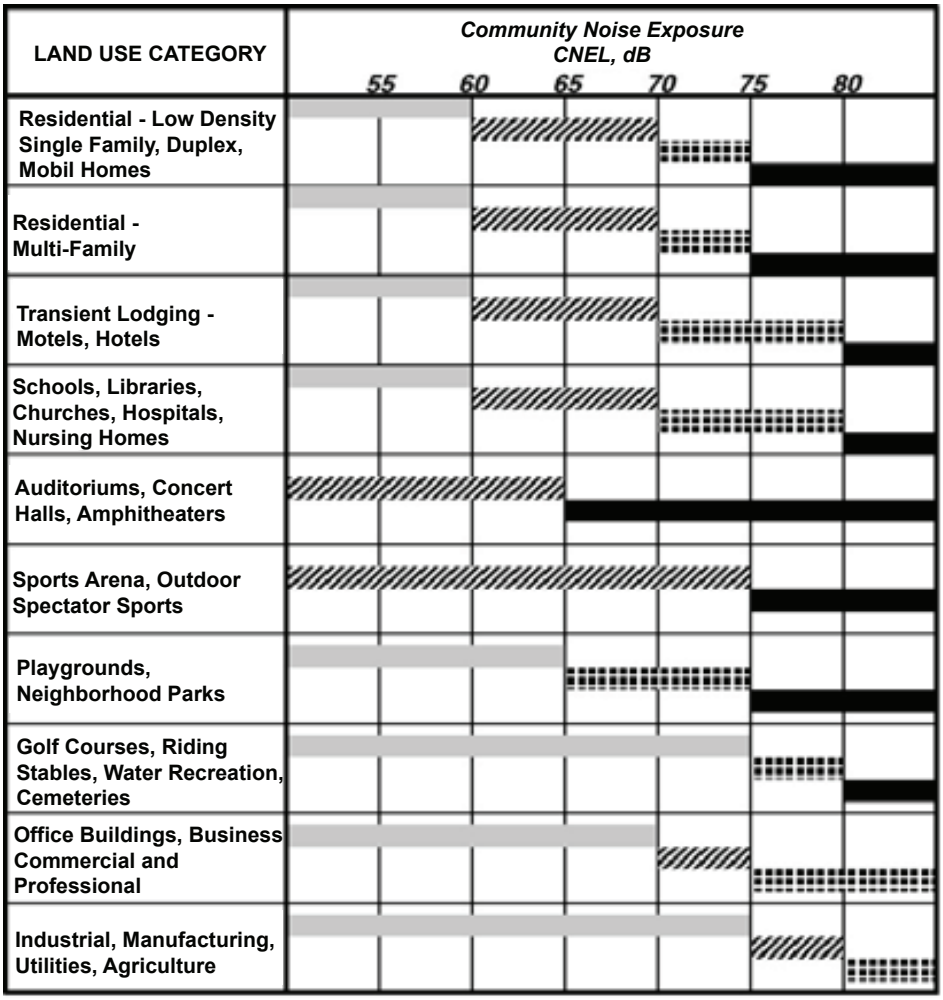
Appendix H
Noise Monitoring Worksheets



LEGEND

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

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

NORMALY UNACCEPTABLE
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insullation features included in the design. Sound walls, window upgrades, and site design modifications may be needed in order to achieve City standards.

CLEARLY UNACCEPTABLE
New construction or development should generally not be undertaken.

CONSIDERATIONS IN DETERMINATION OF NOISE-COMPATIBLE LAND USE

A. NOISE EXPOSURE INFORMATION DESIRED

Where sufficient data exists, evaluate land use suitability with respect to a worst-case value of CNEL. Usually, a future projection of noise levels represents the worst-case. Existing and future noise contours for freeways, roadway, airport and railroads are provided in the Noise Element.

B. NOISE SOURCE CHARACTERISTICS

The land use-noise compatibility recommendations should be viewed in relation to the specific source of the noise. For example, aircraft and railroad noise is normally made up of higher single noise events than auto traffic but occurs less frequently. Therefore, different sources yielding the same composite noise exposure do not necessarily create the same noise environment. The State Aeronautics Act uses 65 dB CNEL as the criterion which airports must eventually meet to protect existing residential communities from unacceptable exposure to aircraft noise. In order to facilitate the purposes of the Act, one of which is to encoumge land uses compatible with the 65 dB CNEL criterion wherever possible, and in order to facilitate the ability of airports to comply with the Act, residential uses located in areas with an aircraft noise level greater than 65 CNEL should be discouraged and considered located within normally unacceptable areas.

C. SUITABLE INTERIOR ENVIRONMENTS

One objective of locating residential units relative to a known noise source is to maintain a suitable interior noise environment at no greater than 45 dB CNEL. This requirement, coupled with the measured or calculated noise reduction performance of the type of structure under consideration, should govern the minimum acceptable distance to a noise source.

D. ACCEPTABLE OUTDOOR ENVIRONMENTS

Another consideration, which in some communities is an overriding factor, is the desire for an acceptable outdoor noise environment. The acceptable outdoor noise level is 65 CNEL for rear yard areas, neighborhood parks, and pool recreation a reas at multi-family developments.

Source: City of Santa Clarita Noise Element, 2011.

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.8-1
City of Santa Clarita Land Use Compatibility Guidelines for Noise

OFF SITE TRAFFIC NOISE LEVELS

Project Name: Dockweiler Drive Extension

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Existing (2015)
Source of Traffic Volumes:	David Evans & Associates Inc, August 2017
Community Noise Descriptor:	L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100%

Traffic Noise Levels

	Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing Traffic Volumes														
1	Arch St. (between 13th St. and 12th St.)	Commercial/Light Industrial	2	0	665	6,650	25	50	0	0	8.0%	2.0%	63.7	62.9
2	Railroad Ave. (between 13th St. and Lyons Ave.)	Commercial	6	0	2,925	34,200	45	50	0	0	8.0%	2.0%	75.4	75.3
3	Lyons Ave. (between Newhall Ave. and Main St.)	Commercial	6	0	1,675	21,000	35	50	0	0	8.0%	2.0%	70.8	71.0
4	Lyons Ave (between Main Street and Railroad Ave.)	Commercial	6	0	1,195	11,950	35	50	0	0	8.0%	2.0%	69.3	68.5
5	Railroad Ave. (between Lyons Ave. and Market St.)	Commercial	6	0	2,905	29,050	35	50	0	0	8.0%	2.0%	73.2	72.4
6	Railroad Ave. (between Market St. and Newhall Ave.)	Commercial / Residential	6	0	2,345	25,800	35	50	0	0	8.0%	2.0%	72.2	71.9
7	Newhall Ave. (between Railroad Ave. and Race St.)	Commercial / Residential	5	0	3,915	39,150	40	50	0	0	8.0%	2.0%	75.2	74.4
8	Newhall Ave. (between Race St. and Valle Del Oro)	Commercial / Residential	6	0	3,927	43,200	40	50	0	0	8.0%	2.0%	75.6	75.3
9	Newhall Ave. (between Valle Del Oro and Sierra Hwy)	Commercial / Residential	6	0	3,691	40,600	40	50	0	0	8.0%	2.0%	75.4	75.0
10	Sierra Hwy. (between Newhall Ave. and Dockweiler Dr.)	Residential	4	0	1,527	16,800	50	50	0	0	8.0%	2.0%	72.9	72.6
11	Dockweiler Dr. (between Sierra Hwy. and Valle Del Oro)	Residential	2	12	418	4,600	45	50	0	0	8.0%	2.0%	66.1	65.8
12	Dockweiler Dr. (between 12th St. and Lyons Ave.)	Commercial / Residential	NA	NA	NA	NA	NA	NA	0	0	8.0%	2.0%	NA	NA
13	Dockweiler Dr. (between Lyons Ave. and Valle Del Oro)	Residential /College Institution	NA	NA	NA	NA	NA	NA	0	0	8.0%	2.0%	NA	NA
14	Lyons Ave (between Railroad Ave. and Dockweiler Dr.	Commercial/Light Industrial	NA	NA	NA	NA	NA	NA	0	0	8.0%	2.0%	NA	NA

OFF SITE TRAFFIC NOISE LEVELS

Project Name: Dockweiler Drive Extension

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future (2019) Without Project
Source of Traffic Volumes:	David Evans & Associates Inc, August 2017
Community Noise Descriptor:	L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100%

