

**State College Area Connector
Preliminary Design Noise Analysis**

**Harris and Potter Townships
Centre County, Pennsylvania**

Prepared For



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List of Acronyms

AADT	Annual Average Daily Traffic
CCMPO	Centre County Metropolitan Planning Organization
dB	Decibels
dBA	A-Weighted Decibel
DHV	Design Hour Volume
ERU	Equivalent Residential Units
FHWA	Federal Highway Administration
ft ²	Square Feet
GPS	Global Positioning System
Hz	Hertz
Kg	Kilogram
Leq	Equivalent Sound Level
Leq(h)	Hourly Average Noise Level
L RTP	Long Range Transportation Plan
mph	Miles per Hour
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NSA	Noise Study Area
PennDOT	Pennsylvania Department of Transportation
SCAC	State College Area Connector
TIP	Transportation Improvement Program
TNM	Traffic Noise Model

1.0 Executive Summary

A preliminary design noise analysis was conducted for the State College Area Connector Project (SCAC) located in Potter and Harris Townships, Centre County, Pennsylvania. The project consists of the construction of a new, 4-lane limited access highway that will bypass the existing 2-lane section of US 322, connecting the 4-lane section of US 322 at Potters Mills to the 4-lane Mount Nittany Expressway in Boalsburg. See **Appendix A - Figure 1 – Project Location Map**.

The purpose of this project is to improve roadway congestion by achieving acceptable Level of Service (LOS) and to address safety issues by reducing the predicted crash frequency along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

The noise analysis involved the measurement of existing noise levels, modeling of existing (2023) and design year (2050) noise conditions, and design year noise impact assessment and noise abatement evaluations within the project study area. The proposed project alternatives include a No Build Alternative and three Build Alternatives (Central Alternative, North Alternative, and South Alternative). Descriptions of each alternative are listed below.

1.1 Alternative Descriptions

No Build Alternative

The No Build Alternative involves taking no action to improve the transportation facilities within the US 322 corridor, except for projects “committed” as a programmed project in the current Centre County Metropolitan Planning Organization’s (CCMPO’s) Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP). This alternative would maintain the highway in its current configuration and could include routine maintenance and repairs. No additional improvements would take place along US 322 between Boalsburg and Potters Mills. Although the No Build Alternative would not address the project’s purpose and needs, it was retained for comparison purposes.

Central Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club. At the western end, the existing US 322 would remain in its current location and the new US 322 4-lane highway would be on the south side of the existing US 322. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322. Just east of the Mountain View Country Club, the alignment would start to move north of the existing US 322 through the Nittany Farm and around the Kuhn tree farm. It would then cross over the existing US 322 and travel south of the Potter Township Athletic Complex on the south side of US 322, avoiding the commercial area in Potter Township. From there, the alignment crosses Sleepy Creek (stream that drains to Tussey Sink) and starts to move north towards the existing US 322. The alignment would return to the existing US 322 alignment near Tusseyville. The eastern end would maintain the existing US 322 as the local access road in its

current position and the 4-lane highway alignment would be on the south side of the existing US 322 from approximately Tusseyville to Potters Mills.

North Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club. At the western end, the existing US 322 would remain in its current location and the new US 322 4-lane highway would be on the south side of the existing US 322. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322. Just east of the Mountain View Country Club, the alignment would start to move north of the existing US 322 through the Nittany Farm and around the Kuhn tree farm. It would continue through the agricultural fields on the north side of US 322, avoiding the commercial area on US 322 in Potter Township. The alignment would return to the existing US 322 alignment through Tusseyville. The eastern end would maintain the existing US 322 as the local access road in its current position and the 4-lane highway alignment would be on the south side of the existing US 322 from approximately Tusseyville to Potters Mills.

South Alternative

The western end alignment would be the same for all three alternatives, from the SR 45 interchange to just east of the Mountain View Country Club. At the western end, the existing US 322 would remain in its current location and the new US 322 4-lane highway would be on the south side of the existing US 322. The western end alignment would also include a pedestrian/bicycle trail on the north side of the existing US 322. Just east of the Mountain View Country Club, the alignment would start to move south of the existing US 322 through the Tait Farm and along the side of the Tussey Mountain Ridge (Tussey Ridge) behind the neighborhoods and communities along the south side of the existing US 322. It would then cross over Sleepy Creek (stream that drains to Tussey Sink) and start to move north towards the existing US 322. The alignment would return to the existing US 322 alignment near Tusseyville. The eastern end would maintain the existing US 322 as the local access road in its current position and the 4-lane highway alignment would be on the south side of the existing US 322 from approximately Tusseyville to Potters Mills.

1.2 Alternatives Analysis

Noise-sensitive land uses were identified and grouped into 56 unique Noise Study Areas (NSAs) to facilitate the analysis. As all three Build Alternatives share a common alignment at both the western end of the project and at the eastern end where the SCAC will tie into the existing 4-lane sections of US 322, 24 of these NSAs are common to all three alternatives. Starting at the western end of the project area, NSAs 1 through 16 are common to the western portions of all three alignments. In the east, NSAs 30 through 37 are common to the eastern portions of all three alignments. NSAs 24 (C,S) through NSA 29 (C,S) are common to both the Central and South Alternatives, while the remaining 26 NSAs are unique to one of the three alternatives. The results of the analysis for each of the alternatives are summarized as follows.

No Build Alternative

As the No Build Alternative involves taking no action to improve the transportation facilities within the US 322 corridor, an analysis of the No Build noise levels was only conducted within NSAs and for receptors that were evaluated for the three Build Alternative analyses for purposes of comparison. There are several regions of noise-sensitive land uses along the existing roadway network for which Existing and No Build noise levels were not predicted as none of the three Build Alternatives encroached upon these regions. Since the No Build noise level predictions only consider the change in traffic along the existing roadway network, design year (2050) noise levels for the No Build Alternative were predicted to increase between 1 dBA to 2 dBA (on average) above the predicted existing year (2023) noise levels, relative to the traffic volume increases that were estimated for the existing roadway network.

Central Alternative

Within the 37 NSAs that correspond to the Central Alternative, noise levels at 263 noise receptors (representing 498 equivalent residential units [ERU]) were predicted and compared to the Federal Highway Administration (FHWA)/Pennsylvania Department of Transportation (PennDOT) noise abatement criteria (NAC) to determine noise impacts.

Noise impacts for the design year (2050) conditions for the Central Alternative were identified within 11 of the 37 NSAs. A total of 33 receptors (representing 70 ERU) were identified as having noise levels either approaching/exceeding NAC or experiencing a substantial increase over existing noise levels. Noise barriers to reduce elevated traffic noise levels were evaluated within ten of these NSAs to determine feasibility and reasonableness. A noise barrier was unable to be evaluated for two noise-impacted parcels along Earlstown Road (SR 45) within NSA 9 without prohibiting driveway access to these properties. Noise barriers were determined to be both feasible and reasonable for NSAs 11, 15, and 16. Noise barriers were determined to be feasible but not reasonable for NSAs 14, 17 (C,N), 22 (C), 23 (C), 24 (C,S), 26 (C,S), and 32. **Table 1** presents a summary of the results of the barrier analyses.

North Alternative

Within the 37 NSAs that correspond to the North Alternative, noise levels at 247 noise receptors (representing 480 ERU) were predicted and compared to FHWA/PennDOT NAC to determine noise impacts.

Noise impacts for the design year (2050) conditions for the North Alternative were identified within 10 of the 37 NSAs. A total of 28 receptors (representing 64 ERU) were identified as having noise levels either approaching/exceeding NAC or experiencing a substantial increase over existing noise levels. Noise barriers to reduce elevated traffic noise levels were evaluated within nine of these NSAs to determine feasibility and reasonableness. A noise barrier was unable to be evaluated for two noise-impacted parcels along Earlstown Road (SR 45) within NSA 9 without prohibiting driveway access to these properties. Noise barriers were determined to be both feasible and reasonable for NSAs 11, 15, and 16. Noise barriers were determined to be feasible but not reasonable for NSAs 14, 17 (C,N), 32, 41 (N), and 48 (N). A noise barrier was determined to be not feasible for NSA 39 (N). **Table 1** presents a summary of the results of the barrier analyses.

South Alternative

Within the 38 NSAs that correspond to the South Alternative, noise levels at 258 noise receptors (representing 491 ERU) were predicted and compared to FHWA/PennDOT NAC to determine noise impacts.

Noise impacts for the design year (2050) conditions for the South Alternative were identified within 14 of the 38 NSAs. A total of 37 receptors (representing 73 ERU) were identified as having noise levels either approaching/exceeding NAC or experiencing a substantial increase over existing noise levels. Noise barriers to reduce elevated traffic noise levels were evaluated within 13 of these NSAs to determine feasibility and reasonableness. A noise barrier was unable to be evaluated for two noise-impacted parcels along Earlstown Road (SR 45) within NSA 9 without prohibiting driveway access to these properties. Noise barriers were determined to be both feasible and reasonable for NSAs 11, 15, and 16. Noise barriers were determined to be feasible but not reasonable for NSAs 14, 17 (S), 24 (C,S), 26 (C,S), 32, 50 (S), 51 (S), 52 (S), 53 (S), and 54 (S). **Table 1** presents a summary of the results of the barrier analyses.

Table 1
Noise Barrier Analysis Summary

Noise Study Area / Barrier #	# of Noise Impacted Equivalent Residential Units (ERU)	Noise Barrier Length (ft)	Average Noise Barrier Height (ft)	Noise Barrier Area (ft ²)	Number of Benefitting Equivalent Residential Units (ERU)	SF/BR (Square Feet per Benefitted ERU)	Feasible/ Reasonable
NSA 9	2	NA	NA	NA	NA	NA	No/No
NSA 11	45	2,590	16	41,430	89	466	Yes/Yes
NSA 14	1	1,106	12	13,274	1	13,274	Yes/No
NSA 15	4	1,670	12	18,198	8	2,275	Yes/No
NSA 16	6	1,374	10	14,379	5	2,876	Yes/No
NSA 15/16	10	3,483	13	39,771	20	1,989	Yes/Yes
NSA 17 (C,N)	1	1,106	16	17,290	1	17,290	Yes/No
NSA 17 (S)	2	1,283	20	25,662	2	12,831	Yes/No
NSA 22 (C)	2	4,158	21	87,104	2	43,552	Yes/No
NSA 23 (C)	6.2	2,216	20	44,076	7.4	5,937	Yes/No
NSA 24 (C,S)	1	896	24	21,509	1	21,509	Yes/No
NSA 26 (C,S)	1	812	15	12,388	1	12,388	Yes/No
NSA 32	1	1,002	24	24,052	1	24,052	Yes/No
NSA 39 (N)	2	2,211	24	53,064	0	NA	No/No

Noise Study Area / Barrier #	# of Noise Impacted Equivalent Residential Units (ERU)	Noise Barrier Length (ft)	Average Noise Barrier Height (ft)	Noise Barrier Area (ft ²)	Number of Benefitting Equivalent Residential Units (ERU)	SF/BR (Square Feet per Benefitted ERU)	Feasible/ Reasonable
NSA 41 (N)	1	1,542	24	37,000	1	37,000	Yes/No
NSA 48 (N)	1	400	12	4,800	1	4,800	Yes/No
NSA 50 (S)	2	1,396	15	20,746	2	10,373	Yes/No
NSA 51 (S)	1	1,191	24	28,583	1	28,583	Yes/No
NSA 52 (S)	1	1,308	16	20,930	1	20,930	Yes/No
NSA 53 (S)	3.7	1,406	24	33,733	3.7	9,117	Yes/No
NSA 54 (S)	5	1594	15	23,917	5	4,783	Yes/No

2.0 Introduction

2.1 Project History

The State College Area Connector Planning and Environmental Linkages (PEL) Study identified transportation needs within southern Centre County, Pennsylvania in a 70 square mile initial study area. The study evaluated a range of alternatives to determine how the alternatives addressed the Study’s purpose and need, balanced impacts on the natural and built environment, addressed traffic concerns within the overall study area, met engineering considerations such as constructability, cost, and considered area planning goals. The PEL Study screened nine corridors to determine the best options to advance for National Environmental Policy Act (NEPA) evaluation and preliminary engineering. Based on the impact analysis, three corridors were identified (US 322-1S, US 322-10EX and US 322-5) to be advanced as reasonable alternatives, and a specific project area was developed to initiate detailed field investigations and conduct preliminary engineering investigations to address the transportation purpose and needs as part of the NEPA process.

The final PEL Report was published in June 2023 and Federal Highway Administration (FHWA) acknowledged in a letter, dated September 14, 2023, that the PEL Study was consistent with 23 USC Section 168 and 23 CFR 450.212. As a result, the PEL findings provide a starting point for the NEPA studies and preliminary engineering efforts. Additionally, FHWA concurred that an Environmental Impact Statement (EIS) was the proper NEPA classification for the State College Area Connector project.

The PEL Study also identified other transportation projects which did not meet the full purpose and need identified in the PEL but could provide transportation benefits to the study area roadways

independently. One such project was a safety study along PA 45 generally from Boal Ave to PA 144. Subsequent to the PEL completion, additional traffic investigations and analysis and coordination with local officials for the State College Area Connector project determined that the connector road and interior interchange would provide some localized improvements to PA 45. However, it was determined that the connector road and associated interchange was not necessary to address the project's purpose and need, nor did it address corridor wide issues along PA 45. As a result, the proposed interior interchange and local road connection was removed from this State College Area Connector project and will be considered in the independent PA 45 Corridor Improvements project, as appropriate. The State College Area Connector project will advance independently but will not preclude the inclusion of a future interior interchange and local road connection should the independent safety study along PA 45 determine that it would be beneficial in connection with the proposed PA 45 Corridor Improvements project.

Following the PEL Study, the project area was reduced from 70 square miles to approximately 6 square miles to encompass the three alternatives proposed to move forward into preliminary engineering.

2.2 Project Location

The project area is approximately 3,963 acres (6 square miles), extends through the southern portion of Centre County, and traverses Potter and Harris Townships. See **Appendix A - Figure 1 - Project Location Map**. The project area is centered on US 322 which provides local access through the project area and to regional destinations and beyond. US 322, Mount Nittany Expressway at the western end of the project area provides direct access to Interstate 99 (I-99) which, in turn, provides access to nearby I-80. US 322 at Potters Mills at the eastern end of the project area provides access south to the Harrisburg area and connects to I-81 and I-83.

2.3 Project Purpose and Need

Project Purpose

The purpose of this project is to improve roadway congestion by achieving acceptable Level of Service (LOS) and to address safety issues by reducing the predicted crash frequency along the US 322 corridor between Potters Mills and Boalsburg. Additionally, the project will aim to provide a transportation network that meets driver expectations.

Project Needs

- High peak hour traffic volumes cause congestion and result in unacceptable LOS (LOS D [rural only], E, F) on US 322 roadway and intersections.
- Existing roadway configurations and traffic conditions contribute to safety concerns in the project area.
- The roadway network and configuration in the project area lacks continuity and does not meet driver expectations.

2.4 Alternatives

The three Build Alternatives and No Build Alternative that were considered in the PEL Study and recommended to move forward into the NEPA phase of the project were renamed to North, Central and South. Following public and agency involvement, refinements were made to all three Build Alternatives. Descriptions of each alternative are provided above in Section 1.0. **Appendix A - Figure 2 – Project Area Map** presents the three Build Alternatives within the SCAC project area.

All highway noise impact assessment procedures, NAC, and documentation are in accordance with PennDOT’s “Publication #24: Project Level Highway Traffic Noise Handbook,” May 2019. PennDOT guidelines are in accordance with FHWA regulations at 23 CFR 772.

As defined in 23 CFR, Part 772 and PennDOT Publication #24, this project is classified as a Type I Project due to the construction of a highway on new location. For Type I Projects, a detailed highway traffic noise analysis to assess highway traffic noise impacts and to give consideration to the appropriate avoidance and/or abatement measures is required. This report presents a summary of the steps involved in the traffic noise analysis and includes a description of noise terminology, the applicable standards and criteria, noise monitoring and modeling methodology, noise impact evaluation, construction noise considerations, and information for local government officials.

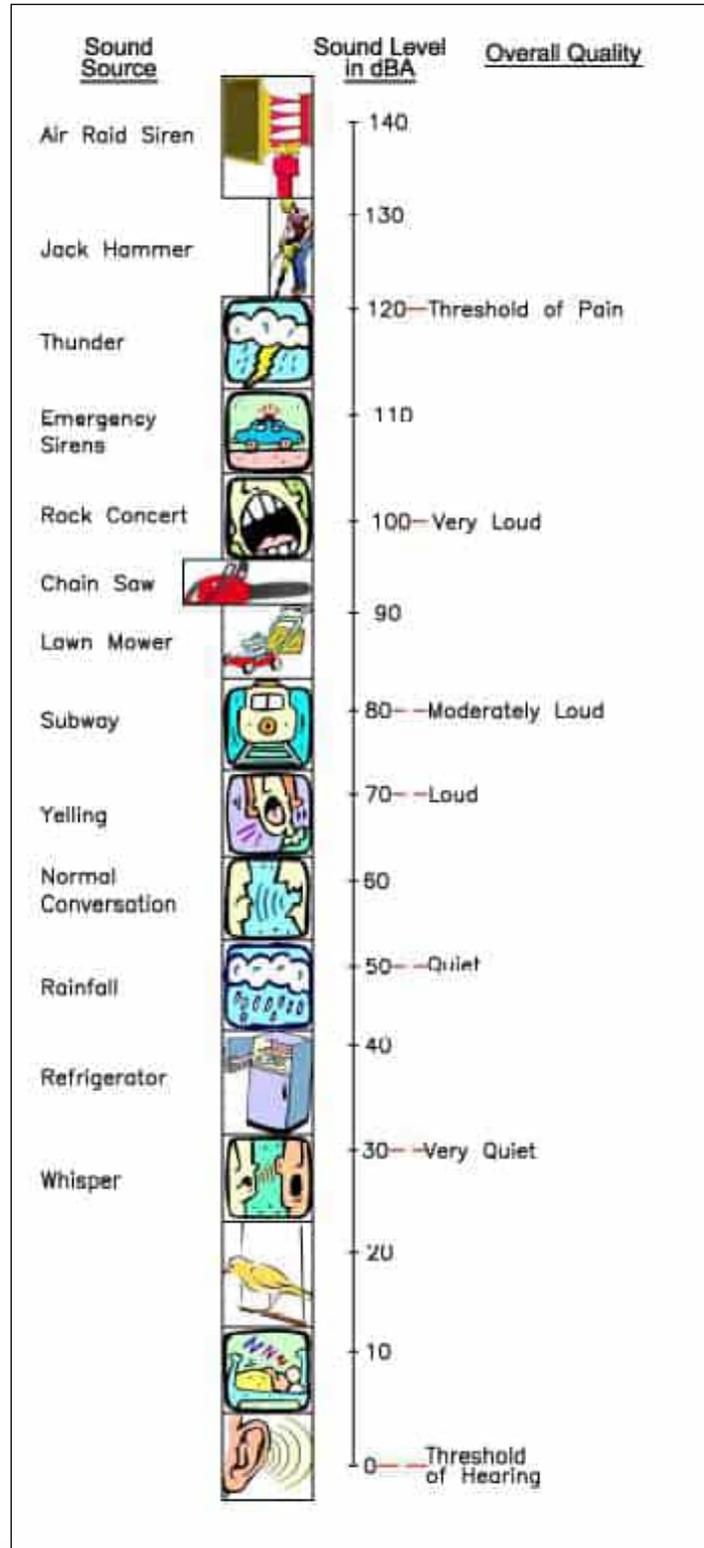
3.0 Fundamentals of Sound and Methodology

3.1 Fundamentals Of Sound

Sound is the vibration of air molecules in waves similar to ripples on water. When these vibrations reach our ears, we hear what we call sound. Noise is defined as “unwanted sound.” Therefore, it can be considered a psychological phenomenon and not a physical one. The roar of racecars adds to the excitement of spectators and hence would be considered sound. This same roar may annoy nearby neighbors, thereby becoming noise. Factors playing a role in the perception of sound include magnitude, amplitude, duration, frequency, source, and receiver.

The intensity or loudness of sound is measured in units referred to as decibels (dB). Sound waves are created by the rapid movement of an object, and the rate at which the object moves back and forth is called its frequency, measured in hertz (Hz). While the human ear can detect sounds from about 20 to 20,000 Hz, it is more sensitive to frequencies between 500 and 4,000 Hz. To account for this occurrence, the A-weighted scale has been developed to place an emphasis on those frequencies which are more detectable to the human ear. The A-weighted scale, which has been in existence for over 40 years, is generally used in community and city noise ordinances and is expressed in units of dBA (decibels in the A-weighting). Researchers have established a correlation between the measurement of sound, the A-weighted decibel (dBA), and its associated perceived human response. **Figure A** represents this correlation of qualitative and quantitative descriptions. The A-weighted scale weighs the sound measurement unit of decibels to match the response of the human ear. It accounts for the fact that sounds of equal amplitude, but different frequencies are not necessarily perceived to be equally loud.

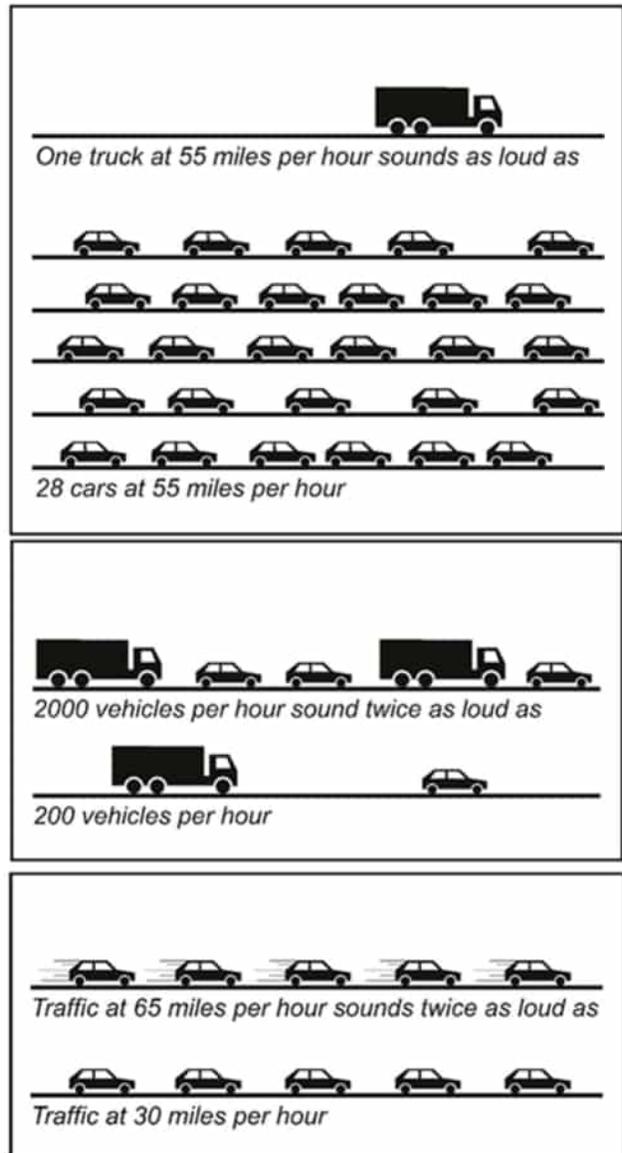
Figure A
Common Sound Levels



Because sound is actually an energy level, it must be recorded on a logarithmic scale and expressed in logarithmic units (dB). Given this scale, a doubling of a noise source will result in a three-decibel increase in total level (i.e., 50 dBA + 50 dBA = 53 dBA, not 100 dBA). Typically, a change in sound level between 2 and 3 dBA is barely perceptible while a change of 5 dBA is readily noticeable by most people. A 10 dBA increase is usually perceived as a doubling of loudness and, conversely, noise is perceived to be reduced by one-half when a sound level is reduced by 10 dBA.

The principal noise sources of highway vehicles are the exhaust system, engine, and tires. Exhaust noise is typically controlled by mufflers, assuming that they are used and are functioning properly. Engine noise can be controlled only by vehicle manufacturers and proper maintenance, factors over which PennDOT has no control. Tire noise is generated by the interaction of each vehicle's tires with the road surface. Engine and exhaust noise are usually louder than tire noise at vehicular speeds under 30 miles per hour (mph). The reverse is normally true for vehicular speeds over 30 mph. Highways are typically dominated by tire noise while local streets are typically dominated by engine and exhaust noise. The overall noise level generated by vehicles on a highway depends on the number of vehicles, the speed of the vehicles, and the types of vehicles. **Figure B** depicts generally how these factors influence noise levels.

Figure B
Traffic Noise Relationships



3.2 Methodology

The first step of the final design noise analysis is to assess the existing acoustical environment. Noise monitoring of existing conditions is the primary means of establishing background noise levels and propagation characteristics throughout the project area. The initial phase of the monitoring process is the identification and selection of noise-sensitive receptors. Sensitive receptors are defined as those land uses which are especially susceptible to noise impacts. These may include hospitals, schools, residences, motels, hotels, recreational areas, parks, and places of worship. The sensitive receptors identified within the project study are considered Activity Categories B, C, and

E as defined by the FHWA traffic noise regulations (23 CFR Part 772) and are summarized in **Table 2**. This table provides a brief description of the various activity categories as well as the absolute federal/state noise criteria for each.

Upon selection of noise-sensitive receptors, monitoring of the existing acoustical environment at these receptors is conducted. All monitoring for this project was performed using RION CO., LTD. NL-52 sound level meters. This equipment meets all requirements of the American National Standard Specification for Sound Level Meters, ANSI S1.4-1983 (R1990), Type 1.

Noise measurements were in the A-weighted scale and reported in decibels (dBA). The data collection procedure involved equivalent sound level (Leq) measurements in consecutive 1-minute intervals for a 15-minute monitoring period. This method allows individual time intervals that include noise events unrelated to traffic noise (such as aircraft overflights) to be excluded from consideration. Hourly average noise levels [Leq(h)] were derived at each location from the 15-minute Leq values. Existing noise measurements were collected under meteorologically acceptable conditions when the pavement was dry and winds were calm or light. Additional data collected at each monitoring location included atmospheric conditions such as wind speed, humidity, and ambient temperature. Monitoring was conducted in accordance with the U.S. Department of Transportation, FHWA "Noise Measurement Handbook," FHWA Report No. FHWA-HEP-18-065, June 2018 and PennDOT Publication #24.

Table 2
Noise Abatement Criteria
Hourly A-Weighted Sound Level in Decibels (dBA)

Activity Category	Leq(h) ¹	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B ²	67 (Exterior)	Residential
C ²	67 (Exterior)	Active sport areas, amphitheatres, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52 (Interior)	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.
E ²	72 (Exterior)	Hotels, motels, offices, restaurants/bars, and other developed lands, properties or activities not included in A, B, or C.

Activity Category	Leq(h) ¹	Description of Activity Category
F	--	Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	Undeveloped lands that are not permitted.

- 1 Impact thresholds should not be used as design standards for noise abatement purposes.
 2 Includes undeveloped lands permitted for this activity category.
 Source: 23 CFR Part 772

Traffic counts are also taken on roadways which significantly contribute to the overall noise levels during the monitoring period. Traffic is grouped into one of three categories: cars, medium trucks, and heavy trucks. Medium trucks are defined as vehicles having two axles and six wheels (between 4,500 and 12,000 kilograms [Kg]). Heavy trucks are vehicles having three or more axles (greater than 12,000 Kg); cars are the remainder.

Upon completion of noise monitoring, a computer model of the existing roadway network and monitored receptors is constructed using data from digital topographical maps, highway design files, traffic volumes recorded in the field, and surveying (Global Positioning System [GPS]) of existing terrain. Modeling of the project area is accomplished by applying the FHWA Traffic Noise Model (TNM) computer model, Version 2.5. This program is described in the U.S. Department of Transportation "FHWA Traffic Noise Model User's Guide," FHWA-PD-96-009 (January 1998). The model has been established as a reliable tool for representing noise generated by highway traffic.

To represent the actual conditions, a numerical coordinate system of the roadway network and receivers is used. The TNM computer model uses a three-dimensional, Cartesian coordinate (X, Y, and Z) system to represent the roadways, terrain features, and receivers in the study area. Noise levels can then be predicted for various scenarios of traffic flow, geometrics, and topography. In addition to the definition of physical features within the coordinate geometry system, traffic volumes and speeds for each of the three vehicle types are entered into the model as two other categories of input variables.

The modeling process continues with model validation in accordance with PennDOT procedures. This is performed by comparing the monitored noise levels with noise levels generated by the computer model, using the traffic volumes and speeds that were collected during the monitoring process. This comparison ensures that reported changes in noise levels between future and existing conditions are due to changes in conditions and do not erroneously reflect discrepancies between the modeling and monitoring techniques. A difference between the monitored and modeled levels of three decibels or less is considered acceptable (this is the limit of change detectable by typical human hearing) and is used by PennDOT as the validation benchmark. Following validation of the existing conditions models, additional modeling sites are added to thoroughly predict existing noise levels throughout the project and to determine the baseline sound-level data at these modeling sites where no field measurements were made.

The next step in the noise analysis is to project future, design year noise levels with the proposed alignment in place and determine if the future levels will approach or exceed the NAC. If the criteria

are approached or exceeded at any receptor (or residence represented by that receptor), abatement considerations are warranted to attempt to provide a substantial noise reduction at the noise-impacted receptor. The future design model is created by adding the roadway design into the existing conditions model. Projected design year traffic volumes, compositions, and speeds are assigned to all roadways, and future noise levels are predicted.

After future noise levels have been predicted, mitigation analysis is performed. The three steps of mitigation analysis are determining where noise abatement consideration is warranted, determining if noise abatement is feasible, and determining if noise abatement is reasonable. Abatement consideration is warranted where future noise levels have been predicted to exceed the NAC. Federal procedures require the state to specify the level which "approaches" the criteria. PennDOT defines approaching as within 1 dBA of the NAC. In addition, federal procedures stipulate that abatement considerations are required if the project results in a "substantial noise increase" above existing conditions. PennDOT regulations state that if a future predicted noise level at any given receptor approaches or exceeds the appropriate abatement criterion or if future predicted traffic noise levels substantially exceed the existing noise levels by 10 dBA or greater, abatement considerations are required.

After identifying areas where abatement consideration is warranted, the feasibility of potential mitigation is then analyzed. Feasibility deals with engineering considerations; specifically, can a substantial noise reduction be achieved given the conditions of a specific location. Feasibility questions include:

- 1) Can a noise reduction of at least 5 dB(A) be achieved at the majority of impacted receptor units (i.e., 50% or greater)?
- 2) Can the noise barrier be designed and physically constructed at the proposed location?
- 3) Can the noise barrier be constructed without causing a safety problem?
- 4) Can the noise barrier be constructed without restricting access to vehicular or pedestrian travel?
- 5) Can the noise barrier be constructed in a manner that allows for access for required maintenance and inspection operations?
- 6) Can the noise barrier be constructed in a manner that allows utilities to adequately function?
- 7) Can the noise barrier be constructed in a manner that allows drainage features to adequately function?

If the proposed mitigation scenario (typically vertical concrete barriers or earth berms) can satisfy these requirements, the mitigation is considered feasible.

