zones on disturbed ground that will not be landscaped and maintained.
AV-13	Revegetation would be accomplished using a combination of hydroseeding, broadcast seeding, rhizomes and plug planting, and container planting. The plant and seed material for revegetation of the restored site would be sourced from a combination of contract growing at offsite location(s) and purchase of genotypically appropriate native plant nursery stock.

Avoidance Measure No.	Avoidance Measure
Salt Marsh Harvest Mouse	
AV-14	Prior to construction activities, all construction personnel would participate in a worker environmental awareness program provided by a qualified biologist. Personnel would be informed about the potential presence of listed species in the project area and habitats associated with these species, and that unlawful take of the animal or destruction of its habitat is a violation of the Federal and/or California Endangered Species Acts. The program would include (1) the description and status of the species; (2) the importance of their associated habitats; and (3) a list of measures being taken to reduce potential impacts on these species during Project construction and implementation. A fact sheet conveying this information would be prepared for distribution to the construction crew.
AV-15	To avoid the potential loss of individual SMHM and minimize potential effects of project construction activities on the species' habitat, vegetation removal and grading would be limited to the minimum amount necessary to enable the activity to occur.
AV-16	Staging, access, and parking areas would be located outside of tidal salt marsh. These activities would be limited to developed/landscaped areas, and to ruderal grassland/brackish marsh habitats after vegetation has been removed from the grassland/brackish marsh.
AV-17	All tidal salt marsh and upland transition habitat (i.e., areas supporting taller vegetation at the interface between the tidal salt marsh and ruderal grassland) adjacent to the project footprint would be clearly delineated (e.g., with orange construction fencing). Work would not be conducted in such habitats that are outside of the project footprint.
AV-18	All vegetation and debris such as thatched non-native grasses would be removed from the project disturbance footprint. Only hand tools (e.g., line trimmers or non-mechanized equipment such as hand clippers), rather than mowers, would be used for vegetation removal in tidal salt marsh, brackish marsh, and ruderal grassland until a qualified biologist is confident that all SMHM have moved out of vegetation within the project footprint. Vegetation removal would start close to Embarcadero Road and then progress toward the tidal marsh so that mice in the upland portions of the site will move into the marsh and away from the vegetation removal activities. A qualified biologist would be present during vegetation removal to inspect areas immediately prior to vegetation removal. The biologist would then supervise the vegetation removal and make specific recommendations with respect to the rate of vegetation removal and progressive direction of the work to be performed to ensure the salt marsh harvest mice are able to escape to areas in the marsh that would not be impacted. Where tall vegetation is present (e.g., grasses, shrubs, and weeds along levees), the removal of vegetation would alternate with inspections by the biologist. First, all vegetation tall and/or sparse enough to be easily inspected by the biologist would be cut down to a height at which additional inspection is necessary (e.g., due to the denser vegetation close to the ground). The biologist would then inspect the vegetation to determine whether salt marsh harvest mice are present. If not, vegetation removal can proceed closer to the ground. If dense ground cover (e.g., dense grasses) is present, then before this vegetation is removed, the biologist would encourage remaining salt marsh harvest mice to move toward the tidal salt marsh by brushing through the vegetation with a pole, rake handle, or similar object. Once the biologist is confident that all mice have moved out of the vegetation within the project footprint, the vegetation would be cut down to the ground's surface (e.g., using line trimmers, mowers, or other mechanized equipment) so that no cover suitable for use by mice remains in the project footprint.

Avoidance Measure No.	Avoidance Measure
AV-19	All cut vegetation would be removed daily from vegetation removal areas to prevent it from being used as refugia by salt marsh harvest mice.
AV-20	If salt marsh harvest mouse or a suspect salt marsh harvest mouse is detected during vegetation removal or other project construction activities, the animal would be allowed to move out of the project site on its own. A qualified biologist would monitor the animal to ensure that it disperses out of the construction area. If the animal does not move on its own, the biologist would confer with the USFWS and CDFW to identify appropriate measures to avoid impacts to the animal. No mice would be handled (even for relocation) without USFWS and CDFW approval.
AV-21	Immediately following the removal of vegetation, exclusion fencing would be erected between construction areas and adjacent vegetation that, in the opinion of the qualified biologist, provides potential habitat for salt marsh harvest mouse (which may include tidal salt marsh and ruderal grassland). The material and/or configuration of this fencing must prevent salt marsh harvest mice from being able to climb over it (e.g., the material may be too smooth to climb, or it may be bent outward to prevent mice from being able to cross over the top). The fencing would be buried at least 2-4 inches below the ground's surface, depending on the substrate, with at least 2 feet (but no more than 4 feet) of fencing above the ground. All supports for the fencing would be placed on the inside of the work area. A minimum 2-foot buffer would be maintained free of vegetation around the outside of the exclusion fencing. The fencing would be inspected daily during construction, and necessary repairs would be made within 24 hours of when they are found. If breaks in the fencing are found, a qualified biologist would inspect the work area inside the fence for salt marsh harvest mouse, and if present, the mouse or mice would be allowed to move to would be moved by the biologist with written approval from USFWS and CDFW.
AV-22	During construction activities, a qualified biologist would check underneath vehicles and equipment for salt marsh harvest mouse before such equipment is moved, unless the site (or equipment) is surrounded by mice-proof exclusion fencing.
AV-23	No animals (e.g., dogs or cats) would be brought to the project site by project personnel to avoid harassment, killing or injuring of wildlife.
AV-24	The project site would be maintained trash-free, and food refuse would be contained in secure bins and removed daily during construction, to avoid attracting nuisance animals that may then prey on salt marsh harvest mice.
AV-25	No nighttime work would occur in the portion of the project site between Embarcadero Road and Harbor Marsh. Nighttime work may occur, if necessary, in portions of the project site along Embarcadero Way, Embarcadero Road, or in the RWQCP.
AV-26	To avoid the loss of individual salt marsh harvest mice, project construction activities that involve heavy equipment within 30 feet of tidal marsh habitat, and involving construction personnel activity within 10 feet of tidal marsh habitat, would not occur when the marsh plain is inundated during very high tides, unless such activities are separated from the tidal marsh by the acoustic barrier/fence, because protective cover for this species is limited and activities could prevent them from reaching available cover.
California Ridgway Rail and Other Nesting Migratory Birds	
AV-27	The proposed trail would be permanently relocated further away from the existing marsh to prevent adverse effects on wildlife.

Avoidance Measure No.	Avoidance Measure
AV-28	Informational signage would be installed during and post-construction to inform public about sensitive marsh species and protected habitats.
AV-29	Fencing and revegetation would be installed between the new public trail and the marsh to discourage the public and dogs from leaving the trail and entering the created habitats.
AV-30	In January of the construction year, the Project area would be surveyed for California Ridgway's Rail in accordance with the June 2015 California Clapper Rail Survey Protocol to determine presence and breeding status in the marsh.
AV-31	The preconstruction training session (described in Fisheries Avoidance Measures) would also include information on the California Ridgway's rail, including a description of the species, its status, the importance of the species and its habitat, penalties for take, locations where it can be encountered within the work area, the measures that are being implemented to conserve this species as it relates to the project, and the boundaries within which the project may be accomplished.
AV-32	All project activities with the potential to disturb the California Ridgway's rail species would be performed during the nonbreeding season from September 1 to January 31 to ensure that impacts on nesting Ridgway's rails are avoided. Activities not expected to disturb Ridgway's rails more than under baseline conditions that may occur during the nesting season (February 1 to August 31) are defined as activities that result in no more noise and/or visual disturbance compared to existing disturbance on the site, as follows: Existing pedestrian activity is present along Harbor Road and along the Marsh Front Trail. California Ridgway's rails nesting and foraging within 700 feet of the project site in Harbor Marsh are habituated to these ongoing levels of disturbance. Construction activities that consist of individual personnel walking within the work area may occur during the Ridgway's rail nesting season (i.e., February 1 to August 31) without disturbing these nesting birds as long as these activities do not occur within tidal salt marsh habitat areas. Vehicles regularly drive along Harbor Road and on roads associated with the Palo Alto RWQCP. Construction activities that consist of driving and parking vehicles along existing roadways, including Harbor Road and at the RWQCP, may occur during the Ridgway's rail nesting season (i.e., February 1 to August 31) without disturbing nesting Ridgway's rails.
AV-33	Non-mechanized hand tools for vegetation removal (e.g., loppers, rakes, and shears) and installation of the wildlife exclusion fence (e.g., shovels, picks, and manual post drivers) may be used within upland areas of the site (i.e., outside of tidal salt marsh habitat areas) during the Ridgway's rail nesting season.

Avoidance Measure No.	Avoidance Measure
AV-34	With acoustic sound barrier fencing installed along the landward side of the public trail on the project site , serving as a visual and sound barrier that would remain in place during the California Ridgway's rail breeding season (February 1 to August 31), the following additional activities (i.e., in addition to those in the bullets above) could occur in the levee area behind this barrier (i.e., between the barrier and Harbor Road) without disturbing nesting rails: • Construction staging, access, vegetation removal, and grubbing, including the use of motorized equipment may occur between July 1 and August 31. Equipment and materials delivery and storage in the staging area adjacent to Harbor Road.Mechanized hand tools for vegetation removal (e.g. string trimmers).Demolition and earthwork within the levee area would not occur during the breeding season (i.e., until September 1). With acoustic sound barrier fencing installed along the edge of the marsh, serving as a visual and sound barrier, the following activities could occur in the Embarcadero and Harbor roadways and the RWQCP during the nesting season (February 1 to August 31): • Sawcutting, utility trenching, pipe installation, and paving using heavy equipment. Pump demolition and installation within the RWQCP.
AV-35	To avoid the loss of individual California Ridgway's rails, project activities that involve heavy equipment within 30 feet of tidal marsh habitat, and involving construction personnel activity within 10 feet of tidal marsh habitat, would not occur when the marsh plain is inundated during very high tides, unless such activities are separated from the tidal marsh by the acoustic barrier/fence, because protective cover for this species is limited and activities could prevent them from reaching available cover.
Fisheries	
AV-36	Before construction activities begin, a qualified biologist would conduct a training session for construction personnel. The training would include a description of the green sturgeon and Central California Coast steelhead, their status, the importance of the species and their habitats, penalties for take, locations where they can be encountered within the work area, the measures that are being implemented to conserve these species as they relate to the project, and the boundaries within which the project may be accomplished. A fact sheet conveying this information would be prepared for distribution to the construction crew.
AV-37	A turbidity curtain would be installed along the edge of the grading boundary at Harbor Marsh, where the grading boundary crosses existing small (<10-ft top width) tidal channels. The turbidity curtain would be installed and removed during low, slack tides, when no water is present within the work area. Because no water would be present within the work area when the turbidity curtain is installed, no relocation of fish from the work area would be necessary. Once the turbidity curtain is installed, it would completely enclose the work area so that no fish would be able to move from the Harbor Marsh channel to areas within the work area, even during high tides.
AV-38	The turbidity curtain would be periodically inspected by a dedicated member of the construction crew to ensure it remains in suitable working condition (i.e., that the curtain fully deploys at a range of tidal elevations, remain a barrier to fish, is suitably anchored, etc.). Once project earthwork is complete, the turbidity curtain would be removed at low tide when water in the Harbor Marsh tidal channel is below the elevation of the curtain.
AV-39	Levee Area earthwork would be completed before November 30.
Water Quality, Stormwater, and Flood Control	
AV-40	All staging and access areas would be surrounded with silt fencing or straw wattles.

Avoidance Measure No.	Avoidance Measure
AV-41	Existing storm drain inlets would be protected in accordance with the guidelines in California Stormwater Quality Association (CASQA) Construction BMP Handbook (2019).
AV-42	Existing berm removal would involve a phased removal of earth to provide continuous flood protection while the new levee berm is constructed, and to limit the risk of uncontrolled breaching. The construction contractor would be required to phase levee removal to prevent site inundation.
AV-43	If the levee area earthwork cannot be completed in one season, the contractor would winterize the site, demobilize, and remobilize in September of the following year. Site winterization would include establishing a continuous line of flood protection to an adequate elevation to limit the potential for storm and tidal waters from entering Harbor Road, installing erosion control measures (e.g. interim hydroseeding, erosion control fabric), and maintaining erosion control measures until the contractor re-mobilizes for the second construction season.
AV-44	Silt fence and/or turbidity curtains would be installed along the edge of the grading boundary at Harbor Marsh. The purpose of the silt fence and curtains would be to intercept turbidity plumes generated in the course of the earthwork in tidally influenced areas. The silt fence/turbidity curtains would be integrated into the wildlife exclusion fence, to minimize footprint and avoid additional marsh impacts with two layers of fencing. Once project earthwork is complete, the silt fence and environmental protection fencing would be removed.
AV-45	Graded areas would be planted as rapidly after construction as feasible to stabilize the newly graded soil while also being timed with late fall/early winter rain events.
AV-46	All disturbed grading areas would be hydroseeded, drill-seeded, or broadcast seeded, as appropriate to each habitat.
AV-47	If seed is not applied until just before the onset of winter rains, the seeded areas would be covered with straw mulch, tacked down and monitored throughout the first rainy season. If seed is applied earlier, it would be irrigated such that vegetation is sufficiently established to protect against erosion by the onset of winter rains.
Post Construction	
AV-48	The City would develop and implement a Monitoring and Adaptive Management Plan that describes monitoring metrics, methods, duration and frequency; includes performance criteria to evaluate the progress toward meeting goals and objectives; discusses adaptive management that may be implemented if performance criteria are not met; and includes long-term management and maintenance.
AV-49	Ongoing operation and maintenance (O&M) activities would include adjustment of the treated effluent flows, monitoring the system for leaks and blockages, monitoring plant health, vegetation management to control spread of invasive or non-native plants, levee/trail inspections similar to current trail maintenance activities

4 Class 33 Consistency Analysis

The Class 33 categorical exemption is described in Section 15333 of the State *CEQA Guidelines*. The State *CEQA Guidelines* Section 15333 states that a Class 33 categorical exemption is applicable for small habitat restoration projects of five or less acres in size provided that:

a. *The project would have no significant adverse impact on endangered, rare, or threatened species or their habitat.*
b. *There are no hazardous materials at or around the site that may be disturbed or removed.*
c. *The project will not result in impacts that are significant when viewed in connection with the effects of other past, current, and reasonably foreseeable future projects.*
d. *Examples of small restoration projects may include, but are not limited to:*
    - *Revegetation of disturbed areas with native plant species.*
    - *Wetland restoration, the primary purpose of which is to improve conditions for waterfowl or other species that rely on wetland habitat.*
    - *Stream or river bank revegetation, the primary purpose of which is to improve habitat for amphibians or native fish.*
    - *Projects to restore or enhance habitat that are carried out principally with hand labor and not mechanized equipment.*
    - *Stream or riverbank stabilization with native vegetation or other bioengineering techniques, the primary purpose of which is to reduce or eliminate erosion and sedimentation.*
    - *Culvert replacement conducted in accordance with published guidelines of the Department of Fish and Game or NOAA Fisheries, the primary purpose of which is to improve habitat or reduce sedimentation*

As described above in Section 2, *Project Location and Existing Conditions*, the project site measures approximately 4.1 acres in size and is a small habitat restoration project. This is below the five-acre maximum threshold specified in State *CEQA Guidelines* Section 15333 for a Class 33 categorical exemption and clearly satisfies criterion 'd.' Therefore, the proposed project meets this requirement, and the remainder of this section evaluates consistency with criterion 'a.' through 'c.' listed above.

4.1 Criterion 'a.'

There would be no significant adverse impact on endangered, rare, or threatened species or their habitat pursuant to section 15065.

Construction of the project would involve clearing vegetation cover from the project site, grading to reconfigure the slope, and configuration of the ground to form the horizontal levee. These construction activities would have the potential to impact special-status[1] plants, if present. The vegetation mapping and protocol-level surveys completed for the project site determined that there are no special-status plant species on the project site. Therefore, the project would have no impact on endangered, rare, or threatened plant species.

[1] Special-status includes endangered, rare, or threatened classifications.

As described in Section 2.2, *Wildlife Habitat*, the special-status wildlife species with potential to occur on the project site, either because they have been observed or because habitat is present, include:

- Green sturgeon (*Acipenser medirostris*) southern Distinct Population Segment (DPS) (southern green sturgeon), listed as Threatened
- Steelhead (*Oncorhynchus mykiss*), Central California Coast DPS, listed as Threatened
- California Ridgway's rail (*Rallus obsoletus*), listed as Endangered
- Salt marsh harvest mouse (*Reithrodontomys raviventris*), listed as Endangered

As fish species, green sturgeon and Central California Coast steelhead only occur within open water portions of the project site, which are mostly limited to several square feet at an existing stormwater outfall at the shoreline on the eastern site boundary. Construction of the project would result in the temporary disturbance of approximately 0.13 acre of tidal habitat and less than 0.01 acre of tidal mudflat/open water habitat within the outfall area. However, fish would be excluded from the project construction area with implementation of avoidance measure AV-37. As shown in Table 1, avoidance measure AV-37 requires installation of a turbidity curtain during low or slack tides when no open water is present in the project site. After installation, the turbidity curtain would completely enclose the construction area preventing fish entry, even during high tides when open water habitat is present. Once project grading is complete, the turbidity curtain would be removed.