Traffic Noise Levels

	Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2019) Traffic Volumes without Project														
1	Arch St. (between 13th St. and 12th St.)	Commercial/Light Industrial	2	0	800	8,800	25	50	0	0	8.0%	2.0%	64.5	64.1
2	Railroad Ave. (between 13th St. and Lyons Ave.)	Commercial	6	0	3,009	33,100	45	50	0	0	8.0%	2.0%	75.6	75.2
3	Lyons Ave. (between Newhall Ave. and Main St.)	Commercial	6	0	1,191	13,100	35	50	0	0	8.0%	2.0%	69.3	68.9
4	Lyons Ave (between Main Street and Railroad Ave.)	Commercial	6	0	973	10,700	35	50	0	0	8.0%	2.0%	68.4	68.0
5	Railroad Ave. (between Lyons Ave. and Market St.)	Commercial	6	0	2,564	28,200	35	50	0	0	8.0%	2.0%	72.6	72.2
6	Railroad Ave. (between Market St. and Newhall Ave.)	Commercial / Residential	6	0	2,632	28,950	35	50	0	0	8.0%	2.0%	72.7	72.4
7	Newhall Ave. (between Railroad Ave. and Race St.)	Commercial / Residential	5	0	4,436	48,800	40	50	0	0	8.0%	2.0%	75.8	75.4
8	Newhall Ave. (between Race St. and Valle Del Oro)	Commercial / Residential	6	0	4,436	48,800	40	50	0	0	8.0%	2.0%	76.2	75.8
9	Newhall Ave. (between Valle Del Oro and Sierra Hwy)	Commercial / Residential	6	0	3,618	39,800	40	50	0	0	8.0%	2.0%	75.3	74.9
10	Sierra Hwy. (between Newhall Ave. and Dockweiler Dr.)	Residential	4	0	609	6,700	50	50	0	0	8.0%	2.0%	68.9	68.6
11	Dockweiler Dr. (between Sierra Hwy. and Valle Del Oro)	Residential	2	12	391	4,300	45	50	0	0	8.0%	2.0%	65.8	65.5
12	Dockweiler Dr. (between 12th St. and Lyons Ave.)	Commercial / Residential	NA	NA	NA	NA	25	50	0	0	8.0%	2.0%	NA	NA
13	Dockweiler Dr. (between Lyons Ave. and Valle Del Oro)	Residential /College Institution	NA	NA	NA	NA	35	50	0	0	8.0%	2.0%	NA	NA
14	Lyons Ave (between Railroad Ave. and Dockweiler Dr.	Commercial/Light Industrial	NA	NA	NA	NA	35	50	0	0	8.0%	2.0%	NA	NA

OFF SITE TRAFFIC NOISE LEVELS

Project Name: Dockweiler Drive Extension

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future (2019) With Project
Source of Traffic Volumes:	David Evans & Associates Inc, August 2017
ommunity Noise Descriptor:	L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100%

Traffic Noise Levels

	Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2019) Traffic Volumes with Project														
1	Arch St. (between 13th St. and 12th St.)	Commercial/Light Industrial	2	0	36	400	25	50	0	0	8.0%	2.0%	51.1	50.7
2	Railroad Ave. (between 13th St. and Lyons Ave.)	Commercial	6	0	2,709	29,800	45	50	0	0	8.0%	2.0%	75.1	74.7
3	Lyons Ave. (between Newhall Ave. and Main St.)	Commercial	6	0	1,300	14,300	35	50	0	0	8.0%	2.0%	69.7	69.3
4	Lyons Ave (between Main Street and Railroad Ave.)	Commercial	6	0	1,100	12,100	35	50	0	0	8.0%	2.0%	68.9	68.6
5	Railroad Ave. (between Lyons Ave. and Market St.)	Commercial	6	0	2,409	26,500	35	50	0	0	8.0%	2.0%	72.4	72.0
6	Railroad Ave. (between Market St. and Newhall Ave.)	Commercial / Residential	6	0	2,473	27,200	35	50	0	0	8.0%	2.0%	72.5	72.1
7	Newhall Ave. (between Railroad Ave. and Race St.)	Commercial / Residential	5	0	3,791	41,700	40	50	0	0	8.0%	2.0%	75.1	74.7
8	Newhall Ave. (between Race St. and Valle Del Oro)	Commercial / Residential	6	0	3,791	41,700	40	50	0	0	8.0%	2.0%	75.5	75.1
9	Newhall Ave. (between Valle Del Oro and Sierra Hwy)	Commercial / Residential	6	0	3,405	37,460	40	50	0	0	8.0%	2.0%	75.0	74.6
10	Sierra Hwy. (between Newhall Ave. and Dockweiler Dr.)	Residential	4	0	591	6,500	50	50	0	0	8.0%	2.0%	68.8	68.4
11	Dockweiler Dr. (between Sierra Hwy. and Valle Del Oro)	Residential	2	12	736	8,100	45	50	0	0	8.0%	2.0%	68.6	68.2
12	Dockweiler Dr. (between 12th St. and Lyons Ave.)	Commercial / Residential	2	12	400	4,400	25	50	0	0	8.0%	2.0%	61.6	61.2
13	Dockweiler Dr. (between Lyons Ave. and Valle Del Oro)	Residential /College Institution	3	12	382	4,200	35	50	0	0	8.0%	2.0%	63.7	63.3
14	Lyons Ave (between Railroad Ave. and Dockweiler Dr.	Commercial/Light Industrial	4	0	727	8,000	35	50	0	0	8.0%	2.0%	66.5	66.1

OFF SITE TRAFFIC NOISE LEVELS

Project Name: Dockweiler Drive Extension

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future (2035) Without Project
Source of Traffic Volumes:	David Evans & Associates Inc,Augist 2017
ommunity Noise Descriptor:	L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100%

Traffic Noise Levels

	Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2035) Traffic Volumes without Project														
1	Arch St. (between 13th St. and 12th St.)	Commercial/Light Industrial	2	0	560	6,160	25	50	0	0	8.0%	2.0%	63.0	62.6
2	Railroad Ave. (between 13th St. and Lyons Ave.)	Commercial	6	0	3,155	34,700	45	50	0	0	8.0%	2.0%	75.8	75.4
3	Lyons Ave. (between Newhall Ave. and Main St.)	Commercial	6	0	1,509	16,600	35	50	0	0	8.0%	2.0%	70.3	69.9
4	Lyons Ave (between Main Street and Railroad Ave.)	Commercial	6	0	1,245	13,700	35	50	0	0	8.0%	2.0%	69.5	69.1
5	Railroad Ave. (between Lyons Ave. and Market St.)	Commercial	6	0	2,618	28,800	35	50	0	0	8.0%	2.0%	72.7	72.3
6	Railroad Ave. (between Market St. and Newhall Ave.)	Commercial / Residential	6	0	2,618	28,800	35	50	0	0	8.0%	2.0%	72.7	72.3
7	Newhall Ave. (between Railroad Ave. and Race St.)	Commercial / Residential	5	0	5,273	58,000	40	50	0	0	8.0%	2.0%	76.5	76.1
8	Newhall Ave. (between Race St. and Valle Del Oro)	Commercial / Residential	6	0	5,273	58,000	40	50	0	0	8.0%	2.0%	76.9	76.5
9	Newhall Ave. (between Valle Del Oro and Sierra Hwy)	Commercial / Residential	6	0	4,527	49,800	40	50	0	0	8.0%	2.0%	76.3	75.9
10	Sierra Hwy. (between Newhall Ave. and Dockweiler Dr.)	Residential	4	0	1,182	13,000	50	50	0	0	8.0%	2.0%	71.8	71.5
11	Dockweiler Dr. (between Sierra Hwy. and Valle Del Oro)	Residential	2	12	1,300	14,300	45	50	0	0	8.0%	2.0%	71.1	70.7
12	Dockweiler Dr. (between 12th St. and Lyons Ave.)	Commercial / Residential	NA	NA	NA	NA	25	50	0	0	8.0%	2.0%	NA	NA
13	Dockweiler Dr. (between Lyons Ave. and Valle Del Oro)	Residential /College Institution	NA	NA	NA	NA	35	50	0	0	8.0%	2.0%	NA	NA
14	Lyons Ave (between Railroad Ave. and Dockweiler Dr.	Commercial/Light Industrial	NA	NA	NA	NA	35	50	0	0	8.0%	2.0%	NA	NA

OFF SITE TRAFFIC NOISE LEVELS

Project Name: Dockweiler Drive Extension

Background Information

Model Description:	FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s):	Future (2035) With Project
Source of Traffic Volumes:	David Evans & Associates Inc, August 2017
Community Noise Descriptor:	L_{dn}: _____ CNEL: X

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night	Total
Total ADT Volumes	77.70%	12.70%	9.60%	100%
Medium-Duty Trucks	87.43%	5.05%	7.52%	100%
Heavy-Duty Trucks	89.10%	2.84%	8.06%	100%

Traffic Noise Levels

	Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	 Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Future (2035) Traffic Volumes with Project														
1	Arch St. (between 13th St. and 12th St.)	Commercial/Light Industrial	2	0	982	10,800	25	50	0	0	8.0%	2.0%	65.4	65.0
2	Railroad Ave. (between 13th St. and Lyons Ave.)	Commercial	6	0	2,973	32,700	45	50	0	0	8.0%	2.0%	75.5	75.1
3	Lyons Ave. (between Newhall Ave. and Main St.)	Commercial	6	0	2,518	27,700	35	50	0	0	8.0%	2.0%	72.5	72.2
4	Lyons Ave (between Main Street and Railroad Ave.)	Commercial	6	0	2,418	26,600	35	50	0	0	8.0%	2.0%	72.4	72.0
5	Railroad Ave. (between Lyons Ave. and Market St.)	Commercial	6	0	2,345	25,800	35	50	0	0	8.0%	2.0%	72.2	71.9
6	Railroad Ave. (between Market St. and Newhall Ave.)	Commercial / Residential	6	0	2,245	24,700	35	50	0	0	8.0%	2.0%	72.0	71.7
7	Newhall Ave. (between Railroad Ave. and Race St.)	Commercial / Residential	5	0	4,045	44,500	40	50	0	0	8.0%	2.0%	75.4	75.0
8	Newhall Ave. (between Race St. and Valle Del Oro)	Commercial / Residential	6	0	4,045	44,500	40	50	0	0	8.0%	2.0%	75.8	75.4
9	Newhall Ave. (between Valle Del Oro and Sierra Hwy)	Commercial / Residential	6	0	4,000	44,000	40	50	0	0	8.0%	2.0%	75.7	75.3
10	Sierra Hwy. (between Newhall Ave. and Dockweiler Dr.)	Residential	4	0	891	9,800	50	50	0	0	8.0%	2.0%	70.6	70.2
11	Dockweiler Dr. (between Sierra Hwy. and Valle Del Oro)	Residential	2	12	2,282	25,100	45	50	0	0	8.0%	2.0%	73.5	73.1
12	Dockweiler Dr. (between 12th St. and Lyons Ave.)	Commercial / Residential	2	12	890	9,790	25	50	0	0	8.0%	2.0%	65.1	64.7
13	Dockweiler Dr. (between Lyons Ave. and Valle Del Oro)	Residential /College Institution	3	12	1,664	18,300	35	50	0	0	8.0%	2.0%	70.1	69.7
14	Lyons Ave (between Railroad Ave. and Dockweiler Dr.	Commercial/Light Industrial	4	0	2,627	28,900	35	50	0	0	8.0%	2.0%	72.1	71.7