If mitigation has been determined to be feasible, the reasonableness of the mitigation is analyzed. Reasonableness is a more subjective criterion than feasibility. This determination takes into account the cost-effectiveness of the mitigation, acoustic performance, and the desires of individuals representing benefited receptors – recipients of noise abatement who would experience a 5 dBA reduction or greater in sound level. A formal solicitation of the viewpoints of benefited property

owners and residents occurs after an approved draft of the Final Design Noise Analysis Report has been shared with the public. If the majority of benefited receptors do not want the noise barrier, it is considered to be not reasonable. If the abatement effectiveness is less than or equal to 2,000 square feet (ft²) per benefited receptor (BR), it is considered reasonable (pending public input). In addition to the required 5 dBA reduction at a majority of impacted receptors, at least one benefited receptor requires a 7 dBA reduction. Other optional factors related to noise barriers should be evaluated for reasonableness including:

- 1) Noise barrier height and length consistent with National Environmental Policy Act (NEPA) document recommendations (if recommendations were made)
- 2) Line-of-site option
- 3) Optimized noise barrier option
- 4) Where noise barriers are proposed on bridge parapets, provide an option which models the standard ten-foot-high parapet mounted wall (ten feet, measured from the top of the parapet)
- 5) Any other options deemed necessary

Additional information regarding optional factors related to noise barriers can be found in PennDOT Publication #24. Following is a discussion of the existing conditions, predicted future conditions, and mitigation alternatives and recommendations.

4.0 Existing Noise Environment

4.1 Short-Term Noise Monitoring

Short-term noise monitoring is not a process to determine design year noise impacts or barrier locations. Short-term noise monitoring provides a level of consistency between what is present in real-world situations and how that is represented in the computer noise model. Short-term monitoring does not need to occur within every NSA to validate the computer noise model.

Short-term noise measurements of 15 minutes in duration were obtained at 50 locations on October 25, October 31, November 15, November 16, 2023, and on May 1 and May 2, 2024. A summary of the short-term noise monitoring results is presented in **Table 3**. For each site, the table lists the site identification number, location, date and time of measurement, and measured sound level. Seven additional short-term sites in which noise measurements were collected have not been included in this report as these sites were associated with earlier alternative considerations and were outside of the final modeling limits and no longer relevant to the Build Alternatives. The prior numbering scheme of ST-01 through ST-57 was retained for work-flow continuity.

Table 3
Short-Term Noise Monitoring Summary

NSA	Site ID	Site Description	Date	Time	Sound Level (dBA)
8	ST-01	137 Kaywood Dr	10/25/2023	10:55 AM	51.0
8	ST-02	180 Indian Hill Rd	10/25/2023	10:55 AM	60.1
8	ST-03	169 Indian Hill Rd	10/25/2023	10:55 AM	53.7
3	ST-04	513 Belle Ave,	10/25/2023	11:55 AM	57.6
3	ST-05	512 Belle Ave	10/25/2023	11:55 AM	53.2
3	ST-06	220 Beacon Cir	10/25/2023	11:55 AM	57.6
3	ST-07	204 Beacon Cir	10/25/2023	11:55 AM	54.5
3	ST-08	120 Beacon Cir	10/25/2023	12:44 PM	49.5
3	ST-09	142 Beacon Cir	10/25/2023	12:44 PM	52.1
3	ST-10	160 Beacon Cir	10/25/2023	12:44 PM	48.1
3	ST-11	170 Beacon Cir	10/25/2023	12:44 PM	50.2
11	ST-12	857 Jack's Mill Dr	10/25/2023	2:12 PM	62.6
11	ST-13	176/190 Faith Circle	10/25/2023	2:12 PM	58.5
11	ST-14	102 Jack's Mill Dr	10/25/2023	2:12 PM	66.3
11	ST-15	101 Jack's Mill Dr	10/25/2023	2:12 PM	69.3
15	ST-16	191 Meadow Lark Ln	10/31/2023	12:45 PM	47.2
15	ST-17	180 Meadow Lark Ln	10/31/2023	12:45 PM	55.3
16	ST-18	121 Roundhill Rd	10/31/2023	12:45 PM	47.0
16	ST-19	158 Roundhill Rd	10/31/2023	12:45 PM	50.9
17 (C,N), 17 (S)	ST-20	190 Somerset Dr	10/31/2023	12:45 PM	47.2
49 (S)	ST-21	156 Three Springs Ln	10/31/2023	12:45 PM	57.2
4	ST-22	889 Ashworth Ln	11/15/2023	11:24 AM	58.6
4	ST-23	874/876 Ashworth Ln	11/15/2023	11:24 AM	55.5
5	ST-24	837 Brookside Dr,	11/15/2023	11:24 AM	51.9
7	ST-25	926 Boal Ave	11/15/2023	11:24 AM	59.2
NONE	ST-26	237 Timberwood Trail	11/15/2023	12:33 PM	42.6
NONE	ST-27	lot near 167 Timberwood Trail	11/15/2023	12:33 PM	50.4
51 (S)	ST-28	155 Laurel Meadow Ln	11/15/2023	12:33 PM	38.2
19 (C)	ST-29	105 Laurel Meadow Ln	11/15/2023	12:33 PM	51.9

NSA	Site ID	Site Description	Date	Time	Sound Level (dBA)
53 (S)	ST-34	Potter Township Athletic Complex (Emery Field)	11/16/2023	1:32 PM	43.3
22 (C), 54 (S)	ST-35	124 Zerby Rd	11/16/2023	1:32 PM	39.9
NONE	ST-36	2011 General Potter Hwy	11/16/2023	1:32 PM	68.9
39 (N)	ST-38	162 Wagner Rd	11/16/2023	4:31 PM	54.9
NONE	ST-41	110 Sawdust Dr	11/16/2023	4:31 PM	64.1
26 (C,S)	ST-42	126 Tussey Meadow Lane	5/1/2024	2:43 PM	57.5
47 (N)	ST-43	125 Colyer Estates Drive	5/1/2024	2:43 PM	60.6
28 (C,S), 46 (N)	ST-44	112 Neff Road	5/1/2024	2:43 PM	62.4
27 (C,S)	ST-45	250 Church Hill Road	5/1/2024	2:43 PM	51.0
29 (C,S)	ST-46	115 Black Walnut Lane	5/1/2024	4:25 PM	61.8
29 (C,S)	ST-47	109 Addleman Circle	5/1/2024	4:25 PM	72.1
30	ST-48	117 Young Lane	5/1/2024	4:25 PM	59.9
31	ST-49	2452 General Potter Hwy	5/1/2024	4:25 PM	65.9
NONE	ST-50	329 Dogtown Road	5/2/2024	2:45 PM	53.9
NONE	ST-51	397 Mountain Back Road	5/2/2024	2:45 PM	49.4
32	ST-52	108 Cider Press Road	5/2/2024	2:45 PM	67.1
DISPLACED	ST-53	2606 General Potter Hwy	5/2/2024	2:45 PM	68.4
34	ST-54	2643 General Potter Hwy	5/2/2024	4:35 PM	61.7
35	ST-55	422 Mountain Back Road	5/2/2024	4:35 PM	59.1
DISPLACED	ST-56	106 Skyview Drive	5/2/2024	4:35 PM	60.9
37	ST-57	115 Miller Road	5/2/2024	4:35 PM	59.6

The location of each noise monitoring site is presented **Appendix A – Figure 3 - Noise Study Areas and Noise Receptor Locations**. Additional noise monitoring data (site sketches, meter printouts, and calibration certificates) are located in **Appendices C through E**. The measured sound levels in the project area ranged from 38 to 72 dBA. Traffic noise from US 322 was audible at all of the monitoring sites, with it being the dominant source of noise at a majority of the locations. At several of the sites, such as ST-26, ST-28, ST-35, ST-38, and ST-50, US 322 traffic noise was a minor component of the overall acoustic environment based on the distance between the roadway and the site with other more local noise sources such as agricultural activity and wildlife (birds, insects) providing equal or greater acoustic contributions. Site specific details for each monitoring site are documented on the site sketches in **Appendix C**.

4.2 Noise Model Validation

Noise monitoring data are primarily utilized to validate the computer model used to predict existing and future levels. Upon measurement of the existing noise levels, a three-dimensional noise model of the existing roadway network was constructed which incorporates all significant terrain features that define the propagation path between the roadway and noise-sensitive receptors. Traffic volumes, composition, and speeds observed during the short-term monitoring periods were used as inputs to generate the validation models sound levels. A difference of ± 3 dBA or less between the measured noise levels and the computer modeled noise levels is considered acceptable, as this is the limit of change detectable by the typical human ear. This computer model validation verifies that the sound propagation paths within the model are accurate and that the modeling techniques are correct and ensures that reported changes between the existing and future design year conditions are due to changes in traffic or propagation path as opposed to discrepancies between monitoring and modeling techniques.

The model validation was performed for the existing traffic conditions observed and recorded during the measurement period. As these noise measurements were not necessarily obtained during the existing loudest hour, the existing noise levels obtained during the 15-minute short-term monitoring session were not reported as the project's existing noise levels. Instead, the validated existing conditions TNM was used to generate existing loudest-hour noise levels by using Peak Hour Volumes and truck percentages supplied by traffic engineers as model inputs.

A summary of the model validation is presented in **Table 4**. Noise levels at 47 of the 50 monitored locations were significantly influenced enough by traffic noise from US 322 (and SR 45) such that traffic noise was able to be accurately modeled within the acceptable ± 3 dBA range. For monitoring site ST-35, located approximately 2,400 feet from US 322, traffic noise was barely audible at the monitoring location and the site was not able to be validated in TNM. Although ST-35 was unable to be validated, it was determined through professional judgment that modeled loudest-hour noise levels in the vicinity of ST-35 (receptors within NSA 22 (C) and NSA 54 (S)) were satisfactory to establish an accurate substantial noise increase NAC for these receptors and the monitored noise level was not used to represent existing conditions. For monitoring sites ST-38 and ST-50, noise from nearby agricultural activity was equal or greater in magnitude than US 322 traffic noise and neither of these sites were able to be validated in TNM. Although ST-38 was unable to be validated, it was determined through professional judgment that the monitored noise level at ST-38 did not accurately represent the average existing conditions within NSA 39 (N) as the agricultural activity was of a temporary nature. Therefore, the monitored data at ST-38 was not used to establish the substantial noise increase NAC for receptors within NSA 39 (N). Although ST-50 was unable to be validated, the noise-sensitive land use near ST-50 was outside of the noise analysis study area and not evaluated as part of this traffic noise analysis. Therefore, although data from ST-50 was included in the documentation, it was not used in the analysis.

**Table 4
Noise Model Validation**

NSA	Site ID	Measured Noise Level (dBA)	Calculated Noise Level (dBA)	Difference (dBA)	Validated? (+/- 3 dBA)
* Monitored noise level was unable to be accurately modeled at this site.					
8	ST-01	51.0	53.3	2.3	Yes
8	ST-02	60.1	59.5	-0.6	Yes
8	ST-03	53.7	54.0	0.3	Yes
3	ST-04	57.6	57.2	-0.4	Yes
3	ST-05	53.2	55.9	2.7	Yes
3	ST-06	57.6	59.0	1.4	Yes
3	ST-07	54.5	55.7	1.2	Yes
3	ST-08	49.5	49.5	0.0	Yes
3	ST-09	52.1	50.7	-1.4	Yes
3	ST-10	48.1	50.9	2.8	Yes
3	ST-11	50.2	52.3	2.1	Yes
11	ST-12	62.6	63.8	1.2	Yes
11	ST-13	58.5	61.5	3.0	Yes
11	ST-14	66.3	67.4	1.1	Yes
11	ST-15	69.3	68.2	-1.1	Yes
15	ST-16	47.2	47.5	0.3	Yes
15	ST-17	55.3	53.4	-1.9	Yes
16	ST-18	47.0	49.2	2.2	Yes
16	ST-19	50.9	53.2	2.3	Yes
17 (C,N), 17 (S)	ST-20	47.2	48.2	1.0	Yes
49 (S)	ST-21	57.2	59.6	2.4	Yes
4	ST-22	58.6	57.0	-1.6	Yes
4	ST-23	55.5	54.4	-1.1	Yes
5	ST-24	51.9	54.6	2.7	Yes

NSA	Site ID	Measured Noise Level (dBA)	Calculated Noise Level (dBA)	Difference (dBA)	Validated? (+/- 3 dBA)
* Monitored noise level was unable to be accurately modeled at this site.					
7	ST-25	59.2	58.2	-1.0	Yes
NONE	ST-26	42.6	42.3	-0.3	Yes
NONE	ST-27	50.4	51.3	0.9	Yes
51 (S)	ST-28	38.2	39.7	1.5	Yes
19 (C)	ST-29	51.9	54.3	2.4	Yes
53 (S)	ST-34	43.3	45.8	2.5	Yes
22 (C), 54 (S)	ST-35*	39.9	44.1	4.2	No
NONE	ST-36	68.9	67.1	-1.8	Yes
39 (N)	ST-38*	54.9	45.7	-9.2	No
NONE	ST-41	64.1	62.5	-1.6	Yes
26 (C,S)	ST-42	57.5	56.4	-1.1	Yes
47 (N)	ST-43	60.6	63.1	2.5	Yes
28 (C,S), 46 (N)	ST-44	62.4	60.6	-1.8	Yes
27 (C,S)	ST-45	51.0	49.9	-1.1	Yes
29 (C,S)	ST-46	61.8	62.0	0.2	Yes
29 (C,S)	ST-47	72.1	70.6	-1.5	Yes
30	ST-48	59.9	60.0	0.1	Yes
31	ST-49	65.9	64.5	-1.4	Yes
NONE	ST-50*	53.9	48.8	-5.1	No
NONE	ST-51	49.4	50.7	1.3	Yes
32	ST-52	67.1	66.6	-0.5	Yes
DISPLACED	ST-53	68.4	67.2	-1.2	Yes
34	ST-54	61.7	64.2	2.5	Yes
35	ST-55	59.1	57.0	-2.1	Yes
DISPLACED	ST-56	60.9	63.0	2.1	Yes

NSA	Site ID	Measured Noise Level (dBA)	Calculated Noise Level (dBA)	Difference (dBA)	Validated? (+/- 3 dBA)
* Monitored noise level was unable to be accurately modeled at this site.					
37	ST-57	59.6	59.0	-0.6	Yes

4.3 Noise Study Area Determination

A Noise Study Area (NSA) is defined as a group of receptors exposed to similar noise sources and levels; traffic volumes, traffic mix, and speed; and topographic features. There are 56 distinct and unique geographic areas within the project area containing noise-sensitive land uses that can be considered similar in acoustical environment with respect to the proposed alternatives. With the consideration that both the western and eastern portion of the three proposed alternatives share a common footprint, approximately half of these NSAs are common to all three of the alternatives, with 16 common NSAs in the western half of the project area (NSAs 1 through 16) and 8 common NSAs in the eastern half of the project area (NSAs 30 through 37). These common NSAs are identified by only their NSA number without any alphabetical suffix. The remaining 32 NSAs are unique to either one or a combination of two of the proposed alternatives and are identified by their NSA number along with a suffix identifying which alternative they correspond to, such as NSA 24 (C,S), NSA 38 (N), or NSA 50 (S). Numbering of the NSAs begins in the western portion of the project, with the NSA identification increasing as the project is followed to the east. All noise-sensitive land uses within 500 feet of the proposed highway improvements are included in one of the 56 NSAs. Any parcel not included within an NSA was determined to be either Activity Category F or G, neither of which is noise-sensitive. **Appendix A – Figure 3 - Noise Study Areas and Noise Receptor Locations** presents each of the NSAs within the project area, specific to each of the three alternatives.

4.4 Traffic Data for Noise Prediction

For calculation of the existing loudest-hour noise levels within each NSA, additional noise receptor locations are modeled to provide a comprehensive basis of comparison for the analysis of noise impacts from the existing and future project conditions. Using the appropriate loudest-hour traffic data, existing and future traffic noise levels were predicted for the measurement sites and the additional receptor locations.

The traffic data used in the noise analysis must produce sound levels representative of the loudest hour of the day in the future design year. Traffic data (including AM Peak Hour and PM Peak Hour volumes, truck percentages, critical turning movements, and speed limits for both the Existing [2023] and the Design Year [2050]) for all major roadways in the local network were supplied by Johnson, Mirmiran & Thompson, Inc.

A comparison of the AM Peak Hour and PM Peak Hour traffic data determined that PM Peak Hour traffic volumes were consistently higher compared to AM Peak Hour traffic volumes for the majority

of roadway links that were evaluated. As a result, the PM Peak Hour volumes were chosen for the analysis. All traffic data used for the noise analysis is provided in **Appendix F**.

4.5 Existing Conditions

The discussion of existing conditions that follows, as well as the design year impact determination and mitigation consideration in the following section, will be discussed for each NSA, starting with the NSAs that were analyzed for the Central Alternative, followed by the unique NSAs associated with the North Alternative and then the South Alternative.

4.5.1 NSA 1

NSA 1 is located in the western portion of the project area, immediately southwest of the SR 45 and US 322 Business intersection and is common to all three alternatives. It is comprised of five Activity Category B noise receptors representing seven residential units along East Main Street and Loop Road and two Activity Category E noise receptors representing outside dining areas at Kelly's Steak & Seafood and "The Bar", each representing one Equivalent Residential Unit (ERU). The ERU value of 1 ERU for each of these Activity Category E noise receptors was determined using the methodology outlined in Appendix E of PennDOT's "Publication #24: Project Level Highway Traffic Noise Handbook." Each receptor was assigned an estimated usage of 25-person capacity with an average use factor of 0.25 for 12 hours per day, equating to 75 person-hours per day for each receptor. Assuming this usage for 210 days of the year (7 months per year, 7 days per week) equates to 15,750 person-hours per year for each receptor. Dividing this value by the Table E5, Row L constant of 13,578 yields 1 ERU value (rounded down from 1.16) for each receptor.

Existing traffic noise levels within NSA 1 for these Activity Category B and E land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA and 72 dBA, with existing PM Peak Hour traffic noise levels modeled between 49 dBA and 68 dBA. Traffic noise from US 322 Business and SR 45 is the dominant source of noise within the existing acoustic environment of NSA 1.

4.5.2 NSA 2

NSA 2 is located in the western portion of the project area within the northwest quadrant of the SR 45 and US 322 Business intersection and is common to all three alternatives. It is comprised of 11 Activity Category B noise receptors representing 2 single family residential parcels along Harpster Lane and 24 residential units along Beacon Circle and Glory Way within the multifamily Liberty Hill development.

Existing traffic noise levels within NSA 2 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 42 dBA and 60 dBA. Traffic noise from US 322 Business and SR 45 is the dominant source of noise within the existing acoustic environment of NSA 2.

4.5.3 NSA 3

NSA 3 is located in the western portion of the project area within the northwest quadrant of the SR 45 and US 322 interchange and is common to all three alternatives. It is comprised of 27 Activity Category B noise receptors representing 9 single family residential parcels along Belle Ave and Kimport Ave and 81 residential units within the multifamily Liberty Hill development. Existing traffic noise levels of 58 dBA, 53 dBA, 58 dBA, 55 dBA, 50 dBA, 52 dBA, 48 dBA and 50 dBA were measured within NSA 3 at monitoring sites ST-04 through ST-11, respectively.

Existing traffic noise levels within NSA 3 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 47 dBA and 64 dBA. Traffic noise from US 322 and SR 45 is the dominant source of noise within the existing acoustic environment of NSA 3.

4.5.4 NSA 4

NSA 4 is located in the western portion of the project area within the southwest quadrant of the SR 45 and US 322 interchange and is common to all three alternatives. It is comprised of 24 Activity Category B noise receptors representing 16 single family residential parcels along Brookside Drive and 84 residential units within the multifamily Ashworth Woods development. Existing traffic noise levels of 59 dBA and 56 dBA were measured within NSA 4 at monitoring sites ST-22 and ST-23.

Existing traffic noise levels within NSA 4 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 49 dBA and 60 dBA. Traffic noise from US 322, SR 45, and US 322 Business all contribute as the dominant source of noise within the existing acoustic environment of NSA 4, with differing levels of contribution depending on location within the NSA.

4.5.5 NSA 5

NSA 5 is located in the western portion of the project area within the southwest quadrant of the SR 45 and US 322 interchange, immediately south of and adjacent to NSA 4, and is common to all three alternatives. It is comprised of 8 Activity Category B noise receptors representing 14 single family residential parcels along East Drive and Boal Ave (US 322 Business). An existing traffic noise level of 52 dBA was measured within NSA 5 at monitoring site ST-24.

Existing traffic noise levels within NSA 5 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 62 dBA. Traffic noise from US 322 Business is the dominant source of noise within the existing acoustic environment of NSA 5, with additional traffic noise contributions from US 322 for parcels in the eastern portion of NSA 5.

4.5.6 NSA 6

NSA 6 is located in the western portion of the project area within the southwest quadrant of the SR 45 and US 322 interchange, south of NSA 5, and immediately adjacent to the eastbound lane of Boal Ave (US 322 Business) and is common to all three alternatives. It is comprised of 5 Activity

Category B noise receptors representing 10 single family residential parcels along Honeysuckle Drive.

Existing traffic noise levels within NSA 6 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 54 dBA and 61 dBA. Traffic noise from US 322 Business is the dominant source of noise within the existing acoustic environment of NSA 6.

4.5.7 NSA 7

NSA 7 is located in the western portion of the project area within the southwest quadrant of the SR 45 and US 322 interchange, south of NSA 5, and immediately adjacent to the eastbound lane of Boal Ave (US 322 Business) and is common to all three alternatives. It is comprised of two Activity Category B noise receptors representing three single family residential parcels along Boal Ave (US 322 Business). An existing traffic noise level of 59 dBA was measured within NSA 7 at monitoring site ST-25.

Existing traffic noise levels within NSA 7 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 63 dBA and 64 dBA. Traffic noise from US 322 Business is the dominant source of noise within the existing acoustic environment of NSA 7.

4.5.8 NSA 8

NSA 8 is located in the western portion of the project area within the northeast quadrant of the SR 45 and US 322 interchange and is common to all three alternatives. It is comprised of 10 Activity Category B noise receptors representing 11 single family residential parcels along Kaywood Drive, Kay Street, and Indian Hill Road. Existing traffic noise levels of 51 dBA, 60 dBA, and 54 dBA were measured within NSA 8 at monitoring sites ST-01 through ST-03, respectively.

Existing traffic noise levels within NSA 8 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 53 dBA and 63 dBA. Traffic noise from US 322 is the dominant source of noise within the existing acoustic environment of NSA 8.

4.5.9 NSA 9

NSA 9 is located in the western portion of the project area within the northeast quadrant of the SR 45 and US 322 interchange, immediately north of and adjacent to the westbound lane of Earlstown Road (SR 45) and is common to all three alternatives. It is comprised of 14 Activity Category B noise receptors representing 24 single family residential parcels along Indian Hill Road and Earlstown Road.

Existing traffic noise levels within NSA 9 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 54 dBA and 64 dBA. Traffic noise from Earlstown Road is the dominant source of noise within the existing acoustic environment of NSA 9, with additional traffic noise contributions from US 322 for parcels in the western portion of NSA 9.

4.5.10 NSA 10

NSA 10 is located in the western portion of the project area within the southeast quadrant of the SR 45 and US 322 interchange, immediately south of and adjacent to the eastbound lane of Earlstown Road (SR 45) and is common to all three alternatives. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Earlstown Road.

Existing traffic noise levels within NSA 10 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 60 dBA. A mix of traffic noise from Earlstown Road and US 322 is the dominant source of noise within the existing acoustic environment of NSA 10.

4.5.11 NSA 11

NSA 11 is located in the western portion of the project area, east of the SR 45 and US 322 interchange, immediately north of and adjacent to the westbound lane of Boal Ave (US 322) and is common to all three alternatives. It is comprised of 22 Activity Category B noise receptors representing 91 residential units within the multifamily Centre Estates apartments, Huntington Park apartments, Elksview Townhomes development, and the National Register of Historic Places (NRHP) eligible Michael Jack Estate. Existing traffic noise levels of 63 dBA, 59 dBA, 66 dBA and 69 dBA were measured within NSA 11 at monitoring sites ST-12 through ST-15, respectively.

Existing traffic noise levels within NSA 11 for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA for 41 residential units, with existing PM Peak Hour traffic noise levels modeled between 57 dBA and 72 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 11.

4.5.12 NSA 12

NSA 12 is located in the western portion of the project area, within the northwest quadrant of the intersection of Boal Ave (US 322) and Elks Club Road and is common to all three alternatives. It is comprised of 14 Activity Category C noise receptors representing the southwestern portion of the Mountain View Country Club and was calculated to represent 7 ERU across the NSA (and 0.5 ERU for each individual receptor). The ERU value of 0.5 ERU for each of these Activity Category C noise receptors was determined using the methodology outlined in Appendix E of PennDOT's "Publication #24: Project Level Highway Traffic Noise Handbook." Subsequent to constructing a grid of 14 receptors using 130 foot spacing to represent areas of human activity as described in Appendix E, an estimated usage of 100 people per day spending 4 hours each for 243 days per year equates to a total of 97,200 person-hours used per year. Dividing this value by the Table E2, Row L constant of 13,578 yields an ERU value of 7 (rounded down from 7.16) for the entirety of the NSA, which equates to 0.5 ERU value per receptor.

Existing traffic noise levels within NSA 12 for these Activity Category C land uses are predicted to approach the FHWA/PennDOT NAC of 67 dBA for one receptor location, with existing PM Peak Hour traffic noise levels modeled between 59 dBA and 66 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 12.

4.5.13 NSA 13

NSA 13 is located in the western portion of the project area, within the northeast quadrant of the intersection of Boal Ave (US 322) and Elks Club Road and is common to all three alternatives. It is comprised of 17 Activity Category C noise receptors representing the southeastern portion of the Mountain View Country Club and was calculated to represent 7 ERU across the NSA (and approximately 0.4 ERU for each individual receptor). The ERU value of 0.4 ERU for each of these Activity Category C noise receptors was determined using the methodology outlined in Appendix E of PennDOT's "Publication #24: Project Level Highway Traffic Noise Handbook." Subsequent to constructing a grid of 17 receptors using 130 foot spacing to represent areas of human activity as described in Appendix E, an estimated usage of 100 people per day spending 4 hours each for 243 days per year equates to a total of 97,200 person-hours used per year. Dividing this value by the Table E2, Row L constant of 13,578 yields an ERU value of 7 (rounded down from 7.16) for the entirety of the NSA, which equates to 0.4 ERU value per receptor.

Existing traffic noise levels within NSA 13 for these Activity Category C land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 57 dBA and 60 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 13.

4.5.14 NSA 14

NSA 14 is located in the western portion of the project area, east of the SR 45 and US 322 interchange, immediately south of and adjacent to the eastbound lane of Boal Ave (US 322) and is common to all three alternatives. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along Boal Ave.

The existing traffic noise level within NSA 14 for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 58 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 14.

4.5.15 NSA 15

NSA 15 is located in the western portion of the project area, within the southwest quadrant of the intersection of Boal Ave (US 322) and Bear Meadows Road and is common to all three alternatives. It is comprised of 14 Activity Category B noise receptors representing 16 single family residential parcels along Meadow Lark Lane and Bear Meadows Road within the Bear Meadow Village development. Existing traffic noise levels of 47 dBA and 55 dBA were measured within NSA 15 at monitoring sites ST-16 and ST-17.

Existing traffic noise levels within NSA 15 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 49 dBA and 61 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 15.

4.5.16 NSA 16

NSA 16 is located in the western portion of the project area, within the southeast quadrant of the intersection of Boal Ave (US 322) and Bear Meadows Road and is common to all three alternatives. It is comprised of 14 Activity Category B noise receptors representing 14 single family residential parcels along Roundhill Road and Banner Way within the Laurel Hills development. Existing traffic noise levels of 47 dBA and 51 dBA were measured within NSA 16 at monitoring sites ST-18 and ST-19.

Existing traffic noise levels within NSA 16 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 46 dBA and 63 dBA. Traffic noise from Boal Ave (US 322) is the dominant source of noise within the existing acoustic environment of NSA 16.

4.5.17 NSA 17 (C,N)

NSA 17 (C,N) is located in the western portion of the project area, east of the intersection of Boal Ave (US 322) with Bear Meadows Road/Elks Club Road and is common to both the Central and the North alternatives. It is comprised of three Activity Category B noise receptors representing three single family residential parcels along Somerset Drive. An existing traffic noise level of 47 dBA was measured within NSA 17 (C,N) at monitoring site ST-20.

Existing traffic noise levels within NSA 17 (C,N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 50 dBA and 57 dBA. Traffic noise from Boal Ave (US 322) is the dominant source of noise within the existing acoustic environment of NSA 17 (C,N).

4.5.18 NSA 17 (S)

NSA 17 (S) is located in the western portion of the project area, east of the intersection of Boal Ave (US 322) with Bear Meadows Road/Elks Club Road and represents the southern portion of NSA 17 (C,N). As the South Alternative displaces the northernmost residence of NSA 17 (C,N), a smaller version of NSA 17 unique to the South Alternative was necessary for purposes of analyzing each of the alternatives independently. NSA 17 (S) is comprised of two Activity Category B noise receptors representing two single family residential parcels along Somerset Drive. An existing traffic noise level of 47 dBA was measured within NSA 17 (S) at monitoring site ST-20.

Existing traffic noise levels within NSA 17 (S) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 50 dBA and 51 dBA. Traffic noise from Boal Ave (US 322) is the dominant source of noise within the existing acoustic environment of NSA 17 (S).

4.5.19 NSA 18 (C,N)

NSA 18 (C,N) is located in the western portion of the project area, east of the intersection of Boal Ave (US 322) with Bear Meadows Road/Elks Club Road and is common to both the Central and the North alternatives. It is comprised of one Activity Category B noise receptor representing the residential use of the Tait Farm property along Boal Ave.

The existing traffic noise level within NSA 18 (C,N) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 70 dBA. Traffic noise from Boal Ave (US 322) is the dominant source of noise within the existing acoustic environment of NSA 18 (C,N).

4.5.20 NSA 18 (S)

NSA 18 (S) is located in the western portion of the project area, east of the intersection of Boal Ave (US 322) with Bear Meadows Road/Elks Club Road and is unique to the South Alternative. It is comprised of one Activity Category B noise receptor representing the residential use of the Tait Farm property along Boal Ave. Although NSA 18 (S) is the same as NSA (C,N) when considering the existing condition, due to the different geographic relationship between this NSA in respect to the Central/North Alternative and the South Alternative, it is being presented as two different NSAs for consistency when addressing the differences in future predicted noise levels between the two different future scenarios.

The existing traffic noise level within NSA 18 (S) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 70 dBA. Traffic noise from Boal Ave (US 322) is the dominant source of noise within the existing acoustic environment of NSA 18 (S).

4.5.21 NSA 19 (C)

NSA 19 (C) is located in the central portion of the project area near the eastern limit of Harris Township, immediately south of and adjacent to the eastbound lane of Boal Ave (US 322) and is unique to the Central Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along Laurel Meadow Lane. An existing traffic noise level of 52 dBA was measured within NSA 19 (C) at monitoring site ST-29.

The existing traffic noise level within NSA 19 (C) for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 60 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 19 (C).

4.5.22 NSA 20 (C)

NSA 20 (C) is located in the central portion of the project area near the western limit of Potter Township, immediately west of and adjacent to the #1 Cycle Center/Iron Horse Ranch complex along General Potter Highway (US 322) and is unique to the Central Alternative. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along General Potter Highway.

Existing traffic noise levels within NSA 20 (C) for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 68 dBA and 73 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 20 (C).