The removal of vegetation cover and grading during project construction would increase the potential for soil erosion. Additionally, construction equipment could develop fluid leaks which then result in runoff of fluids into the Bay. Both soil erosion and leaking fluids could adversely affect water quality, thereby resulting in impacts on green sturgeon and Central California Coast steelhead. However, the aforementioned turbidity curtain would also prevent sedimentation of water during project construction. Additionally, the City or its contractors would implement the Water Quality, Stormwater and Flood Control avoidance measures shown in Table 1. These avoidance measures would reduce the potential for the project to adversely affect water quality, which would prevent adverse impacts to fish in the water. For example, avoidance measure number AV-40 requires silt fencing or straw wattles around staging areas, which would prevent construction fluids from mobilizing in stormwater runoff and discharging to the Bay. Avoidance measure AV-45 would require that areas graded during construction are rapidly planted after grading is completed to establish ground cover and stabilize the newly graded soils.

Project operation would create additional open water habitat that would generally be too shallow for substantial or regular use by either green sturgeon or Central California Coast steelhead. However, this would not have impacts on either species; both species would continue to generally use open water areas of the project site, consistent with existing conditions. Therefore, the proposed project would have no significant adverse impacts on green sturgeon and Central California Coast steelhead.

Project construction would occur primarily in upland ruderal grass, which is not suitable nesting habitat for California Ridgway rail. The tidal salt marsh and brackish marsh habitat within the project site is not used for nesting due to proximity to human activity associated with use of the adjacent Bay Front Trail and traffic on Harbor Road. Accordingly, project construction would not result in the direct removal of California Ridgeway rail nests or nesting habitat.

While they do not nest within the project site, California Ridgway rail have been known to nest in the Harbor Marsh within proximity of the project site. California Ridgway's rails nesting in nearby areas likely forage to some extent within tidal marsh habitats in and adjacent to the project site and seek refuge during high tides in upland transitional areas and ruderal grasslands within and adjacent to the project site. Project construction would result in less upland refuge area because the project is designed and intended to create more tidal marsh habitat than currently exists within the project site. However, an abundance of similar upland habitat exists adjacent to the project, such as large areas of Byxbee Park. Additionally, the City or its contractors would implement the Nesting Bird avoidance measures shown in Table 1. Avoidance measure AV-34 would require demolition and earthwork in the levee area to occur outside of California Ridgway rail's breeding season between September 1 and January 31. To avoid the loss of individual California Ridgway's rails that could be in the project site, project construction activities that involve heavy equipment within 30 feet of tidal marsh habitat and involving construction personnel activity within ten feet of tidal marsh habitat, would not occur when the marsh plain is inundated during high tides, unless such activities are separated from the tidal marsh by an acoustic barrier/fence. Therefore, the reduction of upland foraging and refuge habitat within the project site would not have substantial adverse impacts on California Ridgway rails. Following construction, as tidal marshland habitat establishes on the proposed horizontal levee, foraging habitat would increase compared to existing conditions, which would be beneficial for California Ridgway rails. No permanent loss of foraging habitat for the California Ridgway's rails would occur because of the project.

While removal of vegetation cover would be limited to the project site, construction activities would involve machinery that produces noise that spreads or extends beyond the site boundary, including toward known or recorded California Ridgway nesting areas in the Harbor Marsh. Under the direction of the City, Rincon Consultants measured existing ambient noise levels at three locations within the project site, including at the site boundary closest to the Harbor Marsh. The noise measurements were collected three times at each location for a period of 30 minutes every approximately 90 to 120 minutes on June 27, 2022. Based on the noise measurements, ambient noise levels within the project site and adjacent areas of Harbor Marsh range between approximately 51 and 60 decibels. However, individual noise events associated with routine daily aircraft approaching or departing the nearby Palo Alto Regional Airport produced noises levels as high as 80 dBA within the project site, based on the noise measurements. Rincon Consultants also calculated construction noise levels that would occur at the nearest known nest site during project construction. The details of the calculations and full results are described in a Noise Study dated July 2022 and included as Appendix B to this document. As described therein, noise levels at the nearest nest site could increase to as much as 81 decibels during construction when construction equipment operates within portions of the project site closest to Harbor Marsh. The noise calculations do not account for an acoustic barrier, which would be installed consistent with avoidance measure AV-34 (see Table 1). The acoustic barrier would reduce construction noise at the nearest nest site by approximately 5 decibels, according to the noise report. However, even without the acoustic barrier, 81 decibels is comparable to the loudest noise level recorded at the site under existing conditions, which was 80 decibels and was associated with departing or incoming flights into the Palo Alto Airport. Therefore, the temporary and periodic project construction noise would exceed average ambient noise levels, but would be consistent with noise levels common and frequent throughout a typical day from routine operation of the nearby airport. Accordingly, project construction noise would have no significant indirect impacts on California Ridgway rails.

Compared to the upland, ruderal grassland habitat that characterized existing conditions in most of the project site, the horizontal levee would improve habitat for salt marsh harvest mouse because

the levee would create more transitional marshland habitat than currently exists. However, salt marsh harvest mouse may currently use the upland habitat on the project site on a limited basis, such as seeking refuge during high tides. The proposed project includes several avoidance measures that would be implemented to prevent significant impacts to salt marsh harvest mouse that could use the project site habitat, such as for refugia. For example, in accordance with avoidance measure AV-18 (see Table 1) vegetation removal during construction would be completed using hand tools to prevent crushing or injuring salt marsh harvest mouse, which could otherwise be injured with mechanized mowers. With implementation of the avoidance measures proposed as part of the project, there would be no significant impacts on salt marsh harvest mouse.

4.2 Criterion 'b.'

There are no hazardous materials at or around the site that would be disturbed or removed.

Rincon Consultants queried state databases for records of hazardous materials and contamination on or near the project site. Specifically, the following databases compiled pursuant to Government Code Section 65962.5 were queried for known hazardous materials contamination:

- List of Hazardous Waste and Substances Sites from the California Department of Toxic Substances Control (DTSC) EnviroStor Database
- List of leaking underground storage tank sites from the California State Water Resources Control Board's (SWRCB) GeoTracker Database
- List of Solid Waste Disposal Sites identified by water boards with waste constituents above Hazardous Waste Levels Outside the Waste management Unit.
- List of "active" CDO and CAO from Water Board
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

According to the database query, there are no known hazardous material sites at or around the project site (DTSC 2022a; 2022b, and SWRCB 2022a; 2022b; 2022c). The project would not be located on a site that is included on a list of hazardous material sites.

The potential for unknown hazardous materials or unreported hazardous materials at the site is low because the site is immediately adjacent to tidal marsh, and before construction of the existing levee and trail, would have been regularly inundated by very high tides such as king tides. Repeated inundation would have prevented use or development of the site with activities involving the storage or use of hazardous materials.

Therefore, the proposed project is consistent with this categorical exemption criterion.

4.3 Criterion 'c.'

The project would not result in impacts that are significant when viewed in connection with the effects of other past, current, and reasonably foreseeable future projects.

Other reasonably foreseeable future projects within the vicinity of the proposed project include modifications to the existing parking lot at Byxbee Park as well as the Santa Clara Valley Water District Tide Gate replacement project. There are no other reasonably foreseeable future projects proposed in the project site vicinity. The Tide gate project is located approximately one-half mile from the Horizontal Levee project area. Therefore, work on the Tide Gate itself would not be

expected to result in cumulatively considerable impacts. Trucks trips for the Tide Gate project would access the Tide Gate construction area utilizing Embarcadero (Harbor) Road. Because construction would occur during a similar time of year as the proposed project, haul trips from the proposed project and Tide Gate project could overlap. However, the Tide Gate project is anticipated to be constructed over five seasons and anticipates a maximum of 10-20 haul trips per day during the years that construction would overlap. Construction of the proposed project would have a conservative maximum of 12 haul trips per day for up to two weeks in a single season. The addition of approximately 20-30 truck trips over a two-week period at this site would not result in a cumulatively considerable impact related to noise or traffic. Modifications to the Byxbee Park parking lot are currently being analyzed as part of a comprehensive plan for management of the greater Baylands area. The timeline of this project is not definitive. Because this is a City project, the City anticipated that it would time these projects to avoid having construction coincide. Therefore, the parking lot improvement project is not anticipated to have any cumulative construction impacts when considered with the proposed project. Construction of trails and closure of the landfill at the adjacent Byxbee Park are complete and no longer generate construction impacts, such as construction noise. As discussed above in Section 4.1, Criterion 'a.', Rincon Consultants measured ambient noise levels in the project site, and these measurements include ongoing operation noises associated with Byxbee Park and the RWQCP, as well as the airport. Noise from these sources is part of the existing conditions at the project site.

The Proposed Project would require short term construction over the course of approximately 100 working days and would not result in impacts that are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The project would involve temporary noise and vibration during construction that would exceed existing ambient noise levels at the nearest sensitive receptors, which are considered bird nest sites in the Harbor Marsh. However, project construction noise would be temporary and further attenuated than described in the noise report (Appendix B), because the City would install a noise barrier during construction. Therefore, the project would not result in a cumulatively considerable contribution to a cumulative noise increase.

The project would not require new employees to operate and maintain the new infrastructure. Following completion of the construction period, operation and maintenance activities for the project would be comparable to activities associated with operation and maintenance of the existing site, and no new operations and maintenance trips would be required. The project would provide more habitat for special-status species, which would not be an adverse impact. Therefore, the project would not add to the cumulative impacts of other past, current, or probable future projects. Therefore, the proposed project is consistent with this categorical exemption criterion.

5 Exceptions to the Exemption

Section 15300.2 of the State *CEQA Guidelines* outlines exceptions to the applicability of a categorical exemption, including cumulative impacts, significant effects due to unusual circumstances, scenic highways, hazardous waste sites, and historical resources. These exceptions are discussed below. As demonstrated in these discussions, none of the exceptions apply to the proposed project.

5.1 Cumulative Impacts Exception

The project does not include successive projects of the same type in the same place over time. The project is a stand-alone restoration project that improves habitat in the project area. Therefore, this exception does not apply to the proposed project.

5.2 Significant Effects due to Unusual Circumstances Exception

As discussed in Section 2, *Project Location and Existing Conditions*, portions of the project site are currently developed with the Marsh Front Trail and Embarcadero Road, and an existing traditional-style levee. A portion of the project site is undeveloped ruderal grassland, marshland, and limited open water areas, depending on tide. The project site is generally flat and does not possess characteristics which would qualify as unusual circumstances under State *CEQA Guidelines* Section 15300.2. In fact, the project site is typical of shoreline areas throughout the San Francisco Bay and other bay or estuary type areas in California. Therefore, no known unusual circumstances at the project site or related to project operations would result in a reasonable possibility of significant effects to the environment. This exception does not apply to the proposed project.

5.3 Scenic Highways Exception

There are no designated State Scenic Highways in the vicinity of the project site. The closest scenic highway is Interstate 280, which has been recognized as eligible for designation as a State Scenic Highway but is not officially designated. Interstate 280 is located approximately 5 miles southwest of the project site (Caltrans 2018). Due to distance and intervening structures and topography, the project site is not visible from Interstate 280. Therefore, the project would not damage scenic resources within a highway officially designated as a state scenic highway. This exception does apply to the proposed project.

5.4 Hazardous Waste Sites Exception

State *CEQA Guidelines* Section 15300.2 states that a categorical exemption "shall not be used for a project located on a site which is included on a list compiled pursuant to Section 65962.5 of the Government Code." As discussed in Section 4.2, *Criterion 'b.*', a search of the EnviroStor environmental database and the California Department of Toxic Substances Control Hazardous Waste and Substances Sites (Cortese) List was conducted in July 2022. The records review indicated that this project is not located on a site included on a list compiled pursuant to Section 65962.5 of

the Government Code (Department of Toxic Substances Control 2022). Therefore, this exception does not apply to the proposed project.

5.5 Historic Resources Exception

State *CEQA Guidelines* Section 15300.2 states that a categorical exemption "shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource." Environmental Science Associates conducted a search of the files at the California Historical Resources Information System (CRHIS) - Northwest Information Center (NWIC) in September 2021.[2] The records search included a review of previous cultural resources studies and recorded cultural resources within a 0.5-mile buffer of the project site. No cultural resources were identified within or in proximity to the project site, and no known historical resources, as defined by State *CEQA Guidelines* Section 15064.5(a), or unique archaeological resources, as defined by Public Resources Code Section 21083.2(g), were found to exist within the project site.

In the event of discovery or recognition of human remains during construction activities, such activities within 100 feet of the find would cease until the appropriate County Coroner has been contacted to determine that no investigation of the cause of death is required (California Health and Safety Code 7050.5; Public Resources Code 5097.98). The Native American Heritage Commission (NAHC) would be contacted within 24 hours if it is determined that the remains are Native American. The NAHC would then identify the person or persons it believes to be the most likely descendant from the deceased Native American, who in turn would make recommendations to the lead agency for the appropriate means of treating the human remains and grave goods.

This exception does not apply to the proposed project.

[2] The records search results are not included in this report because public access to information on the location of archaeological sites is restricted by laws including Section 6254.10 of the California State Government Code, Executive Order 13007, Section 304 of the National Historic Preservation Act, and Section 9(a) of the Archaeological Resources Protection Act.

6 Summary

Based on this analysis, the proposed project meets all criteria for a Class 33 categorical exemption pursuant to Section 15333 of the State *CEQA Guidelines*. Further, none of the exceptions to a categorical exemption listed in State *CEQA Guidelines* Section 15300.2 apply to the proposed project.

7 References

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U.S. Fish and Wildlife Service (USFWS). 1984. Salt Marsh Harvest Mouse and California Ridgway's Rail Recovery Plan. U.S. Fish and Wildlife Service. Portland, Oregon.

U.S. Fish and Wildlife Service (USFWS). 2013. Recovery Plan for Tidal Marsh Ecosystems of Northern and Central California. Sacramento, California.

Appendix A

Noise

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 67.1 - 2022/06/27 09:20:36
- Level Range : 40-100
- SEL : 83.9
- Leq : 51.4
-