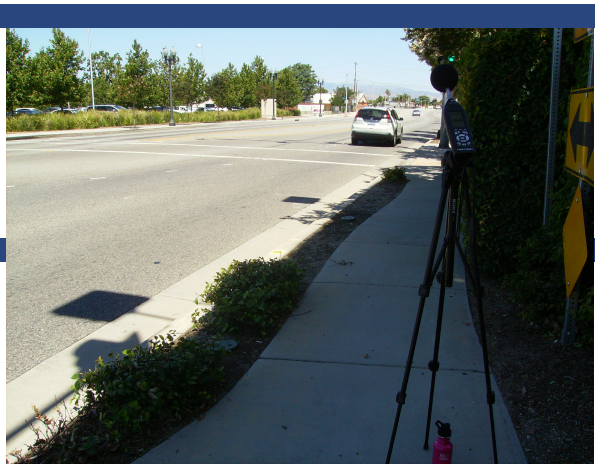
June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.020
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 1A: On the east side of Railroad Avenue adjacent to Lyons Avenue
Noise Sources: Construction trucks, delivery trucks, vehicles passing noise monitor



Measurement

Description	
Start	2017-06-13 11:30:08
Stop	2017-06-13 11:45:08
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

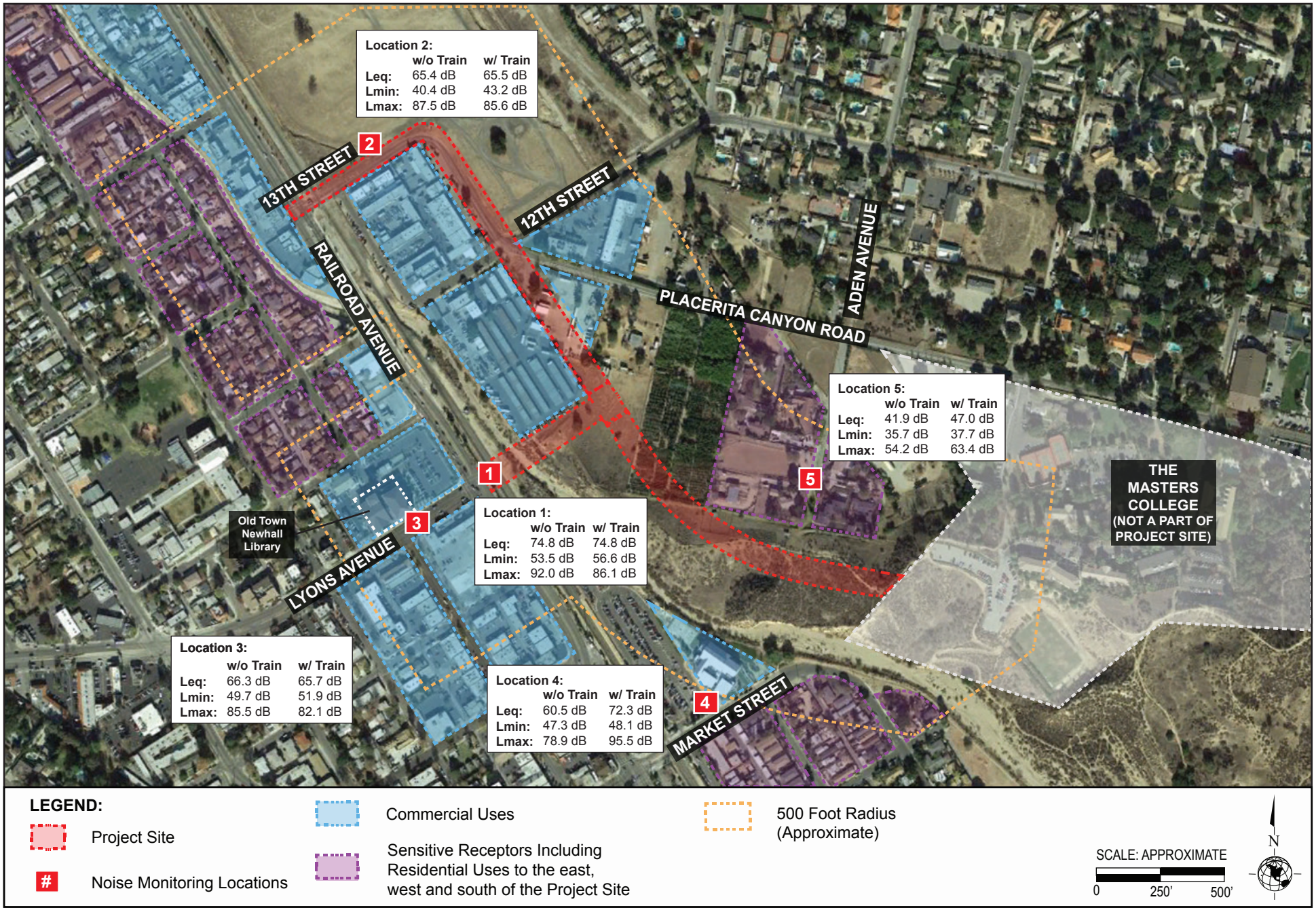
Results

L_{Aeq}	74.8 dB			
LAE	104.4 dB			
EA	3.052 mPa²h			
$L_{Zpeak\ (max)}$	2017-06-13 11:34:36	107.5 dB		
L_{ASmax}	2017-06-13 11:34:37	92.0 dB		
L_{ASmin}	2017-06-13 11:38:18	53.5 dB		
SEA	-99.9 dB			
LAS > 65.0 dB (Exceedance Counts / Duration)	15	794.1 s		
LAS > 85.0 dB (Exceedance Counts / Duration)	2	9.1 s		
L_{Zpeak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s		
L_{Zpeak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s		
L_{Zpeak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s		

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	74.8	74.8	74.8	74.8

L_{Ceq}	79.2 dB
L_{Aeq}	74.8 dB
L_{Ceq} - L_{Aeq}	4.3 dB
L_{AIeq}	76.8 dB
L_{Aeq}	74.8 dB
L_{AIeq} - L_{Aeq}	2.0 dB

	A	
	dB	**Time Stamp**
L_{eq}	74.8	
$L_{S(max)}$	92.0	2017/06/13 11:34:37
$L_{F(max)}$	93.9	2017/06/13 11:34:36
$L_{I(max)}$	94.2	2017/06/13 11:34:36
$L_{S(min)}$	53.5	2017/06/13 11:38:18
$L_{F(min)}$	52.6	2017/06/13 11:38:16
$L_{I(min)}$	53.4	2017/06/13 11:38:17
$L_{Peak(max)}$	106.1	2017/06/13 11:34:36