4.5.23 NSA 21 (C)

NSA 21 (C) is located in the central portion of the project area near the western limit of Potter Township, west of the Potter Township Athletic Complex, south of General Potter Highway (US 322) and is unique to the Central Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 21 (C) for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 53 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 21 (C).

4.5.24 NSA 22 (C)

NSA 22 (C) is located in the central portion of the project area south of the Potter Township Athletic Complex and is unique to the Central Alternative. It is comprised of six Activity Category B noise receptors representing six single family residential parcels along Tussey View Lane and Zerby Road. An existing ambient noise level of 40 dBA was measured within NSA 22 (C) at monitoring site ST-35. The existing acoustic environment that was observed at ST-35 during the monitoring period consisted of a mix of sounds from insects and birds, with traffic noise from US 322 slightly audible.

Existing traffic noise levels within NSA 22 (C) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA with existing PM Peak Hour traffic noise levels modeled between 46 dBA and 49 dBA. Traffic noise from General Potter Highway is a minor component of the overall ambient acoustic environment within NSA 22 (C) with sounds from birds and insects responsible for the ambient acoustic conditions.

4.5.25 NSA 23 (C)

NSA 23 (C) is located in the central portion of the project area and is unique to the Central Alternative. It is comprised of six Activity Category C noise receptors representing the two ballfields of the Potter Township Athletic Complex and one Activity Category B noise receptor representing the residential use of the Four Branch Farm property along Tussey Sink Road. An existing ambient noise level of 43 dBA was measured within NSA 23 (C) near the eastern ballfield of the Potter Township Athletic Complex at monitoring site ST-34. The existing acoustic environment that was observed at ST-34 during the monitoring period consisted of a mix of sounds from insects and birds, with traffic noise from US 322 the most audible component.

The ERU value for each of the six Activity Category C noise receptors was determined using the methodology outlined in Appendix E of PennDOT's "Publication #24: Project Level Highway Traffic Noise Handbook." After constructing two small grids of three receptors each (one for each ballfield) using 130 feet spacing to represent areas of human activity as described in Appendix E, annual usage of the facility was estimated for both weekdays and weekends. The estimate for weekday usage considered 50 people per field X 2 fields X 4 hours per day X 5 days a week X 28 weeks per year = 56,000 person-hours per year (weekdays). The estimate for weekend usage considered 50 people per field X 2 fields X 8 hours per day X 2 days a week X 28 weeks per year = 44,800 person-hours per year (weekends), yielding a total of 100,800 person-hours usage per year across both

ballfields. Dividing this value by the Table E2, Row L constant of 13,578 yields an ERU value of 7.4 (rounded) for the entirety of the Potter Township Athletic Complex, which equates to 1.23 ERU value per receptor.

Existing traffic noise levels within NSA 23 (C) for these Activity Category C and B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 48 dBA and 54 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 23 (C) with minor additional traffic noise contributions from Taylor Hill Road.

4.5.26 NSA 24 (C,S)

NSA 24 (C,S) is located in the central portion of the project area, east of Tussey Sink Road, immediately south of and adjacent to General Potter Highway and is common to both the Central and the South alternatives. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 24 (C,S) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 72 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 24 (C,S).

4.5.27 NSA 25 (C,S)

NSA 25 (C,S) is located in the central portion of the project area, east of Tussey Sink Road, immediately north of and adjacent to General Potter Highway and is common to both the Central and the South alternatives. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along General Potter Highway.

Existing traffic noise levels within NSA 25 (C,S) for these Activity Category B land uses are predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 66 dBA and 71 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 25 (C,S).

4.5.28 NSA 26 (C,S)

NSA 26 (C,S) is located in the central portion of the project area, west of Neff Road, south of General Potter Highway and is common to both the Central and the South alternatives. It is comprised of four Activity Category B noise receptors representing four single family residential parcels along Tussey Meadow Lane and Chopper Lane. An existing traffic noise level of 58 dBA was measured within NSA 26 (C,S) at monitoring site ST-42.

Existing traffic noise levels within NSA 26 (C,S) for these Activity Category B land uses are not predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 60 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 26 (C,S).

4.5.29 NSA 27 (C,S)

NSA 27 (C,S) is located in the eastern portion of the project area, east of Neff Road, south of the intersection of Church Hill Road and General Potter Highway and is common to both the Central and the South alternatives. It is comprised of three Activity Category B noise receptors representing three single family residential parcels along Church Hill Road. An existing traffic noise level of 51 dBA was measured within NSA 27 (C,S) at monitoring site ST-45.

Existing traffic noise levels within NSA 27 (C,S) for these Activity Category B land uses are not predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 52 dBA and 53 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 27 (C,S).

4.5.30 NSA 28 (C,S)

NSA 28 (C,S) is located in the eastern portion of the project area, in the northeast quadrant of the intersection of Neff Road and General Potter Highway and is common to both the Central and the South alternatives. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway. An existing traffic noise level of 62 dBA was measured within NSA 28 (C,S) at monitoring site ST-44.

The existing traffic noise level within NSA 28 (C,S) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 68 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 28 (C,S).

4.5.31 NSA 29 (C,S)

NSA 29 (C,S) is located in the eastern portion of the project area, east of the intersection of Church Hill Road and General Potter Highway, immediately north of and adjacent to General Potter Highway and is common to both the Central and the South alternatives. It is comprised of 16 Activity Category B noise receptors representing 16 single family residential parcels along Tusseyville Road, Black Walnut Lane, Addleman Circle, and General Potter Highway. Existing traffic noise levels of 62 dBA and 72 dBA were measured within NSA 29 (C,S) at monitoring sites ST-46 and ST-47.

Existing traffic noise levels within NSA 29 (C,S) for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 56 dBA and 70 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 29 (C,S).

4.5.32 NSA 30

NSA 30 is located in the eastern portion of the project area, slightly west of the intersection of Dogtown Road and General Potter Highway, immediately north of and adjacent to General Potter Highway and is common to all three alternatives. It is comprised of four Activity Category B noise receptors representing four single family residential parcels along Young Lane and General Potter Highway. An existing traffic noise level of 60 dBA was measured within NSA 30 at monitoring site ST-48.

Existing traffic noise levels within NSA 30 for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 58 dBA and 73 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 30.

4.5.33 NSA 31

NSA 31 is located in the eastern portion of the project area, in the southwest quadrant of the intersection of Dogtown Road and General Potter Highway, immediately south of and adjacent to General Potter Highway and is common to all three alternatives. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Dogtown Road and General Potter Highway. An existing traffic noise level of 66 dBA was measured within NSA 31 at monitoring site ST-49.

Existing traffic noise levels within NSA 31 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 52 dBA and 59 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 31.

4.5.34 NSA 32

NSA 32 is located in the eastern portion of the project area, in the northeast quadrant of the intersection of Cider Press Road and General Potter Highway, immediately north of and adjacent to General Potter Highway and is common to all three alternatives. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Cider Press Road. An existing traffic noise level of 67 dBA was measured within NSA 32 at monitoring site ST-52.

Existing traffic noise levels within NSA 32 for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 61 dBA and 70 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 32.

4.5.35 NSA 33

NSA 33 is located in the eastern portion of the project area, south of the intersection of Cider Press Road and General Potter Highway and common to all three alternatives. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 33 for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 60 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 33.

4.5.36 NSA 34

NSA 34 is located in the eastern portion of the project area, east of the intersection of Cider Press Road and General Potter Highway, immediately north of and adjacent to General Potter Highway and is common to all three alternatives. It is comprised of five Activity Category B noise receptors representing five single family residential parcels along General Potter Highway. An existing traffic noise level of 62 dBA was measured within NSA 34 at monitoring site ST-54.

Existing traffic noise levels within NSA 34 for these Activity Category B land uses are predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 63 dBA and 70 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 34.

4.5.37 NSA 35

NSA 35 is located in the eastern portion of the project area, south of the intersection of Mountain Back Road and General Potter Highway and common to all three alternatives. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Mountain Back Road. An existing traffic noise level of 59 dBA was measured within NSA 35 at monitoring site ST-55.

Existing traffic noise levels within NSA 35 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 54 dBA and 57 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 35.

4.5.38 NSA 36

NSA 36 is located in the eastern portion of the project area, east of the intersection of Mountain Back Road and General Potter Highway, west of the Potters Mills Gap interchange and common to all three alternatives. It is comprised of four Activity Category B noise receptors representing four single family residential parcels along Gray Circle.

Existing traffic noise levels within NSA 36 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 62 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 36.

4.5.39 NSA 37

NSA 37 is located in the eastern portion of the project area, immediately north of and adjacent to the Potters Mills Gap interchange and common to all three alternatives. It is comprised of three Activity Category B noise receptors representing three single family residential parcels along Miller Road and Old US 322. An existing traffic noise level of 60 dBA was measured within NSA 37 at monitoring site ST-57.

Existing traffic noise levels within NSA 37 for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise

levels modeled between 56 dBA and 59 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 37.

4.5.40 NSA 38 (N)

NSA 38 (N) is located in the central portion of the project area, north of the Potter Township Athletic Complex and General Potter Highway and unique to the North Alternative. It is comprised of five Activity Category B noise receptors representing five single family residential parcels along General Potter Highway.

Existing traffic noise levels within NSA 38 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 54 dBA and 56 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 38 (N).

4.5.41 NSA 39 (N)

NSA 39 (N) is located in the central portion of the project area, north of the Potter Township Athletic Complex and General Potter Highway and unique to the North Alternative. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Wagner Road. An existing ambient noise level of 55 dBA was measured within NSA 39 (N) at monitoring site ST-38. Although US 322 traffic noise was audible at the site during the traffic monitoring period, noise from agricultural activity was the more dominant component of the background noise.

Existing traffic noise levels within NSA 39 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 45 dBA and 46 dBA. When noise from agricultural activity is not present, traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 39 (N).

4.5.42 NSA 40 (N)

NSA 40 (N) is located in the central portion of the project area, east of the intersection of Wagner Road with General Potter Highway and west of the intersection of Taylor Hill Road with General Potter Highway and immediately south of and adjacent to the eastbound lane of General Potter Highway. NSA 40 (N) is unique to the North Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 40 (N) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 71 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 40 (N).

4.5.43 NSA 41 (N)

NSA 41 (N) is located in the eastern portion of the project area, approximately 1,500 feet north of the intersection of Neff Road and General Potter Highway and is unique to the North Alternative. It

is comprised of two Activity Category B noise receptors representing two single family residential parcels along Swan Lane.

Existing traffic noise levels within NSA 41 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 46 dBA and 50 dBA. Traffic noise from General Potter Highway is the dominant source of traffic noise within the existing acoustic environment of NSA 41 (N), although the overall ambient acoustic environment within the NSA is a mix of noise sources with agricultural activity and wildlife (birds, insects) providing equal or greater acoustic contributions.

4.5.44 NSA 42 (N)

NSA 42 (N) is located in the eastern portion of the project area, approximately 1,000 feet northeast of the intersection of Neff Road and General Potter Highway and is unique to the North Alternative. It is comprised of three Activity Category B noise receptors representing three single family residential parcels along Neff Road.

Existing traffic noise levels within NSA 42 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 56 dBA and 59 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 42 (N) with additional traffic noise contributions from Neff Road and Tusseyville Road.

4.5.45 NSA 43 (N)

NSA 43 (N) is located in the eastern portion of the project area, approximately 650 feet northeast of the intersection of Church Hill Road and General Potter Highway and is unique to the North Alternative. It is comprised of four Activity Category B noise receptors representing four single family residential parcels along Tusseyville Road and General Potter Highway.

Existing traffic noise levels within NSA 43 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 60 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 43 (N) with additional traffic noise contributions from Neff Road and Tusseyville Road.

4.5.46 NSA 44 (N)

NSA 44 (N) is located in the eastern portion of the project area, approximately 1,500 feet west of the intersection of Dogtown Road and General Potter Highway, immediately north and adjacent to the west bound lane of General Potter Highway and unique to the North Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 44 (N) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 69 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 44 (N).

4.5.47 NSA 45 (N)

NSA 45 (N) is located in the eastern portion of the project area, within the southwest quadrant of the intersection of Neff Road and Tusseyville Road and unique to the North Alternative. It is comprised of five Activity Category B noise receptors representing five single family residential parcels along Neff Road and Tusseyville Road.

Existing traffic noise levels within NSA 45 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 51 dBA and 56 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 45 (N) with additional traffic noise contributions from Neff Road and Tusseyville Road.

4.5.48 NSA 46 (N)

NSA 46 (N) is located in the eastern portion of the project area, in the northeast quadrant of the intersection of Neff Road and General Potter Highway and is unique to the North Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway. An existing traffic noise level of 62 dBA was measured within NSA 46 (N) at monitoring site ST-44.

The existing traffic noise level within NSA 46 (N) for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 65 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 46 (N).

4.5.49 NSA 47 (N)

NSA 47 (N) is located in the eastern portion of the project area, within the southwest quadrant of the intersection of Church Hill Road and General Potter Highway and unique to the North Alternative. It is comprised of three Activity Category B noise receptors representing three single family residential parcels along Colyer Estates Drive and Church Hill Road. An existing traffic noise level of 61 dBA was measured within NSA 47 (N) at monitoring site ST-43.

Existing traffic noise levels within NSA 47 (N) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 52 dBA and 64 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 47 (N) with additional traffic noise contributions from Church Hill Road.

4.5.50 NSA 48 (N)

NSA 48 (N) is located in the central portion of the project area, approximately 900 feet east of the intersection of Church Hill Road with General Potter Highway, immediately south of and adjacent to the eastbound lane of General Potter Highway and unique to the North Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along General Potter Highway.

The existing traffic noise level within NSA 48 (N) for this Activity Category B land use is predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 74 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 48 (N).

4.5.51 NSA 49 (S)

NSA 49 (S) is located in the western portion of the project area, approximately 5,400 feet east of the intersection of Boal Ave and Elks Club Road/Bear Meadows Road, immediately south of and adjacent to the eastbound lane of Boal Ave and unique to the South Alternative. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Three Springs Lane. An existing traffic noise level of 57 dBA was measured within NSA 49 (S) at monitoring site ST-21.

Existing traffic noise levels within NSA 49 (S) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 55 dBA and 57 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 49 (S).

4.5.52 NSA 50 (S)

NSA 50 (S) is located in the central portion of the project area, approximately 3,000 feet west of the eastern limit of Harris Township, south of Boal Ave and unique to the South Alternative. It is comprised of two Activity Category B noise receptors representing two single family residential parcels along Tussey Terrace.

Existing traffic noise levels within NSA 50 (S) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 44 dBA and 45 dBA. Traffic noise from Boal Ave is the dominant source of noise within the existing acoustic environment of NSA 50 (S).

4.5.53 NSA 51 (S)

NSA 51 (S) is located in the central portion of the project area near the eastern limit of Harris Township, south of Boal Ave and unique to the South Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along Laurel Meadow Lane. An existing ambient noise level of 38 dBA was measured within NSA 51 (S) at monitoring site ST-28. The existing acoustic environment that was observed at ST-28 during the monitoring period consisted of a mix of sounds from insects and birds, with traffic noise from Boal Ave barely audible.

The existing traffic noise level within NSA 51 (S) for this Activity Category B land use is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 39 dBA. Traffic noise from Boal Ave is a very minor component of the overall ambient acoustic environment within NSA 51 (S) with sounds from birds and insects responsible for the ambient acoustic conditions.

4.5.54 NSA 52 (S)

NSA 52 (S) is located in the central portion of the project area, approximately 500 feet southwest of the Potter Township Athletic Complex, south of General Potter Highway and unique to the South Alternative. It is comprised of one Activity Category B noise receptor representing one single family residential parcel along Tussey View Lane.

The existing traffic noise level within NSA 52 (S) for this Activity Category B land use is not predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with an existing PM Peak Hour traffic noise level modeled at 44 dBA. Traffic noise from General Potter Highway is a very minor component of the overall ambient acoustic environment within NSA 51 (S) with sounds from birds and insects responsible for the ambient acoustic conditions.

4.5.55 NSA 53 (S)

NSA 53 (S) is located in the central portion of the project area, approximately 1,000 feet southwest of the intersection of Taylor Hill Road and General Potter Highway, south of General Potter Highway and unique to the South Alternative. It is comprised of one Activity Category B noise receptor representing the residential use of the Four Branch Farm property along Tussey Sink Road and one Activity Category C noise receptor representing the eastern ballfield of the Potter Township Athletic Complex. An ERU value of 3.7 ERU for the ballfield was determined using the methodology outlined in Appendix E of PennDOT's "Publication #24: Project Level Highway Traffic Noise Handbook" and as described in the discussion for NSA 23 (C), with the exception that only one of the ballfields is being considered as part of NSA 53 (S). An existing traffic noise level of 43 dBA was measured within NSA 53 (S) at monitoring site ST-34.

Existing traffic noise levels within NSA 53 (S) for this Activity Category B and Activity Category C land use are not predicted to exceed the FHWA/PennDOT NAC of 67 dBA, with existing PM Peak Hour traffic noise levels modeled between 48 dBA and 53 dBA. Traffic noise from General Potter Highway is the dominant source of noise within the existing acoustic environment of NSA 53 (S) with minor additional traffic noise contributions from Taylor Hill Road.

4.5.56 NSA 54 (S)

NSA 54 (S) is located in the central portion of the project area south of the Potter Township Athletic Complex and is unique to the South Alternative. It is comprised of five Activity Category B noise receptors representing five single family residential parcels along Zerby Road. An existing ambient noise level of 40 dBA was measured within NSA 54 (S) at monitoring site ST-35. The existing acoustic environment that was observed at ST-35 during the monitoring period consisted of a mix of sounds from insects and birds, with traffic noise from US 322 slightly audible.

Existing traffic noise levels within NSA 54 (S) for these Activity Category B land uses are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA with existing PM Peak Hour traffic noise levels modeled between 46 dBA and 49 dBA. Traffic noise from General Potter Highway is a minor component of the overall ambient acoustic environment within NSA 54 (S) with sounds from birds and insects responsible for the ambient acoustic conditions.

5.0 Design Year Conditions

The future design year (2050) Build models were constructed based on preliminary design engineering plans and projected design year (2050) traffic data. The project proposes to construct a new 4-lane highway, approximately 8 miles in length, from the SR 45 interchange at the western end of the project area to the Potters Mills Gap interchange at the eastern end of the project area. Along with this new highway, improvements are proposed to the existing US 322 roadway as it would function as a local access road. Noise models were evaluated for each of the three potential alternatives under study so that all noise-sensitive land uses within 500 feet from the proposed edge of pavement of all new roadway and existing roadway improvements could be analyzed to determine if predicted future noise levels approach or exceed the FHWA/PennDOT NAC for the respective Land Use Activity Categories.

Along with the proposed roadway design, future terrain features associated with each of the three proposed alternatives were incorporated into their respective models to ensure the most accurate noise propagation paths possible. In addition to the three 2050 Design Build noise models, a 2050 No Build noise model was constructed for comparison purposes. The 2050 No Build noise levels were predicted by incorporating projected 2050 No Build traffic volumes and compositions into the existing conditions noise model.

Design year noise levels are associated with multiple factors, including the introduction of a new noise source and/or the alteration of existing source/receiver noise propagation paths as a result of the construction of the project, a change in traffic patterns, as well as an overall increase in projected traffic. Predicted noise levels for the existing year (2023) and design year (2050) Build and No Build scenarios are presented in **Appendix B – Sound Level Impact Table**. Design year noise impacts are a result of both predicted noise levels that approach or exceed the NAC and also substantial noise increase impacts. Impact determination for the design year and a discussion of the predicted traffic noise increases for each NSA is presented below.

5.1 NSA 1

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors and two Activity Category E noise receptors within NSA 1 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA and 72 dBA, respectively, or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 1 is common to all three. An average increase of approximately 1 dBA above the existing noise levels is predicted for these seven receptors. These predicted increases in the future traffic noise levels can be attributed to an overall increase in traffic volumes along Boal Ave and SR 45 along with changes in traffic patterns associated with the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 49 dBA and 67 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 50 dBA and 69 dBA, with an approximate 1.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 1.

5.2 NSA 2

Design year (2050) Build traffic noise levels at the 11 Activity Category B noise receptors within NSA 2 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 2 is common to all three. An average increase of approximately 1 dBA above the existing noise levels is predicted for these 11 receptors. These predicted increases in the future traffic noise levels can be attributed to an overall increase in traffic volumes along Boal Ave and SR 45 along with changes in traffic patterns associated with the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 44 dBA and 60 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 43 dBA and 61 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 2.

5.3 NSA 3

Design year (2050) Build traffic noise levels at the 27 Activity Category B noise receptors within NSA 3 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 3 is common to all three. An average increase of approximately 2 dBA above the existing noise levels is predicted for these 27 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the new lanes of US 322 along with the reconfiguration of the SR 45 interchange ramps. Additional changes in traffic patterns resulting from the SCAC project, as well as an overall increase in projected traffic volumes in general all contribute to these future predicted increases in the traffic noise levels. Future Build traffic noise levels within the NSA are predicted to range between 50 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 48 dBA and 65 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 3.

5.4 NSA 4

Design year (2050) Build traffic noise levels at the 24 Activity Category B noise receptors within NSA 4 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 4 is common to all three. An average increase of approximately 0.5 dBA above the existing noise levels is predicted for these 24 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the new lanes of US 322 along with the construction of new SR 45 interchange ramps. Additional changes in traffic patterns resulting from the SCAC project, as well as an overall increase in projected traffic volumes in general all contribute to these future predicted increases in the traffic noise levels. Future Build traffic noise

levels within the NSA are predicted to range between 49 dBA and 60 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 50 dBA and 61 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 4.

5.5 NSA 5

Design year (2050) Build traffic noise levels at the eight Activity Category B noise receptors within NSA 5 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 5 is common to all three. An average decrease of approximately 1.5 dBA below the existing noise levels is predicted for these eight receptors. These predicted decreases in the future traffic noise levels can be attributed to a reduction in traffic volumes along Boal Ave along with changes in traffic patterns as a result of construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 59 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 56 dBA and 63 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 5.

5.6 NSA 6

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors within NSA 6 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 6 is common to all three. An average decrease of approximately 1 dBA below the existing noise levels is predicted for these five receptors. These predicted decreases in the future traffic noise levels can be attributed to a reduction in traffic volumes along Boal Ave along with changes in traffic patterns as a result of construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 54 dBA and 59 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 55 dBA and 63 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 6.

5.7 NSA 7

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 7 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 dBA or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 7 is common to all three. An average decrease of approximately 2.5 dBA below the existing noise levels is predicted for these two receptors. These predicted decreases in the future traffic noise levels can be attributed to a

reduction in traffic volumes along Boal Ave along with changes in traffic patterns as a result of construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to be 61 dBA at each receptor. Future No Build traffic noise levels within the NSA are predicted to range between 64 dBA and 65 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 7.

5.8 NSA 8

Design year (2050) Build traffic noise levels at the 10 Activity Category B noise receptors within NSA 8 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 8 is common to all three. An average increase of approximately 2 dBA above the existing noise levels is predicted for these 10 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of existing source/receiver noise propagation paths as a result of the construction of the new lanes of US322 along with the reconfiguration of the SR 45 interchange ramps. Additional changes in traffic patterns resulting from the SCAC project, as well as an overall increase in projected traffic volumes in general all contribute to these future predicted increases in the traffic noise levels. Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 64 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 54 dBA and 63 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 8.

5.9 NSA 9

The design year (2050) Build traffic noise level at one Activity Category B noise receptor within NSA 9 (receptor 9-08; representing 2 ERU) is predicted to approach the FHWA/PennDOT NAC of 67 dBA with a modeled noise level of 66 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining 13 Activity Category B noise receptors within NSA 9. This determination applies to all three of the evaluated alternatives as NSA 9 is common to all three. The future build traffic noise levels within NSA 9 are predicted to increase by approximately 1.5 dBA, on average, above the existing traffic noise levels. These predicted increases in the future traffic noise levels can be attributed to the alteration of existing source/receiver noise propagation paths as a result of the construction of the new roundabout on SR 45 immediately adjacent to the southwest of NSA 9, along with an overall increase in traffic volumes along SR 45 and changes in traffic patterns associated with the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 56 dBA and 66 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 55 dBA and 65 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 9.

5.10 NSA 10

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 10 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 10 is common to all three. An average increase of approximately 2 dBA above the existing noise levels is predicted for these two receptors. These predicted increases in the future traffic noise levels can be attributed to the construction of the new lanes of the SCAC, new SR 45 interchanges ramps, SR 45 roundabout, and new connector road to the southwest of NSA 10. Additional changes in traffic patterns resulting from the SCAC project, as well as an overall increase in projected traffic volumes in general all contribute to these future predicted increases in the traffic noise levels. Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 62 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 56 dBA and 61 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 10.

5.11 NSA 11

Design year (2050) Build traffic noise levels at 10 Activity Category B noise receptors within NSA 11 (receptors 11-01, 11-03, 11-04, 11-08 through 11-11, 11-18 through 11-20; representing 45 ERU) are predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA with modeled noise levels ranging from 66 dBA to 69 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining 12 Activity Category B noise receptors within NSA 11. This determination applies to all three of the evaluated alternatives as NSA 11 is common to all three. Even with future build traffic noise levels predicted to approach and exceed NAC, the overall future build traffic noise levels within NSA 11 are predicted to decrease by approximately 1 dBA, on average, below the existing traffic noise levels. These predicted decreases in the future traffic noise levels can be attributed to the relocation of a large percentage of traffic from the existing US322 alignment slightly further to the south along the proposed SCAC alignment. Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 69 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 57 dBA and 73 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 11.

5.12 NSA 12

Design year (2050) Build traffic noise levels at the 14 Activity Category C noise receptors within NSA 12 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 12 is common to all three. An average decrease of approximately 1 dBA below the existing noise levels is predicted for the six front row receptors in the grid while an average increase of approximately 1 dBA above the existing noise levels is

predicted for the eight second row receptors in the grid. These predicted decreases and increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths resulting from the construction of the SCAC to the south of the NSA. The higher elevation of the SCAC (up to 35 feet higher as compared to the existing US322 roadway) in conjunction with the higher elevations of the front row receptors (as compared to the second row receptors) results in opposite effects for each of these regions within NSA 12. Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 64 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 60 dBA and 67 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 12.

5.13 NSA 13

Design year (2050) Build traffic noise levels at the 17 Activity Category C noise receptors within NSA 13 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 13 is common to all three. An average increase of approximately 3 dBA above the existing noise levels is predicted for these 17 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 13. Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 62 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 59 dBA and 62 dBA, with an approximate 2.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 13.

5.14 NSA 14

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 14 (receptor 14-01; representing 1 ERU) is predicted to approach the FHWA/PennDOT NAC of 67. This determination applies to all three of the evaluated alternatives as NSA 14 is common to all three. An increase of approximately 8 dBA above the existing noise level is predicted for this receptor. This predicted increase in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will bring traffic closer to receptor 14-01. The future Build traffic noise level within NSA 14 is predicted to be 66 dBA. The future No Build traffic noise level within NSA 14 is predicted to be 60 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise level due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 14.

5.15 NSA 15

Design year (2050) Build traffic noise levels at four Activity Category B noise receptors within NSA 15 (receptors 15-03 through 15-06; representing 4 ERU) are predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA with modeled noise levels ranging from 66 dBA to 69 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining 10 Activity Category B noise receptors within NSA 15. This determination applies to all three of the evaluated alternatives as NSA 15 is common to all three. An average increase of approximately 7 dBA above the existing noise levels is predicted for these 14 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 15. Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 69 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 50 dBA and 62 dBA, with an approximate 1.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 15.

5.16 NSA 16

Design year (2050) Build traffic noise levels at six Activity Category B noise receptors within NSA 16 (receptors 16-02 through 16-07; representing 6 ERU) are predicted to approach and exceed the FHWA/PennDOT NAC of 67 dBA with modeled noise levels ranging from 68 dBA to 71 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining eight Activity Category B noise receptors within NSA 16. This determination applies to all three of the evaluated alternatives as NSA 16 is common to all three. An average increase of approximately 6.5 dBA above the existing noise levels is predicted for these 14 receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 16. Future Build traffic noise levels within the NSA are predicted to range between 54 dBA and 71 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 48 dBA and 66 dBA, with an approximate 2.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 16.

5.17 NSA 17 (C,N)

The design year (2050) Build traffic noise level at one Activity Category B noise receptor within NSA 17 (C,N) (receptor 17CN-03; representing 1 ERU) is predicted to approach the FHWA/PennDOT NAC of 67 dBA with a modeled noise level of 66 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining two Activity Category B noise receptors within NSA 17 (C,N). This determination applies to the Central and North Alternatives. An average increase of approximately 8.5 dBA above the existing noise levels is predicted for these

three receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 17 (C,N). Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 66 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 53 dBA and 60 dBA, with an approximate 2.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 17 (C,N).

5.18 NSA 17 (S)

Design year (2050) Build traffic noise levels at two Activity Category B noise receptors within NSA 17 (S) (receptors 17S-01, 17S-02; representing 2 ERU) are predicted to substantially exceed the existing noise levels with modeled noise level increases of 11 dBA and 12 dBA at receptors 17S-01 and 17S-02, respectively. This determination applies only to the South Alternative. An average increase of approximately 11.5 dBA above the existing noise levels is predicted for these two receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 17 (S). Future Build traffic noise levels within the NSA are predicted to range between 61 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 53 dBA and 54 dBA, with an approximate 3 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 17 (S).

5.19 NSA 18 (C,N)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 18 (C,N) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies to the Central and North Alternatives. A decrease of approximately 7.5 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptor 18CN-01. The future Build traffic noise level within NSA 18 (C,N) is predicted to be 63 dBA. The future No Build traffic noise level within the NSA is predicted to be 72 dBA, with an approximate 2 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 18 (C,N).

5.20 NSA 18 (S)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 18 (S) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or

experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies only to the South Alternative. A decrease of approximately 8.5 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptor 18S-01. The future Build traffic noise level within NSA 18 (S) is predicted to be 62 dBA. The future No Build traffic noise level within the NSA is predicted to be 72 dBA, with an approximate 2 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 18 (S).

5.21 NSA 19 (C)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 19 (C) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies only to the Central Alternative. A decrease of approximately 2 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptor 19C-01. The future Build traffic noise level within NSA 19 (C) is predicted to be 59 dBA. The future No Build traffic noise level within the NSA is predicted to be 63 dBA, with an approximate 2.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 19 (C).

5.22 NSA 20 (C)

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 20 (C) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the Central Alternative. A decrease of approximately 8.5 dBA below the existing noise levels is predicted for these receptors. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptors 20C-01 and 20C-02. Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 64 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 69 dBA and 74 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 20 (C).

5.23 NSA 21 (C)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 21 (C) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This

determination applies only to the Central Alternative. An increase of approximately 7.5 dBA above the existing noise level is predicted for this receptor. This predicted increase in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will bring traffic noise closer to receptor 21C-01. The future Build traffic noise level within NSA 21 (C) is predicted to be 61 dBA. The future No Build traffic noise level within the NSA is predicted to be 54 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 21 (C).

5.24 NSA 22 (C)

Design year (2050) Build traffic noise levels at two Activity Category B noise receptors within NSA 22 (C) (receptors 22C-01 and 22C-06; representing 2 ERU) are predicted to substantially exceed the existing noise levels with an average modeled noise level increase of 12 dBA for these two receptors. This determination applies only to the Central Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of a major noise source within 400 to 800 feet of the noise-sensitive land uses of NSA 22 (C) as a result of the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 60 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 47 dBA and 50 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 22 (C).