No.s	Date Time	(dB)				
1	2022/06/27 08:53:38	45.0	45.1	43.7	48.0	48.2
6	2022/06/27 08:53:53	44.0	45.5	44.6	46.5	50.6
11	2022/06/27 08:54:08	49.7	51.6	53.0	56.5	54.8
16	2022/06/27 08:54:23	53.0	52.8	50.3	50.0	49.2
21	2022/06/27 08:54:38	48.3	45.7	47.6	45.3	46.4
26	2022/06/27 08:54:53	45.2	44.8	44.9	44.9	44.7
31	2022/06/27 08:55:08	44.6	44.6	44.4	45.4	45.2
36	2022/06/27 08:55:23	44.8	44.6	44.6	46.3	46.5
41	2022/06/27 08:55:38	45.9	45.5	45.6	46.0	45.2
46	2022/06/27 08:55:53	44.8	45.0	44.6	44.2	44.4
51	2022/06/27 08:56:08	46.6	43.8	44.1	46.4	62.3
56	2022/06/27 08:56:23	55.7	48.9	44.8	46.5	45.9
61	2022/06/27 08:56:38	45.3	45.4	46.5	46.8	45.0
66	2022/06/27 08:56:53	44.3	45.4	53.1	65.6	57.2
71	2022/06/27 08:57:08	49.5	45.9	43.9	45.5	44.8
76	2022/06/27 08:57:23	45.0	46.3	45.7	45.5	44.5
81	2022/06/27 08:57:38	45.0	44.2	44.3	43.9	44.1
86	2022/06/27 08:57:53	44.6	44.7	47.4	44.6	44.5
91	2022/06/27 08:58:08	44.9	45.6	47.7	45.4	44.1
96	2022/06/27 08:58:23	45.5	46.7	45.9	45.1	46.7
101	2022/06/27 08:58:38	47.2	49.3	48.2	47.7	47.4
106	2022/06/27 08:58:53	49.2	46.8	46.1	44.8	49.2
111	2022/06/27 08:59:08	47.4	47.5	47.9	46.9	46.7
116	2022/06/27 08:59:23	44.9	47.4	45.3	45.5	47.7
121	2022/06/27 08:59:38	46.2	53.9	64.1	54.8	47.3
126	2022/06/27 08:59:53	50.2	47.7	51.5	48.1	47.1
131	2022/06/27 09:00:08	47.6	46.3	47.8	49.6	47.2
136	2022/06/27 09:00:23	47.5	47.3	47.8	45.8	47.2
141	2022/06/27 09:00:38	47.4	46.5	47.3	47.7	47.5
146	2022/06/27 09:00:53	46.8	48.7	48.1	48.2	49.0
151	2022/06/27 09:01:08	51.3	48.8	48.7	49.7	48.3
156	2022/06/27 09:01:23	46.5	47.6	47.0	45.1	48.6
161	2022/06/27 09:01:38	46.0	46.4	48.0	61.0	55.9
166	2022/06/27 09:01:53	49.7	44.2	43.3	43.4	43.0
171	2022/06/27 09:02:08	42.8	42.9	43.6	43.5	45.1
176	2022/06/27 09:02:23	43.9	43.8	44.7	47.9	47.7
181	2022/06/27 09:02:38	56.0	52.2	54.6	54.2	53.4
186	2022/06/27 09:02:53	52.8	52.5	49.7	51.0	49.9
191	2022/06/27 09:03:08	48.3	47.4	47.1	46.4	45.1
196	2022/06/27 09:03:23	44.6	44.1	43.8	43.4	43.8
201	2022/06/27 09:03:38	43.6	44.1	43.9	44.0	44.9
206	2022/06/27 09:03:53	45.1	44.1	43.8	44.3	44.2
211	2022/06/27 09:04:08	43.9	44.5	45.2	43.6	43.2
216	2022/06/27 09:04:23	43.1	43.9	43.3	43.9	44.0
221	2022/06/27 09:04:38	44.8	44.9	46.4	45.1	45.5
226	2022/06/27 09:04:53	47.1	48.9	51.3	47.0	44.4
231	2022/06/27 09:05:08	44.1	44.7	43.7	43.3	44.4
236	2022/06/27 09:05:23	44.5	45.3	44.5	45.2	44.3
241	2022/06/27 09:05:38	43.7	44.4	44.0	44.1	45.4
246	2022/06/27 09:05:53	45.1	44.4	45.2	46.1	45.3
251	2022/06/27 09:06:08	44.8	45.1	45.9	45.0	45.4
256	2022/06/27 09:06:23	44.5	44.4	44.8	45.1	46.0
261	2022/06/27 09:06:38	44.9	46.2	45.6	46.2	45.0
266	2022/06/27 09:06:53	45.7	44.1	44.4	46.2	44.6
271	2022/06/27 09:07:08	43.7	45.5	44.8	43.4	44.1
276	2022/06/27 09:07:23	47.3	46.1	45.7	46.2	51.9
281	2022/06/27 09:07:38	65.8	59.8	51.9	50.8	58.6
286	2022/06/27 09:07:53	60.5	51.6	48.6	46.5	45.7
291	2022/06/27 09:08:08	44.4	46.9	45.8	45.4	52.1
296	2022/06/27 09:08:23	47.7	48.9	44.1	46.7	49.1
301	2022/06/27 09:08:38	45.8	45.5	49.4	49.3	45.1
306	2022/06/27 09:08:53	49.2	45.2	46.6	50.0	45.0
311	2022/06/27 09:09:08	46.0	44.4	49.8	45.0	45.1
316	2022/06/27 09:09:23	57.5	57.2	50.0	60.7	53.8
321	2022/06/27 09:09:38	48.1	44.1	45.5	44.1	44.6
326	2022/06/27 09:09:53	43.9	48.6	60.6	54.3	47.0
331	2022/06/27 09:10:08	43.9	43.2	44.5	44.6	49.5
336	2022/06/27 09:10:23	64.4	57.4	55.5	61.9	52.7
341	2022/06/27 09:10:38	49.5	49.1	49.7	49.7	49.3
346	2022/06/27 09:10:53	49.4	48.0	50.5	49.3	50.5
351	2022/06/27 09:11:08	48.8	47.7	46.5	47.9	44.4
356	2022/06/27 09:11:23	45.8	45.1	45.4	44.8	47.5
361	2022/06/27 09:11:38	43.9	46.5	46.7	48.2	46.3
366	2022/06/27 09:11:53	47.0	47.3	47.7	46.7	46.4
371	2022/06/27 09:12:08	45.6	46.2	50.1	50.8	48.6
376	2022/06/27 09:12:23	51.7	51.1	51.3	54.3	56.8
381	2022/06/27 09:12:38	54.9	55.1	53.8	53.6	50.7
386	2022/06/27 09:12:53	48.8	48.4	49.5	48.3	49.9
391	2022/06/27 09:13:08	55.0	61.3	56.1	56.8	51.8
396	2022/06/27 09:13:23	47.9	45.7	45.7	45.7	47.8
401	2022/06/27 09:13:38	48.1	45.0	48.0	49.4	52.5
406	2022/06/27 09:13:53	52.9	56.1	56.9	56.4	56.0
411	2022/06/27 09:14:08	54.5	51.4	50.8	46.6	47.3
416	2022/06/27 09:14:23	47.0	45.6	45.1	45.2	44.2

421	2022/06/27	09:14:38	43.6	43.5	46.3	44.9	44.2
426	2022/06/27	09:14:53	44.2	45.0	44.3	45.6	54.2
431	2022/06/27	09:15:08	58.7	49.7	47.9	44.6	45.9
436	2022/06/27	09:15:23	45.6	48.9	53.7	50.3	51.6
441	2022/06/27	09:15:38	53.3	53.9	53.4	52.5	64.5
446	2022/06/27	09:15:53	56.8	50.7	48.0	48.6	49.7
451	2022/06/27	09:16:08	45.8	45.3	44.7	43.8	44.1
456	2022/06/27	09:16:23	46.6	50.1	47.3	48.4	49.9
461	2022/06/27	09:16:38	49.5	49.4	50.4	52.7	52.4
466	2022/06/27	09:16:53	52.0	51.5	49.5	49.0	49.1
471	2022/06/27	09:17:08	47.3	46.9	48.1	48.8	47.6
476	2022/06/27	09:17:23	47.4	47.9	48.3	49.4	48.6
481	2022/06/27	09:17:38	49.8	49.8	52.3	59.8	64.2
486	2022/06/27	09:17:53	55.6	50.4	49.0	48.6	49.4
491	2022/06/27	09:18:08	48.9	48.4	48.2	48.2	50.1
496	2022/06/27	09:18:23	48.9	47.9	47.7	48.4	48.6
501	2022/06/27	09:18:38	48.5	47.3	46.3	46.2	47.1
506	2022/06/27	09:18:53	45.7	45.0	45.9	46.0	46.1
511	2022/06/27	09:19:08	46.4	45.7	47.5	49.1	49.7
516	2022/06/27	09:19:23	48.8	47.4	50.3	48.7	62.7
521	2022/06/27	09:19:38	59.9	52.2	49.7	49.0	50.4
526	2022/06/27	09:19:53	50.2	50.2	49.5	51.1	50.0
531	2022/06/27	09:20:08	55.3	62.3	54.5	50.4	48.8
536	2022/06/27	09:20:23	48.3	47.4	50.8	59.4	63.8
541	2022/06/27	09:20:38	55.3	53.1	49.3	46.7	45.4
546	2022/06/27	09:20:53	46.0	45.5	46.9	57.1	56.9
551	2022/06/27	09:21:08	61.5	60.0	51.4	46.3	44.8
556	2022/06/27	09:21:23	44.3	44.1	44.0	43.9	44.3
561	2022/06/27	09:21:38	44.8	45.0	44.6	44.3	44.1
566	2022/06/27	09:21:53	44.7	45.7	44.9	44.1	44.2
571	2022/06/27	09:22:08	44.2	45.5	46.7	46.5	46.9
576	2022/06/27	09:22:23	46.8	46.5	46.6	47.2	47.2
581	2022/06/27	09:22:38	47.5	46.5	46.1	45.5	45.2
586	2022/06/27	09:22:53	46.3	45.2	45.0	45.9	45.4
591	2022/06/27	09:23:08	45.1	44.6	44.2	44.3	44.3
596	2022/06/27	09:23:23	44.3	45.1	44.9	44.1	44.3

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 80.0 - 2022/06/27 11:26:08
- Level Range : 40-100
- SEL : 92.0
- Leq : 59.5
-

No.s	Date Time	(dB)				
1	2022/06/27 11:16:33	48.2	49.3	47.3	47.9	52.4
6	2022/06/27 11:16:48	65.7	54.4	48.6	46.9	49.1
11	2022/06/27 11:17:03	50.2	51.5	54.7	57.3	54.8
16	2022/06/27 11:17:18	50.0	54.5	63.4	54.6	47.6
21	2022/06/27 11:17:33	45.8	46.6	45.6	45.5	45.8
26	2022/06/27 11:17:48	48.1	47.6	54.1	50.8	45.8
31	2022/06/27 11:18:03	44.6	44.4	44.8	52.5	52.7
36	2022/06/27 11:18:18	60.5	56.9	49.8	48.0	50.3
41	2022/06/27 11:18:33	51.5	61.7	63.2	65.8	67.5
46	2022/06/27 11:18:48	71.5	77.6	75.4	70.7	64.6
51	2022/06/27 11:19:03	64.0	55.5	49.6	46.6	46.2
56	2022/06/27 11:19:18	49.0	51.8	51.8	48.5	46.7
61	2022/06/27 11:19:33	45.2	45.4	45.7	46.5	46.4
66	2022/06/27 11:19:48	46.7	46.3	47.9	54.9	60.0
71	2022/06/27 11:20:03	50.6	47.7	47.0	46.4	46.6
76	2022/06/27 11:20:18	48.0	58.9	58.4	51.1	48.8
81	2022/06/27 11:20:33	49.0	49.9	47.7	48.2	51.3
86	2022/06/27 11:20:48	51.9	54.6	57.4	59.0	56.8
91	2022/06/27 11:21:03	56.9	55.5	55.0	52.3	49.8
96	2022/06/27 11:21:18	49.7	48.6	46.9	47.2	48.2
101	2022/06/27 11:21:33	47.1	47.4	47.0	46.9	46.8
106	2022/06/27 11:21:48	47.9	47.7	47.6	48.1	50.3
111	2022/06/27 11:22:03	49.7	49.0	50.8	50.6	49.9
116	2022/06/27 11:22:18	51.2	53.5	54.5	53.7	52.6
121	2022/06/27 11:22:33	53.3	51.8	51.0	50.8	49.1
126	2022/06/27 11:22:48	54.7	54.5	51.7	51.9	51.3
131	2022/06/27 11:23:03	52.3	52.8	51.7	50.5	52.3
136	2022/06/27 11:23:18	51.5	51.2	53.3	60.3	54.3
141	2022/06/27 11:23:33	52.8	51.3	49.5	51.2	55.7
146	2022/06/27 11:23:48	51.5	49.5	47.8	48.6	48.1
151	2022/06/27 11:24:03	48.6	48.3	47.4	47.3	47.5
156	2022/06/27 11:24:18	47.2	48.2	47.2	47.1	49.4
161	2022/06/27 11:24:33	50.6	50.8	50.6	51.8	53.8
166	2022/06/27 11:24:48	51.4	49.2	50.0	49.6	49.0
171	2022/06/27 11:25:03	49.7	51.0	53.3	53.6	53.0
176	2022/06/27 11:25:18	58.7	65.1	54.8	49.7	50.2
181	2022/06/27 11:25:33	50.2	53.0	53.1	57.5	65.8
186	2022/06/27 11:25:48	69.3	65.0	70.2	67.7	71.2
191	2022/06/27 11:26:03	76.3	79.9	77.0	72.0	67.0
196	2022/06/27 11:26:18	60.3	54.5	56.0	50.7	48.4
201	2022/06/27 11:26:33	55.8	55.8	58.6	61.8	59.7
206	2022/06/27 11:26:48	62.0	56.2	53.4	52.3	50.7
211	2022/06/27 11:27:03	51.3	53.0	51.9	51.2	53.6
216	2022/06/27 11:27:18	53.0	52.6	53.0	53.2	65.4
221	2022/06/27 11:27:33	56.1	62.8	54.0	51.3	50.0
226	2022/06/27 11:27:48	48.9	48.9	48.6	49.4	51.9
231	2022/06/27 11:28:03	52.3	51.1	50.8	51.3	51.2
236	2022/06/27 11:28:18	51.8	51.5	51.1	52.0	52.6
241	2022/06/27 11:28:33	51.3	55.0	59.9	54.1	52.4
246	2022/06/27 11:28:48	50.8	51.4	53.2	65.3	62.8
251	2022/06/27 11:29:03	54.6	49.5	50.6	51.1	50.5
256	2022/06/27 11:29:18	49.4	50.1	49.2	48.4	50.3
261	2022/06/27 11:29:33	49.6	49.3	49.8	51.5	52.1
266	2022/06/27 11:29:48	53.8	53.8	49.6	49.6	49.9
271	2022/06/27 11:30:03	50.9	52.4	51.2	50.9	52.7
276	2022/06/27 11:30:18	52.1	52.5	59.6	58.6	54.3
281	2022/06/27 11:30:33	51.9	50.0	48.7	48.8	49.3
286	2022/06/27 11:30:48	48.8	48.9	49.3	48.6	51.4
291	2022/06/27 11:31:03	51.8	52.6	55.2	56.0	54.9
296	2022/06/27 11:31:18	60.3	54.8	53.4	48.0	47.1
301	2022/06/27 11:31:33	46.5	46.0	45.9	45.7	45.9
306	2022/06/27 11:31:48	46.0	47.4	50.1	50.0	52.2
311	2022/06/27 11:32:03	52.3	54.3	56.5	59.0	55.9
316	2022/06/27 11:32:18	51.5	49.8	48.9	47.5	47.6
321	2022/06/27 11:32:33	48.1	50.4	59.3	57.2	59.5
326	2022/06/27 11:32:48	52.1	54.8	54.1	49.5	48.0
331	2022/06/27 11:33:03	47.1	46.8	47.0	47.9	46.7
336	2022/06/27 11:33:18	46.7	48.4	52.4	50.4	50.3
341	2022/06/27 11:33:33	49.6	50.7	48.7	46.5	46.4
346	2022/06/27 11:33:48	46.4	46.9	46.3	46.4	46.1
351	2022/06/27 11:34:03	46.1	46.2	46.3	47.4	46.6
356	2022/06/27 11:34:18	46.9	47.5	48.2	47.7	48.1
361	2022/06/27 11:34:33	48.0	47.7	48.3	49.7	50.3
366	2022/06/27 11:34:48	52.3	53.4	54.0	53.4	51.0
371	2022/06/27 11:35:03	50.6	49.5	47.5	47.6	47.8
376	2022/06/27 11:35:18	48.6	47.6	47.6	48.1	47.3
381	2022/06/27 11:35:33	48.4	48.8	51.6	50.0	51.0
386	2022/06/27 11:35:48	50.8	52.8	50.3	50.6	51.9
391	2022/06/27 11:36:03	54.3	52.5	52.0	51.0	52.8
396	2022/06/27 11:36:18	59.0	59.6	55.7	55.0	55.7
401	2022/06/27 11:36:33	56.0	56.4	54.8	51.5	55.4
406	2022/06/27 11:36:48	53.7	57.0	54.3	60.6	55.3
411	2022/06/27 11:37:03	54.8	53.3	53.9	54.7	63.4
416	2022/06/27 11:37:18	68.1	62.8	52.1	47.0	46.5

421	2022/06/27	11:37:33	47.3	47.7	46.6	47.8	47.7
426	2022/06/27	11:37:48	47.6	47.7	49.4	48.6	49.8
431	2022/06/27	11:38:03	50.0	50.7	51.5	50.4	49.5
436	2022/06/27	11:38:18	51.7	52.5	54.1	56.4	55.7
441	2022/06/27	11:38:33	56.1	53.6	51.9	50.9	48.8
446	2022/06/27	11:38:48	48.0	49.5	49.5	48.7	49.7
451	2022/06/27	11:39:03	50.5	48.5	48.0	47.8	48.3
456	2022/06/27	11:39:18	47.5	49.5	48.6	48.0	50.5
461	2022/06/27	11:39:33	56.4	51.7	48.7	50.4	50.7
466	2022/06/27	11:39:48	50.3	58.4	57.8	52.0	50.4
471	2022/06/27	11:40:03	49.5	49.2	47.4	47.9	47.0
476	2022/06/27	11:40:18	47.2	47.0	47.6	48.1	48.4
481	2022/06/27	11:40:33	53.3	51.1	50.9	51.4	52.8
486	2022/06/27	11:40:48	53.2	52.2	49.4	48.8	47.7
491	2022/06/27	11:41:03	47.5	46.7	46.5	46.6	47.3
496	2022/06/27	11:41:18	47.6	47.7	47.1	47.1	46.7
501	2022/06/27	11:41:33	47.1	47.1	46.8	46.4	46.6
506	2022/06/27	11:41:48	47.1	47.9	49.5	50.1	49.6
511	2022/06/27	11:42:03	48.6	49.5	51.6	49.2	49.6
516	2022/06/27	11:42:18	50.8	51.5	51.1	50.0	49.7
521	2022/06/27	11:42:33	48.1	49.3	51.1	51.2	49.8
526	2022/06/27	11:42:48	49.5	49.6	49.1	47.8	47.1
531	2022/06/27	11:43:03	46.2	48.2	47.9	49.1	50.7
536	2022/06/27	11:43:18	50.2	49.1	51.0	54.8	60.0
541	2022/06/27	11:43:33	59.3	58.2	55.3	51.7	49.2
546	2022/06/27	11:43:48	48.1	47.9	47.2	47.4	47.5
551	2022/06/27	11:44:03	47.5	47.6	47.9	49.4	48.8
556	2022/06/27	11:44:18	48.6	47.6	48.8	48.6	47.7
561	2022/06/27	11:44:33	49.1	49.1	49.8	47.7	46.8
566	2022/06/27	11:44:48	47.1	47.6	47.4	47.5	48.5
571	2022/06/27	11:45:03	47.9	47.7	50.7	65.6	57.3
576	2022/06/27	11:45:18	54.8	54.5	55.7	53.8	53.5
581	2022/06/27	11:45:33	53.6	55.6	57.3	59.0	61.1
586	2022/06/27	11:45:48	62.8	61.7	62.3	60.7	57.5
591	2022/06/27	11:46:03	55.5	55.9	53.2	53.2	54.4
596	2022/06/27	11:46:18	52.7	52.3	51.0	52.0	52.2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 78.4 - 2022/06/27 12:31:24
- Level Range : 40-100
- SEL : 89.2
- Leq : 56.7
-