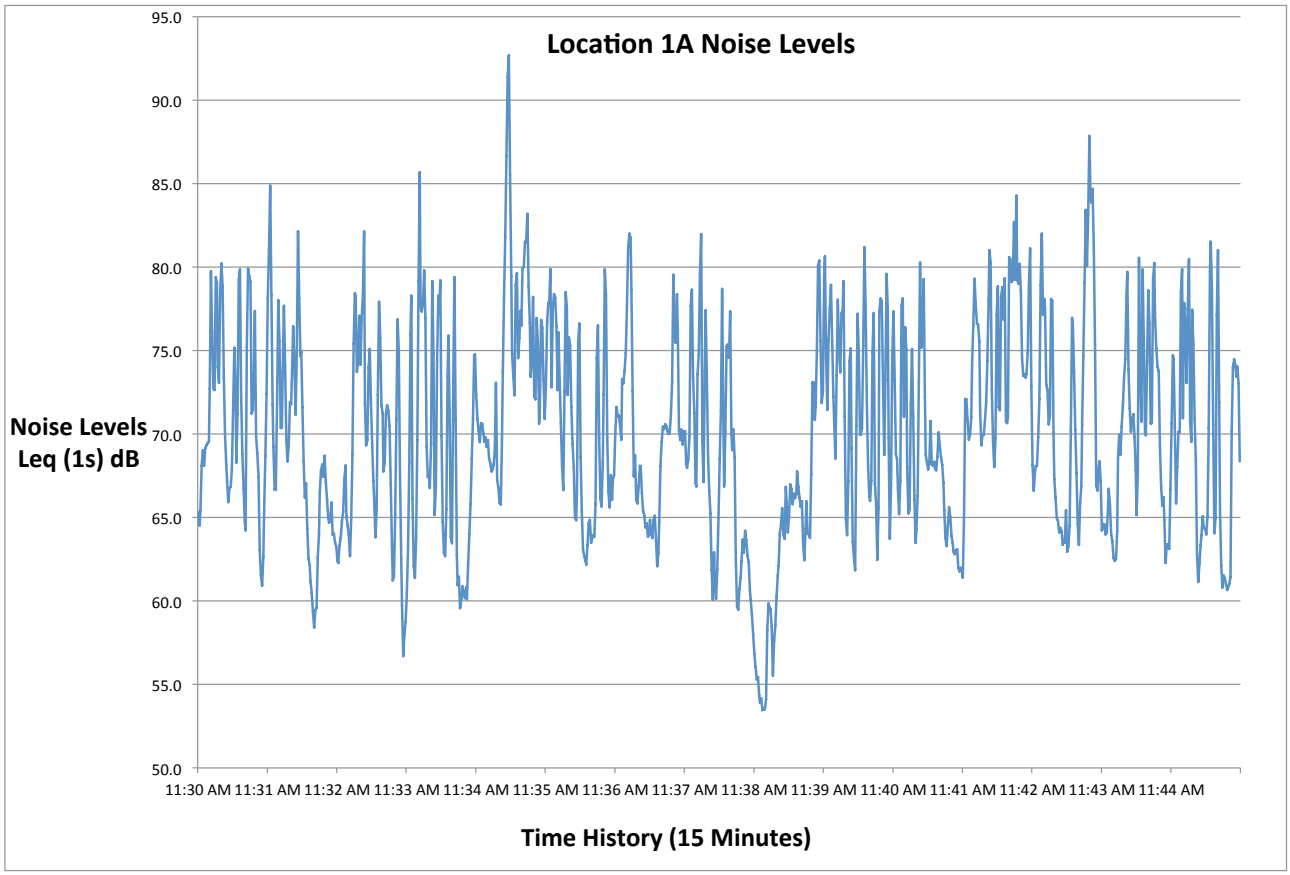
Source: Google Earth, 2015; Noise Measurements June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Figure 4.8-2
Noise Monitoring Location Map

PARKER
ENVIRONMENTAL CONSULTANTS

Statistics	
LAS5.00	79.7 dB
LAS10.00	78.3 dB
LAS33.30	74.0 dB
LAS50.00	70.9 dB
LAS66.60	68.0 dB
LAS90.00	63.2 dB



June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.021
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 1T: On the west side of Railroad Avenue adjacent to Lyons Avenue
Noise Sources: Metrolink, cars passing noise monitor, delivery trucks

Measurement

Description	
Start	2017-06-13 11:45:14
Stop	2017-06-13 12:00:14
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

L_{Aeq}	74.8 dB	
LAE	104.3 dB	
EA	3.002 mPa²h	
$LZ_{peak\ (max)}$	2017-06-13 11:57:17	107.4 dB
LAS_{max}	2017-06-13 11:54:40	86.1 dB
LAS_{min}	2017-06-13 11:48:37	56.6 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	17	833.6 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	1.8 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

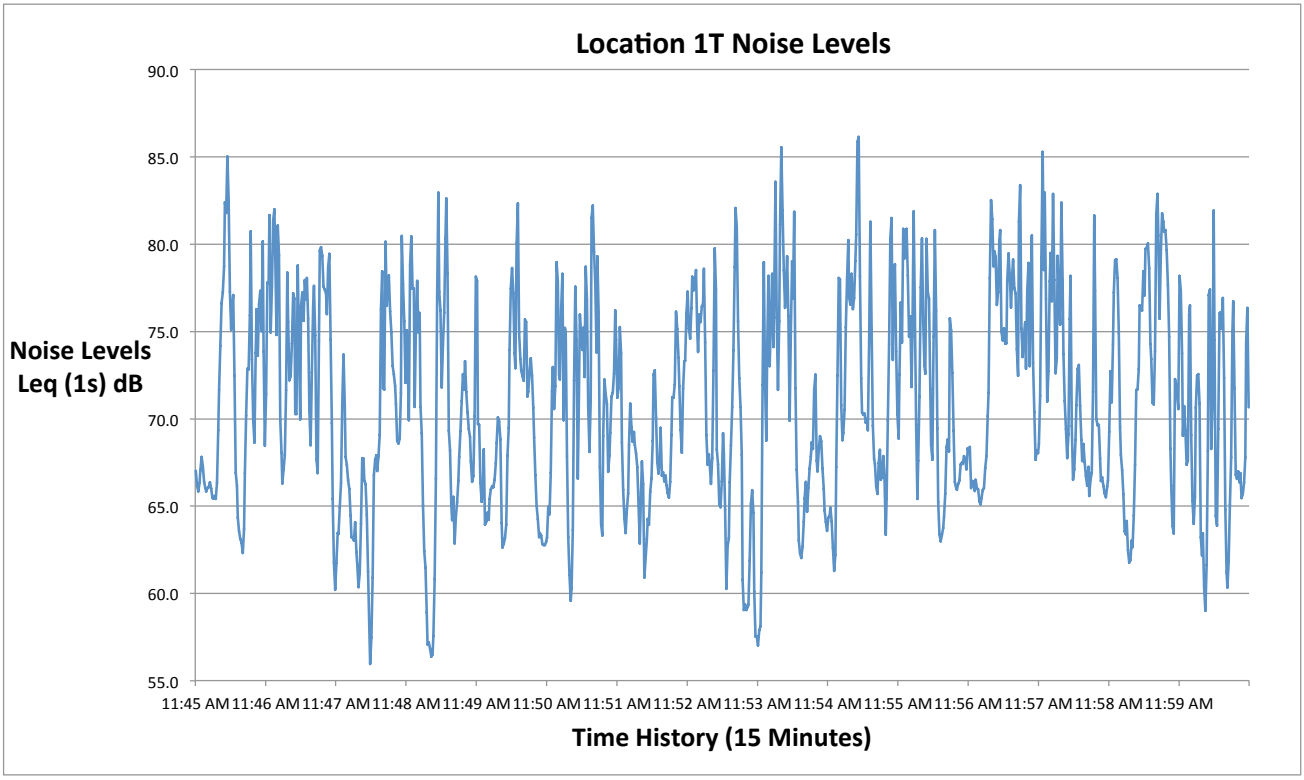
Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	74.8	74.8	74.8	74.8

LC_{eq}	81.1 dB
LA_{eq}	74.8 dB
LC_{eq} - LA_{eq}	6.3 dB
LAI_{eq}	76.7 dB
LA_{eq}	74.8 dB
LAI_{eq} - LA_{eq}	1.9 dB

	A	
	dB	**Time Stamp**
L_{eq}	74.8	
$L_{S(max)}$	86.1	2017/06/13 11:54:40
$L_{F(max)}$	88.4	2017/06/13 11:54:40
$L_{I(max)}$	89.1	2017/06/13 11:54:40
$L_{S(min)}$	56.6	2017/06/13 11:48:37
$L_{F(min)}$	55.3	2017/06/13 11:47:44
$L_{I(min)}$	56.0	2017/06/13 11:47:44
$L_{Peak(max)}$	99.1	2017/06/13 11:57:26

Noise Monitoring Location 1T
Lyons Ave. / Dockweiler Drive Extension Project

Statistics	
LAS5.00	80.1 dB
LAS10.00	78.7 dB
LAS33.30	75.1 dB
LAS50.00	71.7 dB
LAS66.60	68.2 dB
LAS90.00	64.3 dB



June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.014
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 2A: On the north side of 13th Street, 250 ft east of railroad crossing
Noise Sources: Vehicles and delivery trucks passing noise monitor

Measurement

Description	
Start	2017-06-13 09:39:32
Stop	2017-06-13 09:54:32
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2017-06-13 09:37:50
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

L_{Aeq}	65.4 dB		
LAE	94.9 dB		
EA	344.928 µPa²h		
$LZ_{peak\ (max)}$	2017-06-13 09:40:40	111.8 dB	
LAS_{max}	2017-06-13 09:40:41	87.5 dB	
LAS_{min}	2017-06-13 09:47:27	40.4 dB	
SEA	-99.9 dB		
LAS > 65.0 dB (Exceedance Counts / Duration)	41	180.0 s	
LAS > 85.0 dB (Exceedance Counts / Duration)	1	3.1 s	
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s	
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s	
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s	