5.25 NSA 23 (C)

Design year (2050) Build traffic noise levels at five of the six Activity Category C noise receptors within NSA 23 (C) (receptors 23C-02 through 23C-06; representing 6.2 ERU) are predicted to substantially exceed the existing noise levels with an average modeled noise level increase of 12 dBA for these five receptors. This determination applies only to the Central Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of a major noise source within less than 200 feet of the Potter Township Athletic Complex as a result of the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 49 dBA and 55 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 23 (C).

5.26 NSA 24 (C,S)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 24 (C,S) (receptor 24CS-01; representing 1 ERU) is predicted to exceed the FHWA/PennDOT NAC of 67. This determination applies to the Central and South Alternatives. Even with the future build traffic noise level predicted to exceed NAC, the overall future build traffic noise level within NSA 24 (C,S) is predicted to decrease by approximately 4 dBA below the existing traffic

noise level. This predicted decrease in the future traffic noise levels can be attributed to the relocation of a large percentage of traffic from the existing US 322 alignment slightly further away to the south along the proposed SCAC alignment. The future Build traffic noise level within NSA 24 (C,S) is predicted to be 68 dBA. The future No Build traffic noise level within the NSA is predicted to be 72 dBA, with an approximate 0.5 dBA increase above the existing traffic noise level due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 24 (C,S).

5.27 NSA 25 (C,S)

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 25 (C,S) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to the Central and South Alternatives. An average decrease of approximately 3 dBA below the existing noise levels is predicted for these receptors. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptors 25CS-01 and 25CS-02. Future Build traffic noise levels within the NSA are predicted to range between 64 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 66 dBA and 72 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 25 (C,S).

5.28 NSA 26 (C,S)

The design year (2050) Build traffic noise level at one Activity Category B noise receptor within NSA 26 (C,S) (receptor 26CS-04; representing 1 ERU) is predicted to exceed the FHWA/PennDOT NAC of 67 dBA with a modeled noise level of 67 dBA. Future predicted build noise levels are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels at the remaining three Activity Category B noise receptors within NSA 26 (C,S). This determination applies to the Central and South Alternatives. An average increase of approximately 6 dBA above the existing noise levels is predicted for these four receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 26 (C,S). Future Build traffic noise levels within the NSA are predicted to range between 61 dBA and 67 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 56 dBA and 61 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 26 (C,S).

5.29 NSA 27 (C,S)

Design year (2050) Build traffic noise levels at the three Activity Category B noise receptors within NSA 27 (C,S) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to the Central and South Alternatives. An average increase of approximately 5.5 dBA above the existing noise levels is predicted for these three receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 27 (C,S). Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 61 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 53 dBA and 54 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 27 (C,S).

5.30 NSA 28 (C,S)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 28 (C,S) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies to the Central and South Alternatives. A decrease of approximately 6 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from receptor 28CS-01. The future Build traffic noise level within NSA 28 (C,S) is predicted to be 62 dBA. The future No Build traffic noise level within the NSA is predicted to be 69 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 28 (C,S).

5.31 NSA 29 (C,S)

Design year (2050) Build traffic noise levels at the 16 Activity Category B noise receptors within NSA 29 (C,S) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to the Central and South Alternatives. An average decrease of approximately 6 dBA below the existing noise levels is predicted for these receptors. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from the receptors within NSA 29 (C,S). Future Build traffic noise levels within the NSA are predicted to range between 49 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 57 dBA and 71 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 29 (C,S).

5.32 NSA 30

Design year (2050) Build traffic noise levels at the four Activity Category B noise receptors within NSA 30 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 30 is common to all three. An average decrease of approximately 2.5 dBA below the existing noise levels is predicted for these receptors. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will move traffic farther from the receptors within NSA 30. Future Build traffic noise levels within the NSA are predicted to range between 61 dBA and 64 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 58 dBA and 73 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 30.

5.33 NSA 31

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 31 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 31 is common to all three. An average increase of approximately 5.5 dBA above the existing noise levels is predicted for these two receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 31. Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 64 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 53 dBA and 60 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 31.

5.34 NSA 32

The design year (2050) Build traffic noise level at one Activity Category B noise receptor within NSA 32 (receptor 32-01; representing 1 ERU) is predicted to approach the FHWA/PennDOT NAC of 67 dBA with a modeled noise level of 66 dBA. The future predicted build noise level is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level at the other Activity Category B noise receptor within NSA 32. This determination applies to all three of the evaluated alternatives as NSA 32 is common to all three. Even with future build traffic noise levels predicted to approach NAC, the overall future build traffic noise levels within NSA 32 are predicted to decrease by approximately 2 dBA, on average, below the existing traffic noise levels. These predicted decreases in the future traffic noise levels can be attributed to the relocation of a large percentage of traffic from the existing US 322 alignment slightly further to the south along the proposed SCAC alignment. Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 66 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 61 dBA and 71 dBA, with an approximate

1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 32.

5.35 NSA 33

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 33 is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies to all three of the evaluated alternatives as NSA 33 is common to all three. An average increase of approximately 5 dBA above the existing noise levels is predicted for this receptor. This predicted increase in the future traffic noise level can be attributed to the alteration of the source/receiver noise propagation path as a result of the construction of the SCAC which will bring traffic noise closer to receptor 33-01. The future Build traffic noise level within NSA 33 is predicted to be 65 dBA. The future No Build traffic noise level within the NSA is predicted to be 60 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 33.

5.36 NSA 34

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors within NSA 34 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 34 is common to all three. An average decrease of approximately 4 dBA below the existing noise levels is predicted for these receptors. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation paths as a result of the construction of the SCAC which will move traffic farther from the receptors within NSA 34. Future Build traffic noise levels within the NSA are predicted to range between 62 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 64 dBA and 71 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 34.

5.37 NSA 35

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 35 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 35 is common to all three. An average increase of approximately 6 dBA above the existing noise levels is predicted for these two receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 35. Future Build traffic noise levels within the NSA

are predicted to range between 61 dBA and 62 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 55 dBA and 58 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 35.

5.38 NSA 36

Design year (2050) Build traffic noise levels at the four Activity Category B noise receptors within NSA 36 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 36 is common to all three. An average increase of approximately 3 dBA above the existing noise levels is predicted for these four receptors. These predicted increases in the future traffic noise levels can be attributed to the alteration of source/receiver noise propagation paths as a result of the construction of the SCAC which will bring traffic noise closer to the receptors within NSA 36. Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 56 dBA and 62 dBA, with an approximate 0.5 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 36.

5.39 NSA 37

Design year (2050) Build traffic noise levels at the three Activity Category B noise receptors within NSA 37 are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies to all three of the evaluated alternatives as NSA 37 is common to all three. An average increase of approximately 2.5 dBA above the existing noise levels is predicted for these three receptors. These predicted increases in the future traffic noise levels can be attributed to an overall increase in traffic volumes along US 322 along with changes in traffic patterns associated with the construction of the SCAC. Future Build traffic noise levels within the NSA are predicted to range between 59 dBA and 62 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 57 dBA and 60 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 37.

5.40 NSA 38 (N)

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors within NSA 38 (N) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the North Alternative. An average increase of approximately 6.5 dBA above the existing noise levels is predicted for these five receptors. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 300 feet of the receptors within NSA 38 (N). Future Build traffic noise levels within the NSA are predicted

to range between 60 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 55 dBA and 57 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 38 (N).

5.41 NSA 39 (N)

Design year (2050) Build traffic noise levels at two Activity Category B noise receptors within NSA 39 (N) (receptors 39N-01, 39N-02; representing 2 ERU) are predicted to substantially exceed the existing noise levels with an average modeled noise level increase of 10 dBA for these two receptors. This determination applies only to the North Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 500 feet of the receptors within NSA 39 (N). Future Build traffic noise levels within the NSA are predicted to range between 55 dBA and 56 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 46 dBA and 47 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 39 (N).

5.42 NSA 40 (N)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 40 (N) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies only to the North Alternative. A decrease of approximately 12 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to a relocation of a large percentage of the traffic volume from the existing General Potter Highway to several hundred feet farther north along the proposed SCAC alignment, away from receptor 40N-01. The future Build traffic noise level within NSA 40 (N) is predicted to be 59 dBA. The future No Build traffic noise level within the NSA is predicted to be 72 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 40 (N).

5.43 NSA 41 (N)

The design year (2050) Build traffic noise level at one Activity Category B noise receptor within NSA 41 (N) (receptor 41N-01; representing 1 ERU) is predicted to substantially exceed the existing noise level with a modeled noise level increase of 11 dBA. The future predicted build noise level is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level at the remaining Activity Category B noise receptor within NSA 41 (N), with a future predicted build noise level increase of 8 dBA. This determination applies only to the North Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 400 feet of the receptors within NSA 41 (N). Future Build traffic noise levels within the NSA are predicted to

range between 57 dBA and 58 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 46 dBA and 51 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 41 (N).

5.44 NSA 42 (N)

Design year (2050) Build traffic noise levels at the three Activity Category B noise receptors within NSA 42 (N) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the North Alternative. An average increase of approximately 4.5 dBA above the existing noise levels is predicted for these three receptors. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 300 feet of the receptors within NSA 42 (N). Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 57 dBA and 59 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 42 (N).

5.45 NSA 43 (N)

Design year (2050) Build traffic noise levels at the four Activity Category B noise receptors within NSA 43 (N) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the North Alternative. An average increase of approximately 4.5 dBA above the existing noise levels is predicted for these four receptors. These predicted increases in the future traffic noise levels can be attributed to the introduction of both the relocated local US 322 and the SCAC alignment within less than 300 feet of the receptors within NSA 43 (N). Future Build traffic noise levels within the NSA are predicted to range between 61 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 56 dBA and 61 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 43 (N).

5.46 NSA 44 (N)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 44 (N) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies only to the North Alternative. A decrease of approximately 4 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to a relocation of a large percentage of the traffic volume from the existing General Potter Highway to approximately 100 feet farther south along the proposed SCAC alignment, away from receptor 44N-01. The future Build traffic noise level within NSA 44 (N) is

predicted to be 65 dBA. The future No Build traffic noise level within the NSA is predicted to be 70 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 44 (N).

5.47 NSA 45 (N)

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors within NSA 45 (N) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the North Alternative. An average increase of approximately 5 dBA above the existing noise levels is predicted for these five receptors. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 200 feet of the receptors within NSA 45 (N). Future Build traffic noise levels within the NSA are predicted to range between 51 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 52 dBA and 57 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 45 (N).

5.48 NSA 46 (N)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 46 (N) is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level. This determination applies only to the North Alternative. A decrease of approximately 11.5 dBA below the existing noise level is predicted for this receptor. This predicted decrease in the future traffic noise level can be attributed to a relocation of a large percentage of the traffic volume from the existing General Potter Highway to several hundred feet farther north along the proposed SCAC alignment, away from receptor 46N-01. The future Build traffic noise level within NSA 46 (N) is predicted to be 57 dBA. The future No Build traffic noise level within the NSA is predicted to be 66 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 46 (N).

5.49 NSA 47 (N)

Design year (2050) Build traffic noise levels at the three Activity Category B noise receptors within NSA 47 (N) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the North Alternative. An average decrease of approximately 0.5 dBA below the existing noise levels is predicted for these receptors. These predicted decreases in the future traffic noise levels can be attributed to the relocation of a large percentage of the traffic volume from the existing General Potter Highway slightly approximately 300 feet to the north along the proposed SCAC alignment along with the physical relocation of the local portion of US 322 approximately 150

feet to the north of NSA 47 (N). Future Build traffic noise levels within the NSA are predicted to range between 53 dBA and 63 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 53 dBA and 64 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 47 (N).

5.50 NSA 48 (N)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 48 (N) (receptor 48N-01; representing 1 ERU) is predicted to exceed the FHWA/PennDOT NAC of 67. This determination applies only to the North Alternative. Even with the future build traffic noise level predicted to exceed NAC, the future build traffic noise level for receptor 48N-01 is predicted to decrease by approximately 1.5 dBA below the existing traffic noise level. This predicted decrease in the future traffic noise levels can be attributed to the alteration of the source/receiver noise propagation path resulting from the construction of the SCAC to the north of the NSA and the relocation of the local portion of US 322 to the north of the SCAC alignment. The future Build traffic noise level within NSA 48 (N) is predicted to be 73 dBA. The future No Build traffic noise level within the NSA is predicted to be 75 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 48 (N).

5.51 NSA 49 (S)

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 49 (S) are not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience future predicted noise levels that substantially exceed existing noise levels. This determination applies only to the South Alternative. An average increase of approximately 4.5 dBA above the existing noise levels is predicted for these two receptors. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 200 feet to the south of the receptors within NSA 49 (S). Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 62 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 57 dBA and 59 dBA, with an approximate 2 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is not warranted for NSA 49 (S).

5.52 NSA 50 (S)

Design year (2050) Build traffic noise levels at the two Activity Category B noise receptors within NSA 50 (S) (receptors 50S-01, 50S-02; representing 2 ERU) are predicted to substantially exceed the existing noise levels with an average modeled noise level increase of 17 dBA for these two receptors. This determination applies only to the South Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 100 feet to the south of the receptors within NSA 50 (S). Future Build traffic noise levels within the NSA are predicted to be 59 dBA and 64 dBA. Future No Build traffic noise levels within

the NSA are predicted to be 47 dBA at each receptor, with an approximate 2 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 50 (S).

5.53 NSA 51 (S)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 51 (S) (receptor 51S-01; representing 1 ERU) is predicted to substantially exceed the existing noise level with an average modeled noise level increase of 20 dBA. This determination applies only to the South Alternative. This predicted increase in the future traffic noise level can be attributed to the introduction of the SCAC alignment approximately 200 feet to the south of receptor 51S-01. The future Build traffic noise level within NSA 51 (S) is predicted to be 59 dBA. The future No Build traffic noise level within the NSA is predicted to be 41 dBA, with an approximate 2 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 51 (S).

5.54 NSA 52 (S)

The design year (2050) Build traffic noise level at the single Activity Category B noise receptor within NSA 52 (S) (receptor 52S-01; representing 1 ERU) is predicted to substantially exceed the existing noise level with an average modeled noise level increase of 17 dBA. This determination applies only to the South Alternative. This predicted increase in the future traffic noise level can be attributed to the introduction of the SCAC alignment within 300 feet to the south of receptor 52S-01. The future Build traffic noise level within NSA 52 (S) is predicted to be 61 dBA. The future No Build traffic noise level within the NSA is predicted to be 45 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 52 (S).

5.55 NSA 53 (S)

The design year (2050) Build traffic noise level at one Activity Category C noise receptor within NSA 53 (S) (receptor 53S-01; representing 3.7 ERU) is predicted to substantially exceed the existing noise level with a modeled noise level increase of 10 dBA. The future predicted build noise level is not predicted to approach or exceed the FHWA/PennDOT NAC of 67 or experience a future predicted noise level that substantially exceeds the existing noise level at the remaining Activity Category B noise receptor within NSA 53 (S), with a future predicted build noise level increase of 6 dBA. This determination applies only to the South Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 500 feet to the south of the receptors within NSA 53 (S). Future Build traffic noise levels within the NSA are predicted to range between 58 dBA and 59 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 49 dBA and 54 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 53 (S).

5.56 NSA 54 (S)

Design year (2050) Build traffic noise levels at the five Activity Category B noise receptors within NSA 54 (S) (receptors 54S-01 through 54S-05; representing 5 ERU) are predicted to substantially exceed the existing noise levels with an average modeled noise level increase of 15 dBA for these five receptors. This determination applies only to the South Alternative. These predicted increases in the future traffic noise levels can be attributed to the introduction of the SCAC alignment within less than 300 feet to the north of the receptors within NSA 54 (S). Future Build traffic noise levels within the NSA are predicted to range between 60 dBA and 65 dBA. Future No Build traffic noise levels within the NSA are predicted to range between 47 dBA and 50 dBA, with an approximate 1 dBA increase (on average) above the existing traffic noise levels due to an overall increase in the traffic volume within the existing roadway network. Noise abatement consideration is warranted for NSA 54 (S).

6.0 Mitigation Alternatives and Consideration

Based on the impact evaluation discussed in the preceding section, noise abatement consideration is warranted for receptor sites within 20 NSAs, with some of these NSAs common to more than one of the three alternatives and some unique to just one alternative. For the Central Alternative, 11 NSAs warrant mitigation consideration including 9, 11, 14, 15, 16, 17 (C,N), 22 (C), 23 (C), 24 (C,S), 26 (C,S), and 32. For the North Alternative, 10 NSAs warrant mitigation consideration including 9, 11, 14, 15, 16, 17 (C,N), 32, 39 (N), 41 (N), and 48 (N). For the South Alternative, 14 NSAs warrant mitigation consideration including 9, 11, 14, 15, 16, 17 (S), 24 (C,S), 26 (C,S), 32, 50 (S), 51 (S), 52 (S), 53 (S), and 54 (S). This section of the document outlines the abatement alternatives which were considered in an attempt to reduce noise levels at the receptors which warrant abatement consideration.

State and federal guidelines suggest a range of mitigation measures which should be considered. Although noise barriers or berms are the most common response to an identified impact, other approaches can be effective under certain circumstances. Traffic-control measures (e.g., speed restrictions, prohibitions for certain vehicle types during certain periods of the day), alteration of horizontal or vertical alignments, acquisition of land as a buffer, and soundproofing of public use or nonprofit institutional structures have been suggested as alternative abatement measures. Due to the nature of this improvement project along with the type of affected land use, these alternative abatement considerations are not feasible or practical. Traffic-control measures are not practical due to the high volume of vehicles using this roadway. Alignment modifications are not feasible due to right-of-way constraints, nor is the acquisition of land to act as a buffer since noise-sensitive land uses are located adjacent to the highway and therefore land to act as a buffer does not exist. The impacts have been predicted to affect outdoor uses; therefore, soundproofing would not provide any benefit for exterior conditions.

For the State College Area Connector Project, noise barriers are the only practical method to reduce highway traffic noise levels. Sound barriers were modeled along the edge of the shoulder or on the top of the cut locations.

Table 6 presents a summary of the results of the barrier analyses. Individual discussions for each evaluated noise barrier follow. All noise levels presented in **Tables 7 through 26** have been rounded to the nearest whole number. Insertion losses (the reduction in sound levels due to noise barriers) were calculated prior to rounding, which results in minor discrepancies for several insertion loss values. The locations of the evaluated noise barriers are presented **Appendix A – Figure 3 - Noise Study Areas and Noise Receptor Locations**. The Warranted, Feasible, and Reasonable Worksheets for the evaluated noise barriers are provided in **Appendix G**. Noise barrier analysis in this report is based on available preliminary engineering design. Noise barriers that are not both feasible and reasonable are not recommended for further consideration. However, the final recommendation on the inclusion of noise barriers or other abatement measures is determined during the completion of the project's final design.

Table 6
Noise Barrier Analysis Summary

Noise Study Area	# of Noise Impacted Equivalent Residential Units (ERU)	Noise Barrier Length (ft)	Average Noise Barrier Height (ft)	Noise Barrier Area (ft ²)	Number of Benefitting Equivalent Residential Units (ERU)	SF/BR (Square Feet per Benefitted ERU)	Feasible/ Reasonable
NSA 9	2	NA	NA	NA	NA	NA	No/No
NSA 11	45	2,590	16	41,430	89	466	Yes/Yes
NSA 14	1	1,106	12	13,274	1	13,274	Yes/No
NSA 15	4	1,670	12	18,198	8	2,275	Yes/No
NSA 16	6	1,374	10	14,379	5	2,876	Yes/No
NSA 15/16	10	3,483	13	39,771	20	1,989	Yes/Yes
NSA 17 (C,N)	1	1,106	16	17,290	1	17,290	Yes/No
NSA 17 (S)	2	1,283	20	25,662	2	12,831	Yes/No
NSA 22 (C)	2	4,158	21	87,104	2	43,552	Yes/No
NSA 23 (C)	6.2	2,216	20	44,076	7.4	5,937	Yes/No
NSA 24 (C,S)	1	896	24	21,509	1	21,509	Yes/No
NSA 26 (C,S)	1	812	15	12,388	1	12,388	Yes/No
NSA 32	1	1,002	24	24,052	1	24,052	Yes/No
NSA 39 (N)	2	2,211	24	53,064	0	NA	No/No
NSA 41 (N)	1	1,542	24	37,000	1	37,000	Yes/No
NSA 48 (N)	1	400	12	4,800	1	4,800	Yes/No
NSA 50 (S)	2	1,396	15	20,746	2	10,373	Yes/No
NSA 51 (S)	1	1,191	24	28,583	1	28,583	Yes/No
NSA 52 (S)	1	1308	16	20,930	1	20,930	Yes/No

Noise Study Area	# of Noise Impacted Equivalent Residential Units (ERU)	Noise Barrier Length (ft)	Average Noise Barrier Height (ft)	Noise Barrier Area (ft ²)	Number of Benefitting Equivalent Residential Units (ERU)	SF/BR (Square Feet per Benefitted ERU)	Feasible/ Reasonable
NSA 53 (S)	3.7	1,406	24	33,733	3.7	9,117	Yes/No
NSA 54 (S)	5	1,594	15	23,917	5	4,783	Yes/No

6.1 NSA 9

NSA 9 is located adjacent to SR 45 and the residences have direct driveway access onto the roadway. A noise barrier would require gaps for driveway access, which would allow the traffic noise to infiltrate and therefore is not considered feasible.

6.2 NSA 11

A noise barrier was evaluated on the westbound shoulder of the highway from Station 142+00 to 168+00 to protect noise-impacted receptor sites 11-01, 11-03, 11-04, 11-08 through 11-11, and 11-18 through 11-20 and to determine noise abatement feasibility and reasonableness. **Table 7** presents the results of the noise barrier analysis.

A 2,590-foot-long, 16-foot-tall (average) noise barrier is 41,430 ft² and provides the required noise reduction of ≥ 5 dBA for nine of the ten noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 89 equivalent residential units, equating to 466 ft²/BR; this is less than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible and reasonable. Due to the potential for feasible and reasonable noise abatement along the eastbound lanes from Station 164+00 to Station 168+00 for NSA 15/16, a parallel barrier analysis for the eastern end of the proposed NSA 11 noise barrier will be required during the Final Design noise analysis.

Table 7
NSA 11 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
11-01	1	67	60	7
11-02	10	61	55	6
11-03	5	69	61	8

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
11-04	4	69	61	8
11-05	2	61	54	8
11-06	2	59	53	6
11-07	8	60	53	7
11-08	5	67	60	8
11-09	4	67	60	7
11-10	8	66	59	7
11-11	8	66	59	7
11-12	8	58	52	6
11-13	2	60	53	7
11-14	4	64	57	7
11-15	2	59	53	6
11-16	2	59	52	6
11-17	2	59	54	5
11-18	4	66	58	7
11-19	4	66	58	7
11-20	2	66	59	7
11-21	2	62	57	5
11-22	2	60	56	4

* Insertion Loss (IL) sound levels may be different due to rounding

 red shaded cell indicates noise impacted receptor

 green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
16	2,590	41,430	89	466	Yes/Yes

6.3 NSA 14

A noise barrier was evaluated on the eastbound shoulder of the highway from Station 141+00 to 152+00 to protect noise-impacted receptor site 14-01 and to determine noise abatement feasibility and reasonableness. **Table 8** presents the results of the noise barrier analysis.

A 1,100-foot-long, 12-foot-tall (average) noise barrier is 13,274 ft² and provides the required noise reduction of ≥ 5 dBA for the noise-impacted receptor. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits 1 equivalent residential unit, equating to 13,274 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 8
NSA 14 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
14-01	1	66	59	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
12	1,106	13,274	1	13,274	Yes/No

6.4 NSA 15

A noise barrier was evaluated on the eastbound shoulder of the highway from Station 160+00 to 179+00 to protect noise-impacted receptor sites 15-03 through 15-06 and to determine noise abatement feasibility and reasonableness. **Table 9** presents the results of the noise barrier analysis.

A 1,670-foot-long, 12-foot-tall (average) noise barrier is 18,198 ft² and provides the required noise reduction of ≥ 5 dBA for all the noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 8 equivalent residential units, equating to 2,275 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 9
NSA 15 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
15-01	1	55	54	1

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
15-02	1	59	58	1
15-03	1	67	62	5
15-04	1	69	60	9
15-05	1	67	59	9
15-06	1	66	58	8
15-07	1	64	58	7
15-08	1	61	56	5
15-09	1	58	54	4
15-10	1	57	54	3
15-11	1	61	57	5
15-12	1	59	54	5
15-13	1	56	52	4
15-14	3	58	55	3

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
12	1,670	18,198	8	2,275	Yes/No

6.5 NSA 16

A noise barrier was evaluated on the eastbound side of the highway at the top of cut from Station 179+00 to 194+00. This barrier transitions from the cut to the edge of shoulder at Station 194+00 where it terminates at Station 199+00. The barrier is intended to protect noise-impacted receptor sites 16-02 through 16-07 and to determine noise abatement feasibility and reasonableness. **Table 10** presents the results of the noise barrier analysis.

A 1,374-foot-long, 10-foot-tall (average) noise barrier is 14,379 ft² and provides the required noise reduction of ≥5 dBA for five of the six noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 5 equivalent residential units, equating to 2,876 ft²/BR; this is more

than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 10
NSA 16 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
16-01	1	65	63	2
16-02	1	68	63	5
16-03	1	70	62	8
16-04	1	70	62	9
16-05	1	71	62	9
16-06	1	68	63	6
16-07	1	68	64	4
16-08	1	54	54	0
16-09	1	54	54	1
16-10	1	56	55	1
16-11	1	59	57	2
16-12	1	58	55	3
16-13	1	63	61	2
16-14	1	54	54	0

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
10	1,374	14,379	5	2,876	Yes/No

6.6 NSA 15/16

Upon the failure to design feasible and reasonable noise abatement for NSA 15 and NSA 16 with individual barriers for each community, it was noted that the eastern terminal end for the NSA 15 barrier and the western terminal end for the NSA 16 barrier were at roughly the same station point

along the proposed highway. Utilizing a “whole is greater than the sum of its parts” philosophy, a single barrier for both NSAs was evaluated to determine if the additional noise reduction provided by a longer barrier would be able to provide additional acoustic benefit for 2nd row parcels beyond what the individual smaller optimized barriers could provide. This approach can be justified for several reasons. As both the Bear Meadow Village development and Laurel Hills development share ingress and egress via Bear Meadows Road and both communities share a similar aesthetic as the gateway to the Tussey Mountain Ski area, a sense of community continuity exists. With the proposed highway design removing the impediment of an at-grade Bear Meadows Road intersection, an argument can be made for consideration of Bear Meadow Village and Laurel Hills as one single NSA. With this in mind, a single noise barrier was evaluated for the combined NSAs 15 and 16. A barrier was evaluated on the eastbound side of the highway from Station 164+00 to 199+00. **Table 11** presents the results of the noise barrier analysis.

A 3,483-foot-long, 13-foot-tall (average) noise barrier is 39,771 ft² (adjusted for square feet of parapet) and provides the required noise reduction of ≥5 dBA for all the noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 20 equivalent residential units, equating to 1,989 ft²/BR; this is less than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible and reasonable. Due to the potential for feasible and reasonable noise abatement along the westbound lanes from Station 164+00 to Station 168+00 for NSA 11, a parallel barrier analysis for the western end of the proposed NSA 15/16 noise barrier will be required during the Final Design noise analysis.

Table 11
NSA 15/16 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
15-01	1	55	54	1
15-02	1	59	58	1
15-03	1	67	62	5
15-04	1	69	59	10
15-05	1	68	58	9
15-06	1	67	58	9
15-07	1	65	57	9
15-08	1	61	55	6
15-09	1	59	53	5
15-10	1	57	54	3
15-11	1	61	56	5
15-12	1	60	54	6
15-13	1	56	52	5
15-14	3	59	53	5

16-01	1	65	61	5
16-02	1	68	62	6
16-03	1	70	62	8
16-04	1	70	62	9
16-05	1	71	62	9
16-06	1	68	63	6
16-07	1	68	63	5
16-08	1	53	50	3
16-09	1	54	53	1
16-10	1	56	54	2
16-11	1	59	57	3
16-12	1	58	55	3
16-13	1	63	61	2
16-14	1	53	50	3

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
13	3,483	39,771	20	1,989	Yes/Yes

6.7 NSA 17 (C, N)

A noise barrier was evaluated on the eastbound shoulder of the highway from Station 198+00 to 209+00. The barrier is intended to protect noise-impacted receptor 17CN-03 and to determine noise abatement feasibility and reasonableness. **Table 12** presents the results of the noise barrier analysis.

A 1,106-foot-long, 16-foot-tall (average) noise barrier is 17,290 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor 17CN-03. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 17,290 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 12
NSA 17 (C,N) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
17CN-01	1	58	54	4
17CN-02	1	60	56	4
17CN-03	1	66	60	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
16	1,106	17,290	1	17,290	Yes/No

6.8 NSA 17 (S)

A noise barrier was evaluated on the eastbound shoulder and cut of the highway from Station 197+00 to 210+00. The barrier is intended to protect noise-impacted receptor sites 17S-01 and 17S-02 and to determine noise abatement feasibility and reasonableness. **Table 13** presents the results of the noise barrier analysis.

A 1,283-foot-long, 20-foot-tall (average) noise barrier is 25,662 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptors 17s-01 and 17S-02. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 2 equivalent residential units, equating to 12,831 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 13
NSA 17 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
17S-01	1	61	55	7
17S-02	1	63	57	7

* Insertion Loss (IL) sound levels may be different due to rounding

 red shaded cell indicates noise impacted receptor

 green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
20	1,283	25,662	2	12,831	Yes/No

6.9 NSA 22 (C)

A noise barrier was evaluated on the eastbound shoulder and cut of highway from Station 320+00 to 361+00. The barrier is intended to protect noise-impacted receptor sites 22C-01 and 22C-06 and to determine noise abatement feasibility and reasonableness. **Table 14** presents the results of the noise barrier analysis.

A 4,158-foot-long, 21-foot-tall (average) noise barrier is 87,104 ft² and provides the required noise reduction of ≥5 dBA for both noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 2 equivalent residential units, equating to 43,552 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 14
NSA 22 (C) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
22C-01	1	60	54	7
22C-02	1	56	52	4
22C-03	1	55	52	4
22C-04	1	55	51	4
22C-05	1	58	54	4
22C-06	1	60	55	5

* Insertion Loss (IL) sound levels may be different due to rounding

 red shaded cell indicates noise impacted receptor

 green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
21	4,158	87,104	2	43,552	Yes/No

6.10 NSA 23 (C)

A noise barrier was evaluated on the westbound shoulder and cut of highway from Station 328+00 to 349+70. The barrier is intended to protect noise-impacted receptor sites 23C-02 through 23C-06 and to determine noise abatement feasibility and reasonableness. **Table 15** presents the results of the noise barrier analysis.

A 2,216-foot-long, 20-foot-tall (average) noise barrier is 44,076 ft² and provides the required noise reduction of ≥5 dBA for all five noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 7.4 equivalent residential units, equating to 5,937 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 15
NSA 23 (C) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
23C-01	1.23	61	56	5
23C-02	1.23	61	56	5
23C-03	1.23	63	55	8
23C-04	1.23	60	55	6
23C-05	1.23	62	56	6
23C-06	1.23	61	56	5
23C-07	1	61	60	1

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited ERU	Square Feet per Benefited Receptor	Feasible/ Reasonable
20	2,216	44,076	7.4	5,937	Yes/No

6.11 NSA 24 (C,S)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 361+00 to 370+00. The barrier is intended to protect noise-impacted receptor site 24CS-01 and to determine noise abatement feasibility and reasonableness. **Table 16** presents the results of the noise barrier analysis.