No.s	Date Time	(dB)				
1	2022/06/27 12:31:01	47.3	49.0	50.5	50.8	52.4
6	2022/06/27 12:31:16	52.4	53.8	78.4	71.0	59.9
11	2022/06/27 12:31:31	52.7	49.0	48.0	51.2	49.4
16	2022/06/27 12:31:46	47.8	47.5	49.3	48.1	49.2
21	2022/06/27 12:32:01	49.9	49.3	49.4	51.0	48.2
26	2022/06/27 12:32:16	48.0	47.6	47.6	46.4	46.5
31	2022/06/27 12:32:31	45.9	47.7	49.2	50.6	50.8
36	2022/06/27 12:32:46	52.5	50.8	49.3	47.2	47.0
41	2022/06/27 12:33:01	49.7	49.0	48.5	49.5	47.9
46	2022/06/27 12:33:16	48.1	47.1	46.3	46.8	48.1
51	2022/06/27 12:33:31	47.9	49.4	47.8	48.1	47.4
56	2022/06/27 12:33:46	46.6	47.8	48.4	48.2	48.7
61	2022/06/27 12:34:01	48.9	49.5	48.2	47.9	46.5
66	2022/06/27 12:34:16	49.0	48.3	48.9	48.0	49.7
71	2022/06/27 12:34:31	47.8	46.3	47.5	46.7	47.1
76	2022/06/27 12:34:46	47.5	49.7	50.3	52.7	54.3
81	2022/06/27 12:35:01	56.4	56.9	53.7	52.9	51.4
86	2022/06/27 12:35:16	50.5	49.3	50.1	50.2	49.4
91	2022/06/27 12:35:31	50.8	49.5	48.3	46.8	50.0
96	2022/06/27 12:35:46	51.9	50.0	49.8	49.9	49.9
101	2022/06/27 12:36:01	49.7	51.0	53.0	50.8	51.5
106	2022/06/27 12:36:16	50.9	52.7	53.4	53.8	55.7
111	2022/06/27 12:36:31	58.3	56.6	55.2	52.1	51.4
116	2022/06/27 12:36:46	49.8	50.3	50.6	49.7	50.0
121	2022/06/27 12:37:01	51.2	50.7	50.9	51.1	51.1
126	2022/06/27 12:37:16	49.9	48.8	50.4	50.1	48.9
131	2022/06/27 12:37:31	49.2	50.3	50.4	49.0	48.6
136	2022/06/27 12:37:46	50.0	51.5	52.4	52.1	55.2
141	2022/06/27 12:38:01	56.5	58.5	59.1	54.6	52.2
146	2022/06/27 12:38:16	50.1	50.0	48.9	49.2	47.2
151	2022/06/27 12:38:31	46.9	47.3	47.1	47.2	47.2
156	2022/06/27 12:38:46	47.4	47.4	48.3	48.3	48.7
161	2022/06/27 12:39:01	48.6	50.8	52.9	49.9	48.9
166	2022/06/27 12:39:16	51.0	49.1	51.6	50.1	51.9
171	2022/06/27 12:39:31	50.6	50.7	55.2	53.7	57.7
176	2022/06/27 12:39:46	56.9	53.5	54.3	51.1	49.3
181	2022/06/27 12:40:01	48.1	54.0	51.0	50.0	51.7
186	2022/06/27 12:40:16	49.8	49.7	51.8	51.3	50.3
191	2022/06/27 12:40:31	51.1	51.3	51.5	50.0	50.6
196	2022/06/27 12:40:46	52.8	54.2	54.0	54.4	56.2
201	2022/06/27 12:41:01	56.3	55.6	54.6	52.0	52.0
206	2022/06/27 12:41:16	51.4	52.0	55.7	53.4	51.8
211	2022/06/27 12:41:31	50.5	51.1	51.6	52.0	51.1
216	2022/06/27 12:41:46	51.6	51.7	52.0	50.5	50.3
221	2022/06/27 12:42:01	50.5	51.3	52.3	52.8	51.7
226	2022/06/27 12:42:16	53.3	53.5	55.4	57.1	57.9
231	2022/06/27 12:42:31	55.2	53.4	52.4	52.7	53.0
236	2022/06/27 12:42:46	51.5	52.0	52.7	53.5	51.0
241	2022/06/27 12:43:01	50.2	50.9	51.0	52.7	52.0
246	2022/06/27 12:43:16	51.5	52.2	50.5	51.0	50.6
251	2022/06/27 12:43:31	51.6	52.0	50.9	52.6	54.5
256	2022/06/27 12:43:46	50.8	54.3	52.0	53.7	50.3
261	2022/06/27 12:44:01	50.6	50.2	51.1	51.2	50.5
266	2022/06/27 12:44:16	51.8	57.3	53.3	52.5	51.8
271	2022/06/27 12:44:31	51.9	53.5	51.5	52.5	51.0
276	2022/06/27 12:44:46	51.2	50.9	51.1	56.4	54.4
281	2022/06/27 12:45:01	52.7	52.3	51.6	51.8	53.1
286	2022/06/27 12:45:16	52.5	52.9	52.6	52.2	51.5
291	2022/06/27 12:45:31	52.4	51.4	53.3	53.6	52.8
296	2022/06/27 12:45:46	54.3	53.1	52.3	52.8	55.0
301	2022/06/27 12:46:01	53.5	53.5	52.0	52.2	51.8
306	2022/06/27 12:46:16	55.6	51.9	54.9	52.2	53.2
311	2022/06/27 12:46:31	51.6	51.4	51.2	51.5	51.6
316	2022/06/27 12:46:46	52.6	54.2	54.2	52.9	52.5
321	2022/06/27 12:47:01	52.6	51.9	52.4	51.7	52.7
326	2022/06/27 12:47:16	53.4	53.4	53.0	55.1	54.1
331	2022/06/27 12:47:31	54.6	55.0	55.3	53.3	53.1
336	2022/06/27 12:47:46	52.1	52.1	51.6	56.1	52.8
341	2022/06/27 12:48:01	57.4	53.1	57.5	55.9	53.8
346	2022/06/27 12:48:16	55.5	55.8	53.8	56.8	52.3
351	2022/06/27 12:48:31	54.5	57.8	56.0	55.9	56.4
356	2022/06/27 12:48:46	55.3	58.8	57.9	59.6	63.4
361	2022/06/27 12:49:01	67.1	69.9	67.7	63.9	58.5
366	2022/06/27 12:49:16	54.4	54.0	54.6	53.6	52.3
371	2022/06/27 12:49:31	52.6	52.6	52.7	52.6	52.7
376	2022/06/27 12:49:46	51.8	54.4	55.5	58.0	52.8
381	2022/06/27 12:50:01	61.4	56.6	54.6	54.4	54.7
386	2022/06/27 12:50:16	55.0	55.4	53.5	52.8	54.4
391	2022/06/27 12:50:31	58.0	56.5	55.4	56.3	55.2
396	2022/06/27 12:50:46	55.4	57.3	56.8	58.6	61.6
401	2022/06/27 12:51:01	60.2	57.1	55.5	55.3	54.1
406	2022/06/27 12:51:16	54.4	54.4	53.6	52.6	52.2
411	2022/06/27 12:51:31	54.8	54.2	54.9	54.6	53.4
416	2022/06/27 12:51:46	53.4	53.5	54.2	55.5	54.7

421	2022/06/27	12:52:01	54.8	53.2	54.1	53.0	54.4
426	2022/06/27	12:52:16	52.0	53.3	51.5	53.1	52.9
431	2022/06/27	12:52:31	53.0	52.5	53.9	54.3	54.0
436	2022/06/27	12:52:46	58.4	60.9	55.7	54.4	53.7
441	2022/06/27	12:53:01	53.5	53.2	52.8	53.2	52.3
446	2022/06/27	12:53:16	52.7	52.8	56.3	58.2	61.2
451	2022/06/27	12:53:31	63.3	63.7	69.2	72.2	68.1
456	2022/06/27	12:53:46	62.4	58.7	56.7	57.2	56.7
461	2022/06/27	12:54:01	57.1	55.5	56.2	57.0	56.3
466	2022/06/27	12:54:16	56.2	57.5	57.3	58.4	56.6
471	2022/06/27	12:54:31	54.1	54.9	54.1	52.4	53.0
476	2022/06/27	12:54:46	51.9	52.8	51.5	51.8	51.7
481	2022/06/27	12:55:01	51.9	53.0	56.2	52.1	51.4
486	2022/06/27	12:55:16	51.2	52.8	51.8	51.8	51.7
491	2022/06/27	12:55:31	57.8	58.7	57.2	57.6	58.1
496	2022/06/27	12:55:46	58.1	58.1	57.9	60.0	59.9
501	2022/06/27	12:56:01	57.8	58.0	58.3	57.3	57.8
506	2022/06/27	12:56:16	58.5	58.6	57.9	57.2	57.9
511	2022/06/27	12:56:31	59.0	60.0	59.7	58.9	57.8
516	2022/06/27	12:56:46	58.1	58.3	58.0	57.2	57.6
521	2022/06/27	12:57:01	57.8	57.4	58.5	57.9	57.7
526	2022/06/27	12:57:16	57.8	57.6	58.2	57.9	57.5
531	2022/06/27	12:57:31	58.1	58.3	58.5	57.7	58.2
536	2022/06/27	12:57:46	57.7	57.2	56.2	58.3	57.9
541	2022/06/27	12:58:01	58.3	57.3	58.4	57.6	57.0
546	2022/06/27	12:58:16	56.3	56.9	58.9	58.7	59.1
551	2022/06/27	12:58:31	59.1	57.9	59.2	58.1	58.1
556	2022/06/27	12:58:46	58.6	58.9	58.3	59.2	58.6
561	2022/06/27	12:59:01	58.2	59.0	58.7	58.6	58.4
566	2022/06/27	12:59:16	58.5	58.8	58.6	58.3	58.4
571	2022/06/27	12:59:31	58.0	58.2	59.0	58.5	59.3
576	2022/06/27	12:59:46	58.9	58.1	57.0	56.6	56.4
581	2022/06/27	13:00:01	56.5	56.7	56.5	56.4	56.0
586	2022/06/27	13:00:16	56.7	57.1	58.1	57.8	57.2
591	2022/06/27	13:00:31	57.4	58.3	58.2	57.8	58.5
596	2022/06/27	13:00:46	58.4	59.0	57.9	59.0	59.2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 76.9 - 2022/06/27 09:32:14
- Level Range : 40-100
- SEL : 87.8
- Leq : 55.3
-

No.s	Date Time	(dB)				
1	2022/06/27 09:31:18	45.3	57.0	49.1	49.3	47.3
6	2022/06/27 09:31:33	55.6	53.1	46.9	46.2	46.5
11	2022/06/27 09:31:48	53.9	53.2	52.6	55.8	56.3
16	2022/06/27 09:32:03	52.2	52.4	57.6	52.6	70.4
21	2022/06/27 09:32:18	58.8	52.1	49.0	52.2	51.3
26	2022/06/27 09:32:33	46.8	48.4	53.3	51.5	46.5
31	2022/06/27 09:32:48	47.2	47.9	53.2	48.5	47.4
36	2022/06/27 09:33:03	48.9	52.2	48.9	50.5	59.2
41	2022/06/27 09:33:18	56.1	48.0	47.7	46.9	45.6
46	2022/06/27 09:33:33	45.8	44.9	51.2	55.1	52.6
51	2022/06/27 09:33:48	50.3	49.1	59.0	52.4	47.8
56	2022/06/27 09:34:03	45.8	46.4	46.8	49.5	54.1
61	2022/06/27 09:34:18	48.3	46.2	54.9	54.4	55.0
66	2022/06/27 09:34:33	55.3	51.4	48.0	53.1	47.5
71	2022/06/27 09:34:48	47.2	47.5	48.2	49.4	51.9
76	2022/06/27 09:35:03	50.1	50.3	51.6	55.4	48.8
81	2022/06/27 09:35:18	47.5	45.8	47.0	48.1	48.5
86	2022/06/27 09:35:33	48.2	47.5	47.4	47.6	45.7
91	2022/06/27 09:35:48	45.7	44.4	43.9	54.6	46.7
96	2022/06/27 09:36:03	44.1	43.7	44.4	54.8	47.5
101	2022/06/27 09:36:18	45.1	46.1	53.7	47.0	47.7
106	2022/06/27 09:36:33	53.9	49.4	45.0	48.5	55.1
111	2022/06/27 09:36:48	49.6	46.2	45.7	45.9	53.5
116	2022/06/27 09:37:03	46.7	47.2	56.7	52.4	49.4
121	2022/06/27 09:37:18	52.6	53.7	49.9	45.4	57.2
126	2022/06/27 09:37:33	49.4	44.6	44.9	50.1	49.7
131	2022/06/27 09:37:48	44.3	44.2	44.1	59.6	51.4
136	2022/06/27 09:38:03	48.4	53.7	49.7	45.6	60.6
141	2022/06/27 09:38:18	52.2	50.0	59.5	52.2	49.9
146	2022/06/27 09:38:33	46.8	60.7	52.0	49.7	49.6
151	2022/06/27 09:38:48	58.7	49.3	46.5	50.8	60.2
156	2022/06/27 09:39:03	50.1	46.6	45.6	56.4	47.8
161	2022/06/27 09:39:18	46.8	46.5	48.9	49.2	45.9
166	2022/06/27 09:39:33	45.9	47.4	48.1	46.3	46.0
171	2022/06/27 09:39:48	46.7	47.8	49.0	48.4	49.1
176	2022/06/27 09:40:03	46.7	48.5	46.4	45.8	43.7
181	2022/06/27 09:40:18	47.5	47.3	45.5	46.6	47.9
186	2022/06/27 09:40:33	47.6	50.8	48.9	51.0	47.4
191	2022/06/27 09:40:48	47.4	46.7	46.9	46.6	48.0
196	2022/06/27 09:41:03	47.1	46.1	46.8	46.8	45.0
201	2022/06/27 09:41:18	46.3	47.5	47.9	45.7	44.6
206	2022/06/27 09:41:33	53.6	47.7	47.8	44.4	45.0
211	2022/06/27 09:41:48	52.2	45.9	45.8	46.3	47.3
216	2022/06/27 09:42:03	45.8	46.6	52.1	53.8	52.0
221	2022/06/27 09:42:18	55.2	58.9	55.3	54.4	55.3
226	2022/06/27 09:42:33	56.1	55.1	55.0	55.9	57.9
231	2022/06/27 09:42:48	57.7	58.2	58.3	52.8	52.5
236	2022/06/27 09:43:03	54.3	49.0	46.5	47.3	49.1
241	2022/06/27 09:43:18	46.3	44.9	49.3	48.3	49.4
246	2022/06/27 09:43:33	46.5	45.2	48.2	44.8	44.9
251	2022/06/27 09:43:48	51.6	47.6	52.3	53.7	52.1
256	2022/06/27 09:44:03	53.6	53.0	52.7	53.3	51.8
261	2022/06/27 09:44:18	50.0	47.9	50.5	49.6	46.4
266	2022/06/27 09:44:33	46.1	50.1	47.7	53.7	46.3
271	2022/06/27 09:44:48	50.5	46.4	52.3	47.1	50.8
276	2022/06/27 09:45:03	48.6	44.8	50.7	55.9	48.1
281	2022/06/27 09:45:18	45.4	47.2	44.8	51.6	47.2
286	2022/06/27 09:45:33	47.0	46.3	50.3	45.8	46.3
291	2022/06/27 09:45:48	45.2	50.4	47.1	46.2	46.2
296	2022/06/27 09:46:03	47.9	56.6	57.4	58.9	57.3
301	2022/06/27 09:46:18	58.0	65.7	74.9	71.5	62.7
306	2022/06/27 09:46:33	55.7	52.9	48.8	46.7	45.5
311	2022/06/27 09:46:48	55.0	47.4	47.0	45.9	45.5
316	2022/06/27 09:47:03	50.4	44.8	44.8	47.7	49.5
321	2022/06/27 09:47:18	47.3	45.8	44.7	51.2	46.6
326	2022/06/27 09:47:33	44.6	46.4	50.0	49.8	45.7
331	2022/06/27 09:47:48	44.5	44.4	46.1	51.2	45.8
336	2022/06/27 09:48:03	45.0	51.4	49.9	46.9	44.8
341	2022/06/27 09:48:18	47.8	51.3	45.5	44.5	45.2
346	2022/06/27 09:48:33	51.1	46.6	44.6	44.5	49.1
351	2022/06/27 09:48:48	49.5	46.7	47.0	45.8	53.6
356	2022/06/27 09:49:03	47.1	44.8	44.9	45.4	46.2
361	2022/06/27 09:49:18	52.4	46.6	47.7	46.3	46.0
366	2022/06/27 09:49:33	46.4	46.3	45.9	46.3	45.1
371	2022/06/27 09:49:48	45.0	53.7	46.8	46.3	45.5
376	2022/06/27 09:50:03	52.8	49.5	48.3	45.0	51.8
381	2022/06/27 09:50:18	48.1	45.7	45.8	51.7	51.8
386	2022/06/27 09:50:33	47.2	45.2	44.9	53.1	46.6
391	2022/06/27 09:50:48	45.3	48.5	53.0	50.5	48.3
396	2022/06/27 09:51:03	49.1	53.7	47.9	49.1	46.8
401	2022/06/27 09:51:18	56.5	61.8	62.6	56.5	52.6
406	2022/06/27 09:51:33	57.5	62.3	61.1	60.4	59.7
411	2022/06/27 09:51:48	56.1	55.6	55.5	57.9	62.8
416	2022/06/27 09:52:03	60.9	56.8	49.7	58.3	56.5