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	65.4	65.4	65.4	65.4

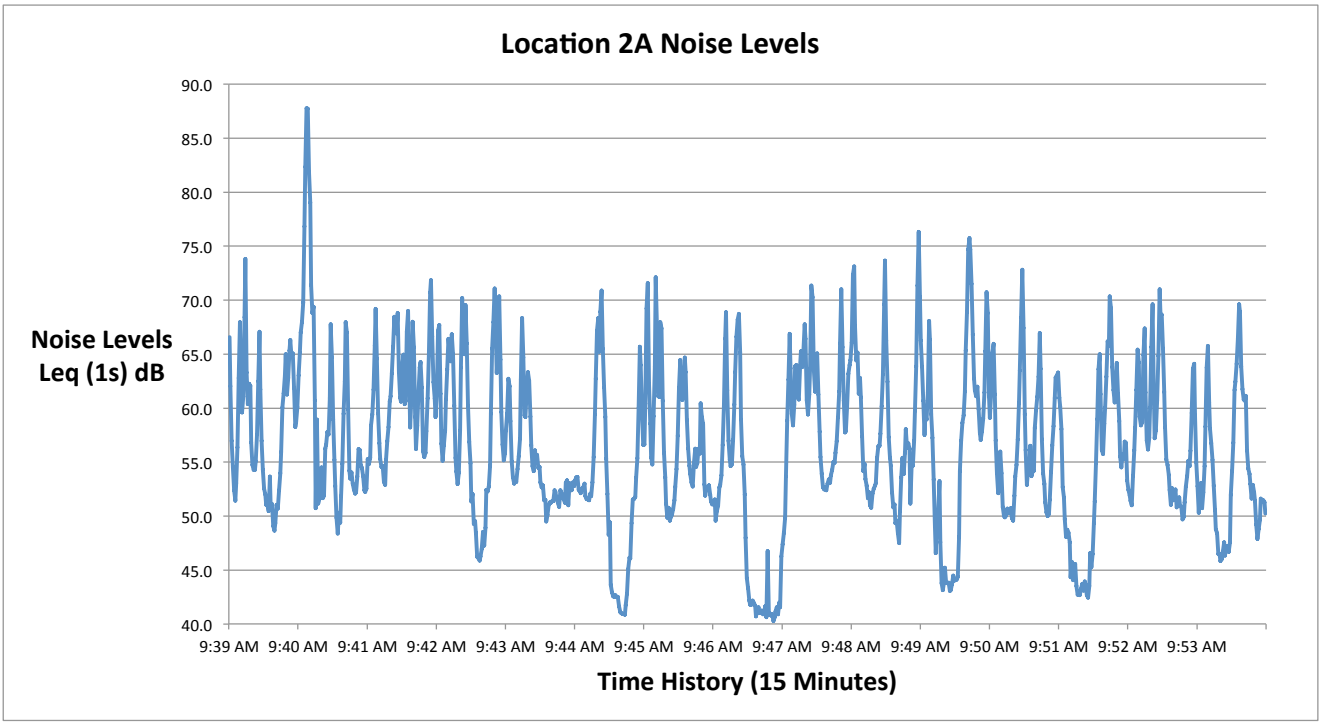
LC_{eq}	78.6 dB
LA_{eq}	65.4 dB
LC_{eq} - LA_{eq}	13.3 dB
LAI_{eq}	67.2 dB
LA_{eq}	65.4 dB
LAI_{eq} - LA_{eq}	1.8 dB

	A	
	dB	**Time Stamp**
L_{eq}	65.4	
$L_{S(max)}$	87.5	2017/06/13 9:40:41
$L_{F(max)}$	89.1	2017/06/13 9:40:41
$L_{I(max)}$	89.7	2017/06/13 9:40:41
$L_{S(min)}$	40.4	2017/06/13 9:47:27
$L_{F(min)}$	39.4	2017/06/13 9:47:25
$L_{I(min)}$	40.3	2017/06/13 9:47:27
$L_{Peak(max)}$	100.6	2017/06/13 9:40:40

Noise Monitoring Location 2A
Lyons Ave. / Dockweiler Drive Extension Project

PARKER
ENVIRONMENTAL CONSULTANTS

Statistics	
LAS5.00	68.7 dB
LAS10.00	66.6 dB
LAS33.30	61.2 dB
LAS50.00	56.8 dB
LAS66.60	53.2 dB
LAS90.00	46.9 dB



June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.015
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 2T: On the north side of 13th Street, 250 ft east of railroad crossing
Noise Sources: Vehicles passing noise monitor, Metrolink, railroad crossing alarms

Measurement

Description	
Start	2017-06-13 09:55:13
Stop	2017-06-13 10:10:13
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

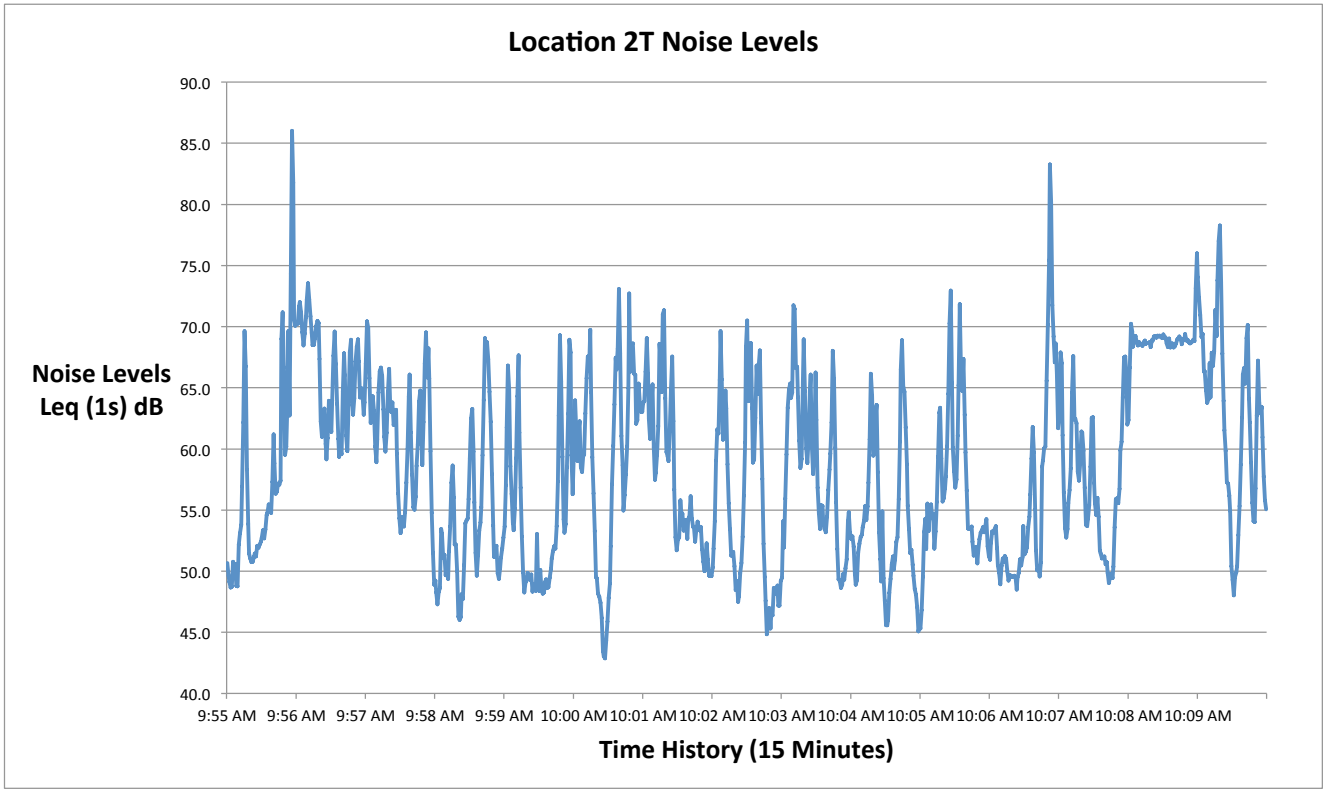
L_{Aeq}	65.5 dB	
LAE	95.1 dB	
EA	358.066 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 09:56:10	103.9 dB
LAS_{max}	2017-06-13 09:56:10	85.6 dB
LAS_{min}	2017-06-13 10:00:41	43.2 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	37	300.7 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	1.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	65.5	65.5	65.5	65.5

LC_{eq}	75.9 dB
LA_{eq}	65.5 dB
LC_{eq} - LA_{eq}	10.4 dB
LAI_{eq}	68.5 dB
LA_{eq}	65.5 dB
LAI_{eq} - LA_{eq}	2.9 dB

	A	
	dB	**Time Stamp**
L_{eq}	65.5	
$L_{S(max)}$	85.6	2017/06/13 9:56:10
$L_{F(max)}$	90.0	2017/06/13 9:56:10
$L_{I(max)}$	91.8	2017/06/13 9:56:10
$L_{S(min)}$	43.2	2017/06/13 10:00:41
$L_{F(min)}$	42.3	2017/06/13 10:00:40
$L_{I(min)}$	42.7	2017/06/13 10:00:40
$L_{Peak(max)}$	100.9	2017/06/13 9:56:10

Statistics	
LAS5.00	69.9 dB
LAS10.00	68.8 dB
LAS33.30	63.6 dB
LAS50.00	59.3 dB
LAS66.60	54.2 dB
LAS90.00	49.7 dB



June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.017
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 3A: On the north side of Lyons Avenue adjacent to Newhall Library
Noise Sources: Ambulance, vehicle traffic, delivery trucks

Measurement

Description	
Start	2017-06-13 10:18:31
Stop	2017-06-13 10:33:31
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

L_{Aeq}	66.3 dB	
LAE	95.8 dB	
EA	426.519 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 10:29:22	108.3 dB
LAS_{max}	2017-06-13 10:29:23	85.5 dB
LAS_{min}	2017-06-13 10:22:56	49.7 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	38	354.7 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	1.5 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