An 896-foot-long, 24-foot-tall (average) noise barrier is 21,509 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 21,509 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 16
NSA 24 (C,S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
24CS-01	1	67	60	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	896	21,509	1	21,509	Yes/No

6.12 NSA 26 (C,S)

A noise barrier was evaluated on the eastbound shoulder of the highway from Station 384+50 to 395+00. The barrier is intended to protect noise-impacted receptor site 26CS-01 and to determine

noise abatement feasibility and reasonableness. **Table 17** presents the results of the noise barrier analysis.

An 812-foot-long, 15-foot-tall (average) noise barrier is 12,388 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 12,388 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 17
NSA 26 (C,S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
26CS-04	1	67	60	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
15	812	12,388	1	12,388	Yes/No

6.13 NSA 32

A noise barrier was evaluated on the westbound shoulder of the highway from Station 461+00 to 471+00. The barrier is intended to protect noise-impacted receptor site 32-01 and to determine noise abatement feasibility and reasonableness. **Table 18** presents the results of the noise barrier analysis.

A 1,002-foot-long, 24-foot-tall (average) noise barrier is 24,052 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier does not meet the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. Noise contributions from existing US 322 limit the performance of the barrier. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 24,052 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 18
NSA 32 Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
32-01	1	66	60	6

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	1002	24,052	1	24,052	Yes/No

6.14 NSA 39 (N)

A noise barrier was evaluated on the westbound side of the highway along the cut slope from Station 336+00 to 358+00. The barrier is intended to protect noise-impacted receptor sites 39-N01 and 39-N02 and to determine noise abatement feasibility and reasonableness. **Table 19** presents the results of the noise barrier analysis.

A 2,211-foot-long, 24-foot-tall (average) noise barrier is 53,064 ft² and does not provide the required noise reduction of ≥5 dBA for the noise-impacted receptors. The distance from the roadway limits the noise wall performance. The noise barrier is not feasible and therefore not reasonable per PennDOT guidance.

Table 19
NSA 39 (N) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
39N-01	1	56	52	4
39N-02	1	55	51	4

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	2,211	53,064	0	NA	No/No

6.15 NSA 41 (N)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 382+00 to 397+00. The barrier is intended to protect noise-impacted receptor site 41N-01 and to determine noise abatement feasibility and reasonableness. **Table 20** presents the results of the noise barrier analysis.

A 1,542-foot-long, 24-foot-tall (average) noise barrier is 37,000 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier does not meet the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 37,000 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 20
NSA 41 (N) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
41N-01	1	57	52	5

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	1,542	37,000	1	37,000	Yes/No

6.16 NSA 48 (N)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 418+00 to 426+00. The barrier is intended to protect noise-impacted receptor site 48N-01 and to determine

noise abatement feasibility and reasonableness. **Table 21** presents the results of the noise barrier analysis.

A 400-foot-long, 12-foot-tall (average) noise barrier is 4,800 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 4,800 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 21
NSA 48 (N) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
48N-01	1	73	65	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
12	400	4,800	1	4,800	Yes/No

6.17 NSA 50 (S)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 241+00 to 257+00. The barrier is intended to protect noise-impacted receptor sites 50S-01 and 50S-02 and to determine noise abatement feasibility and reasonableness. **Table 22** presents the results of the noise barrier analysis.

A 1,396-foot-long, 15-foot-tall (average) noise barrier is 20,746 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 2 equivalent residential units, equating to 10,373 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 22
NSA 50 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
50S-01	1	64	57	7
50S-02	1	59	53	6

* Insertion Loss (IL) sound levels may be different due to rounding

 red shaded cell indicates noise impacted receptor

 green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
15	1,396	20,746	2	10,373	Yes/No

6.18 NSA 51 (S)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 267+00 to 279+00. The barrier is intended to protect noise-impacted receptor site 51S-01 and to determine noise abatement feasibility and reasonableness. **Table 23** presents the results of the noise barrier analysis.

A 1,191-foot-long, 24-foot-tall (average) noise barrier is 28,583 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 28,583 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 23
NSA 51 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
51S-01	1	59	52	7

* Insertion Loss (IL) sound levels may be different due to rounding

 red shaded cell indicates noise impacted receptor

 green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	1,191	28,583	1	28,583	Yes/No

6.19 NSA 52 (S)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 326+00 to 339+00. The barrier is intended to protect noise-impacted receptor site 52S-01 and to determine noise abatement feasibility and reasonableness. **Table 24** presents the results of the noise barrier analysis.

A 1,308-foot-long, 16-foot-tall (average) noise barrier is 20,930 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 1 equivalent residential unit, equating to 20,930 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 24
NSA 52 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
52S-01	1	61	55	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
16	1,308	20,930	1	20,930	Yes/No

6.20 NSA 53 (S)

A noise barrier was evaluated on the westbound shoulder of the highway from Station 342+00 to 356+00. The barrier is intended to protect noise-impacted receptor site 53S-01 and to determine noise abatement feasibility and reasonableness. **Table 25** presents the results of the noise barrier analysis.

A 1,406-foot-long, 24-foot-tall (average) noise barrier is 33,733 ft² and provides the required noise reduction of ≥5 dBA for the noise-impacted receptor. This noise barrier does not meet the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 3.7 equivalent residential units, equating to 9,117 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 25
NSA 53 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
53S-01	3.7	58	52	6

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited ERU	Square Feet per Benefited Receptor	Feasible/ Reasonable
24	1,406	33,733	3.7	9,117	Yes/No

6.21 NSA 54 (S)

A noise barrier was evaluated on the eastbound shoulder of highway from Station 340+00 to 356+00. The barrier is intended to protect noise-impacted receptor sites 54S-01 through 54S-05 and to determine noise abatement feasibility and reasonableness. **Table 26** presents the results of the noise barrier analysis.

A 1,594-foot-long, 15-foot-tall (average) noise barrier is 23,917 ft² and provides the required noise reduction of ≥5 dBA for all the noise-impacted receptors. This noise barrier also meets the design goal of providing a 7-dBA noise reduction for at least one benefited receptor. This optimized noise barrier benefits a total of 5 equivalent residential units, equating to 4,783 ft²/BR; this is more than the 2,000 ft²/BR reasonableness threshold specified by PennDOT guidance, resulting in a noise barrier that is feasible but not reasonable.

Table 26
NSA 54 (S) Noise Barrier Data

Receptor ID	Equivalent Residential Units	2050 Build Sound Level		Insertion Loss from Optimized Barrier* (dBA)
		Without Barrier (dBA)	With Barrier (dBA)	
54S-01	1	63	59	5
54S-02	1	62	56	6
54S-03	1	60	56	5
54S-04	1	63	57	6
54S-05	1	65	57	7

* Insertion Loss (IL) sound levels may be different due to rounding

red shaded cell indicates noise impacted receptor

green shaded cell indicates at least a 5 dBA benefit

Average Height (ft)	Length (ft)	Noise Barrier Area (ft ²)	Total Benefited Receptors	Square Feet per Benefited Receptor	Feasible/ Reasonable
15	1,594	23,917	5	4,783	Yes/No

7.0 Construction Noise

Throughout the construction phase of the SCAC, noise-sensitive land uses that are analyzed for traffic noise impacts are also susceptible to construction noise impacts. Typical highway construction/reconstruction equipment (such as loaders, dump trucks, graders, bulldozers, etc.) are likely to temporarily elevate noise within the project area. Sensitive receptors within 100 to 200 feet of construction activities may experience varying periods and degrees of noise impact, with potential noise levels between 75 and 85 dBA, depending on the nature of the construction activity, the type of equipment in use, and the relative proximity to the activity.

Construction noise can be minimized by implementing specific measures to help mitigate the noise at the source. The contractor shall exercise proper maintenance procedures for all construction equipment regularly and thoroughly. Replacement of failing or ineffective muffling and exhaust systems, periodic lubrication of moving parts, and properly tuned engines are necessary in order to keep construction equipment noise emissions to a minimum.

Low-cost, easy-to-implement measures should be incorporated into project plans and specifications (e.g., work-hour limits, elimination of "tailgate banging," reduction of backing up for equipment with alarms, complaint mechanisms). Additionally, several other specific mitigation procedures can be incorporated to help to minimize construction noise impacts. Temporary noise barriers, varying the areas of construction activity, community input regarding the sequence of operations, and

financial incentives for the contractor to keep construction noise levels at a minimum are all things to be considered in order to reduce the severity of construction noise impacts during the construction phase.

Prior to any construction activity, the Engineering District should coordinate with the communities and local municipalities to determine any potential issues regarding construction noise and establish periods of time when construction activities that cause high noise levels should not occur. As of the date of this document, municipal officials have not formally expressed construction noise concerns, and time of day restrictions for construction have not been discussed. If any concerns do arise, they will be addressed through the District's ongoing public coordination process. If construction noise specifications are required to be included in a Plans, Specifications, and Estimates package, detailed coordination is suggested between PennDOT and the local municipalities.

8.0 Coordination With Local Officials

FHWA and PennDOT policies require that PennDOT provide certain information to local officials within the jurisdiction where the highway project is located in order to minimize future traffic noise impacts of Type I projects on currently undeveloped lands. (This Type I highway traffic noise project includes the construction of a highway on new location). This must include information on noise-compatible land use planning and noise impact zones in undeveloped land in the highway project corridor. This section of the report provides that information as well as information about PennDOT's noise abatement program. PennDOT's current noise policy outlines PennDOT's approach to communication with local officials and provides information and resources on highway noise and noise-compatible land use planning. PennDOT's intention is to assist local officials in planning the uses of undeveloped land adjacent to highways to minimize potential impacts of highway traffic noise.

"Entering the Quiet Zone" is a brochure that provides general information and examples to elected officials, planners, developers, and the general public about the problem of traffic noise and effective responses to it. The following is a link to this brochure on FHWA's website: https://www.fhwa.dot.gov/environMent/noise/noise_compatible_planning/federal_approach/land_use/qz10.cfm.

A wide variety of administrative strategies may be used to minimize or eliminate potential highway noise impacts, thereby preventing the need or desire for costly noise abatement structures (such as noise barriers) in future years. There are five broad categories of such strategies:

- zoning,
- other legal restrictions (subdivision control, building codes, health codes),
- municipal ownership or control of the land,
- financial incentives for compatible development, and
- educational and advisory services.

"The Audible Landscape: A Manual for Highway and Land Use" is a well-written and comprehensive guide addressing these noise-compatible land use planning strategies, with significant detailed information. This document is available through FHWA's website, at

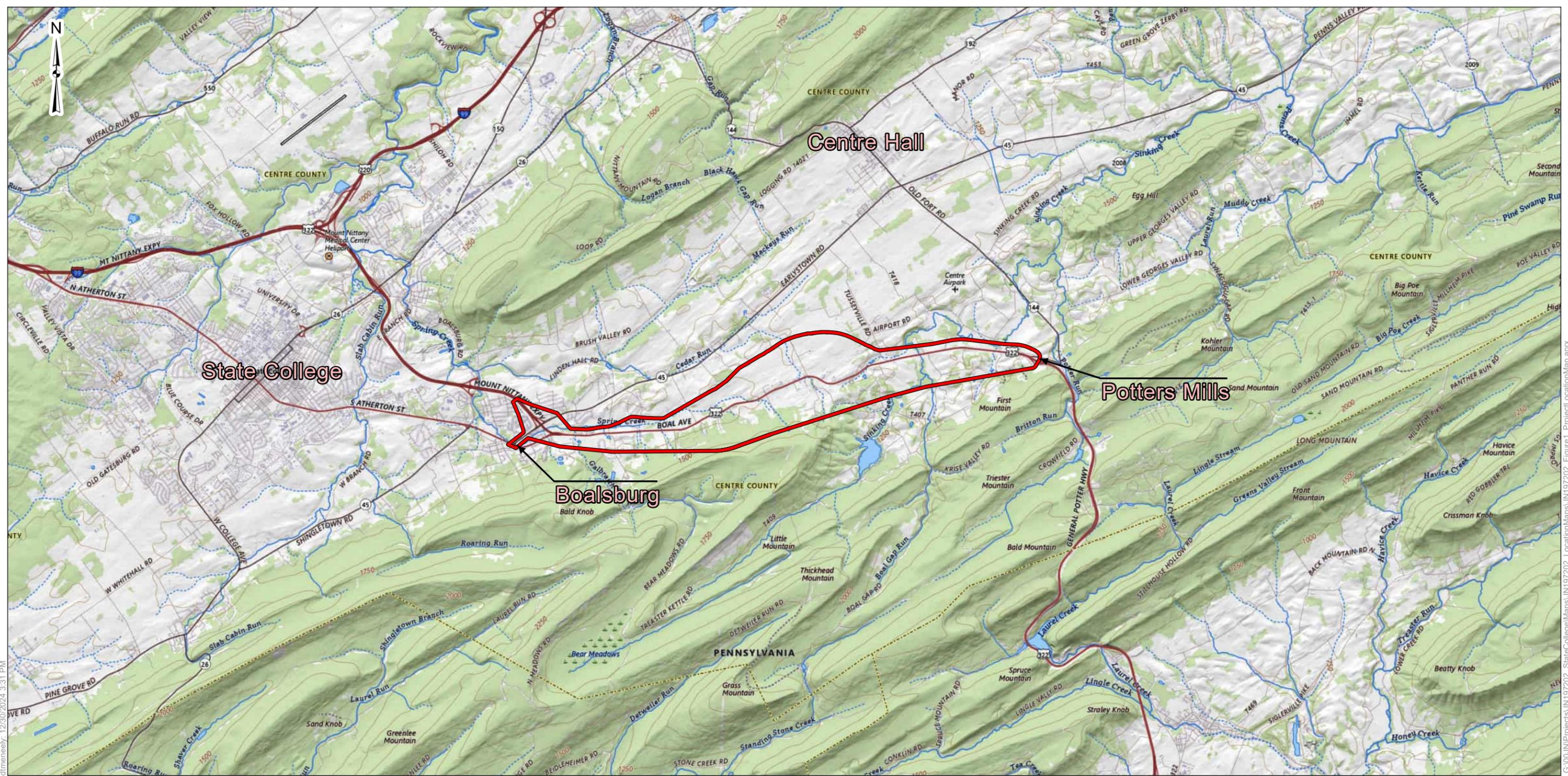
https://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/audible_landscape/.

Noise level contours are lines of equal noise exposure that typically parallel roadway alignments and are often useful to local officials in corridors with undeveloped land. Highway traffic noise is considered a linear noise source, and sound levels can drop considerably over distance. The degree that sound levels decrease can vary based on a number of different factors, including objects that shield the roadway noise, terrain features, building rows, and ground cover type (e.g., pavement, grass, or snow). The use of noise level contours has become increasingly popular over the last several years as they have been implemented in planning programs for undeveloped areas with roadway noise influence. Through conscious planning efforts and noise contour generation, municipal officials can restrict future development inside the noise impact zone (i.e., the area within the 66 dBA noise contour for Category B and C land uses; the area within the 71 dBA noise contour for Category E land uses).

Upon evaluation of undeveloped lands that are adjacent to the SCAC, it was determined that the 71 dBA contour occurs within 90 feet from the edge of pavement and the 66 dBA contour occurs approximately 200 feet from the edge of pavement. These numbers are for areas that are relatively at grade with the roadway alignment and not interrupted with terrain features. For areas where the roadway is elevated relative to the adjacent land use, these contours will be closer to the highway and for areas where the roadway is depressed relative to the adjacent land use, these contours will be slightly further from the highway.

Appendices

Appendix A – Maps



Legend
 Project Location

DATA SOURCE(S):
 USGS Quadrangle - Centre Hall and State College, Pennsylvania 2023



Project No.: JN197202
 Date: December 2024
 Drawn By: DTM
 Reviewed By: BSR

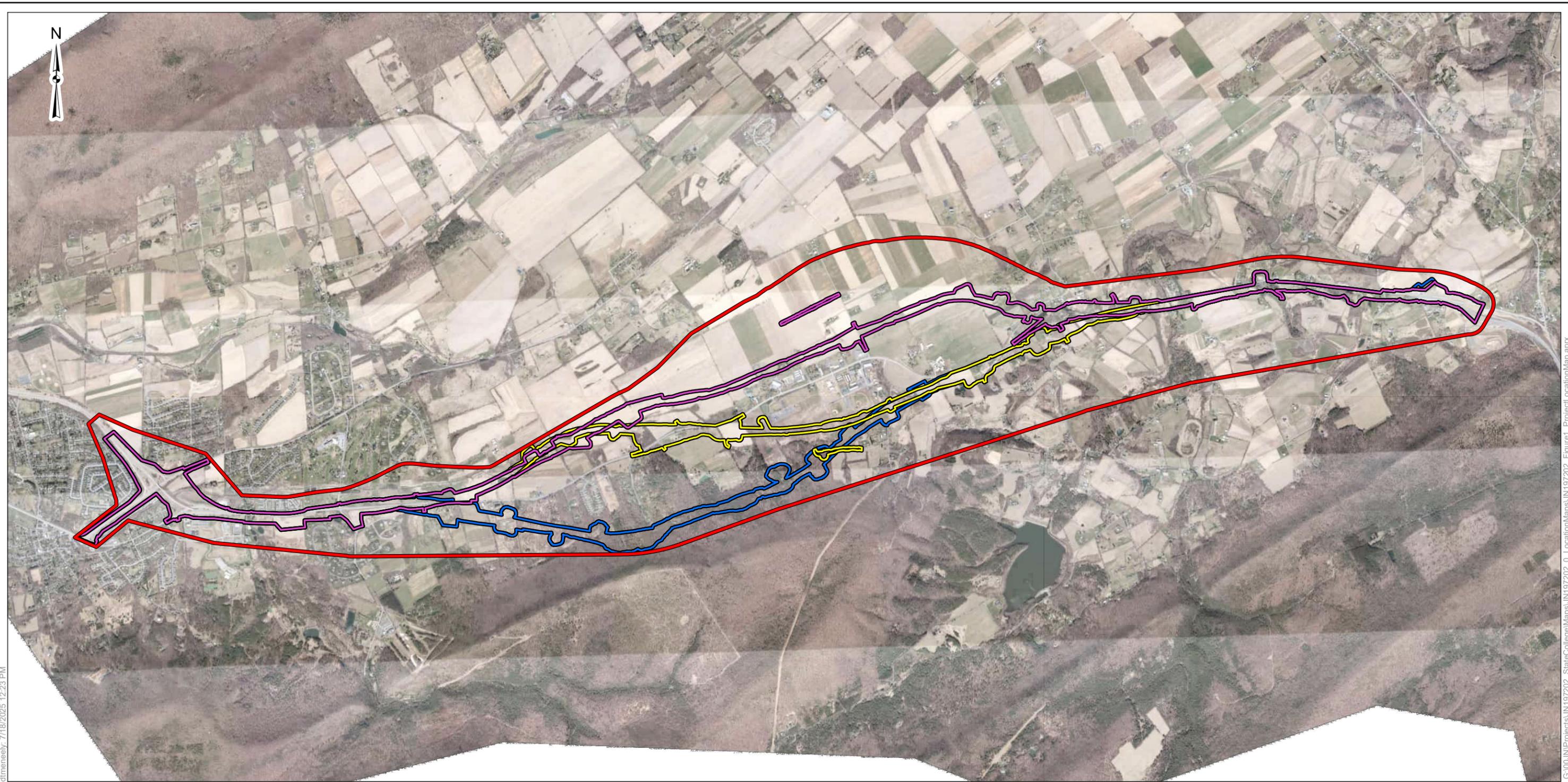
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Appendix A - Figure 1 - Project Location Map
 State College Area Connector Project
 Centre County, Pennsylvania

Figure
 1

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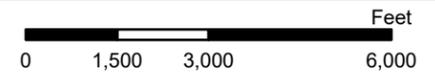
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- Legend**
- Project Location
 - North Alternative
 - Central Alternative
 - South Alternative

DATA SOURCE(S):
USGS Quadrangle - Centre Hall and State College, Pennsylvania 2023



Project No.:
JN197202
Date:
July 2025
Drawn By:
DTM
Reviewed By:
ARL

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Project Area Map

State College Area Connector Project
Centre County, Pennsylvania

Appendix A

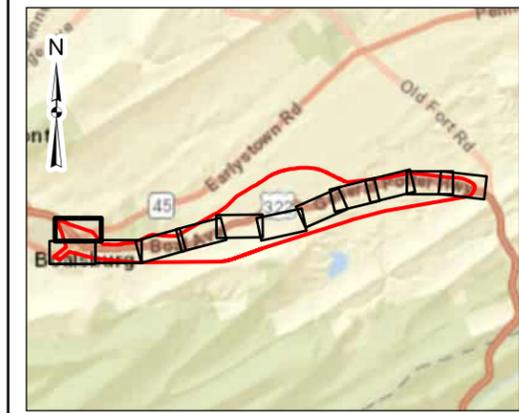
Figure 2

**Figure 3 –
Central Alternative**



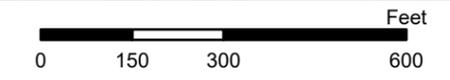
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- Legend**
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 - Roadway Design
 - Noise Monitoring Location
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 - Not Impacted, Benefited
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DATA SOURCE(S): PennDOT drone imagery

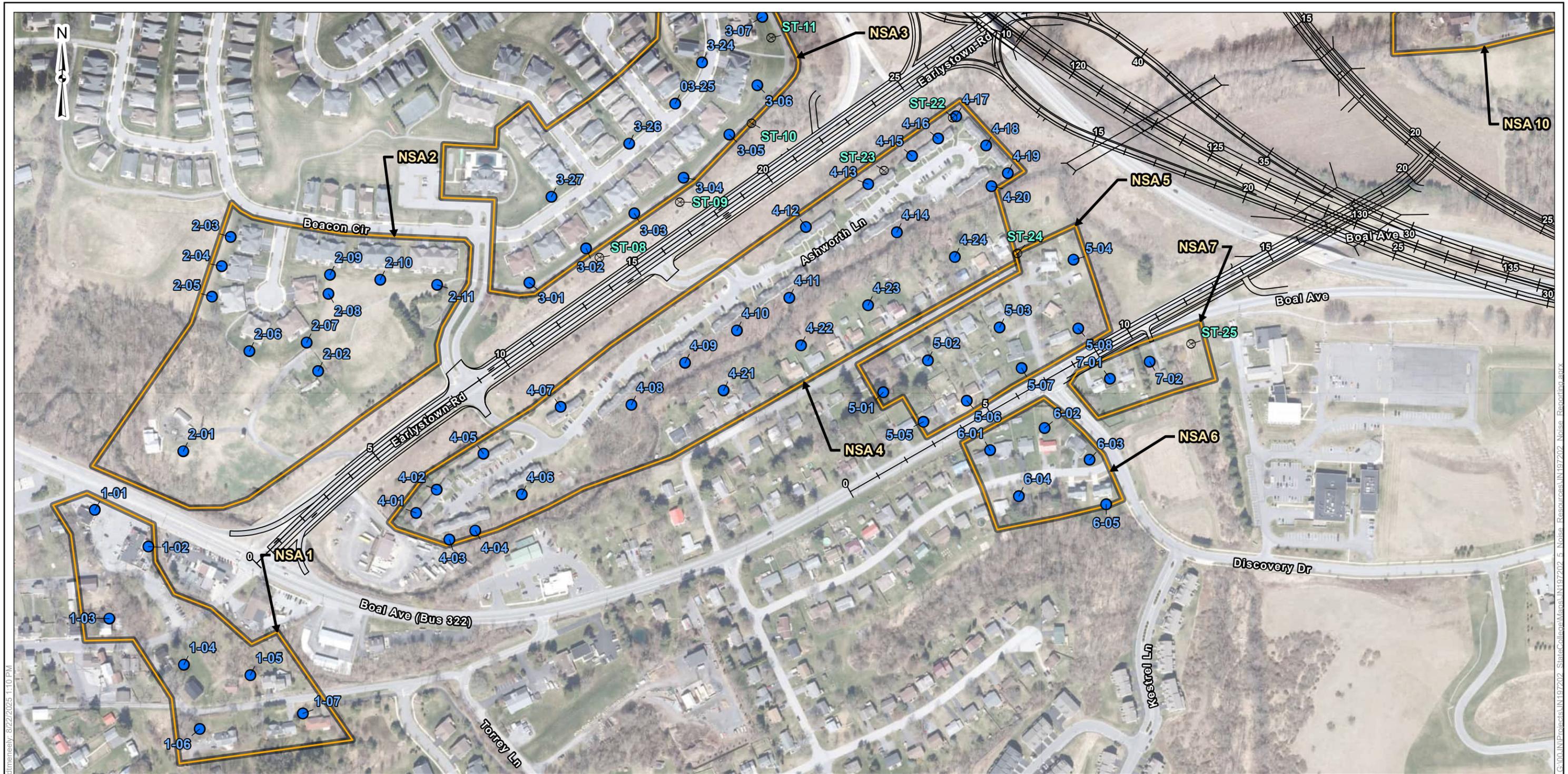


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Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
Figure 3
 Sheet 1 of 12



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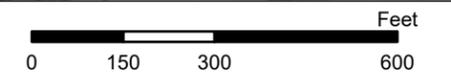
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DATA SOURCE(S): PennDOT drone imagery



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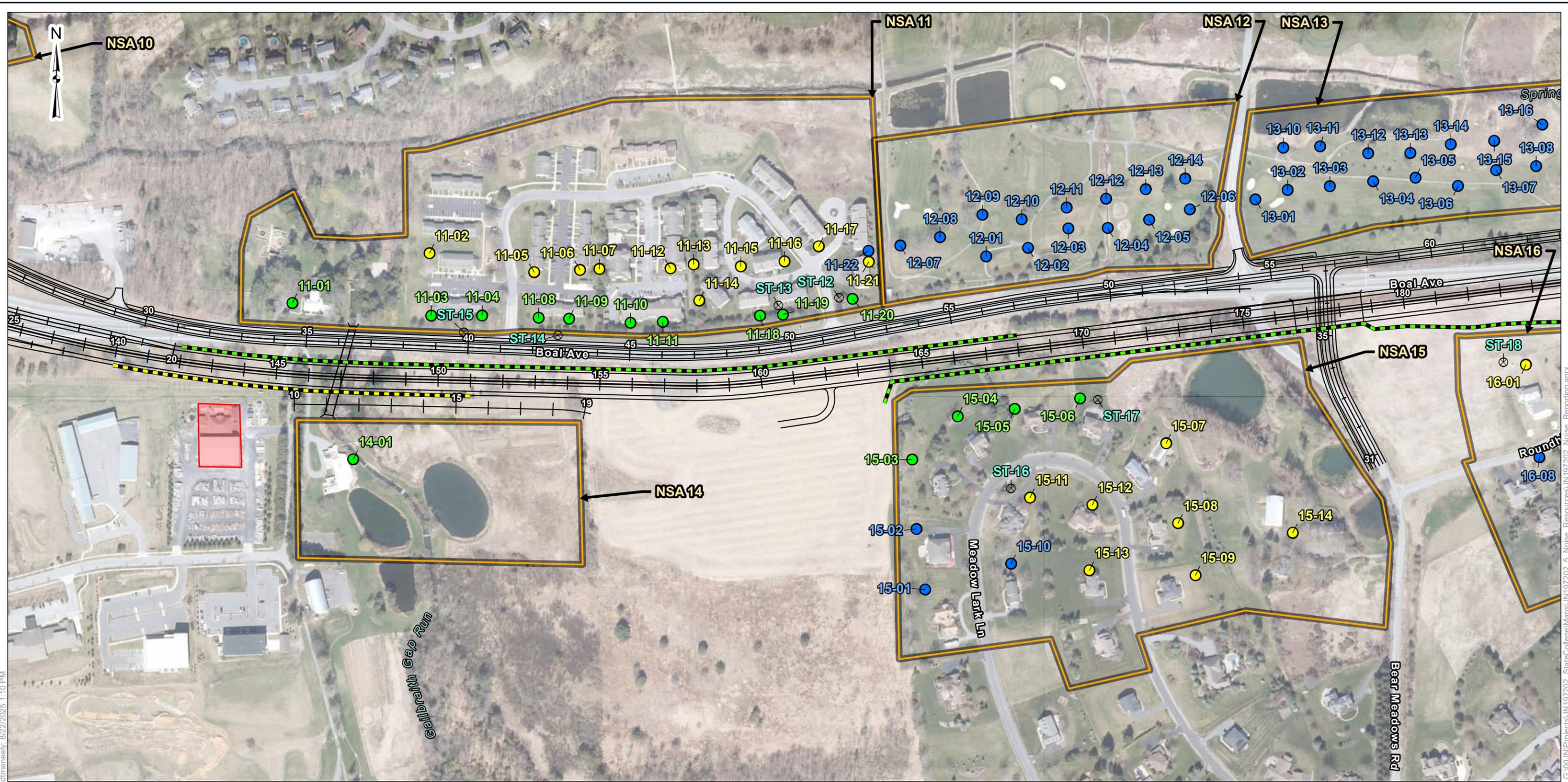
Central Alternative Noise Study Areas and Noise Receptor Locations

State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A

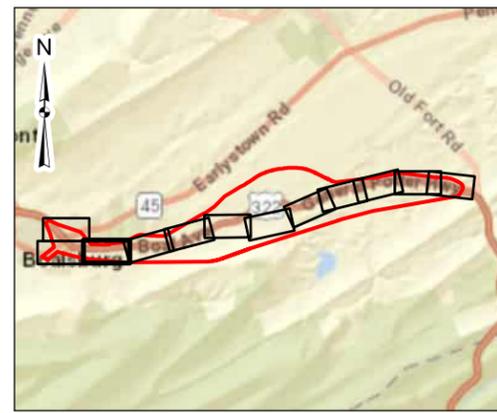
Figure 3

Sheet 2 of 12



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DATA SOURCE(S): PennDOT drone imagery