421	2022/06/27	09:52:18	57.7	56.5	58.1	58.0	53.0
426	2022/06/27	09:52:33	51.3	53.3	59.2	60.1	59.8
431	2022/06/27	09:52:48	59.3	62.1	68.0	72.7	66.6
436	2022/06/27	09:53:03	61.5	56.7	52.1	48.6	52.0
441	2022/06/27	09:53:18	51.7	50.6	47.3	47.8	54.5
446	2022/06/27	09:53:33	48.8	52.4	51.9	52.6	56.0
451	2022/06/27	09:53:48	54.4	51.9	51.0	53.5	51.9
456	2022/06/27	09:54:03	50.6	49.2	47.9	55.1	48.6
461	2022/06/27	09:54:18	49.2	48.8	47.0	57.1	49.8
466	2022/06/27	09:54:33	50.0	49.2	49.7	51.5	49.9
471	2022/06/27	09:54:48	46.8	47.1	53.7	52.2	48.3
476	2022/06/27	09:55:03	50.0	51.0	53.5	48.8	48.7
481	2022/06/27	09:55:18	49.9	50.6	53.3	51.3	52.6
486	2022/06/27	09:55:33	52.1	54.7	51.5	49.0	54.0
491	2022/06/27	09:55:48	55.1	53.8	50.7	50.7	55.6
496	2022/06/27	09:56:03	50.0	49.8	47.3	55.0	47.4
501	2022/06/27	09:56:18	49.5	48.5	48.6	54.0	52.1
506	2022/06/27	09:56:33	48.3	48.3	53.3	50.8	50.1
511	2022/06/27	09:56:48	49.4	49.1	54.1	51.7	49.0
516	2022/06/27	09:57:03	46.8	52.8	53.8	47.5	49.3
521	2022/06/27	09:57:18	46.8	46.1	55.9	49.0	48.1
526	2022/06/27	09:57:33	47.5	54.3	51.1	50.5	47.9
531	2022/06/27	09:57:48	51.4	48.0	52.2	50.0	55.3
536	2022/06/27	09:58:03	52.8	49.5	51.3	56.4	50.7
541	2022/06/27	09:58:18	54.0	53.2	53.1	60.0	55.2
546	2022/06/27	09:58:33	52.6	52.2	52.1	52.2	59.8
551	2022/06/27	09:58:48	57.6	53.9	51.2	48.4	53.2
556	2022/06/27	09:59:03	49.6	48.5	49.2	51.5	51.8
561	2022/06/27	09:59:18	49.2	50.3	48.5	48.8	55.5
566	2022/06/27	09:59:33	49.5	49.1	54.8	49.0	49.2
571	2022/06/27	09:59:48	49.9	51.1	48.9	52.9	51.8
576	2022/06/27	10:00:03	49.1	48.7	51.8	52.5	50.8
581	2022/06/27	10:00:18	49.5	49.1	52.6	50.7	48.5
586	2022/06/27	10:00:33	50.3	49.0	54.4	49.9	48.2
591	2022/06/27	10:00:48	48.6	52.3	52.4	49.4	48.6
596	2022/06/27	10:01:03	49.2	50.6	53.1	49.9	53.0

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 67.2 - 2022/06/27 11:56:02
- Level Range : 40-100
- SEL : 85.0
- Leq : 52.5
-

No.s	Date Time	(dB)				
1	2022/06/27 11:55:29	50.7	53.9	56.6	54.2	52.8
6	2022/06/27 11:55:44	57.5	55.4	53.9	58.6	61.7
11	2022/06/27 11:55:59	67.1	59.7	58.8	58.6	60.0
16	2022/06/27 11:56:14	54.3	52.0	52.5	52.3	55.2
21	2022/06/27 11:56:29	57.9	60.1	60.0	56.6	53.1
26	2022/06/27 11:56:44	52.4	52.2	51.1	51.7	50.1
31	2022/06/27 11:56:59	49.9	51.0	51.0	50.4	49.9
36	2022/06/27 11:57:14	50.4	51.1	54.5	54.1	53.1
41	2022/06/27 11:57:29	56.7	53.7	53.1	54.5	53.3
46	2022/06/27 11:57:44	53.6	55.8	58.9	57.2	53.4
51	2022/06/27 11:57:59	52.4	51.7	50.0	50.7	51.6
56	2022/06/27 11:58:14	48.5	49.4	48.7	48.5	49.9
61	2022/06/27 11:58:29	49.9	51.1	51.7	52.1	56.0
66	2022/06/27 11:58:44	56.1	52.8	51.7	50.3	49.2
71	2022/06/27 11:58:59	50.2	48.8	50.1	51.0	52.0
76	2022/06/27 11:59:14	54.6	55.8	55.9	58.0	56.7
81	2022/06/27 11:59:29	55.1	52.3	52.0	49.9	49.6
86	2022/06/27 11:59:44	48.0	48.0	47.9	48.1	48.6
91	2022/06/27 11:59:59	47.1	47.2	50.5	50.0	54.4
96	2022/06/27 12:00:14	51.8	53.0	52.1	52.1	53.2
101	2022/06/27 12:00:29	55.9	56.0	55.3	54.0	56.2
106	2022/06/27 12:00:44	52.5	53.7	53.1	53.1	52.4
111	2022/06/27 12:00:59	52.6	52.2	54.2	62.1	54.4
116	2022/06/27 12:01:14	52.3	51.7	52.7	52.1	56.8
121	2022/06/27 12:01:29	53.8	52.1	52.5	57.3	52.5
126	2022/06/27 12:01:44	49.3	49.5	52.2	51.8	51.6
131	2022/06/27 12:01:59	53.8	55.3	52.0	53.1	54.2
136	2022/06/27 12:02:14	55.7	58.3	57.1	54.1	51.2
141	2022/06/27 12:02:29	50.7	47.5	49.2	47.3	46.4
146	2022/06/27 12:02:44	45.8	46.7	47.1	47.4	48.0
151	2022/06/27 12:02:59	48.4	49.0	48.8	47.3	48.2
156	2022/06/27 12:03:14	48.6	47.9	48.3	47.6	47.9
161	2022/06/27 12:03:29	49.0	49.8	49.5	50.9	48.5
166	2022/06/27 12:03:44	51.7	56.1	58.7	55.2	53.1
171	2022/06/27 12:03:59	49.0	49.4	53.3	52.5	48.6
176	2022/06/27 12:04:14	50.9	51.7	51.4	47.9	46.6
181	2022/06/27 12:04:29	46.7	46.7	46.3	47.8	51.9
186	2022/06/27 12:04:44	52.6	49.4	46.5	47.2	51.9
191	2022/06/27 12:04:59	50.5	50.2	48.9	48.8	50.6
196	2022/06/27 12:05:14	51.5	49.7	50.8	51.7	51.7
201	2022/06/27 12:05:29	50.3	50.1	48.9	52.1	49.3
206	2022/06/27 12:05:44	50.9	52.9	53.6	51.8	49.8
211	2022/06/27 12:05:59	47.2	48.4	48.4	47.5	47.9
216	2022/06/27 12:06:14	49.1	48.7	50.3	49.3	48.8
221	2022/06/27 12:06:29	47.2	49.7	49.6	49.8	48.8
226	2022/06/27 12:06:44	48.0	48.2	48.2	48.2	47.5
231	2022/06/27 12:06:59	50.2	50.3	52.2	52.7	56.3
236	2022/06/27 12:07:14	56.9	58.5	57.6	54.4	51.7
241	2022/06/27 12:07:29	48.9	47.0	48.1	47.0	46.4
246	2022/06/27 12:07:44	47.7	46.9	48.4	47.4	49.3
251	2022/06/27 12:07:59	49.2	52.9	48.6	47.1	45.6
256	2022/06/27 12:08:14	45.0	46.0	48.3	53.3	50.0
261	2022/06/27 12:08:29	48.5	47.8	47.2	50.8	51.6
266	2022/06/27 12:08:44	53.7	51.2	51.9	51.2	54.2
271	2022/06/27 12:08:59	52.3	52.8	52.8	49.4	49.8
276	2022/06/27 12:09:14	50.2	49.0	47.5	47.6	49.7
281	2022/06/27 12:09:29	50.2	49.7	51.1	51.5	50.6
286	2022/06/27 12:09:44	55.0	54.5	57.4	60.2	59.9
291	2022/06/27 12:09:59	56.8	54.8	51.8	51.0	48.6
296	2022/06/27 12:10:14	48.5	48.3	49.3	48.3	48.3
301	2022/06/27 12:10:29	51.7	50.9	49.7	51.8	54.2
306	2022/06/27 12:10:44	56.1	58.2	58.7	57.0	55.1
311	2022/06/27 12:10:59	52.0	51.9	51.4	49.3	50.6
316	2022/06/27 12:11:14	51.2	49.5	49.6	47.8	47.2
321	2022/06/27 12:11:29	46.5	46.9	49.8	50.7	49.9
326	2022/06/27 12:11:44	47.9	48.9	48.5	48.7	49.5
331	2022/06/27 12:11:59	48.8	49.8	50.1	54.7	53.6
336	2022/06/27 12:12:14	53.7	51.8	50.1	49.3	49.6
341	2022/06/27 12:12:29	48.8	47.4	47.0	47.3	47.1
346	2022/06/27 12:12:44	47.9	47.5	49.5	48.6	48.8
351	2022/06/27 12:12:59	48.8	49.1	47.1	48.6	49.4
356	2022/06/27 12:13:14	49.7	52.6	51.6	54.9	57.0
361	2022/06/27 12:13:29	56.7	58.1	54.5	52.0	49.6
366	2022/06/27 12:13:44	47.9	47.8	50.2	49.1	48.3
371	2022/06/27 12:13:59	48.4	49.6	50.2	50.6	48.4
376	2022/06/27 12:14:14	45.4	46.1	47.3	46.8	45.9
381	2022/06/27 12:14:29	46.0	47.9	47.6	46.6	47.9
386	2022/06/27 12:14:44	46.1	47.1	46.6	46.8	47.6
391	2022/06/27 12:14:59	48.6	48.7	49.0	47.4	47.1
396	2022/06/27 12:15:14	48.7	49.7	50.7	50.2	52.7
401	2022/06/27 12:15:29	53.7	55.7	57.6	57.5	56.0
406	2022/06/27 12:15:44	52.8	51.6	50.5	51.0	50.2
411	2022/06/27 12:15:59	49.9	50.8	48.3	48.4	49.8
416	2022/06/27 12:16:14	47.8	46.6	47.6	47.1	46.2

421	2022/06/27	12:16:29	46.1	47.8	47.3	47.4	46.9
426	2022/06/27	12:16:44	47.5	47.0	47.6	46.9	45.8
431	2022/06/27	12:16:59	46.4	45.9	46.6	47.3	46.9
436	2022/06/27	12:17:14	46.7	47.6	47.2	46.2	47.1
441	2022/06/27	12:17:29	48.1	49.9	51.2	53.2	55.2
446	2022/06/27	12:17:44	56.1	57.5	58.7	57.2	53.6
451	2022/06/27	12:17:59	52.1	51.5	50.0	54.5	52.4
456	2022/06/27	12:18:14	50.1	48.8	49.0	50.1	50.0
461	2022/06/27	12:18:29	49.3	51.2	52.3	51.1	49.3
466	2022/06/27	12:18:44	50.5	50.6	50.9	49.8	48.5
471	2022/06/27	12:18:59	47.3	47.5	47.2	47.4	46.7
476	2022/06/27	12:19:14	47.4	47.2	48.9	48.1	49.3
481	2022/06/27	12:19:29	47.9	47.8	48.2	48.6	49.7
486	2022/06/27	12:19:44	50.6	50.4	49.1	52.3	49.5
491	2022/06/27	12:19:59	49.6	50.5	50.8	53.3	55.6
496	2022/06/27	12:20:14	57.6	55.6	52.9	50.9	50.9
501	2022/06/27	12:20:29	51.8	50.8	50.0	48.5	50.2
506	2022/06/27	12:20:44	50.0	51.9	52.5	51.6	49.6
511	2022/06/27	12:20:59	47.8	47.4	49.5	49.7	47.7
516	2022/06/27	12:21:14	47.6	48.8	48.9	49.3	50.4
521	2022/06/27	12:21:29	49.0	49.7	50.5	52.1	54.6
526	2022/06/27	12:21:44	54.6	53.4	49.9	47.4	46.2
531	2022/06/27	12:21:59	45.7	46.7	45.6	45.4	48.6
536	2022/06/27	12:22:14	49.0	47.1	48.1	48.2	47.9
541	2022/06/27	12:22:29	47.5	48.2	49.7	48.0	46.6
546	2022/06/27	12:22:44	45.5	45.1	44.5	45.0	45.2
551	2022/06/27	12:22:59	46.5	46.1	48.5	46.6	46.6
556	2022/06/27	12:23:14	46.8	47.1	46.7	46.6	49.4
561	2022/06/27	12:23:29	49.6	48.9	50.7	49.4	52.7
566	2022/06/27	12:23:44	53.2	54.9	57.2	56.9	55.0
571	2022/06/27	12:23:59	51.7	50.4	48.1	46.0	49.6
576	2022/06/27	12:24:14	47.5	46.7	48.7	46.7	47.9
581	2022/06/27	12:24:29	48.3	48.2	52.5	50.7	54.5
586	2022/06/27	12:24:44	53.1	55.2	55.6	55.3	57.5
591	2022/06/27	12:24:59	59.7	58.0	58.5	58.3	58.7
596	2022/06/27	12:25:14	55.4	54.5	52.4	53.3	51.7

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 74.1 - 2022/06/27 14:53:04
- Level Range : 40-100
- SEL : 85.2
- Leq : 52.7
-