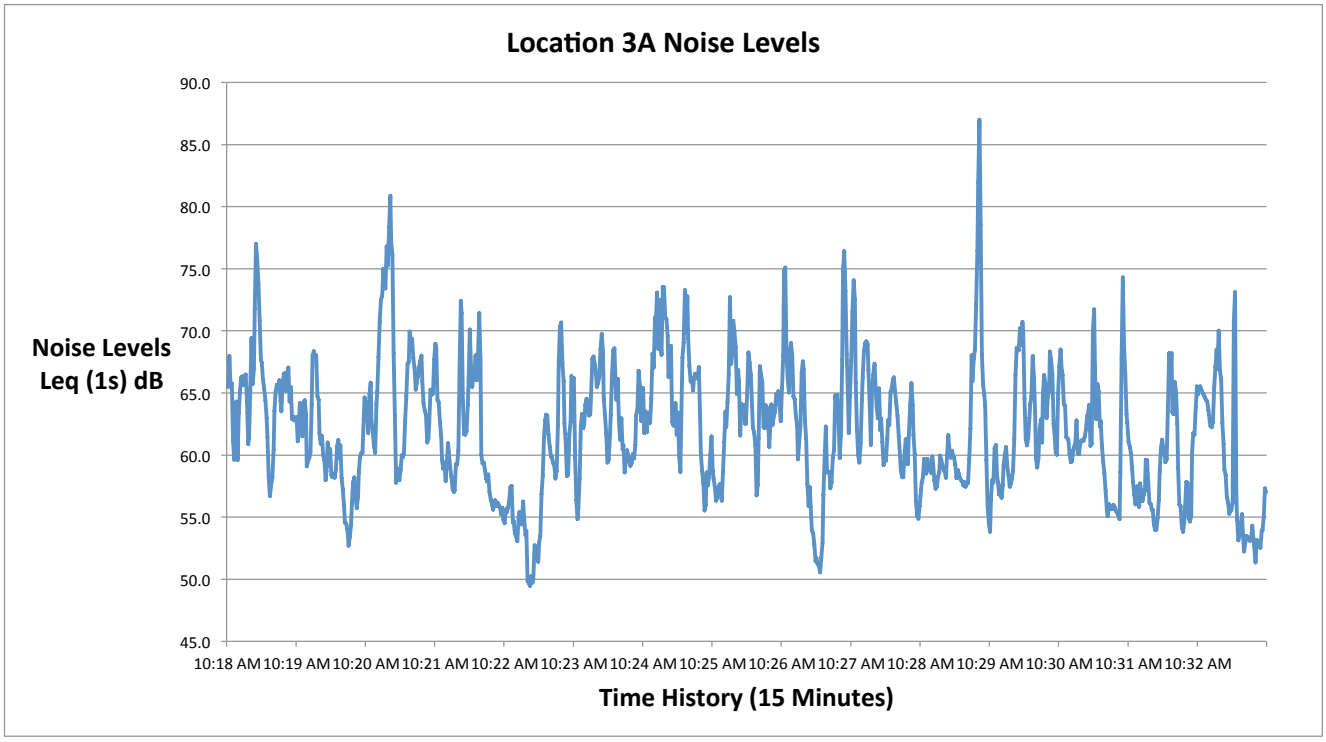
Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	66.3	66.3	66.3	66.3

LC_{eq}	77.2 dB
LA_{eq}	66.3 dB
LC_{eq} - LA_{eq}	10.9 dB
LAI_{eq}	68.7 dB
LA_{eq}	66.3 dB
LAI_{eq} - LA_{eq}	2.4 dB

	A	
	dB	**Time Stamp**
L_{eq}	66.3	
$L_{S(max)}$	85.5	2017/06/13 10:29:23
$L_{F(max)}$	89.0	2017/06/13 10:29:22
$L_{I(max)}$	89.9	2017/06/13 10:29:22
$L_{S(min)}$	49.7	2017/06/13 10:22:56
$L_{F(min)}$	49.1	2017/06/13 10:22:56
$L_{I(min)}$	49.3	2017/06/13 10:22:56
$L_{Peak(max)}$	95.4	2017/06/13 10:29:22

PARKER
ENVIRONMENTAL CONSULTANTS

Statistics	
LAS5.00	70.9 dB
LAS10.00	68.7 dB
LAS33.30	64.6 dB
LAS50.00	62.4 dB
LAS66.60	59.9 dB
LAS90.00	55.8 dB



PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.018
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 3T: On the north side of Lyons Avenue adjacent to Newhall Library
Noise Sources: Traffic on Lyons Avenue and Railroad Avenue; Metrolink

Measurement

Description	
Start	2017-06-13 10:33:45
Stop	2017-06-13 10:48:45
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

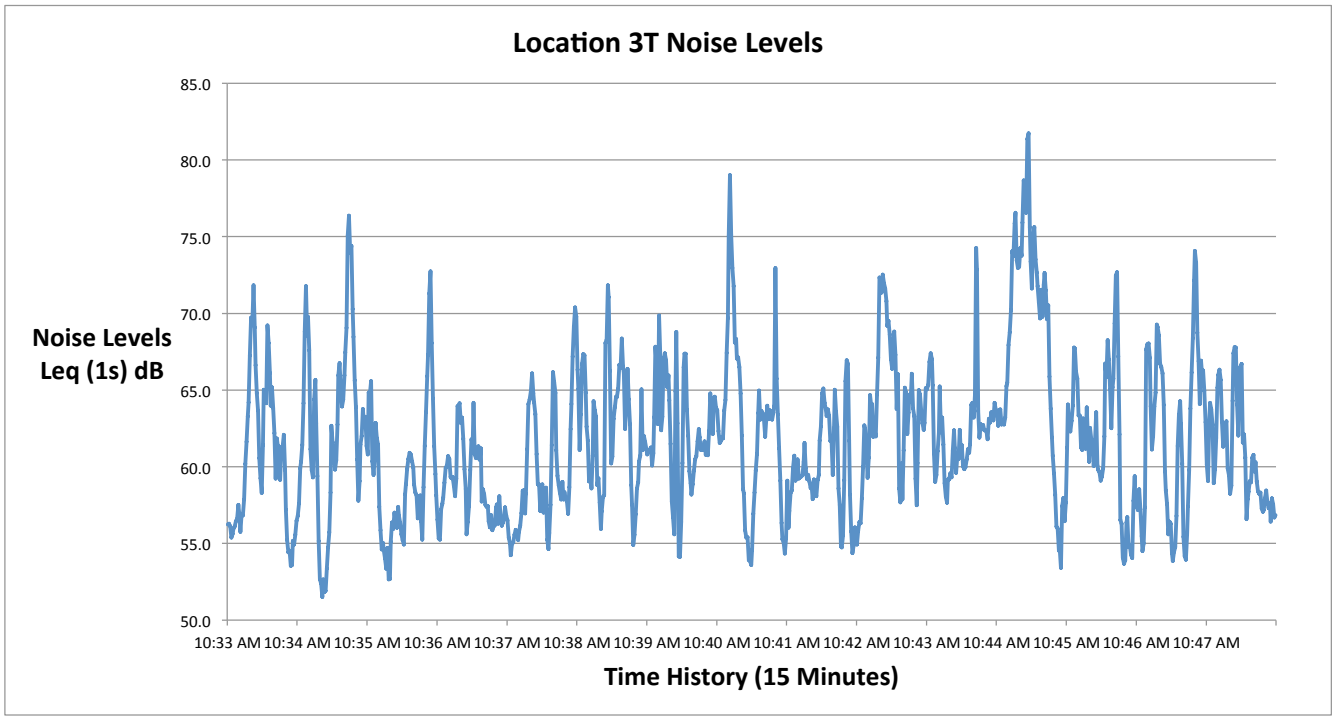
L_{Aeq}	65.7 dB	
LAE	95.2 dB	
EA	369.842 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 10:40:56	100.1 dB
LAS_{max}	2017-06-13 10:45:12	82.1 dB
LAS_{min}	2017-06-13 10:35:09	51.9 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	30	257.4 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	65.7	65.7	65.7	65.7

LC_{eq}	76.4 dB
LA_{eq}	65.7 dB
LC_{eq} - LA_{eq}	10.7 dB
LAI_{eq}	67.4 dB
LA_{eq}	65.7 dB
LAI_{eq} - LA_{eq}	1.7 dB

	A	
	dB	**Time Stamp**
L_{eq}	65.7	
$L_{S(max)}$	82.1	2017/06/13 10:45:12
$L_{F(max)}$	84.4	2017/06/13 10:45:12
$L_{I(max)}$	85.6	2017/06/13 10:45:11
$L_{S(min)}$	51.9	2017/06/13 10:35:09
$L_{F(min)}$	50.6	2017/06/13 10:35:06
$L_{I(min)}$	51.7	2017/06/13 10:35:06
$L_{Peak(max)}$	95.4	2017/06/13 10:45:12

Statistics	
LAS5.00	71.6 dB
LAS10.00	68.4 dB
LAS33.30	63.6 dB
LAS50.00	61.7 dB
LAS66.60	59.6 dB
LAS90.00	56.2 dB



PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.027
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 4A: On the north side of Market St., approx. 250 ft east of railroad crossing
Noise Sources: Cars speeding, residential activity, light vehicle traffic

Measurement

Description	
Start	2017-06-13 13:34:08
Stop	2017-06-13 13:49:08
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

L_{Aeq}	60.5 dB	
LAE	90.1 dB	
EA	112.426 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 13:40:43	105.1 dB
LAS_{max}	2017-06-13 13:45:36	78.9 dB
LAS_{min}	2017-06-13 13:38:56	47.3 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	12	66.9 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