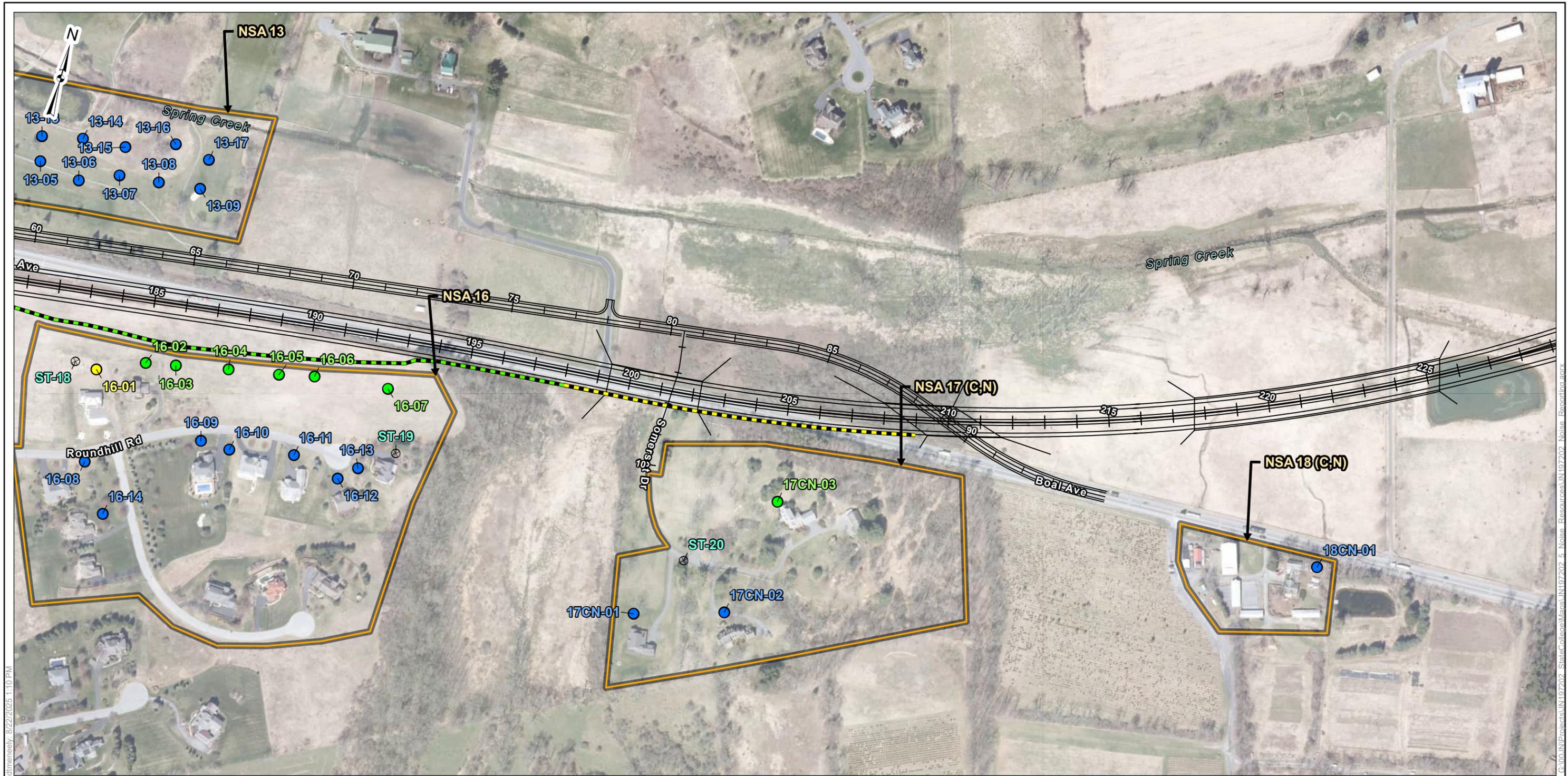


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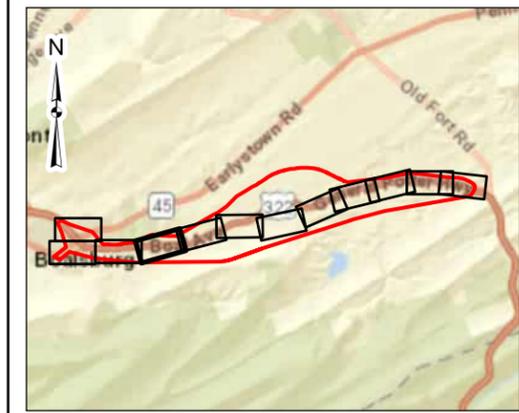
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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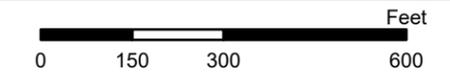
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DATA SOURCE(S): PennDOT drone imagery



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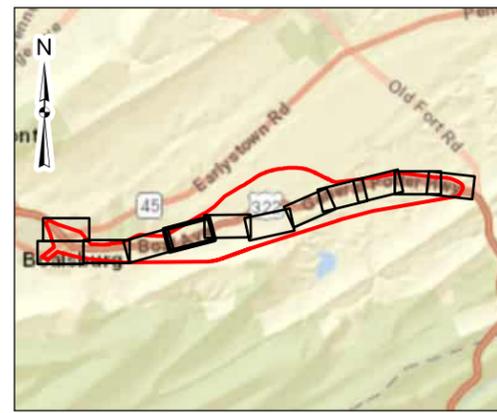
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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DATA SOURCE(S): PennDOT drone imagery

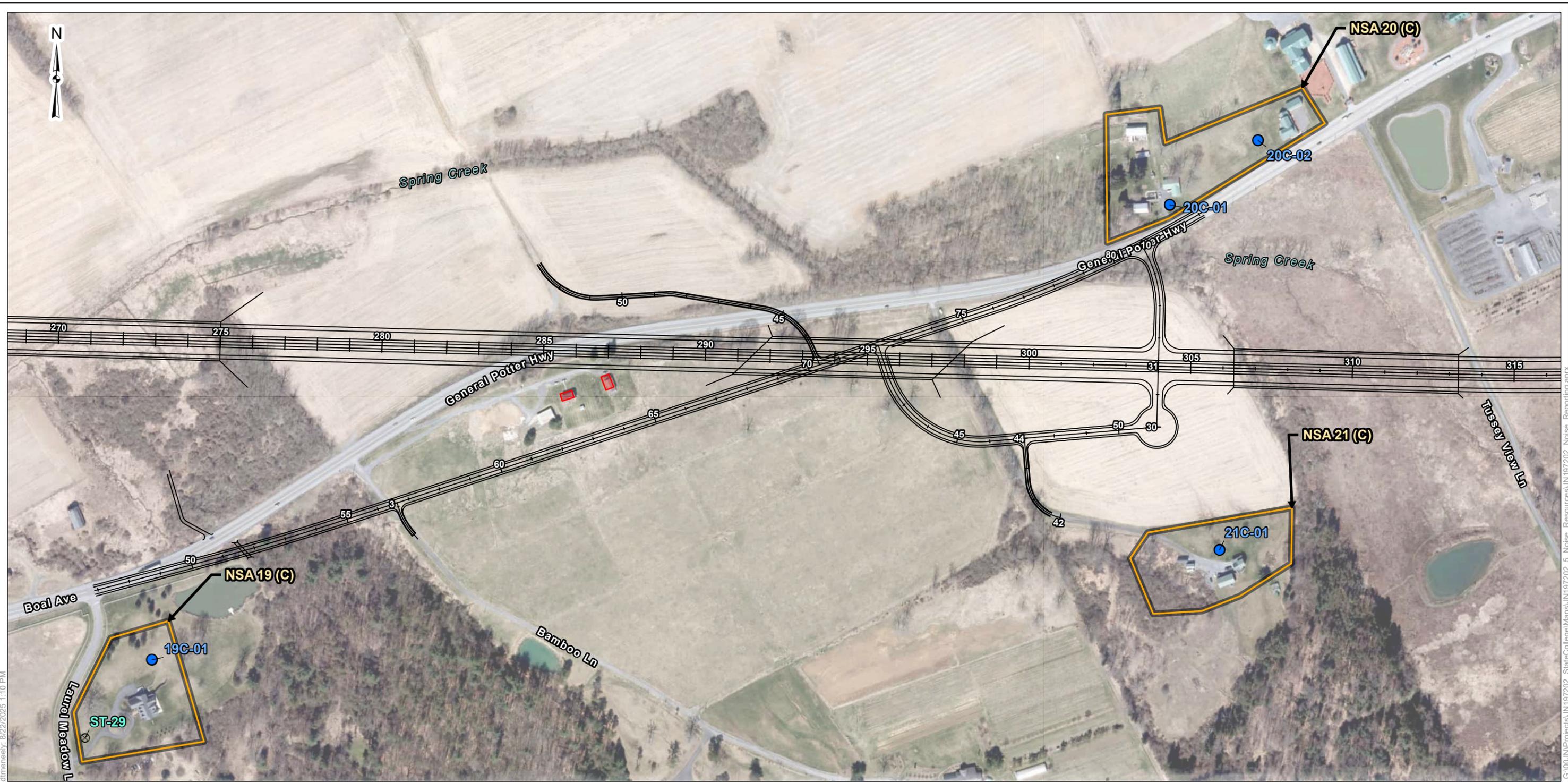


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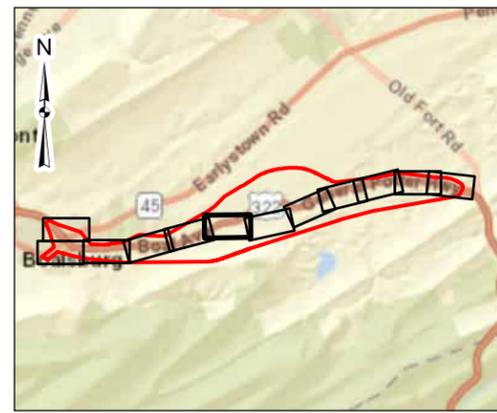
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
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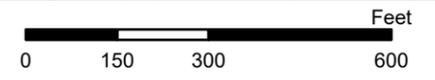
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DATA SOURCE(S): PennDOT drone imagery

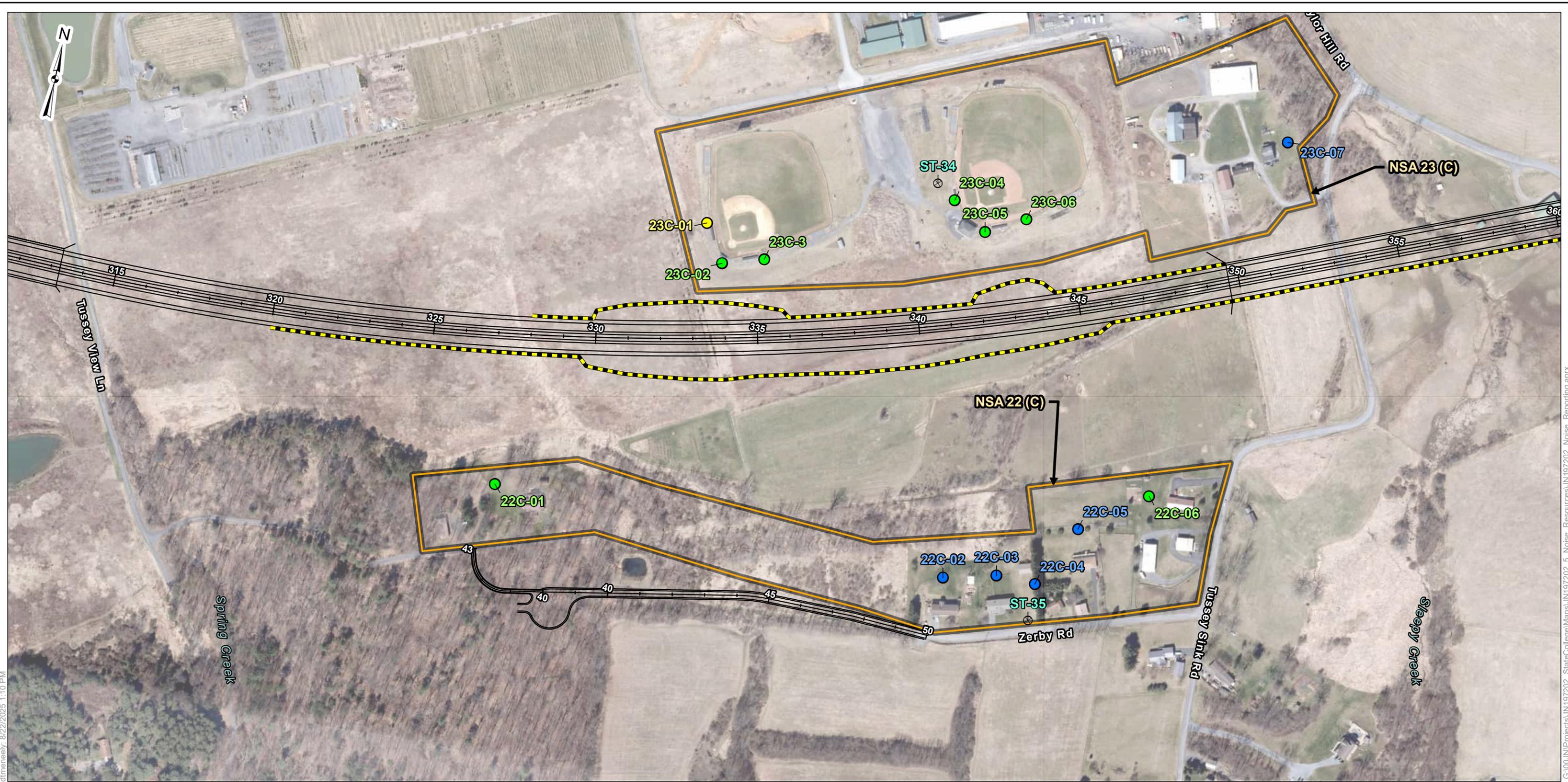


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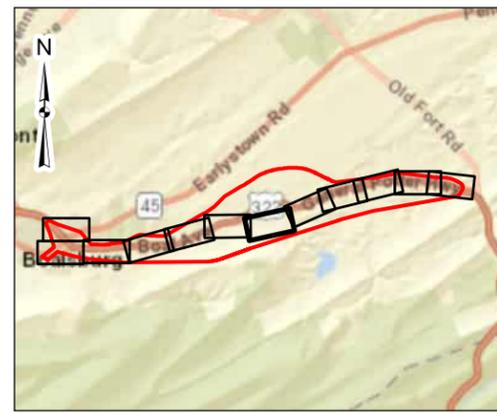
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
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 Centre County, Pennsylvania

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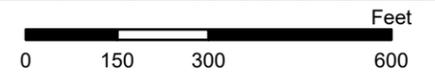
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- Legend**
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 - Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery

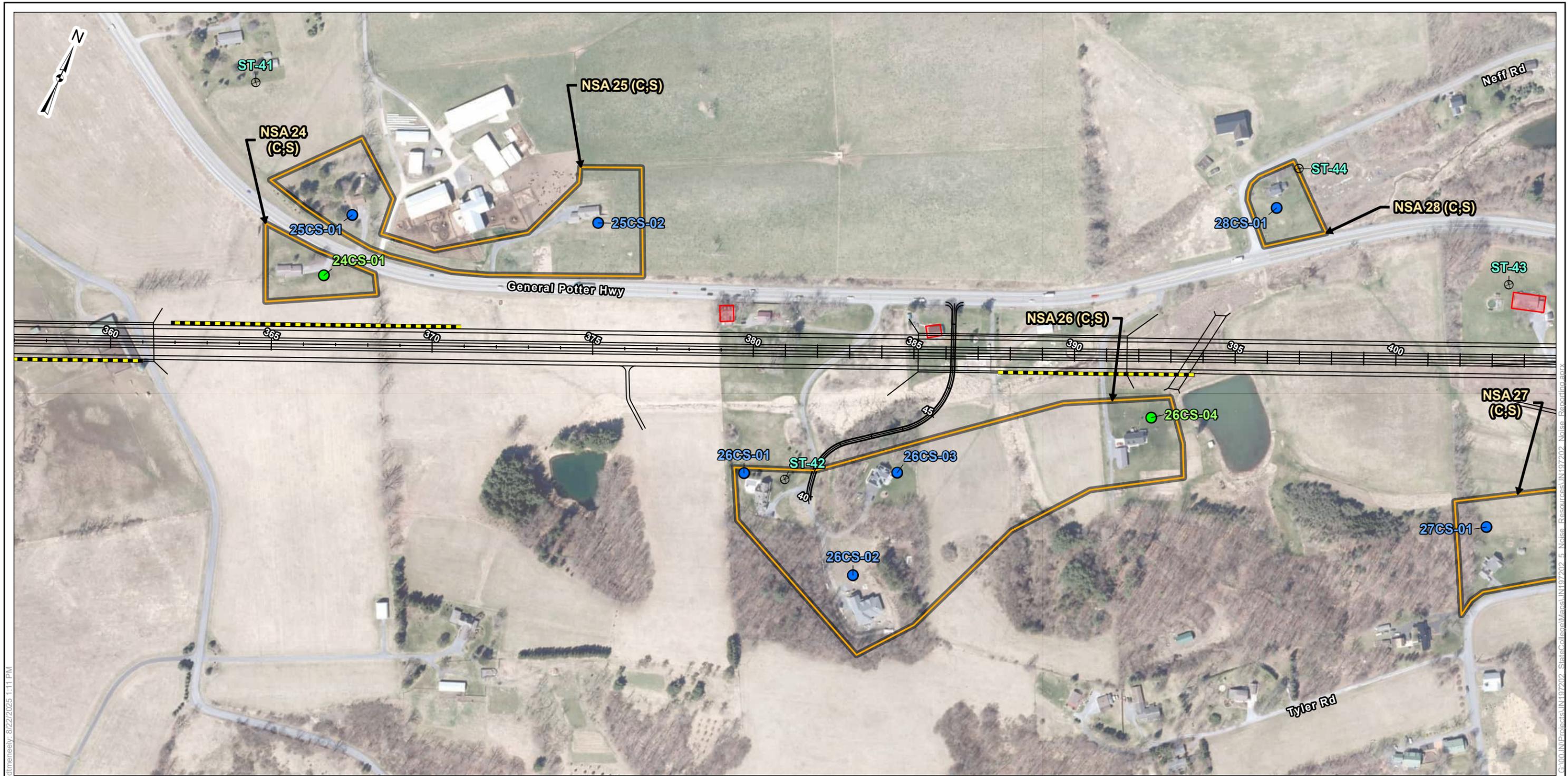


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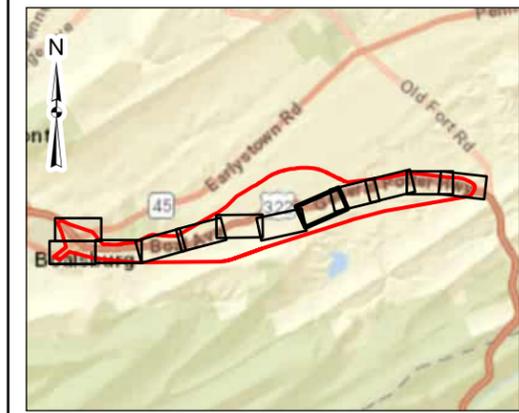
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
Figure 3
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DATA SOURCE(S): PennDOT drone imagery

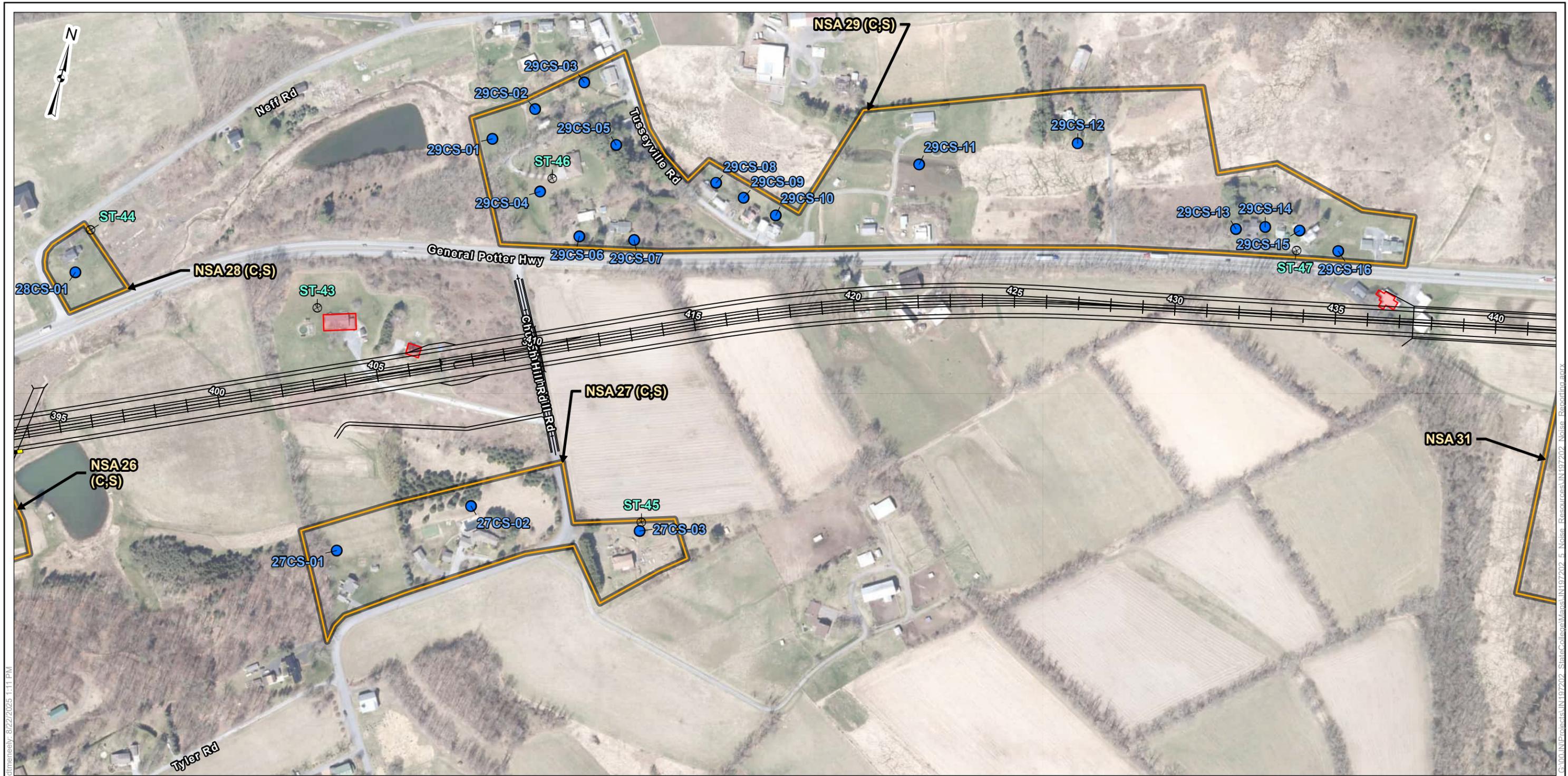


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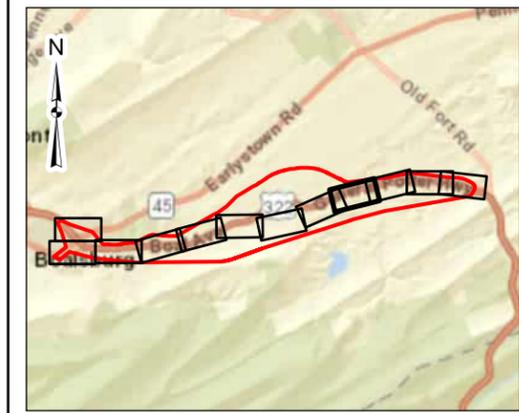
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 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
- Impacted, Not Benefited
- Not Impacted, Benefited
- Not Impacted, Not Benefited
- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
- Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery

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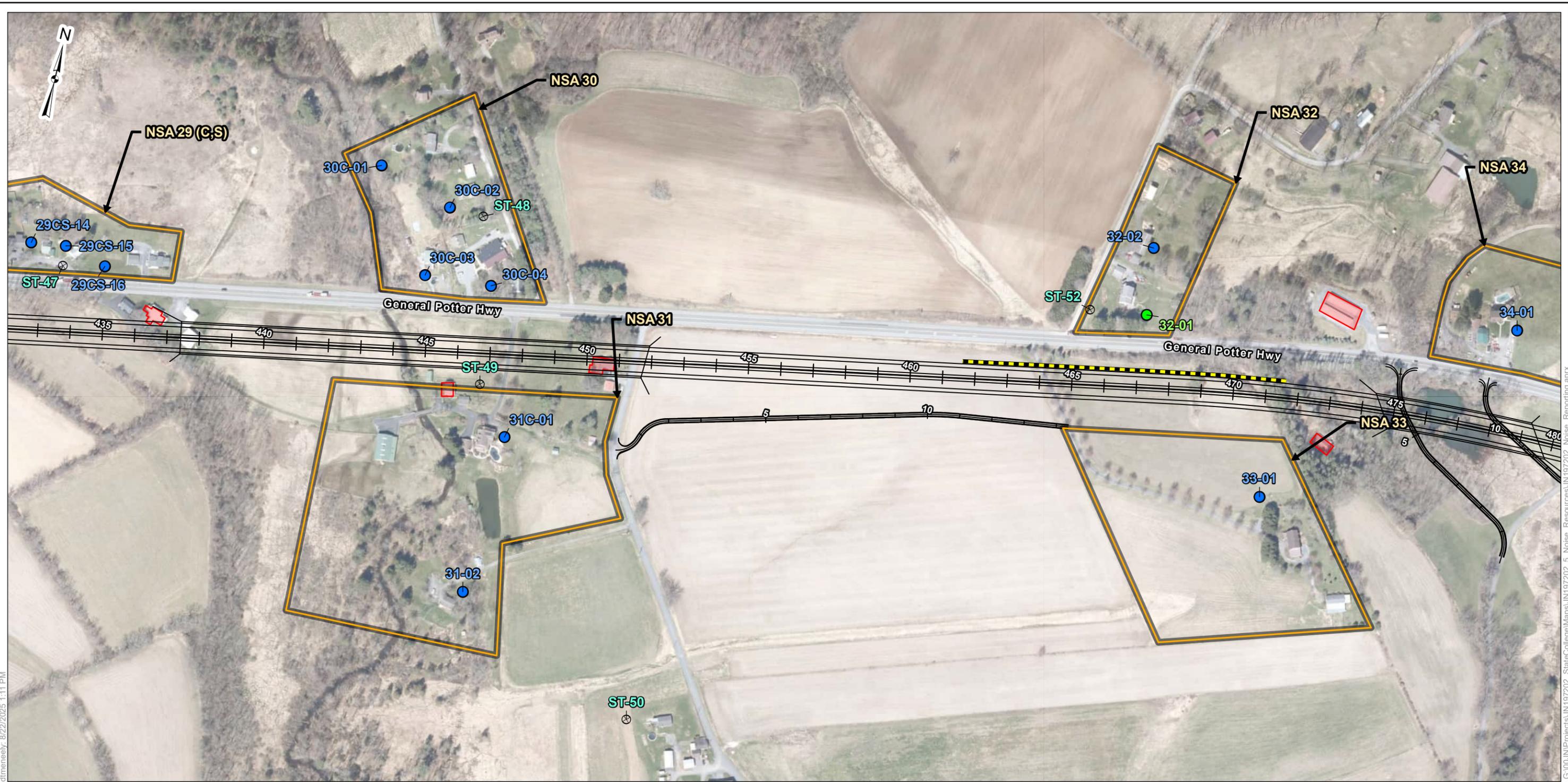
Central Alternative Noise Study Areas and Noise Receptor Locations

State College Area Connector Project
 Harris and Potter Townships
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Appendix A

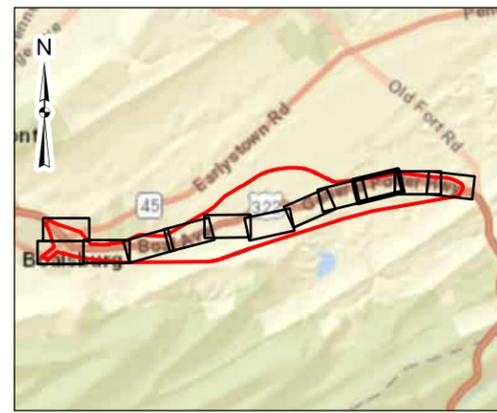
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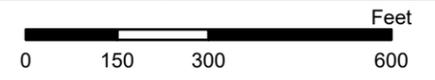
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Legend

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DATA SOURCE(S): PennDOT drone imagery



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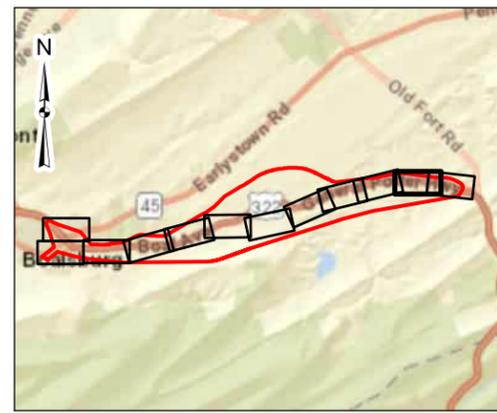
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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DATA SOURCE(S): PennDOT drone imagery



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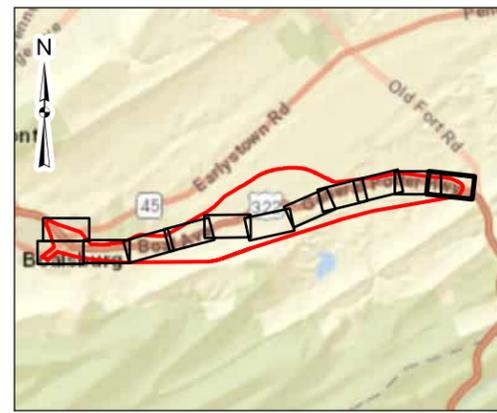
Central Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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DATA SOURCE(S): PennDOT drone imagery



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 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

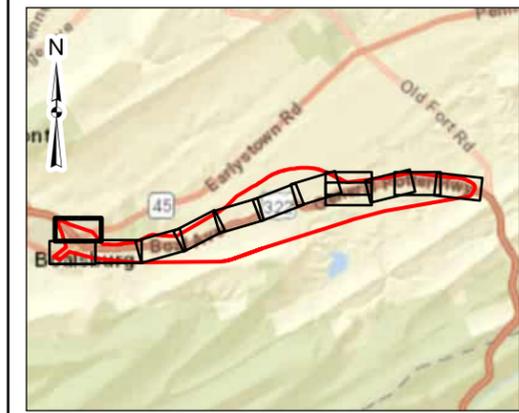
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**Figure 3 –
North Alternative**



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- Legend**
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DATA SOURCE(S): PennDOT drone imagery