No.s	Date Time	(dB)				
1	2022/06/27 14:52:19	46.5	48.9	49.2	46.8	47.5
6	2022/06/27 14:52:34	47.5	50.2	47.0	46.4	56.2
11	2022/06/27 14:52:49	48.5	46.6	50.4	51.2	52.0
16	2022/06/27 14:53:04	64.6	53.4	48.8	47.1	46.9
21	2022/06/27 14:53:19	47.9	47.9	50.3	47.6	47.5
26	2022/06/27 14:53:34	47.4	44.7	43.9	45.4	48.0
31	2022/06/27 14:53:49	45.5	44.8	45.6	45.6	44.6
36	2022/06/27 14:54:04	44.1	43.9	43.6	43.3	42.6
41	2022/06/27 14:54:19	43.5	44.2	43.9	45.0	44.1
46	2022/06/27 14:54:34	45.5	44.1	47.0	47.3	44.0
51	2022/06/27 14:54:49	43.4	47.0	45.0	45.0	44.5
56	2022/06/27 14:55:04	44.5	44.1	43.9	44.2	44.6
61	2022/06/27 14:55:19	44.9	44.0	43.5	44.0	44.0
66	2022/06/27 14:55:34	46.5	49.5	47.2	51.4	52.0
71	2022/06/27 14:55:49	53.2	51.7	49.8	46.9	45.3
76	2022/06/27 14:56:04	46.0	45.9	46.6	49.1	50.0
81	2022/06/27 14:56:19	51.8	53.5	54.5	55.8	56.1
86	2022/06/27 14:56:34	54.3	51.4	48.9	48.1	47.2
91	2022/06/27 14:56:49	48.1	49.5	50.2	49.4	52.8
96	2022/06/27 14:57:04	52.1	50.2	51.6	50.9	57.5
101	2022/06/27 14:57:19	58.0	56.8	57.0	53.5	54.4
106	2022/06/27 14:57:34	54.5	51.9	51.0	50.5	51.0
111	2022/06/27 14:57:49	51.1	51.0	47.5	46.7	49.5
116	2022/06/27 14:58:04	49.4	49.1	45.5	47.6	48.8
121	2022/06/27 14:58:19	51.2	48.7	50.4	49.0	47.8
126	2022/06/27 14:58:34	47.2	52.8	47.2	45.1	45.1
131	2022/06/27 14:58:49	45.6	48.2	46.5	45.0	45.6
136	2022/06/27 14:59:04	44.9	45.5	45.8	44.6	44.2
141	2022/06/27 14:59:19	47.0	45.9	46.1	47.3	46.6
146	2022/06/27 14:59:34	45.9	47.9	49.3	47.2	45.9
151	2022/06/27 14:59:49	45.9	51.0	49.9	46.0	44.1
156	2022/06/27 15:00:04	48.0	50.2	47.9	47.3	46.7
161	2022/06/27 15:00:19	46.8	45.7	46.0	47.0	46.4
166	2022/06/27 15:00:34	45.9	46.4	47.9	49.7	51.6
171	2022/06/27 15:00:49	49.5	49.2	48.4	48.4	53.5
176	2022/06/27 15:01:04	50.4	48.9	48.8	48.0	47.8
181	2022/06/27 15:01:19	49.2	50.1	51.0	50.6	48.6
186	2022/06/27 15:01:34	46.6	47.0	46.9	46.0	47.3
191	2022/06/27 15:01:49	45.2	46.5	46.5	46.6	45.8
196	2022/06/27 15:02:04	46.4	45.7	46.6	48.5	48.3
201	2022/06/27 15:02:19	47.7	45.4	45.6	45.0	46.3
206	2022/06/27 15:02:34	46.1	47.3	47.5	47.3	48.4
211	2022/06/27 15:02:49	45.9	44.4	43.8	44.6	44.3
216	2022/06/27 15:03:04	44.8	44.8	45.4	44.0	43.7
221	2022/06/27 15:03:19	44.7	43.7	45.4	47.4	46.5
226	2022/06/27 15:03:34	46.9	45.7	44.6	43.8	46.3
231	2022/06/27 15:03:49	46.6	49.0	48.9	50.2	46.2
236	2022/06/27 15:04:04	48.3	47.2	50.2	49.6	48.8
241	2022/06/27 15:04:19	50.0	48.6	48.8	48.0	48.2
246	2022/06/27 15:04:34	48.2	46.2	44.5	44.1	44.5
251	2022/06/27 15:04:49	44.3	44.2	44.3	44.5	46.4
256	2022/06/27 15:05:04	45.2	45.6	47.9	48.4	53.2
261	2022/06/27 15:05:19	53.8	55.1	54.5	50.6	48.8
266	2022/06/27 15:05:34	50.6	49.4	49.0	52.9	51.8
271	2022/06/27 15:05:49	52.2	52.5	54.0	54.7	56.5
276	2022/06/27 15:06:04	55.9	53.5	53.7	54.3	54.2
281	2022/06/27 15:06:19	54.3	53.5	53.1	53.1	50.1
286	2022/06/27 15:06:34	52.2	49.7	50.2	47.6	47.7
291	2022/06/27 15:06:49	48.1	49.3	48.5	50.9	50.4
296	2022/06/27 15:07:04	51.0	51.6	53.9	54.6	63.7
301	2022/06/27 15:07:19	60.7	68.7	70.8	72.3	69.6
306	2022/06/27 15:07:34	62.4	57.0	53.2	48.6	53.8
311	2022/06/27 15:07:49	57.8	53.4	49.1	47.4	46.2
316	2022/06/27 15:08:04	45.4	46.5	45.5	47.0	48.1
321	2022/06/27 15:08:19	46.7	47.6	47.4	47.7	51.7
326	2022/06/27 15:08:34	48.1	48.6	49.9	50.8	48.9
331	2022/06/27 15:08:49	47.8	47.1	47.6	48.2	50.0
336	2022/06/27 15:09:04	49.1	47.3	46.5	47.2	47.5
341	2022/06/27 15:09:19	50.0	49.1	50.7	51.0	51.1
346	2022/06/27 15:09:34	51.3	52.6	52.2	52.6	54.1
351	2022/06/27 15:09:49	51.4	54.4	51.2	52.5	52.4
356	2022/06/27 15:10:04	50.1	53.1	56.2	57.1	57.9
361	2022/06/27 15:10:19	56.9	58.5	59.0	58.8	56.6
366	2022/06/27 15:10:34	55.1	50.1	49.3	50.3	47.9
371	2022/06/27 15:10:49	46.3	47.1	47.9	46.9	48.3
376	2022/06/27 15:11:04	48.1	48.8	48.4	48.3	48.2
381	2022/06/27 15:11:19	49.4	50.1	49.6	48.8	47.8
386	2022/06/27 15:11:34	48.8	50.6	48.7	47.8	47.3
391	2022/06/27 15:11:49	46.4	45.1	46.5	48.3	48.7
396	2022/06/27 15:12:04	51.2	54.8	54.5	53.3	49.3
401	2022/06/27 15:12:19	48.0	46.9	46.5	46.2	48.1
406	2022/06/27 15:12:34	45.6	45.3	48.0	47.5	43.9
411	2022/06/27 15:12:49	43.9	48.8	49.1	51.2	47.4
416	2022/06/27 15:13:04	44.8	44.3	45.8	46.1	44.8

421	2022/06/27	15:13:19	45.0	46.0	45.9	45.1	46.1
426	2022/06/27	15:13:34	45.0	43.4	44.6	45.0	46.9
431	2022/06/27	15:13:49	45.3	45.8	47.0	45.7	44.6
436	2022/06/27	15:14:04	44.0	45.3	44.2	46.0	45.6
441	2022/06/27	15:14:19	45.2	47.4	46.4	44.9	43.8
446	2022/06/27	15:14:34	43.9	44.5	45.5	43.9	44.2
451	2022/06/27	15:14:49	45.0	47.3	47.0	45.9	45.2
456	2022/06/27	15:15:04	46.3	47.6	48.5	47.3	45.7
461	2022/06/27	15:15:19	45.0	46.3	46.9	45.5	45.7
466	2022/06/27	15:15:34	45.7	46.2	46.2	44.6	44.5
471	2022/06/27	15:15:49	44.9	45.2	46.6	45.3	44.1
476	2022/06/27	15:16:04	44.5	43.2	43.9	43.8	43.0
481	2022/06/27	15:16:19	44.5	44.8	46.5	45.4	46.0
486	2022/06/27	15:16:34	46.1	45.2	45.2	43.7	44.1
491	2022/06/27	15:16:49	45.9	47.5	46.7	48.5	46.2
496	2022/06/27	15:17:04	47.8	46.0	45.1	45.5	45.7
501	2022/06/27	15:17:19	48.9	46.2	46.5	47.3	47.2
506	2022/06/27	15:17:34	47.0	47.1	47.3	48.7	46.8
511	2022/06/27	15:17:49	44.5	44.4	49.7	50.1	50.6
516	2022/06/27	15:18:04	53.1	53.7	56.6	55.4	55.2
521	2022/06/27	15:18:19	55.0	53.9	52.2	50.9	48.6
526	2022/06/27	15:18:34	47.0	46.3	46.7	44.5	44.8
531	2022/06/27	15:18:49	44.5	43.9	44.1	43.7	45.0
536	2022/06/27	15:19:04	45.3	47.3	46.9	45.0	44.7
541	2022/06/27	15:19:19	44.6	45.4	44.2	45.1	43.2
546	2022/06/27	15:19:34	44.8	42.6	41.9	42.7	42.8
551	2022/06/27	15:19:49	42.4	44.5	47.1	47.9	47.7
556	2022/06/27	15:20:04	44.5	43.1	46.2	47.3	47.3
561	2022/06/27	15:20:19	48.3	46.4	45.1	45.5	44.3
566	2022/06/27	15:20:34	45.2	45.2	43.2	43.1	42.9
571	2022/06/27	15:20:49	42.7	42.4	45.7	43.7	43.1
576	2022/06/27	15:21:04	44.7	45.1	44.5	50.9	50.8
581	2022/06/27	15:21:19	46.0	44.9	43.7	44.5	47.0
586	2022/06/27	15:21:34	46.3	48.2	50.2	50.6	49.8
591	2022/06/27	15:21:49	47.2	47.2	46.2	45.9	46.4
596	2022/06/27	15:22:04	46.0	51.7	49.0	48.7	46.9

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 73.1 - 2022/06/27 10:11:13
- Level Range : 40-100
- SEL : 90.5
- Leq : 58.0
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No.s	Date Time	(dB)				
1	2022/06/27 10:09:48	46.6	46.7	45.7	47.7	46.6
6	2022/06/27 10:10:03	46.2	47.4	46.2	46.8	46.6
11	2022/06/27 10:10:18	45.3	45.0	45.5	48.0	46.7
16	2022/06/27 10:10:33	46.0	46.0	47.3	46.8	50.1
21	2022/06/27 10:10:48	50.7	49.9	52.6	51.0	52.6
26	2022/06/27 10:11:03	55.7	58.5	58.3	67.8	56.7
31	2022/06/27 10:11:18	48.9	46.7	45.8	45.6	45.0
36	2022/06/27 10:11:33	44.9	44.1	46.7	44.5	44.1
41	2022/06/27 10:11:48	44.3	44.2	45.1	44.8	45.0
46	2022/06/27 10:12:03	46.0	44.4	44.3	45.8	44.6
51	2022/06/27 10:12:18	43.8	44.2	44.0	43.5	43.7
56	2022/06/27 10:12:33	44.0	43.9	44.9	44.1	44.4
61	2022/06/27 10:12:48	44.8	45.2	44.9	45.5	44.3
66	2022/06/27 10:13:03	45.0	44.4	44.4	44.5	46.2
71	2022/06/27 10:13:18	48.0	46.7	47.7	46.0	47.3
76	2022/06/27 10:13:33	47.9	47.5	49.2	50.6	52.7
81	2022/06/27 10:13:48	53.9	53.3	55.6	51.7	51.3
86	2022/06/27 10:14:03	49.7	51.1	51.7	51.4	50.5
91	2022/06/27 10:14:18	52.4	52.0	57.2	62.1	61.5
96	2022/06/27 10:14:33	57.2	55.2	55.4	59.0	60.4
101	2022/06/27 10:14:48	60.1	61.6	66.6	64.4	65.6
106	2022/06/27 10:15:03	66.0	65.8	61.2	59.1	58.5
111	2022/06/27 10:15:18	53.0	48.8	48.6	47.0	47.0
116	2022/06/27 10:15:33	47.0	46.0	45.0	47.2	45.1
121	2022/06/27 10:15:48	45.4	44.7	45.5	45.8	46.4
126	2022/06/27 10:16:03	46.5	47.1	45.7	45.5	46.6
131	2022/06/27 10:16:18	45.8	44.9	45.2	46.1	47.0
136	2022/06/27 10:16:33	47.3	47.1	46.5	47.8	46.0
141	2022/06/27 10:16:48	45.7	46.3	45.8	47.6	48.1
146	2022/06/27 10:17:03	47.1	46.4	45.5	46.3	50.2
151	2022/06/27 10:17:18	49.5	49.4	48.8	51.9	52.0
156	2022/06/27 10:17:33	51.4	53.4	51.4	54.8	54.3
161	2022/06/27 10:17:48	52.9	53.7	53.9	54.6	54.2
166	2022/06/27 10:18:03	50.9	51.9	49.5	52.8	50.8
171	2022/06/27 10:18:18	54.9	55.4	56.0	58.9	60.8
176	2022/06/27 10:18:33	67.1	68.3	67.6	67.1	65.5
181	2022/06/27 10:18:48	64.1	60.5	56.2	52.3	50.7
186	2022/06/27 10:19:03	51.7	50.0	47.2	47.5	47.9
191	2022/06/27 10:19:18	47.8	47.6	46.9	44.9	45.7
196	2022/06/27 10:19:33	45.7	46.0	46.0	45.5	45.4
201	2022/06/27 10:19:48	44.6	45.0	45.6	44.7	46.4
206	2022/06/27 10:20:03	46.4	46.4	46.2	45.7	45.2
211	2022/06/27 10:20:18	46.2	46.9	46.2	45.4	44.6
216	2022/06/27 10:20:33	46.9	47.0	48.5	47.1	45.1
221	2022/06/27 10:20:48	47.2	45.5	49.3	52.6	51.4
226	2022/06/27 10:21:03	51.3	52.5	53.7	55.9	52.5
231	2022/06/27 10:21:18	54.6	54.3	52.5	52.7	52.6
236	2022/06/27 10:21:33	52.2	50.7	52.2	51.0	54.5
241	2022/06/27 10:21:48	51.3	52.0	56.3	51.8	52.7
246	2022/06/27 10:22:03	56.4	60.0	60.4	62.9	65.6
251	2022/06/27 10:22:18	66.3	65.6	61.9	57.8	56.5
256	2022/06/27 10:22:33	51.0	50.0	50.3	51.4	50.9
261	2022/06/27 10:22:48	51.0	53.4	51.5	48.7	47.3
266	2022/06/27 10:23:03	49.5	48.9	50.6	48.5	45.7
271	2022/06/27 10:23:18	45.3	46.5	49.0	46.4	49.5
276	2022/06/27 10:23:33	46.1	46.7	48.9	49.3	49.2
281	2022/06/27 10:23:48	49.1	48.3	47.8	47.1	49.3
286	2022/06/27 10:24:03	47.2	47.0	48.7	50.3	47.5
291	2022/06/27 10:24:18	45.6	47.4	46.8	45.4	46.4
296	2022/06/27 10:24:33	48.9	48.0	46.9	48.5	47.8
301	2022/06/27 10:24:48	52.6	54.8	51.9	53.4	53.5
306	2022/06/27 10:25:03	56.3	55.2	55.3	51.8	52.1
311	2022/06/27 10:25:18	59.3	59.0	58.1	61.7	59.8
316	2022/06/27 10:25:33	57.4	54.6	53.5	52.4	54.2
321	2022/06/27 10:25:48	52.5	54.4	51.5	52.0	51.5
326	2022/06/27 10:26:03	54.1	55.1	53.3	56.8	57.2
331	2022/06/27 10:26:18	56.4	56.7	55.6	56.1	59.4
336	2022/06/27 10:26:33	64.3	64.5	69.3	69.1	67.2
341	2022/06/27 10:26:48	66.7	62.9	58.9	54.2	55.6
346	2022/06/27 10:27:03	53.8	51.8	52.1	52.9	53.3
351	2022/06/27 10:27:18	53.8	55.0	56.9	59.3	58.7
356	2022/06/27 10:27:33	61.3	58.7	57.7	56.0	55.7
361	2022/06/27 10:27:48	53.0	53.5	51.5	53.2	55.0
366	2022/06/27 10:28:03	57.7	54.1	50.2	51.2	51.1
371	2022/06/27 10:28:18	52.7	51.8	52.0	50.1	53.0
376	2022/06/27 10:28:33	51.6	51.2	49.9	49.1	49.3
381	2022/06/27 10:28:48	49.9	49.8	51.1	52.9	57.5
386	2022/06/27 10:29:03	53.6	52.7	56.6	53.5	52.7
391	2022/06/27 10:29:18	54.4	54.7	58.2	58.8	59.4
396	2022/06/27 10:29:33	58.7	59.3	58.4	59.1	57.3
401	2022/06/27 10:29:48	55.5	56.6	55.7	57.9	57.9
406	2022/06/27 10:30:03	56.9	55.8	54.7	56.3	57.5
411	2022/06/27 10:30:18	60.1	60.6	60.3	62.8	65.9
416	2022/06/27 10:30:33	64.3	65.5	67.9	71.5	68.6