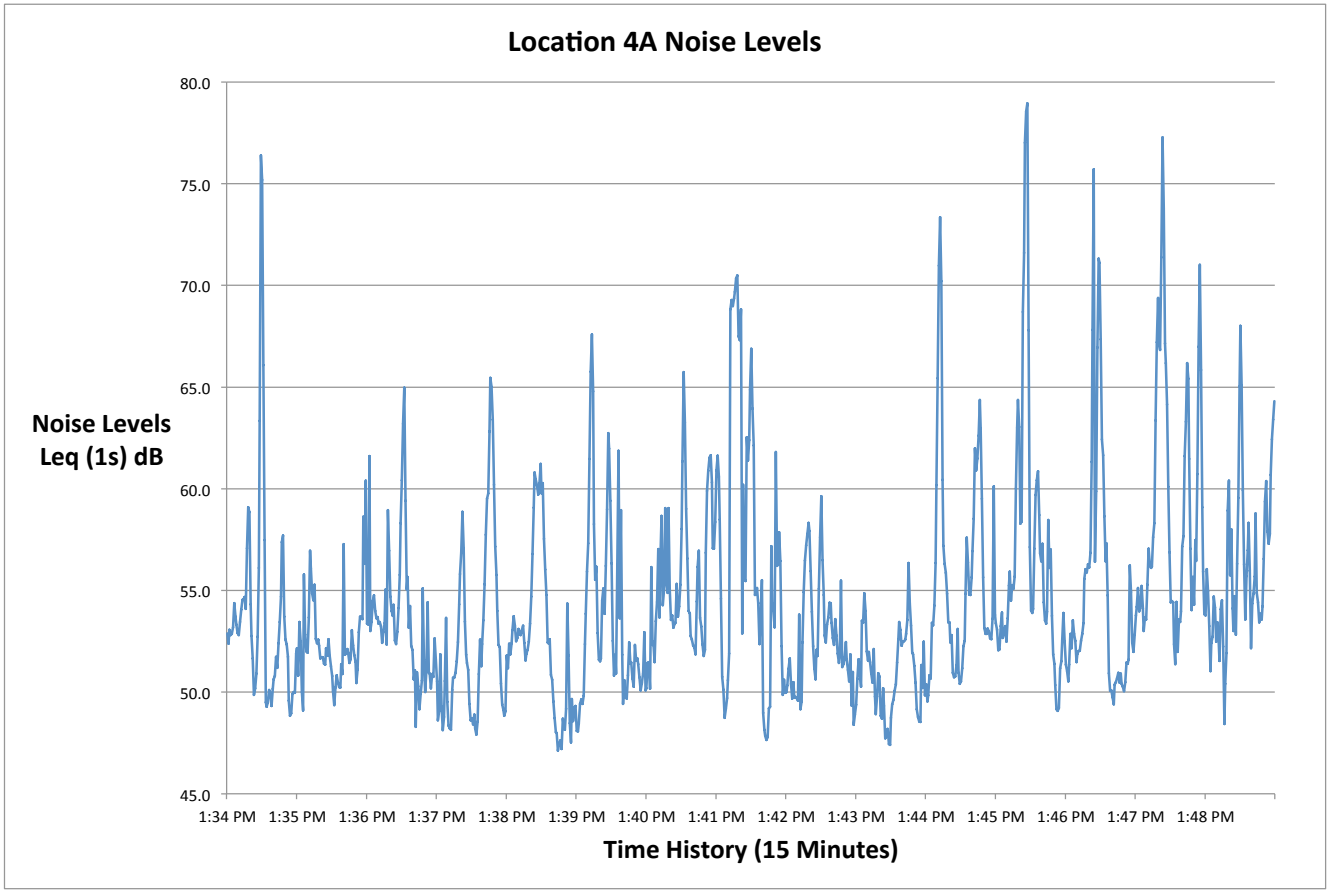
Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	60.5	60.5	60.5	60.5

LC_{eq}	69.6 dB
LA_{eq}	60.5 dB
LC_{eq} - LA_{eq}	9.1 dB
LAI_{eq}	64.8 dB
LA_{eq}	60.5 dB
LAI_{eq} - LA_{eq}	4.3 dB

	A	
	dB	**Time Stamp**
L_{eq}	60.5	
$L_{S(max)}$	78.9	2017/06/13 13:45:36
$L_{F(max)}$	82.2	2017/06/13 13:46:32
$L_{I(max)}$	84.8	2017/06/13 13:46:32
$L_{S(min)}$	47.3	2017/06/13 13:38:56
$L_{F(min)}$	46.6	2017/06/13 13:39:04
$L_{I(min)}$	47.1	2017/06/13 13:38:55
$L_{Peak(max)}$	96.8	2017/06/13 13:34:38

PARKER
ENVIRONMENTAL CONSULTANTS

Statistics	
LAS5.00	66.2 dB
LAS10.00	62.0 dB
LAS33.30	55.4 dB
LAS50.00	53.5 dB
LAS66.60	52.2 dB
LAS90.00	50.0 dB



June 13, 2017

PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.028
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 4T: On the north side of Market St., approx. 250 ft east of railroad crossing
Noise Sources: Metrolink**,** railroad crossings bells, cars speeding, residential activity, light vehicle traffic

Measurement

Description	
Start	2017-06-13 13:55:16
Stop	2017-06-13 14:10:16
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

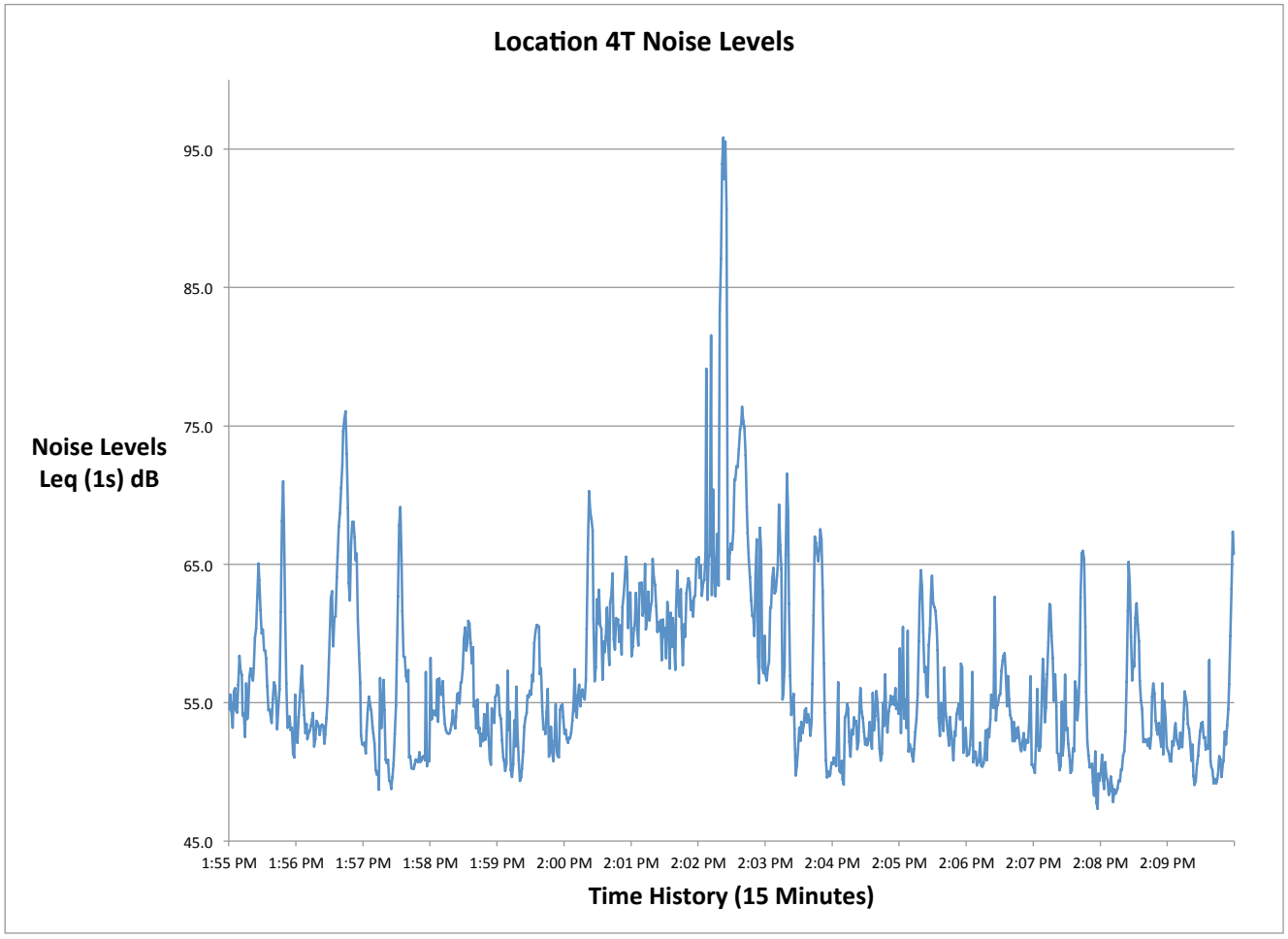
L_{Aeq}	72.3 dB	
LAE	101.8 dB	
EA	1.683 mPa²h	
$LZ_{peak\ (max)}$	2017-06-13 14:02:39	109.4 dB
LAS_{max}	2017-06-13 14:02:41	95.5 dB
LAS_{min}	2017-06-13 14:08:14	48.1 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	15	106.6 s
LAS > 85.0 dB (Exceedance Counts / Duration)	1	7.7 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	72.3	72.3	72.3	72.3