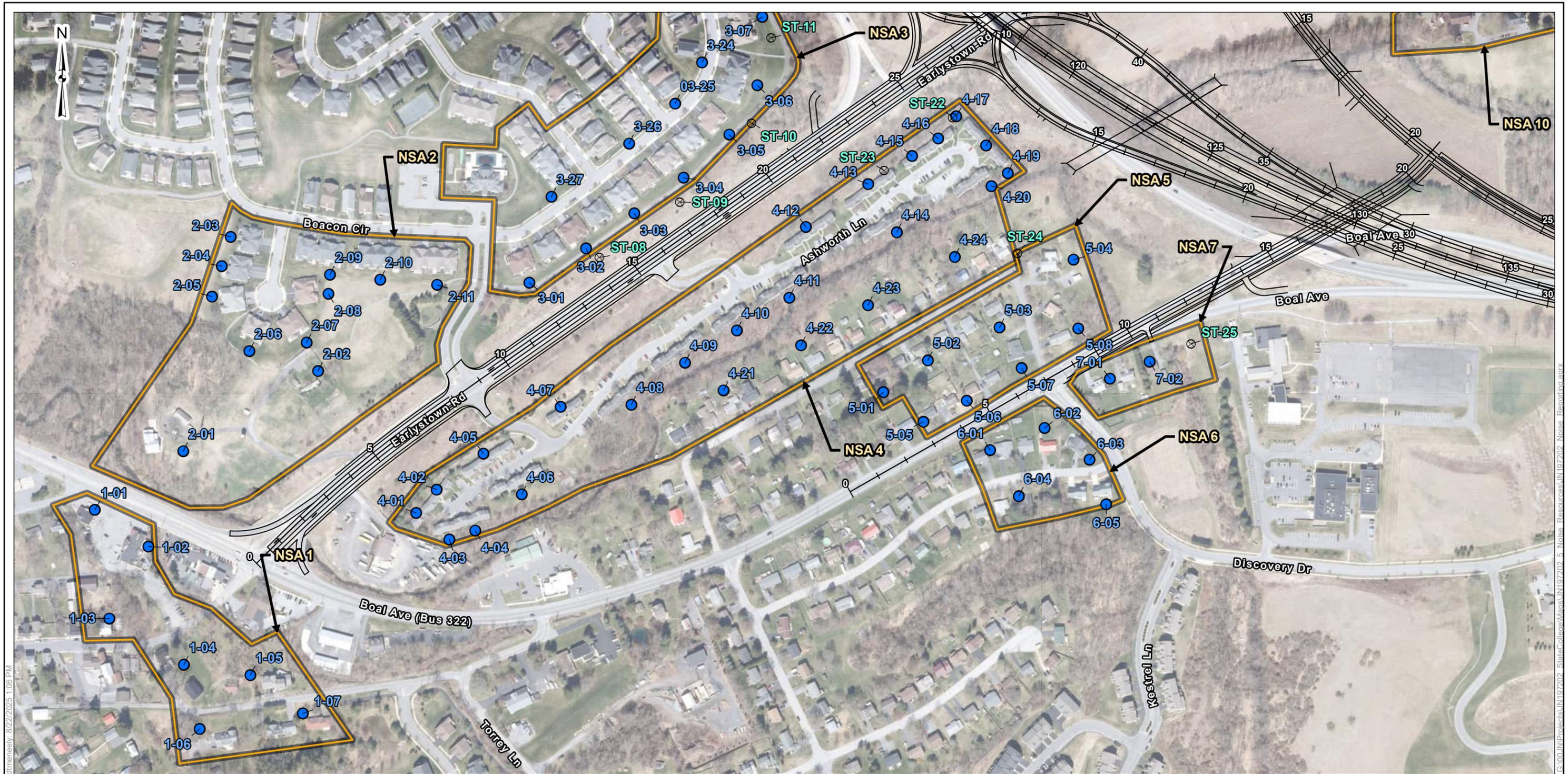


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North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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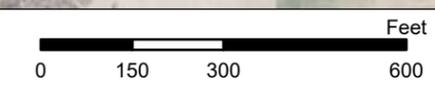
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- Legend**
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 - Roadway Design
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DATA SOURCE(S): PennDOT drone imagery

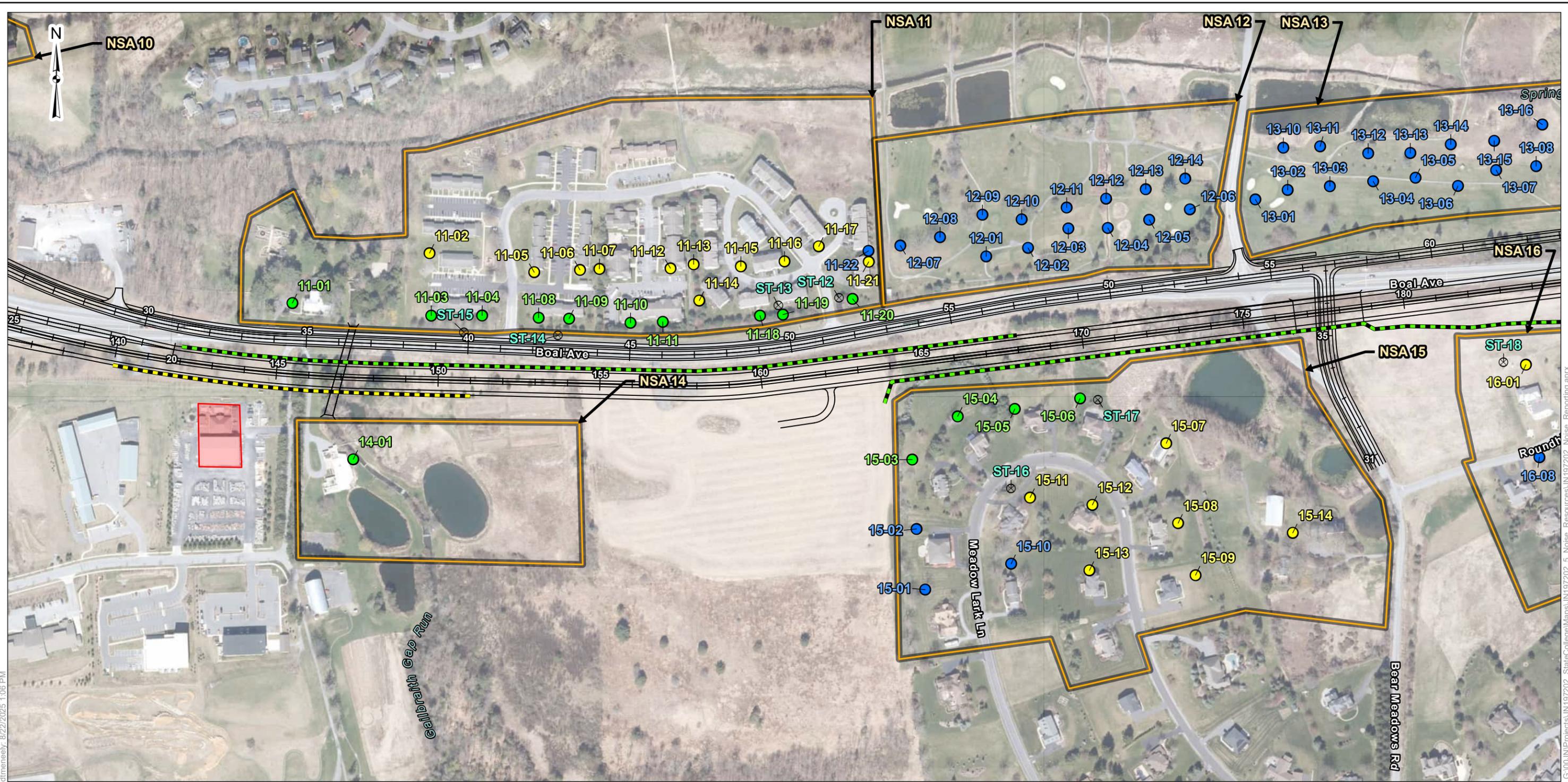


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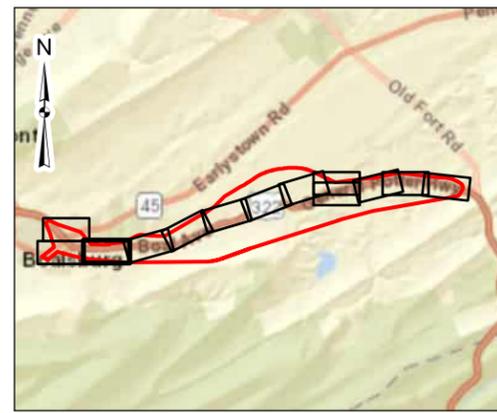
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
- Impacted, Not Benefited
- Not Impacted, Benefited
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- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
- Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery

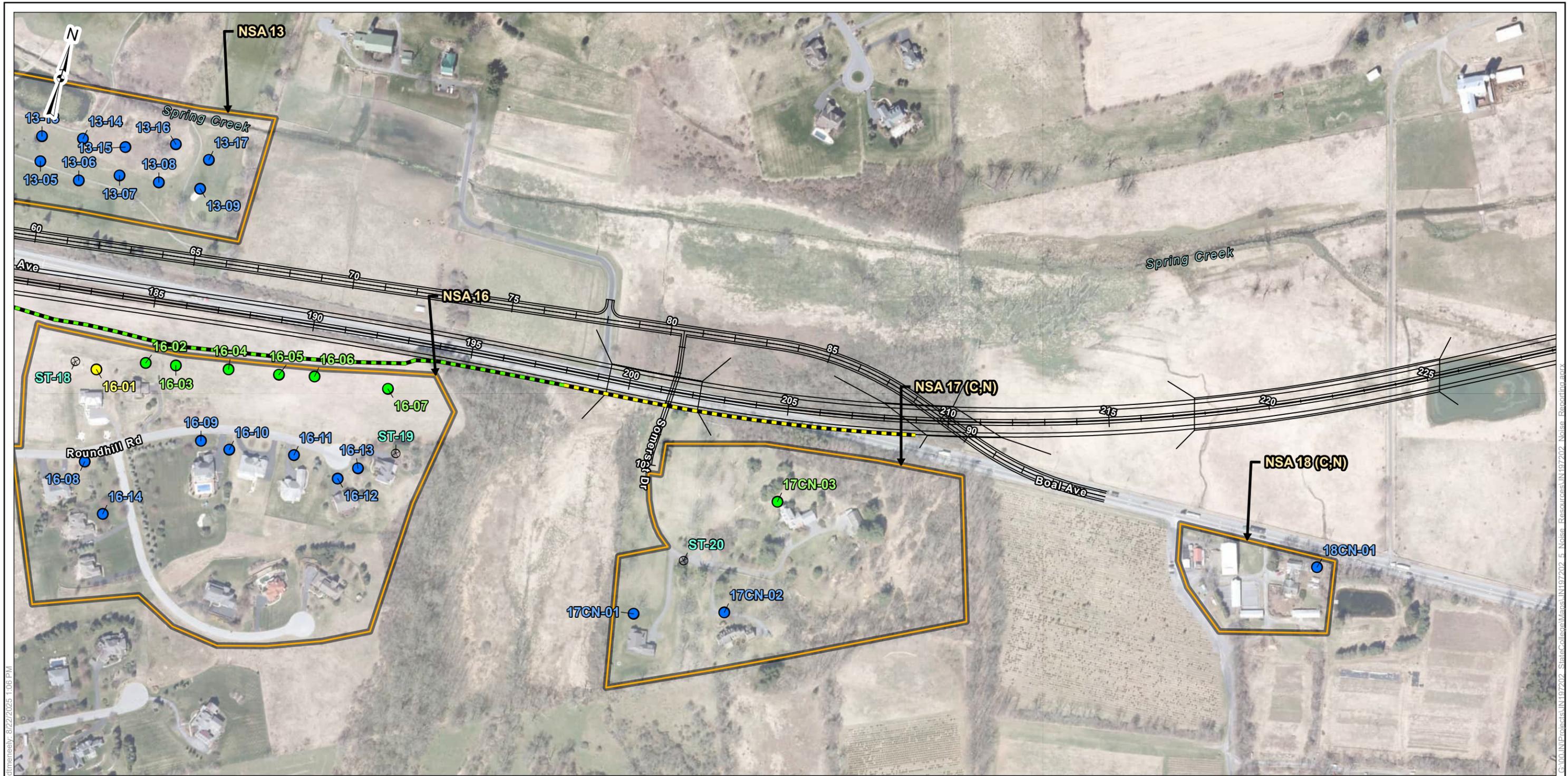


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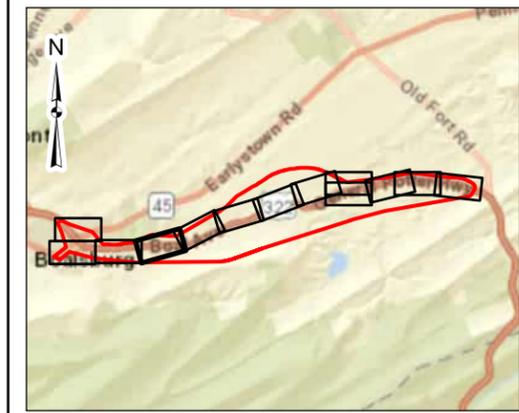
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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- Legend**
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 - Roadway Design
 - Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery



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North Alternative Noise Study Areas and Noise Receptor Locations

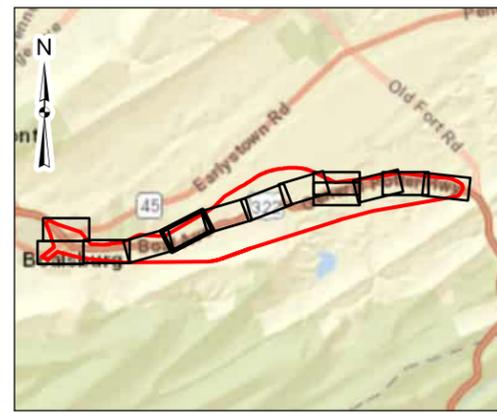
State College Area Connector Project
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- Legend**
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DATA SOURCE(S): PennDOT drone imagery



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**North Alternative Noise Study Areas
 and Noise Receptor Locations**

State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A

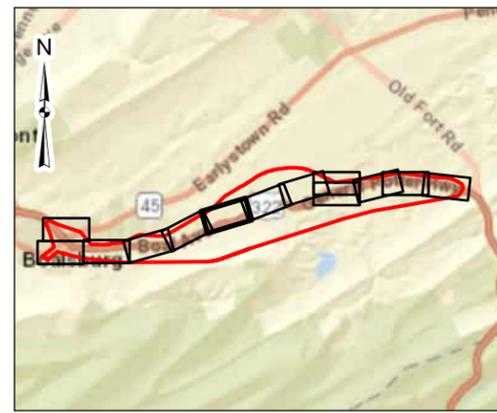
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- Legend**
- Noise Study Area
 - Roadway Design
 - Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery

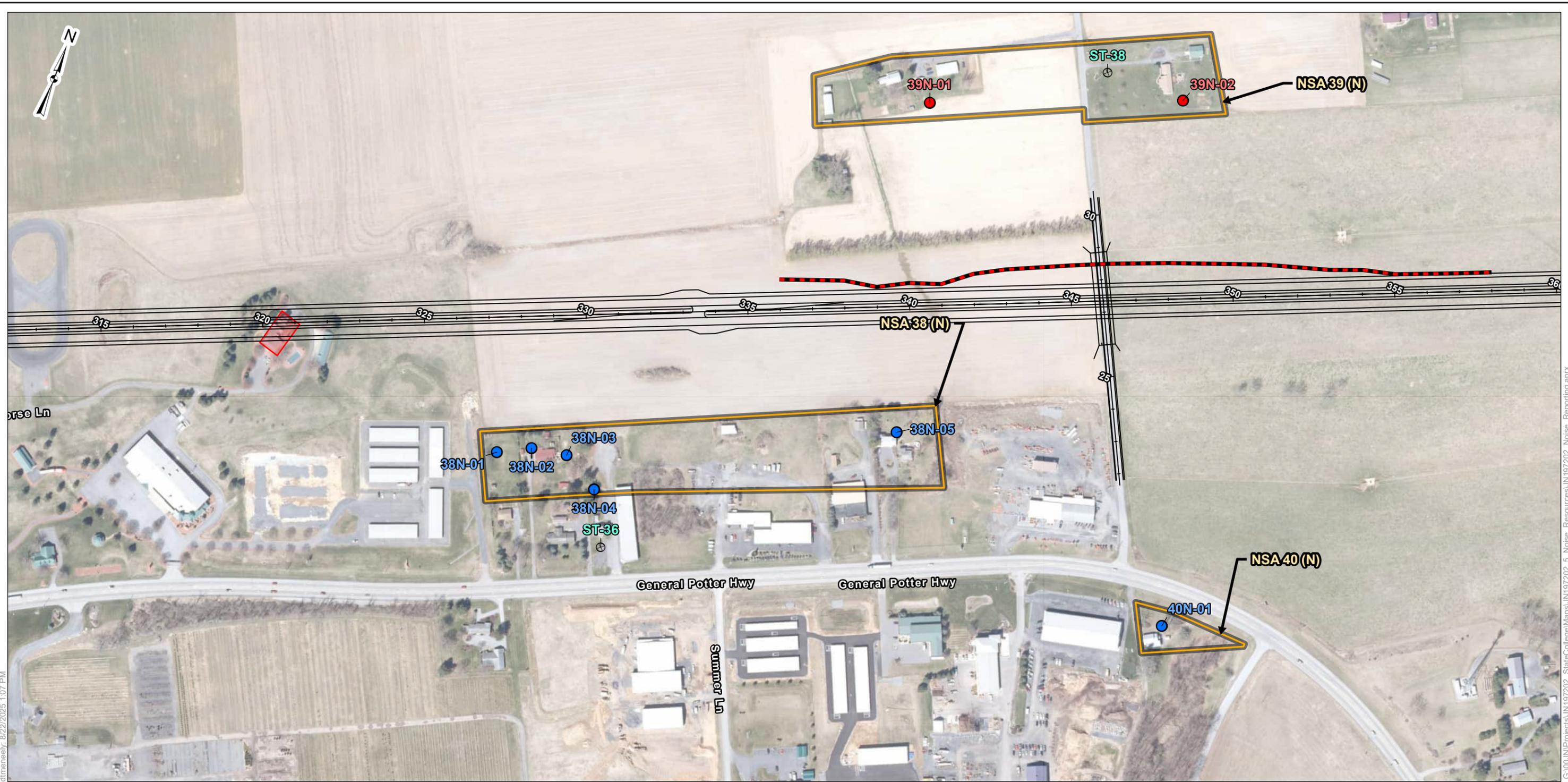


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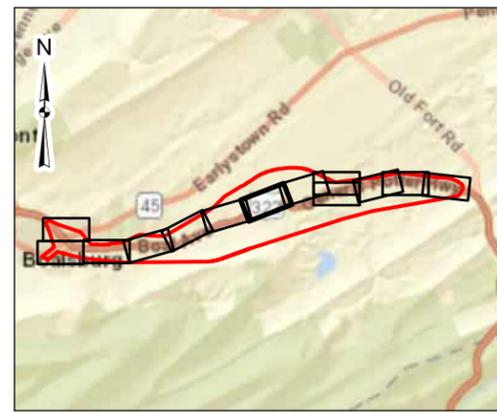
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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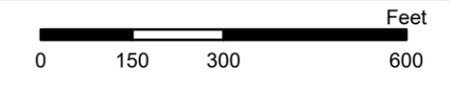
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Legend

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- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
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- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
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DATA SOURCE(S): PennDOT drone imagery



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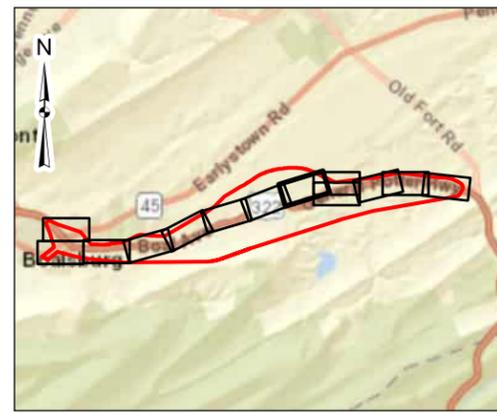
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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- Legend**
- Noise Study Area
 - Roadway Design
 - Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery

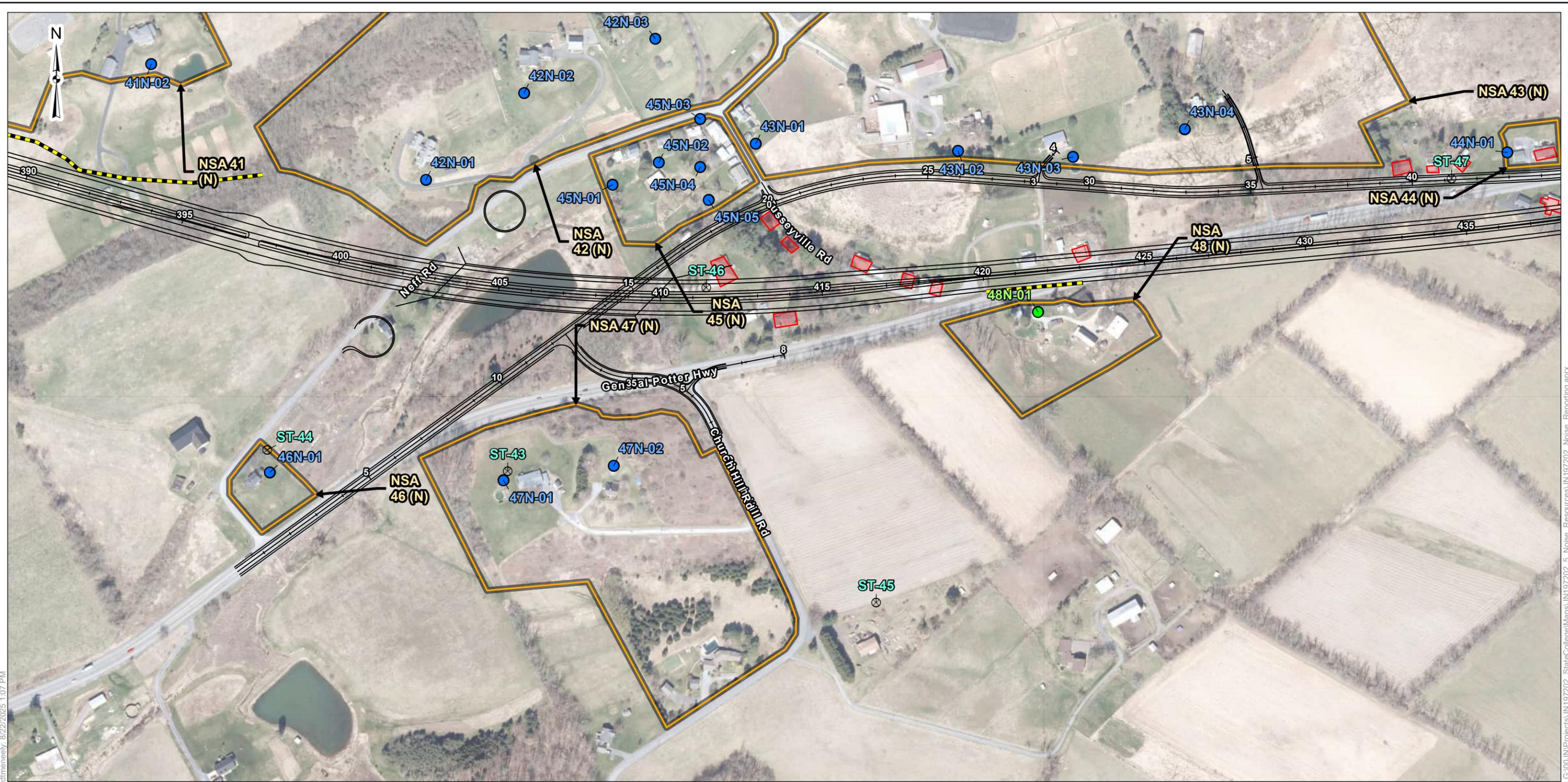


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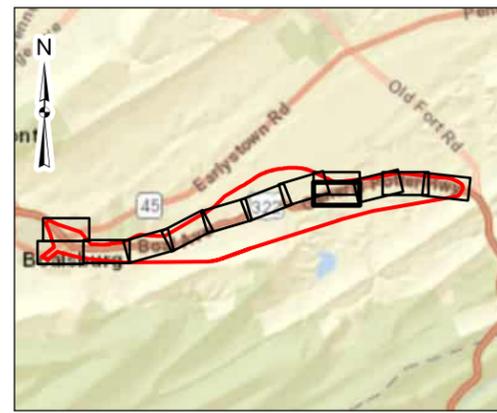
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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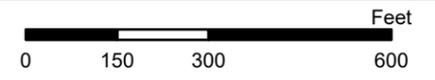
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DATA SOURCE(S): PennDOT drone imagery



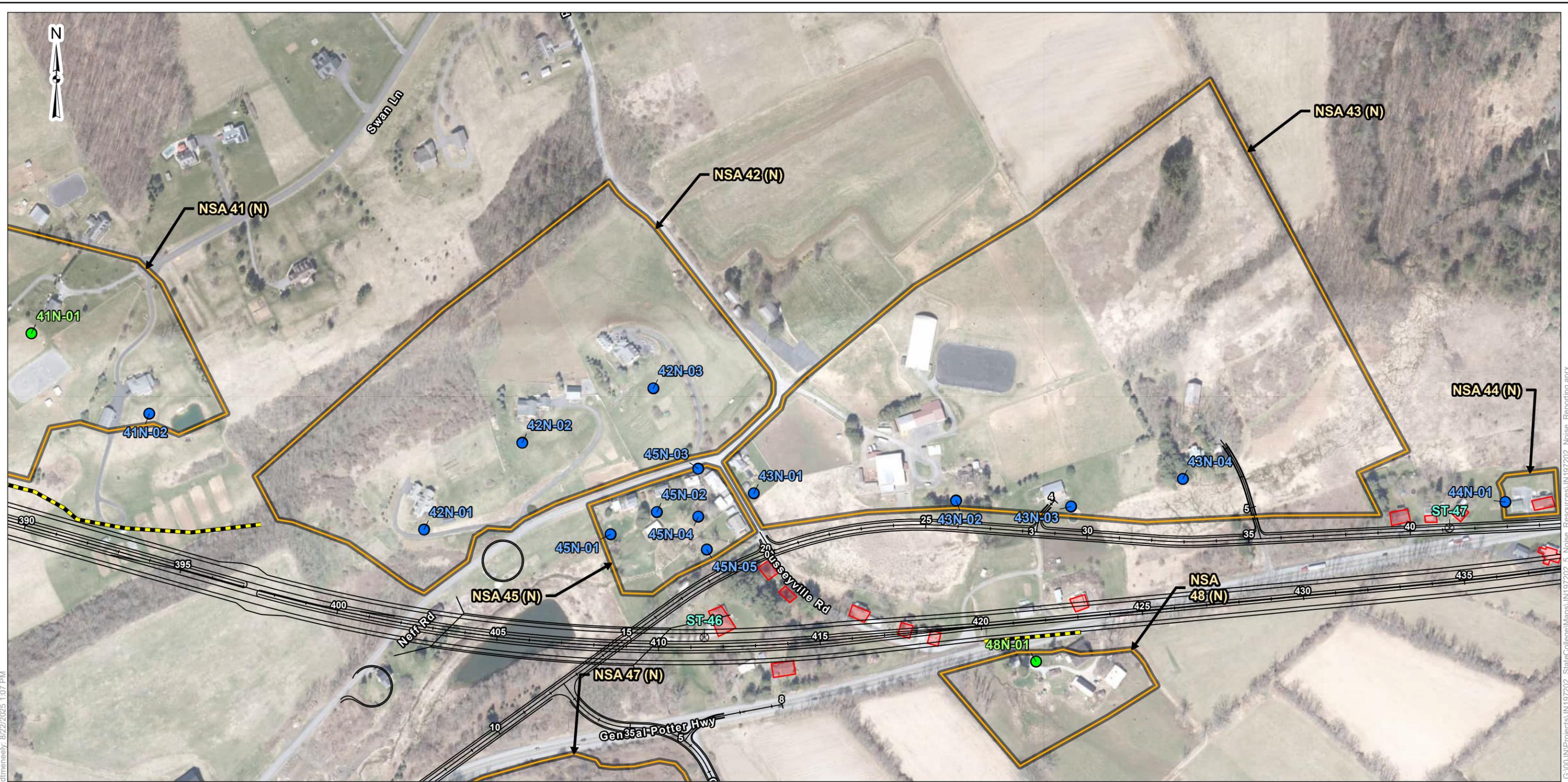
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North Alternative Noise Study Areas and Noise Receptor Locations

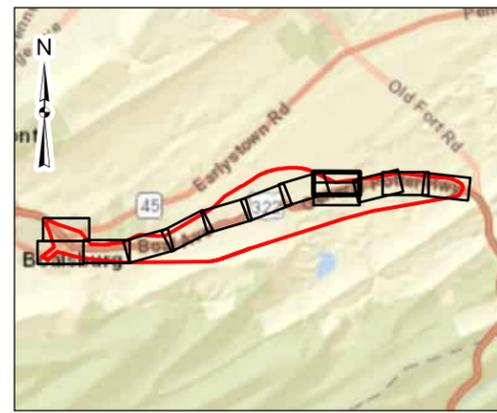
State College Area Connector Project
 Harris and Potter Townships
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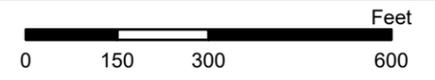
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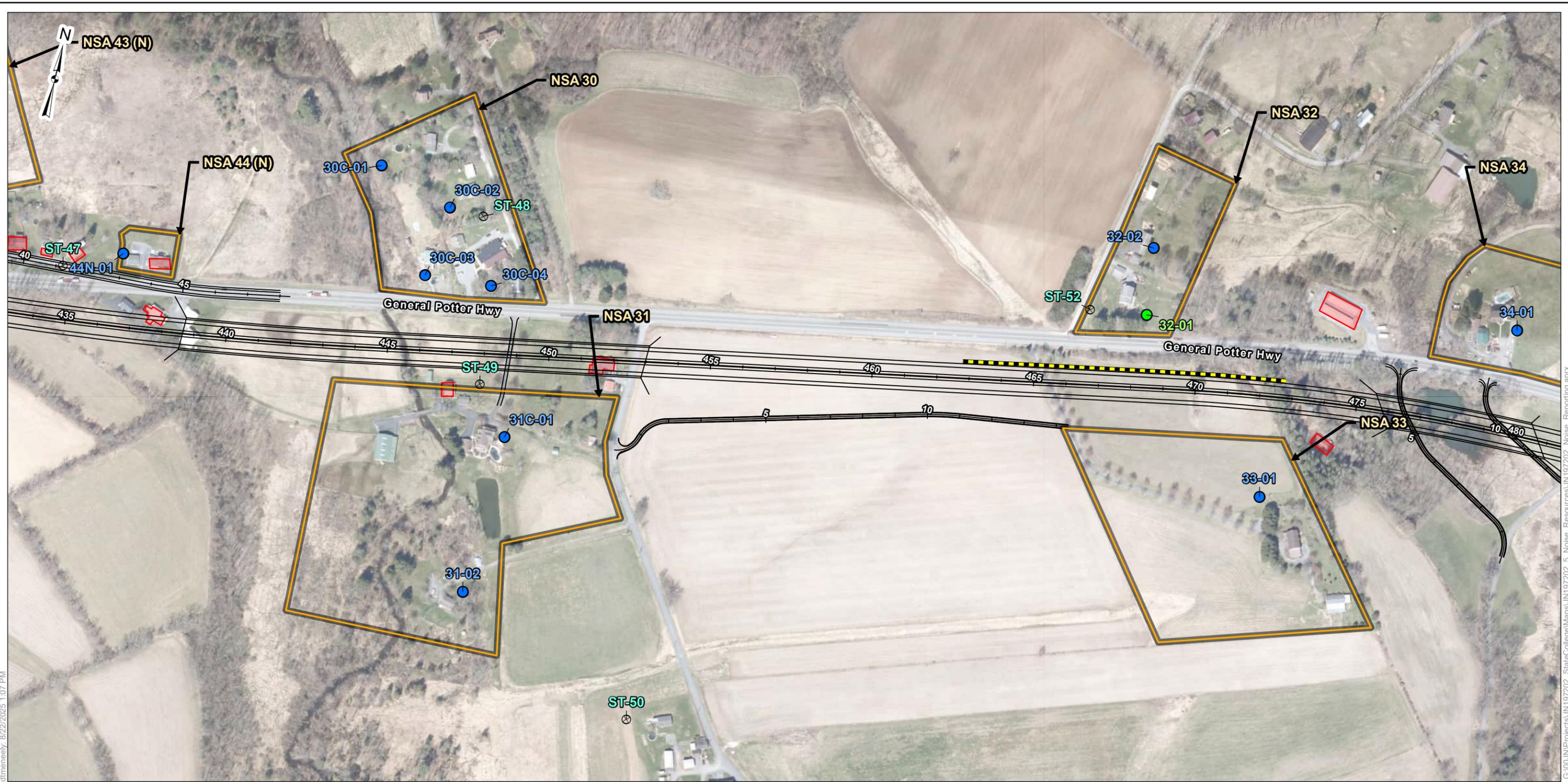
North Alternative Noise Study Areas and Noise Receptor Locations