421	2022/06/27	10:30:48	63.1	61.7	59.2	56.2	60.5
426	2022/06/27	10:31:03	54.1	57.5	60.2	61.8	59.8
431	2022/06/27	10:31:18	61.2	58.7	56.2	57.6	60.8
436	2022/06/27	10:31:33	59.4	55.5	57.5	55.6	55.1
441	2022/06/27	10:31:48	56.1	55.7	55.0	55.1	55.6
446	2022/06/27	10:32:03	53.9	52.4	49.5	50.9	51.5
451	2022/06/27	10:32:18	52.7	50.7	52.4	51.5	51.4
456	2022/06/27	10:32:33	49.5	49.8	50.2	51.7	50.3
461	2022/06/27	10:32:48	50.7	50.6	53.3	53.7	54.1
466	2022/06/27	10:33:03	59.0	61.0	60.1	61.3	60.5
471	2022/06/27	10:33:18	58.9	58.5	58.3	58.3	54.6
476	2022/06/27	10:33:33	57.9	54.8	53.9	54.8	51.8
481	2022/06/27	10:33:48	50.3	48.6	51.5	58.1	58.1
486	2022/06/27	10:34:03	55.7	57.9	57.2	58.5	59.9
491	2022/06/27	10:34:18	61.6	63.4	64.7	66.5	70.0
496	2022/06/27	10:34:33	71.7	68.5	65.2	61.0	57.4
501	2022/06/27	10:34:48	54.8	54.1	53.4	51.1	49.6
506	2022/06/27	10:35:03	50.0	50.2	47.0	46.0	46.9
511	2022/06/27	10:35:18	47.6	47.5	46.7	46.1	47.7
516	2022/06/27	10:35:33	46.9	46.0	49.3	50.7	53.8
521	2022/06/27	10:35:48	52.4	49.1	51.2	52.3	51.4
526	2022/06/27	10:36:03	55.5	54.4	60.0	60.4	61.0
531	2022/06/27	10:36:18	60.4	59.9	59.8	57.4	55.6
536	2022/06/27	10:36:33	57.4	56.6	60.9	60.1	56.7
541	2022/06/27	10:36:48	52.6	53.8	54.7	52.8	50.4
546	2022/06/27	10:37:03	49.6	47.8	48.1	51.2	55.8
551	2022/06/27	10:37:18	51.1	50.6	51.6	60.3	59.9
556	2022/06/27	10:37:33	58.0	59.8	60.5	64.1	67.2
561	2022/06/27	10:37:48	69.0	72.2	70.2	64.2	57.3
566	2022/06/27	10:38:03	54.7	53.4	49.7	48.6	47.6
571	2022/06/27	10:38:18	47.2	46.4	47.1	47.2	47.3
576	2022/06/27	10:38:33	46.3	45.7	46.2	47.7	48.1
581	2022/06/27	10:38:48	48.7	49.2	50.6	52.3	48.0
586	2022/06/27	10:39:03	46.6	47.0	47.9	49.3	47.8
591	2022/06/27	10:39:18	48.3	46.3	45.4	46.3	46.4
596	2022/06/27	10:39:33	46.6	47.7	48.4	48.5	48.6

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 78.4 - 2022/06/27 12:31:24
- Level Range : 40-100
- SEL : 89.2
- Leq : 56.7
-

No.s	Date Time	(dB)				
1	2022/06/27 12:31:01	47.3	49.0	50.5	50.8	52.4
6	2022/06/27 12:31:16	52.4	53.8	78.4	71.0	59.9
11	2022/06/27 12:31:31	52.7	49.0	48.0	51.2	49.4
16	2022/06/27 12:31:46	47.8	47.5	49.3	48.1	49.2
21	2022/06/27 12:32:01	49.9	49.3	49.4	51.0	48.2
26	2022/06/27 12:32:16	48.0	47.6	47.6	46.4	46.5
31	2022/06/27 12:32:31	45.9	47.7	49.2	50.6	50.8
36	2022/06/27 12:32:46	52.5	50.8	49.3	47.2	47.0
41	2022/06/27 12:33:01	49.7	49.0	48.5	49.5	47.9
46	2022/06/27 12:33:16	48.1	47.1	46.3	46.8	48.1
51	2022/06/27 12:33:31	47.9	49.4	47.8	48.1	47.4
56	2022/06/27 12:33:46	46.6	47.8	48.4	48.2	48.7
61	2022/06/27 12:34:01	48.9	49.5	48.2	47.9	46.5
66	2022/06/27 12:34:16	49.0	48.3	48.9	48.0	49.7
71	2022/06/27 12:34:31	47.8	46.3	47.5	46.7	47.1
76	2022/06/27 12:34:46	47.5	49.7	50.3	52.7	54.3
81	2022/06/27 12:35:01	56.4	56.9	53.7	52.9	51.4
86	2022/06/27 12:35:16	50.5	49.3	50.1	50.2	49.4
91	2022/06/27 12:35:31	50.8	49.5	48.3	46.8	50.0
96	2022/06/27 12:35:46	51.9	50.0	49.8	49.9	49.9
101	2022/06/27 12:36:01	49.7	51.0	53.0	50.8	51.5
106	2022/06/27 12:36:16	50.9	52.7	53.4	53.8	55.7
111	2022/06/27 12:36:31	58.3	56.6	55.2	52.1	51.4
116	2022/06/27 12:36:46	49.8	50.3	50.6	49.7	50.0
121	2022/06/27 12:37:01	51.2	50.7	50.9	51.1	51.1
126	2022/06/27 12:37:16	49.9	48.8	50.4	50.1	48.9
131	2022/06/27 12:37:31	49.2	50.3	50.4	49.0	48.6
136	2022/06/27 12:37:46	50.0	51.5	52.4	52.1	55.2
141	2022/06/27 12:38:01	56.5	58.5	59.1	54.6	52.2
146	2022/06/27 12:38:16	50.1	50.0	48.9	49.2	47.2
151	2022/06/27 12:38:31	46.9	47.3	47.1	47.2	47.2
156	2022/06/27 12:38:46	47.4	47.4	48.3	48.3	48.7
161	2022/06/27 12:39:01	48.6	50.8	52.9	49.9	48.9
166	2022/06/27 12:39:16	51.0	49.1	51.6	50.1	51.9
171	2022/06/27 12:39:31	50.6	50.7	55.2	53.7	57.7
176	2022/06/27 12:39:46	56.9	53.5	54.3	51.1	49.3
181	2022/06/27 12:40:01	48.1	54.0	51.0	50.0	51.7
186	2022/06/27 12:40:16	49.8	49.7	51.8	51.3	50.3
191	2022/06/27 12:40:31	51.1	51.3	51.5	50.0	50.6
196	2022/06/27 12:40:46	52.8	54.2	54.0	54.4	56.2
201	2022/06/27 12:41:01	56.3	55.6	54.6	52.0	52.0
206	2022/06/27 12:41:16	51.4	52.0	55.7	53.4	51.8
211	2022/06/27 12:41:31	50.5	51.1	51.6	52.0	51.1
216	2022/06/27 12:41:46	51.6	51.7	52.0	50.5	50.3
221	2022/06/27 12:42:01	50.5	51.3	52.3	52.8	51.7
226	2022/06/27 12:42:16	53.3	53.5	55.4	57.1	57.9
231	2022/06/27 12:42:31	55.2	53.4	52.4	52.7	53.0
236	2022/06/27 12:42:46	51.5	52.0	52.7	53.5	51.0
241	2022/06/27 12:43:01	50.2	50.9	51.0	52.7	52.0
246	2022/06/27 12:43:16	51.5	52.2	50.5	51.0	50.6
251	2022/06/27 12:43:31	51.6	52.0	50.9	52.6	54.5
256	2022/06/27 12:43:46	50.8	54.3	52.0	53.7	50.3
261	2022/06/27 12:44:01	50.6	50.2	51.1	51.2	50.5
266	2022/06/27 12:44:16	51.8	57.3	53.3	52.5	51.8
271	2022/06/27 12:44:31	51.9	53.5	51.5	52.5	51.0
276	2022/06/27 12:44:46	51.2	50.9	51.1	56.4	54.4
281	2022/06/27 12:45:01	52.7	52.3	51.6	51.8	53.1
286	2022/06/27 12:45:16	52.5	52.9	52.6	52.2	51.5
291	2022/06/27 12:45:31	52.4	51.4	53.3	53.6	52.8
296	2022/06/27 12:45:46	54.3	53.1	52.3	52.8	55.0
301	2022/06/27 12:46:01	53.5	53.5	52.0	52.2	51.8
306	2022/06/27 12:46:16	55.6	51.9	54.9	52.2	53.2
311	2022/06/27 12:46:31	51.6	51.4	51.2	51.5	51.6
316	2022/06/27 12:46:46	52.6	54.2	54.2	52.9	52.5
321	2022/06/27 12:47:01	52.6	51.9	52.4	51.7	52.7
326	2022/06/27 12:47:16	53.4	53.4	53.0	55.1	54.1
331	2022/06/27 12:47:31	54.6	55.0	55.3	53.3	53.1
336	2022/06/27 12:47:46	52.1	52.1	51.6	56.1	52.8
341	2022/06/27 12:48:01	57.4	53.1	57.5	55.9	53.8
346	2022/06/27 12:48:16	55.5	55.8	53.8	56.8	52.3
351	2022/06/27 12:48:31	54.5	57.8	56.0	55.9	56.4
356	2022/06/27 12:48:46	55.3	58.8	57.9	59.6	63.4
361	2022/06/27 12:49:01	67.1	69.9	67.7	63.9	58.5
366	2022/06/27 12:49:16	54.4	54.0	54.6	53.6	52.3
371	2022/06/27 12:49:31	52.6	52.6	52.7	52.6	52.7
376	2022/06/27 12:49:46	51.8	54.4	55.5	58.0	52.8
381	2022/06/27 12:50:01	61.4	56.6	54.6	54.4	54.7
386	2022/06/27 12:50:16	55.0	55.4	53.5	52.8	54.4
391	2022/06/27 12:50:31	58.0	56.5	55.4	56.3	55.2
396	2022/06/27 12:50:46	55.4	57.3	56.8	58.6	61.6
401	2022/06/27 12:51:01	60.2	57.1	55.5	55.3	54.1
406	2022/06/27 12:51:16	54.4	54.4	53.6	52.6	52.2
411	2022/06/27 12:51:31	54.8	54.2	54.9	54.6	53.4
416	2022/06/27 12:51:46	53.4	53.5	54.2	55.5	54.7

421	2022/06/27	12:52:01	54.8	53.2	54.1	53.0	54.4
426	2022/06/27	12:52:16	52.0	53.3	51.5	53.1	52.9
431	2022/06/27	12:52:31	53.0	52.5	53.9	54.3	54.0
436	2022/06/27	12:52:46	58.4	60.9	55.7	54.4	53.7
441	2022/06/27	12:53:01	53.5	53.2	52.8	53.2	52.3
446	2022/06/27	12:53:16	52.7	52.8	56.3	58.2	61.2
451	2022/06/27	12:53:31	63.3	63.7	69.2	72.2	68.1
456	2022/06/27	12:53:46	62.4	58.7	56.7	57.2	56.7
461	2022/06/27	12:54:01	57.1	55.5	56.2	57.0	56.3
466	2022/06/27	12:54:16	56.2	57.5	57.3	58.4	56.6
471	2022/06/27	12:54:31	54.1	54.9	54.1	52.4	53.0
476	2022/06/27	12:54:46	51.9	52.8	51.5	51.8	51.7
481	2022/06/27	12:55:01	51.9	53.0	56.2	52.1	51.4
486	2022/06/27	12:55:16	51.2	52.8	51.8	51.8	51.7
491	2022/06/27	12:55:31	57.8	58.7	57.2	57.6	58.1
496	2022/06/27	12:55:46	58.1	58.1	57.9	60.0	59.9
501	2022/06/27	12:56:01	57.8	58.0	58.3	57.3	57.8
506	2022/06/27	12:56:16	58.5	58.6	57.9	57.2	57.9
511	2022/06/27	12:56:31	59.0	60.0	59.7	58.9	57.8
516	2022/06/27	12:56:46	58.1	58.3	58.0	57.2	57.6
521	2022/06/27	12:57:01	57.8	57.4	58.5	57.9	57.7
526	2022/06/27	12:57:16	57.8	57.6	58.2	57.9	57.5
531	2022/06/27	12:57:31	58.1	58.3	58.5	57.7	58.2
536	2022/06/27	12:57:46	57.7	57.2	56.2	58.3	57.9
541	2022/06/27	12:58:01	58.3	57.3	58.4	57.6	57.0
546	2022/06/27	12:58:16	56.3	56.9	58.9	58.7	59.1
551	2022/06/27	12:58:31	59.1	57.9	59.2	58.1	58.1
556	2022/06/27	12:58:46	58.6	58.9	58.3	59.2	58.6
561	2022/06/27	12:59:01	58.2	59.0	58.7	58.6	58.4
566	2022/06/27	12:59:16	58.5	58.8	58.6	58.3	58.4
571	2022/06/27	12:59:31	58.0	58.2	59.0	58.5	59.3
576	2022/06/27	12:59:46	58.9	58.1	57.0	56.6	56.4
581	2022/06/27	13:00:01	56.5	56.7	56.5	56.4	56.0
586	2022/06/27	13:00:16	56.7	57.1	58.1	57.8	57.2
591	2022/06/27	13:00:31	57.4	58.3	58.2	57.8	58.5
596	2022/06/27	13:00:46	58.4	59.0	57.9	59.0	59.2

- Freq Weight : A
- Time Weight : SLOW
- Level Range : 40-100
- Max dB : 67.5 - 2022/06/27 15:53:27
- Level Range : 40-100
- SEL : 83.3
- Leq : 51.0
-