LC_{eq}	76.8 dB
LA_{eq}	72.3 dB
LC_{eq} - LA_{eq}	4.5 dB
LAI_{eq}	74.8 dB
LA_{eq}	72.3 dB
LAI_{eq} - LA_{eq}	2.5 dB

	A	
	dB	**Time Stamp**
L_{eq}	72.3	
$L_{S(max)}$	95.5	2017/06/13 14:02:41
$L_{F(max)}$	97.3	2017/06/13 14:02:41
$L_{I(max)}$	97.8	2017/06/13 14:02:41
$L_{S(min)}$	48.1	2017/06/13 14:08:14
$L_{F(min)}$	46.6	2017/06/13 14:08:13
$L_{I(min)}$	47.6	2017/06/13 14:08:28
$L_{Peak(max)}$	106.5	2017/06/13 14:02:37

Statistics	
LAS5.00	68.7 dB
LAS10.00	65.0 dB
LAS33.30	58.3 dB
LAS50.00	55.0 dB
LAS66.60	53.3 dB
LAS90.00	51.0 dB



PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.024
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	Elise Lorenzana
Job Description	

Location 5A: On the west side of Aden Ave., south of Placerita Cyn Rd.
Noise Sources: Wind chimes, dog barking

Measurement

Description	
Start	2017-06-13 12:38:50
Stop	2017-06-13 12:53:50
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

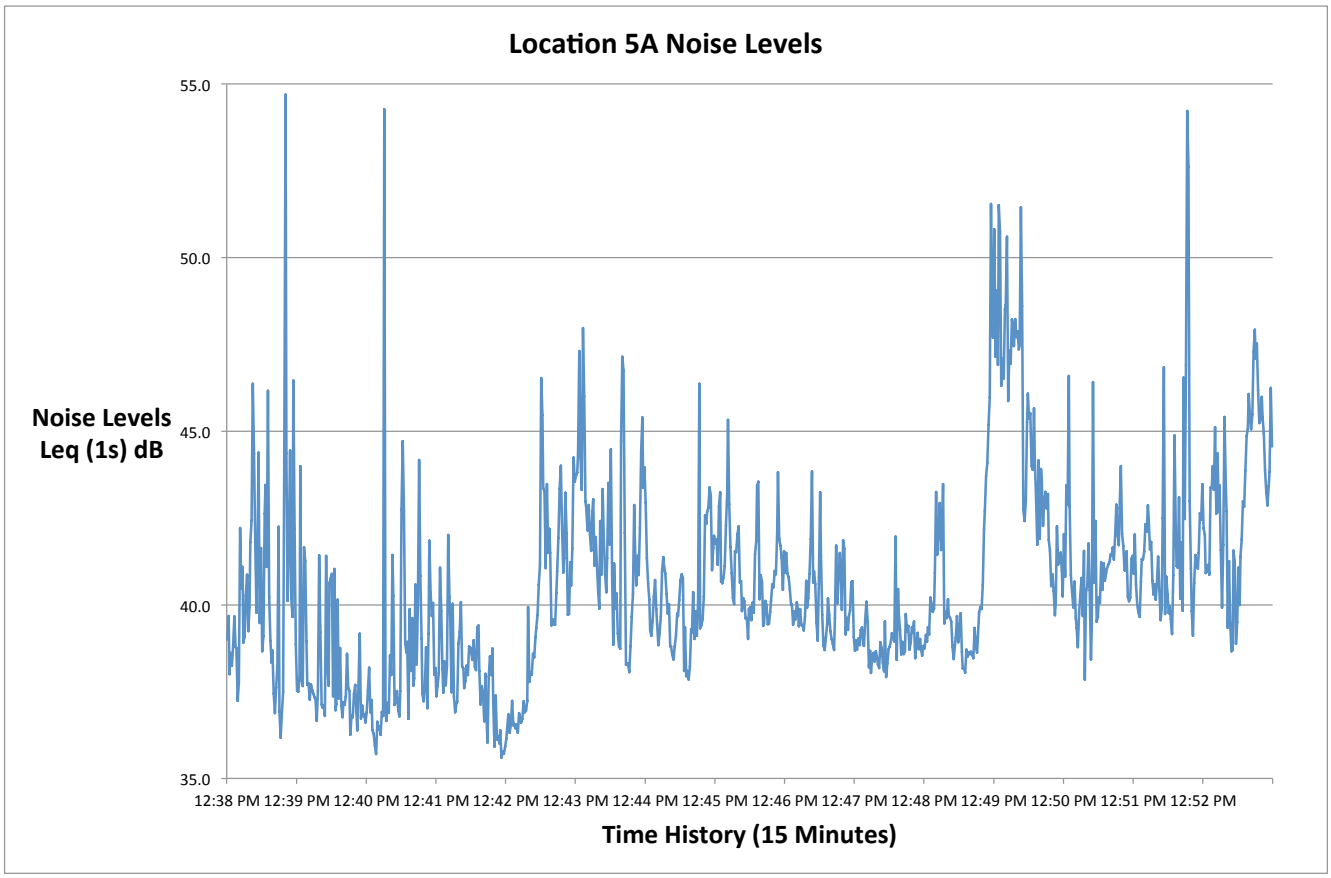
L_{Aeq}	41.9 dB	
LAE	71.5 dB	
EA	1.563 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 12:47:12	98.8 dB
LAS_{max}	2017-06-13 12:52:36	54.2 dB
LAS_{min}	2017-06-13 12:42:49	35.7 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	41.9	41.9	41.9	41.9

L_{Ceq}	57.8 dB
L_{Aeq}	41.9 dB
L_{Ceq} - L_{Aeq}	15.9 dB
LAI_{eq}	47.1 dB
L_{Aeq}	41.9 dB
LAI_{eq} - L_{Aeq}	5.1 dB

	A	
	dB	**Time Stamp**
L_{eq}	41.9	
$L_{S(max)}$	54.2	2017/06/13 12:52:36
$L_{F(max)}$	61.9	2017/06/13 12:52:36
$L_{I(max)}$	66.6	2017/06/13 12:52:36
$L_{S(min)}$	35.7	2017/06/13 12:42:49
$L_{F(min)}$	35.1	2017/06/13 12:42:47
$L_{I(min)}$	35.6	2017/06/13 12:42:45
$L_{Peak(max)}$	85.6	2017/06/13 12:39:41

Statistics	
LAS5.00	46.3 dB
LAS10.00	44.3 dB
LAS33.30	41.3 dB
LAS50.00	40.3 dB
LAS66.60	39.4 dB
LAS90.00	37.6 dB



PARKER ENVIRONMENTAL CONSULTANTS

Summary

File Name on Meter	831_Data.025
Serial Number	0003748
Model	Model 831
Firmware Version	2.311
User	
Job Description	

Location 5T: On the west side of Aden Ave., south of Placerita Cyn Rd.
Noise Sources: Metrolink, train horns, wind chimes, dog barking

Measurement

Description	
Start	2017-06-13 12:54:12
Stop	2017-06-13 13:09:12
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre Calibration	2015-02-12 09:51:33
Post Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamp	PRM831
Microphone Correction	Off
Integration Method	Linear
Gain	0.0 dB
Overload	143.3 dB

	A	C	Z
Under Range Peak	75.7	72.7	**77.7** dB
Under Range Limit	**26.2**	26.4	31.9 dB
Noise Floor	17.0	17.3	22.5 dB

Results

L_{Aeq}	47.0 dB	
LAE	76.6 dB	
EA	5.024 µPa²h	
$LZ_{peak\ (max)}$	2017-06-13 13:02:54	99.1 dB
LAS_{max}	2017-06-13 12:54:19	63.4 dB
LAS_{min}	2017-06-13 13:07:41	37.7 dB
SEA	-99.9 dB	
LAS > 65.0 dB (Exceedance Counts / Duration)	0	0.0 s
LAS > 85.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 135.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 137.0 dB (Exceedance Counts / Duration)	0	0.0 s
LZ_{peak} > 140.0 dB (Exceedance Counts / Duration)	0	0.0 s

Community Noise	**Ldn**	**LDay 07:00-22:00**	**Lden**	**LDay 07:00-19:00**
	47.0	47.0	47.0	47.0

LC_{eq}	59.4 dB
LA_{eq}	47.0 dB
LC_{eq} - LA_{eq}	12.4 dB
LAl_{eq}	50.2 dB
LA_{eq}	47.0 dB
LAl_{eq} - LA_{eq}	3.2 dB

	A	
	dB	**Time Stamp**
L_{eq}	47.0	
$L_{S(max)}$	63.4	2017/06/13 12:54:19
$L_{F(max)}$	65.2	2017/06/13 12:54:18
$L_{I(max)}$	67.7	2017/06/13 12:55:28
$L_{S(min)}$	37.7	2017/06/13 13:07:41
$L_{F(min)}$	36.8	2017/06/13 13:07:40
$L_{I(min)}$	37.4	2017/06/13 13:07:41
$L_{Peak(max)}$	81.3	2017/06/13 12:55:28

PARKER
ENVIRONMENTAL CONSULTANTS

Statistics	
LAS5.00	50.7 dB
LAS10.00	48.3 dB
LAS33.30	44.4 dB
LAS50.00	42.9 dB
LAS66.60	41.3 dB
LAS90.00	39.6 dB