No.s	Date Time	(dB)				
1	2022/06/27 15:28:54	46.2	49.2	48.3	47.4	48.2
6	2022/06/27 15:29:09	47.3	46.3	45.3	44.6	44.1
11	2022/06/27 15:29:24	44.1	45.0	45.4	45.4	45.3
16	2022/06/27 15:29:39	45.5	46.4	45.0	49.5	47.1
21	2022/06/27 15:29:54	46.1	46.5	45.9	45.4	46.1
26	2022/06/27 15:30:09	45.2	45.2	45.2	45.0	45.1
31	2022/06/27 15:30:24	46.0	48.2	48.7	48.6	46.9
36	2022/06/27 15:30:39	46.4	47.4	47.0	53.6	50.4
41	2022/06/27 15:30:54	51.4	54.5	56.9	59.6	58.9
46	2022/06/27 15:31:09	54.5	50.6	49.2	46.9	46.2
51	2022/06/27 15:31:24	47.4	45.5	45.0	45.8	46.3
56	2022/06/27 15:31:39	46.9	46.8	45.2	46.2	46.0
61	2022/06/27 15:31:54	46.3	45.7	45.1	45.9	45.4
66	2022/06/27 15:32:09	46.2	44.6	44.9	45.4	51.5
71	2022/06/27 15:32:24	48.6	47.8	49.0	47.6	46.6
76	2022/06/27 15:32:39	50.2	45.5	50.1	47.9	45.1
81	2022/06/27 15:32:54	48.9	51.0	48.6	50.3	46.5
86	2022/06/27 15:33:09	49.7	46.9	50.8	46.1	49.6
91	2022/06/27 15:33:24	47.0	50.7	46.9	50.3	49.1
96	2022/06/27 15:33:39	46.5	49.3	50.7	48.9	47.6
101	2022/06/27 15:33:54	48.9	45.6	52.0	48.8	47.1
106	2022/06/27 15:34:09	51.3	50.6	49.6	50.9	51.5
111	2022/06/27 15:34:24	48.4	51.0	52.0	60.5	58.7
116	2022/06/27 15:34:39	55.0	52.5	52.7	54.8	52.0
121	2022/06/27 15:34:54	49.4	49.3	48.9	50.2	52.7
126	2022/06/27 15:35:09	49.5	47.2	47.9	48.1	48.0
131	2022/06/27 15:35:24	48.5	47.5	47.0	46.9	47.4
136	2022/06/27 15:35:39	51.4	51.6	51.9	50.9	52.7
141	2022/06/27 15:35:54	56.1	51.9	50.6	50.3	50.9
146	2022/06/27 15:36:09	49.9	50.7	53.5	51.7	50.4
151	2022/06/27 15:36:24	50.9	51.2	51.2	50.8	55.9
156	2022/06/27 15:36:39	55.7	53.9	53.4	52.8	50.0
161	2022/06/27 15:36:54	50.0	49.7	50.4	49.2	52.9
166	2022/06/27 15:37:09	51.5	50.1	50.5	52.9	52.7
171	2022/06/27 15:37:24	54.0	53.4	51.1	51.4	50.8
176	2022/06/27 15:37:39	48.6	48.8	49.4	50.4	51.8
181	2022/06/27 15:37:54	52.0	52.1	55.1	52.7	51.1
186	2022/06/27 15:38:09	51.5	50.7	48.7	51.7	49.2
191	2022/06/27 15:38:24	49.0	48.6	55.4	50.1	49.9
196	2022/06/27 15:38:39	50.7	48.5	46.8	50.5	46.7
201	2022/06/27 15:38:54	49.2	48.4	50.6	49.6	50.3
206	2022/06/27 15:39:09	48.5	49.6	49.9	51.8	52.3
211	2022/06/27 15:39:24	55.9	55.6	56.5	57.4	56.7
216	2022/06/27 15:39:39	55.0	55.3	55.5	56.8	55.8
221	2022/06/27 15:39:54	53.4	54.0	53.7	52.9	54.1
226	2022/06/27 15:40:09	55.5	54.9	53.0	51.2	54.2
231	2022/06/27 15:40:24	49.0	49.5	52.0	54.8	48.3
236	2022/06/27 15:40:39	47.1	49.2	49.6	47.3	49.9
241	2022/06/27 15:40:54	50.5	49.9	46.6	46.2	48.0
246	2022/06/27 15:41:09	48.5	47.6	46.8	48.0	47.1
251	2022/06/27 15:41:24	50.6	49.2	51.5	50.7	47.5
256	2022/06/27 15:41:39	52.5	48.5	45.5	45.9	47.2
261	2022/06/27 15:41:54	45.9	47.8	47.2	50.0	52.6
266	2022/06/27 15:42:09	52.2	49.7	46.7	51.4	49.5
271	2022/06/27 15:42:24	46.2	49.5	50.9	56.5	53.0
276	2022/06/27 15:42:39	48.3	50.8	47.2	51.7	49.9
281	2022/06/27 15:42:54	54.2	50.6	50.4	48.2	56.6
286	2022/06/27 15:43:09	49.2	47.0	46.7	49.1	57.7
291	2022/06/27 15:43:24	50.5	48.0	52.0	48.8	52.0
296	2022/06/27 15:43:39	53.2	53.4	52.6	50.3	48.2
301	2022/06/27 15:43:54	47.9	50.7	51.0	52.0	52.1
306	2022/06/27 15:44:09	52.7	54.6	49.5	46.1	44.4
311	2022/06/27 15:44:24	46.7	47.0	46.4	48.7	48.2
316	2022/06/27 15:44:39	49.9	49.9	48.4	50.1	50.2
321	2022/06/27 15:44:54	51.0	51.4	48.9	59.8	49.8
326	2022/06/27 15:45:09	48.3	46.6	47.0	50.8	45.4
331	2022/06/27 15:45:24	44.2	45.8	46.7	49.6	45.4
336	2022/06/27 15:45:39	44.4	44.0	44.3	45.8	45.4
341	2022/06/27 15:45:54	45.7	46.7	48.5	47.8	45.0
346	2022/06/27 15:46:09	44.3	44.7	45.8	45.7	45.5
351	2022/06/27 15:46:24	45.9	45.3	44.9	44.4	45.1
356	2022/06/27 15:46:39	44.8	43.8	47.8	48.0	45.1
361	2022/06/27 15:46:54	44.1	45.5	44.3	43.8	44.1
366	2022/06/27 15:47:09	44.4	44.7	44.4	46.8	47.3
371	2022/06/27 15:47:24	47.5	47.7	51.8	49.3	49.5
376	2022/06/27 15:47:39	49.6	48.9	47.3	51.4	49.1
381	2022/06/27 15:47:54	48.7	47.0	46.1	45.6	49.0
386	2022/06/27 15:48:09	43.9	43.1	44.3	43.1	43.3
391	2022/06/27 15:48:24	43.5	43.6	43.5	43.7	45.9
396	2022/06/27 15:48:39	46.2	46.3	48.1	50.4	49.2
401	2022/06/27 15:48:54	46.9	47.1	45.1	43.5	43.6
406	2022/06/27 15:49:09	43.9	44.3	44.3	45.1	46.8
411	2022/06/27 15:49:24	47.2	46.9	52.3	54.8	56.1
416	2022/06/27 15:49:39	57.8	55.9	55.9	53.7	51.8

421	2022/06/27	15:49:54	51.5	50.7	48.2	46.7	48.5
426	2022/06/27	15:50:09	49.0	46.6	51.3	48.4	44.6
431	2022/06/27	15:50:24	44.3	46.7	44.9	43.4	43.4
436	2022/06/27	15:50:39	44.2	43.6	42.8	47.2	48.3
441	2022/06/27	15:50:54	45.2	44.2	43.4	43.5	43.8
446	2022/06/27	15:51:09	45.6	46.2	46.6	47.0	46.4
451	2022/06/27	15:51:24	47.4	49.8	51.5	50.5	50.1
456	2022/06/27	15:51:39	49.1	48.4	48.0	46.6	47.0
461	2022/06/27	15:51:54	46.7	46.5	48.6	47.0	47.1
466	2022/06/27	15:52:09	48.0	49.0	46.8	46.8	47.3
471	2022/06/27	15:52:24	47.4	47.6	45.9	47.5	46.9
476	2022/06/27	15:52:39	46.7	46.6	45.7	47.5	48.1
481	2022/06/27	15:52:54	47.7	53.8	52.0	56.4	61.8
486	2022/06/27	15:53:09	58.5	55.0	55.3	56.0	53.8
491	2022/06/27	15:53:24	63.9	61.1	53.4	49.2	49.8
496	2022/06/27	15:53:39	49.3	50.1	52.4	55.5	56.8
501	2022/06/27	15:53:54	57.8	55.3	53.0	50.2	48.4
506	2022/06/27	15:54:09	47.1	48.9	48.0	46.3	44.8
511	2022/06/27	15:54:24	44.8	44.6	47.2	45.8	46.7
516	2022/06/27	15:54:39	48.7	48.2	46.9	46.7	49.2
521	2022/06/27	15:54:54	46.6	46.9	47.9	48.5	48.4
526	2022/06/27	15:55:09	46.6	45.7	45.6	46.6	46.1
531	2022/06/27	15:55:24	46.7	46.5	44.8	45.6	45.3
536	2022/06/27	15:55:39	46.3	46.0	46.8	46.5	46.2
541	2022/06/27	15:55:54	46.0	45.2	44.3	44.7	44.5
546	2022/06/27	15:56:09	46.0	45.0	44.6	45.6	49.9
551	2022/06/27	15:56:24	50.4	47.9	47.0	46.0	45.4
556	2022/06/27	15:56:39	44.4	44.8	44.0	44.4	43.6
561	2022/06/27	15:56:54	46.2	44.9	46.7	46.5	47.0
566	2022/06/27	15:57:09	44.3	43.6	47.5	47.3	46.5
571	2022/06/27	15:57:24	47.1	46.7	46.0	45.4	47.5
576	2022/06/27	15:57:39	46.0	45.0	46.9	48.3	49.8
581	2022/06/27	15:57:54	51.9	49.4	47.5	45.2	47.8
586	2022/06/27	15:58:09	46.7	48.5	46.2	46.3	44.2
591	2022/06/27	15:58:24	44.4	44.9	46.7	48.7	49.1
596	2022/06/27	15:58:39	50.7	52.3	56.6	58.2	67.1

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Palo Alto **Job Number:**

Date: 6/27/2022 **Operator Name:** Kayleigh Limbach

Measurement #1

Location: PA1-1 **Begin time:** 8:53 **Finish time:** ~~9:23~~ 9:23

Measurement No.: 1 **Wind (mph):** 2 **Direction:** SW

Cloud Cover Class: (Overcast (>80%)) Light (20-80%) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.1

Primary Noise Sources: Cars, birds, planes, peds **Distance:** 0-300 ft

Secondary Noise Sources:

Notes: # of planes heard (cloudy so couldn't always see): 26

Traffic Count: Passenger Cars: 23

Medium to Heavy Duty Trucks (3 axles): — Heavy Duty Trucks (4+ axles): —

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq:	51.4	**SEL:**	83.9	**Lmax:**	67.1	**Lmin:**	42.7	**PK:**	94.0
L(05):	56.6	**L(10):**	53.2	**L(50):**	46.6	**L(90):**	44.1	**L(95):**	43.7

Response: (Slow) ~~Fast~~ Peak Impulse

Measurement #2

Location: PA 2-1 **Begin time:** ~~9:31~~ 9:31 **Finish time:** ~~10:01~~ 10:01

Measurement No.: 2 **Wind (mph):** 1 **Direction:** SW

Cloud Cover Class: Overcast (>80%) (Light (20-80%)) Sunny (<20%)

Calibration (dB): Start: 94.0 End: 94.2

Primary Noise Sources: peds, planes, birds, cars **Distance:** 0-300 ft

Secondary Noise Sources:

Notes: Planes: 31

Traffic Count: Passenger Cars: 19

Medium to Heavy Duty Trucks (3 axles): — Heavy Duty Trucks (4+ axles): —

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.):

Leq:	55.3	**SEL:**	87.8	**Lmax:**	76.9	**Lmin:**	43.4	**PK:**	113.2
L(05):	58.3	**L(10):**	56.0	**L(50):**	49.4	**L(90):**	45.5	**L(95):**	44.8

Response: (Slow) ~~Fast~~ Peak Impulse

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Palo Alto **Job Number:** _____

Date: 6/27/2022 **Operator Name:** _____

Measurement #1

Location: PA 3-1 **Begin time:** 10:09 **Finish time:** 10:39

Measurement No.: 3 **Wind (mph):** 3 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ◉ Sunny (<20%) ○

Calibration (dB): Start: 94.2 End: 94.3

Primary Noise Sources: " " **Distance:** 0-300 ft

Secondary Noise Sources: slight construction noise ~100 ft west

Notes: planes: 15 - helicopter doing laps in area for most of measurement - group of 27 cyclists passed at 10:15 and 10:33

Traffic Count: Passenger Cars: 15

Medium to Heavy Duty Trucks (3 axles): - Heavy Duty Trucks (4+ axles): -

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq:	58.0	**SEL:**	90.5	**Lmax:**	73.1	**Lmin:**	43.1	**PK:**	108.0
L(05):	64.1	**L(10):**	60.7	**L(50):**	51.5	**L(90):**	45.5	**L(95):**	44.6

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

Measurement #2

Location: PA 1-2 **Begin time:** 11:16 **Finish time:** 11:46

Measurement No.: 4 **Wind (mph):** 2 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ○ Sunny (<20%) ◉

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 37

Notes: construction truck moving gravel near parking lot

Traffic Count: Passenger Cars: 16

Medium to Heavy Duty Trucks (3 axles): 1 Heavy Duty Trucks (4+ axles): -

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq:	59.5	**SEL:**	92.0	**Lmax:**	80.0	**Lmin:**	44.2	**PK:**	106.8
L(05):	61.3	**L(10):**	57.6	**L(50):**	50.4	**L(90):**	46.9	**L(95):**	46.4

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Palo Alto **Job Number:** _____

Date: 6/27/2022 **Operator Name:** _____

Measurement #1

Location: PA 2-2 **Begin time:** 11:55 **Finish time:** 12:25

Measurement No.: 5 **Wind (mph):** 6 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ◉ Sunny (<20%) ○

Calibration (dB): Start: 94.1 End: 94.2

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 28

Notes: _____

Traffic Count: Passenger Cars: 13

Medium to Heavy Duty Trucks (3 axles): 1 Heavy Duty Trucks (4+ axles): —

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 52.5 **SEL:** 65.0 **Lmax:** 67.2 **Lmin:** 44.3 **PK:** 101.3

L(05): 57.2 **L(10):** 55.6 **L(50):** 49.9 **L(90):** 46.8 **L(95):** 46.2

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

Measurement #2

Location: PA 3-2 **Begin time:** 12:31 **Finish time:** 1:01

Measurement No.: 6 **Wind (mph):** 6 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ○ Sunny (<20%) ◉

Calibration (dB): Start: 94.0 End: 94.1

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 20

Notes: mechanics running under platform nearby – barely perceptible from meter location – construction on Embarcadero

Traffic Count: Passenger Cars: 16

Medium to Heavy Duty Trucks (3 axles): — Heavy Duty Trucks (4+ axles): —

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 56.7 **SEL:** 89.2 **Lmax:** 78.4 **Lmin:** 45.9 **PK:** 113.8

L(05): 59.0 **L(10):** 58.4 **L(50):** 53.0 **L(90):** 48.6 **L(95):** 47.5

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Palo Alto **Job Number:** _____

Date: 5/27/2022 **Operator Name:** _____

Measurement #1

Location: PA 1-3 **Begin time:** 2:13 **Finish time:** 2:43

Measurement No.: 7 **Wind (mph):** 2 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ◉ Sunny (<20%) ○

Calibration (dB): Start: 94.0 End: 94.0

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 15

Notes: construction near parking lot intermittently using jackhammer: slightly perceptible from here

Traffic Count: Passenger Cars: 11

Medium to Heavy Duty Trucks (3 axles): 1 Heavy Duty Trucks (4+ axles): 0

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 54.1 **SEL:** 86.6 **Lmax:** 73.7 **Lmin:** 43.7 **PK:** 105.0

L(05): 56.9 **L(10):** 55.2 **L(50):** 48.1 **L(90):** 45.0 **L(95):** 44.5

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

Measurement #2

Location: PA 2-3 **Begin time:** 2:52 **Finish time:** 3:22

Measurement No.: 8 **Wind (mph):** 4 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ○ Sunny (<20%) ◉

Calibration (dB): Start: 94.1 End: 94.1

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 5

Notes: no more construction noise, excavator and dump trucks drove by ~ 3:00pm

Traffic Count: Passenger Cars: 9

Medium to Heavy Duty Trucks (3 axles): 1 Heavy Duty Trucks (4+ axles): 1

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 52.7 **SEL:** 85.2 **Lmax:** 74.1 **Lmin:** 41.6 **PK:** 109.2

L(05): 55.1 **L(10):** 53.1 **L(50):** 47.1 **L(90):** 44.1 **L(95):** 43.7

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

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Ambient Noise Survey Data Sheet

Instructions: Document noise measurement locations with a photo of the site, including the noise meter. Additionally, take notes on general and secondary noise sources, including the instantaneous noise level if possible. As a reminder, A/C weighting should be set to "A" and generally response time should be set to "fast." For additional information, please review the *Noise Measurement Protocol* in the pelican case.

Project Name: Palo Alto **Job Number:** _____

Date: 6/27/2022 **Operator Name:** _____

Measurement #1

Location: PA 3-3 **Begin time:** 3:29 **Finish time:** 3:59

Measurement No.: 9 **Wind (mph):** 3 **Direction:** SW

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ◉ Sunny (<20%) ○

Calibration (dB): Start: 94.2 End: 94.2

Primary Noise Sources: " " **Distance:** " "

Secondary Noise Sources: planes: 5

Notes: nearby mech. equipment not running

Traffic Count: Passenger Cars: 8

Medium to Heavy Duty Trucks (3 axles): 1 Heavy Duty Trucks (4+ axles): 0

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: 51.0 **SEL:** 83.3 **Lmax:** 67.5 **Lmin:** 42.5 **PK:** 98.0

L(05): 55.5 **L(10):** 53.5 **L(50):** 48.0 **L(90):** 44.7 **L(95):** 44.1

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

Measurement #2

Location: _____ **Begin time:** _____ **Finish time:** _____

Measurement No.: _____ **Wind (mph):** _____ **Direction:** _____

Cloud Cover Class: Overcast (>80%) ○ Light (20-80%) ○ Sunny (<20%) ◉

Calibration (dB): Start: _____ End: _____

Primary Noise Sources: _____ **Distance:** _____

Secondary Noise Sources: _____

Notes: _____

Traffic Count: Passenger Cars: _____

Medium to Heavy Duty Trucks (3 axles): _____ Heavy Duty Trucks (4+ axles): _____

Instantaneous Noise Sources/Levels (e.g., airplane, bus airbrake, etc.): _____

Leq: _____ **SEL:** _____ **Lmax:** _____ **Lmin:** _____ **PK:** _____

L(05): _____ **L(10):** _____ **L(50):** _____ **L(90):** _____ **L(95):** _____

Response: Slow ○ Fast ◉ Peak ○ Impulse ○

Form Updated: 10/2/2017

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 07/14/2022
Case Description: Earthwork Phase

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
CRR Nests	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Dozer	No	40	85.0		70.0	0.0
Dump Truck	No	40	84.0		70.0	0.0
Compactor (ground)	No	20	80.0		70.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Dozer	82.1	78.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dump Truck	81.1	77.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	77.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82.1	81.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 07/14/2022
Case Description: Paving Pahse

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
CRR Nests	Residential	60.0	55.0	50.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Paver	No	50	85.0		70.0	0.0
Compactor (ground)	No	20	80.0		70.0	0.0
Roller	No	20	85.0		70.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Paver	82.1	79.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Compactor (ground)	77.1	70.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	82.1	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	82.1	80.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A