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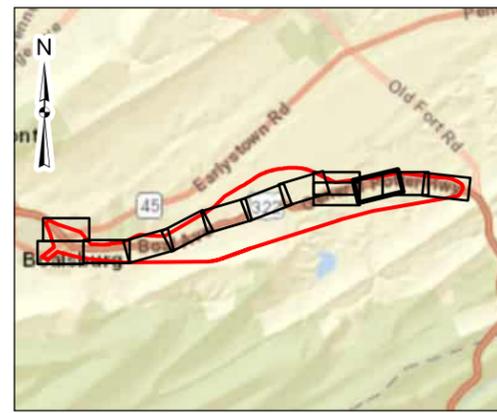
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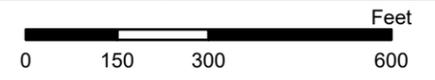
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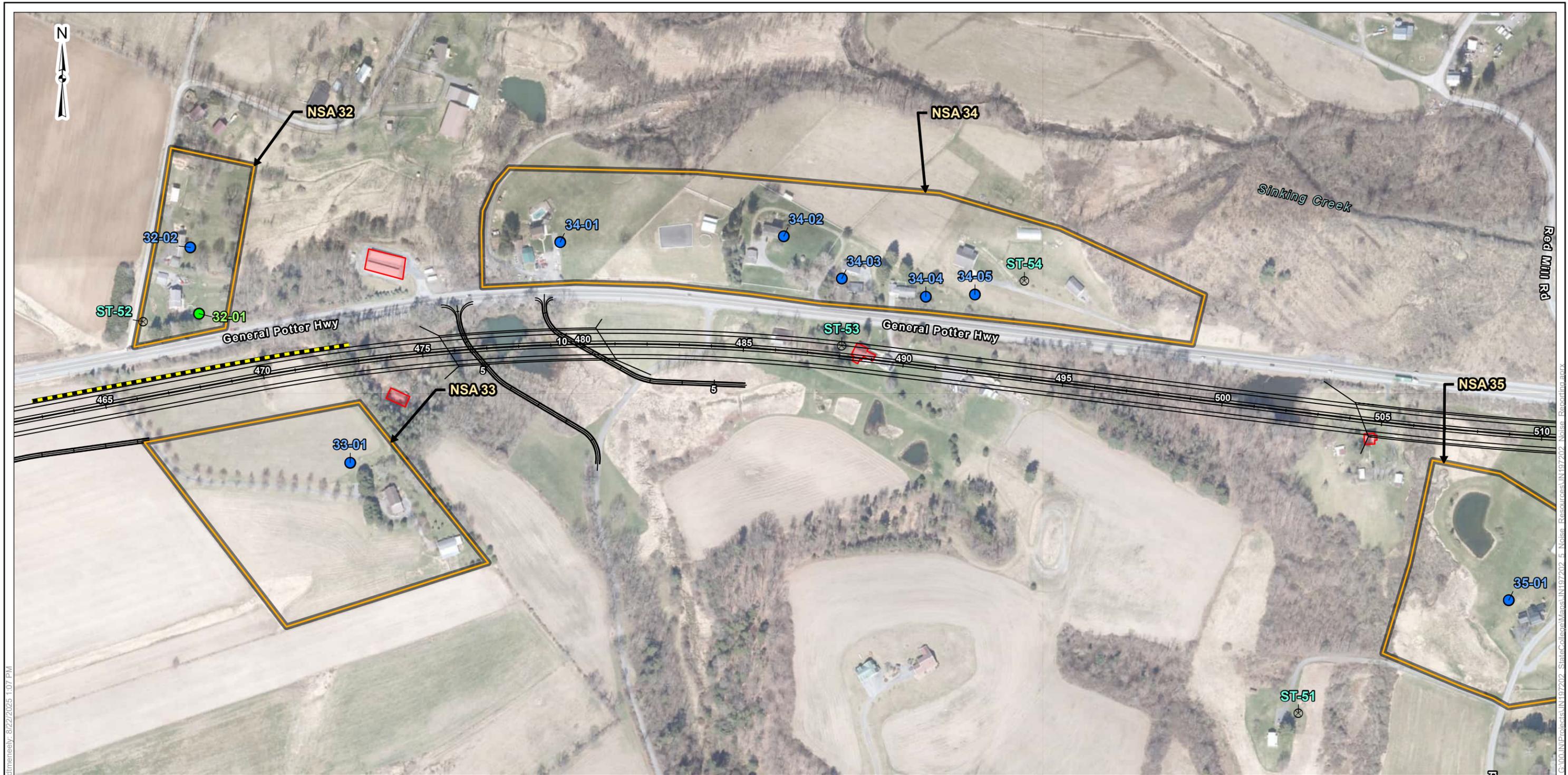


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 Harris and Potter Townships
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- Impacted, Benefited
- Impacted, Not Benefited
- ⊗ Noise Monitoring Location

DATA SOURCE(S): PennDOT drone imagery



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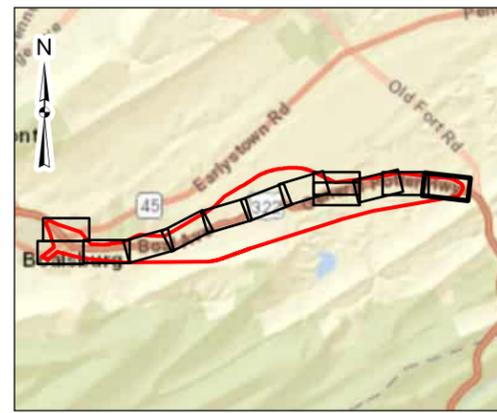
North Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
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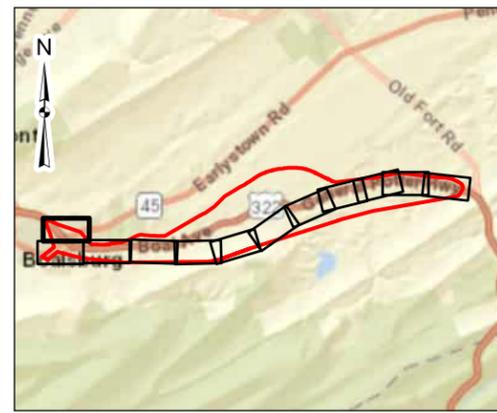
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**Figure 3 –
South Alternative**



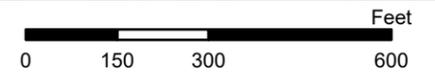
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 - Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery

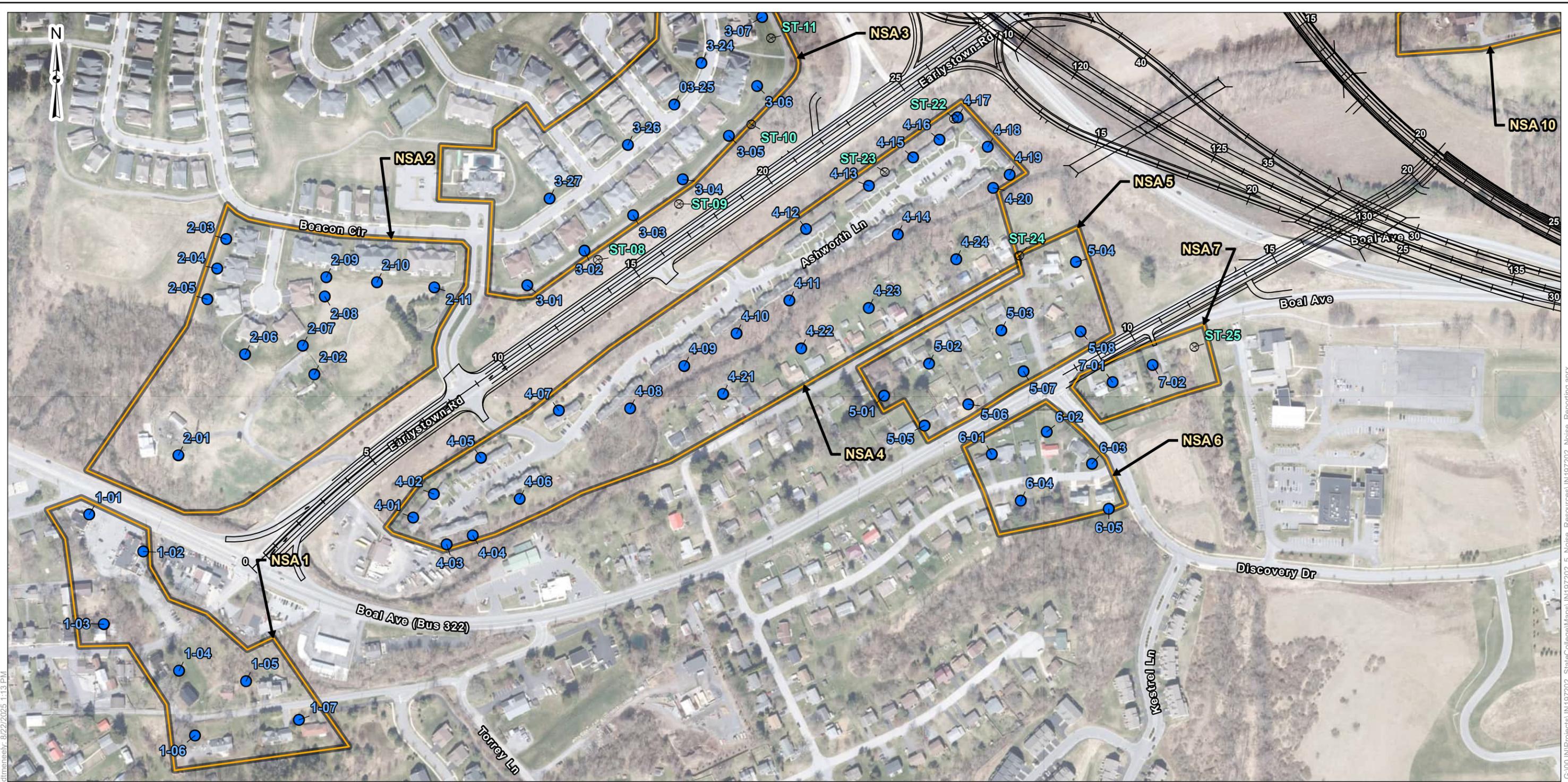


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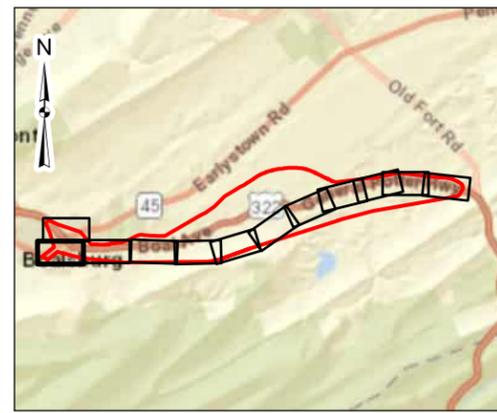
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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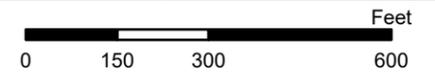
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- Legend**
- Noise Study Area
 - Roadway Design
 - Noise Monitoring Location
 - Impacted, Benefited
 - Impacted, Not Benefited
 - Not Impacted, Benefited
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 - Barrier Feasible and Reasonable
 - Barrier Feasible not Reasonable
 - Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery

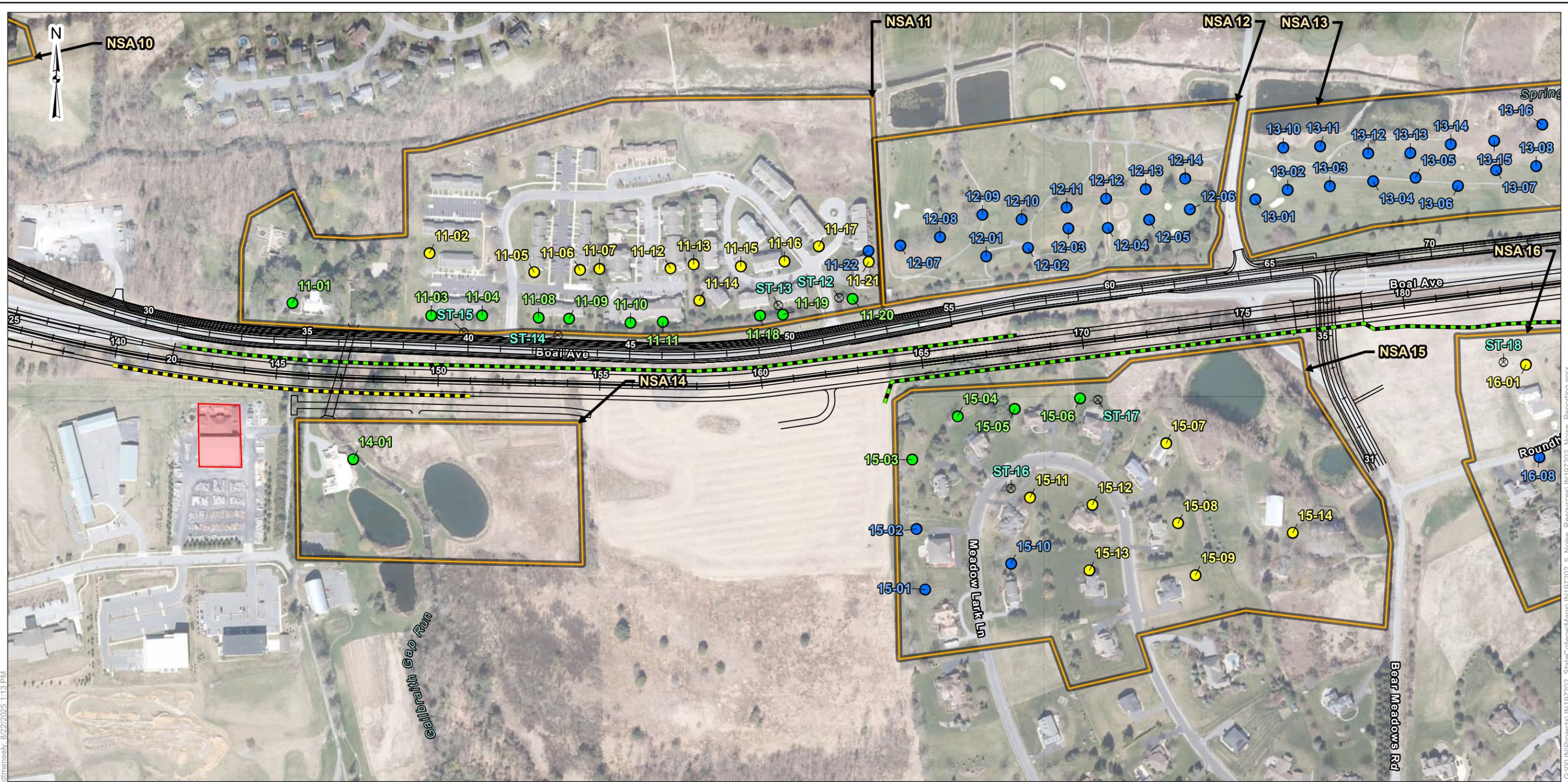


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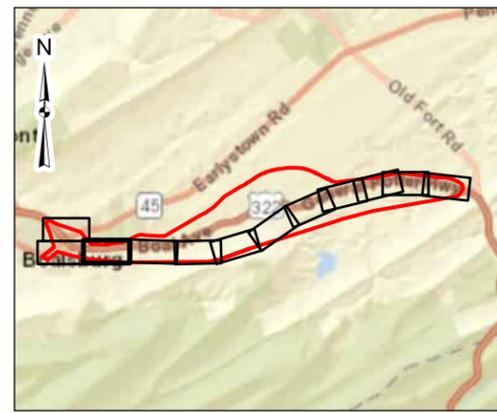
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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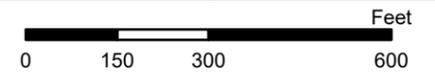
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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
- Impacted, Not Benefited
- Not Impacted, Benefited
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- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
- Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery



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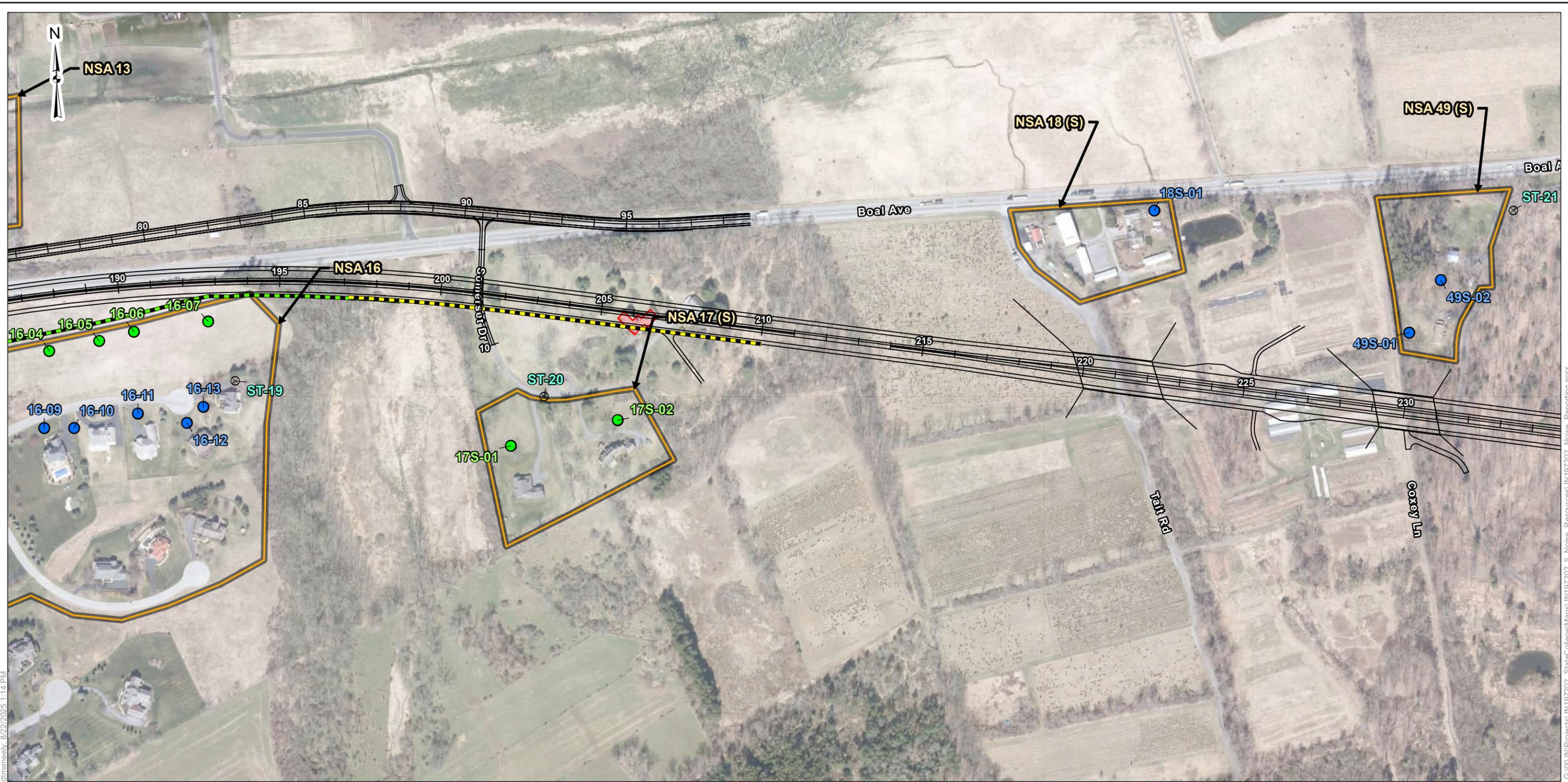
South Alternative Noise Study Areas and Noise Receptor Locations

State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A

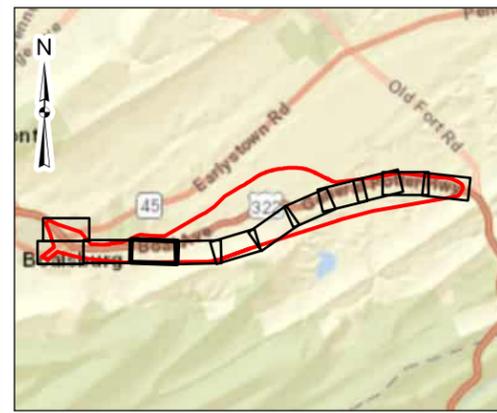
Figure 3

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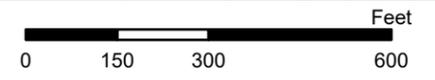
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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
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- Not Impacted, Benefited
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- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
- Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery

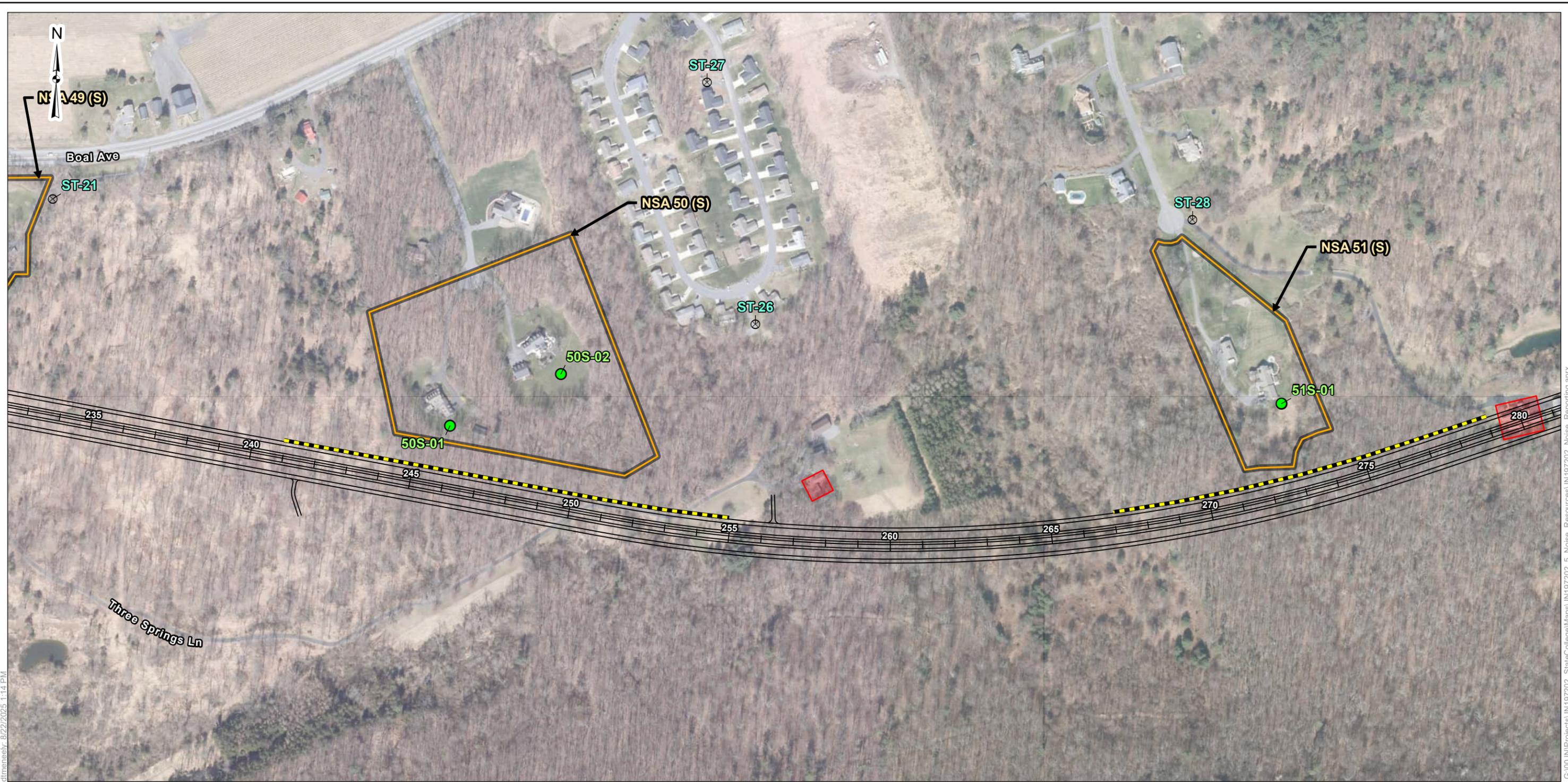


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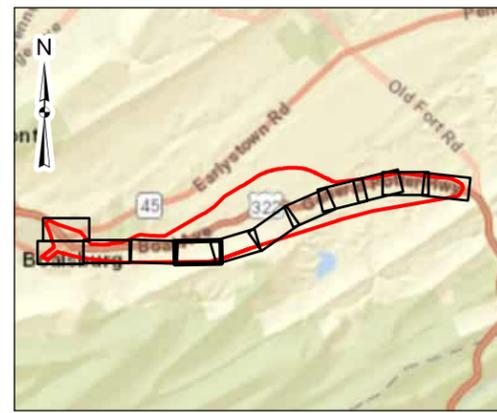
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
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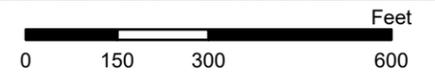
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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
- Impacted, Benefited
- Impacted, Not Benefited
- Not Impacted, Benefited
- Not Impacted, Not Benefited
- Barrier Feasible and Reasonable
- Barrier Feasible not Reasonable
- Barrier Not Feasible or Reasonable

DATA SOURCE(S): PennDOT drone imagery



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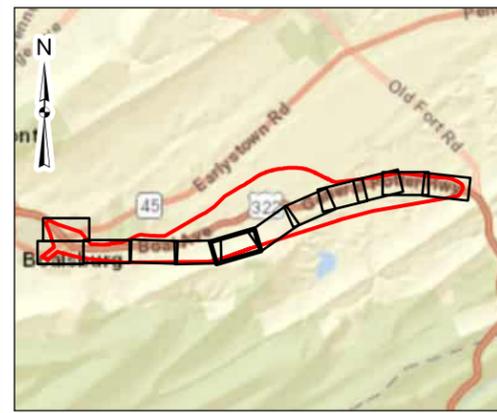
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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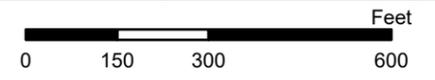
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- Legend**
- Noise Study Area
 - Displacement
 - Roadway Design
 - Noise Monitoring Location
 - Impacted, Benefited
 - Impacted, Not Benefited
 - Not Impacted, Benefited
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 - Barrier Feasible and Reasonable
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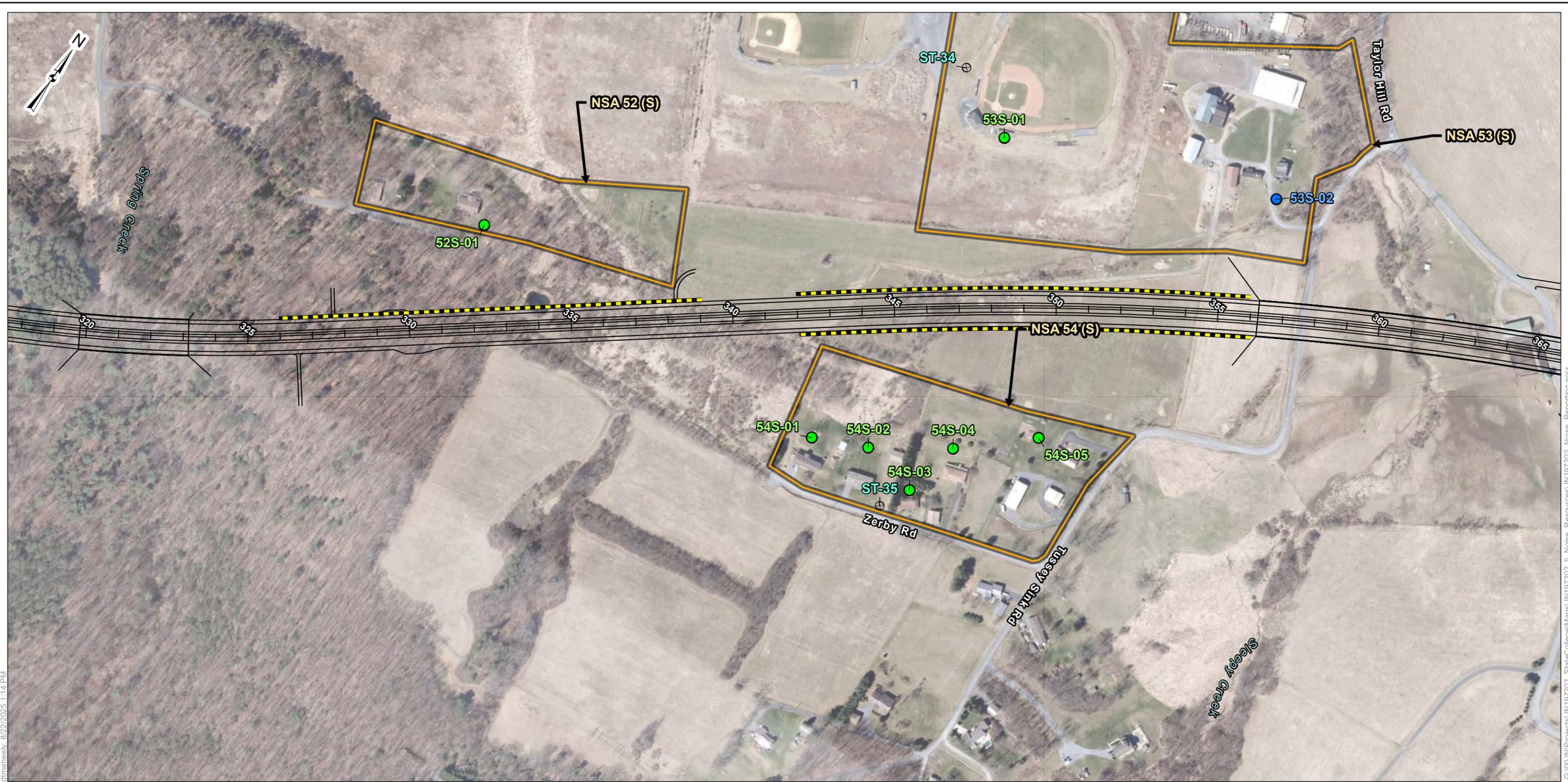


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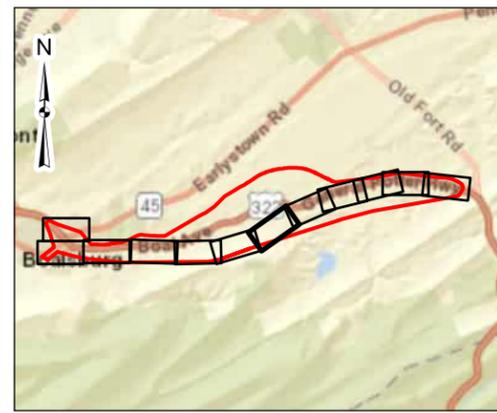
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
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Appendix A
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- Legend**
- Noise Study Area
 - Roadway Design
 - Noise Monitoring Location
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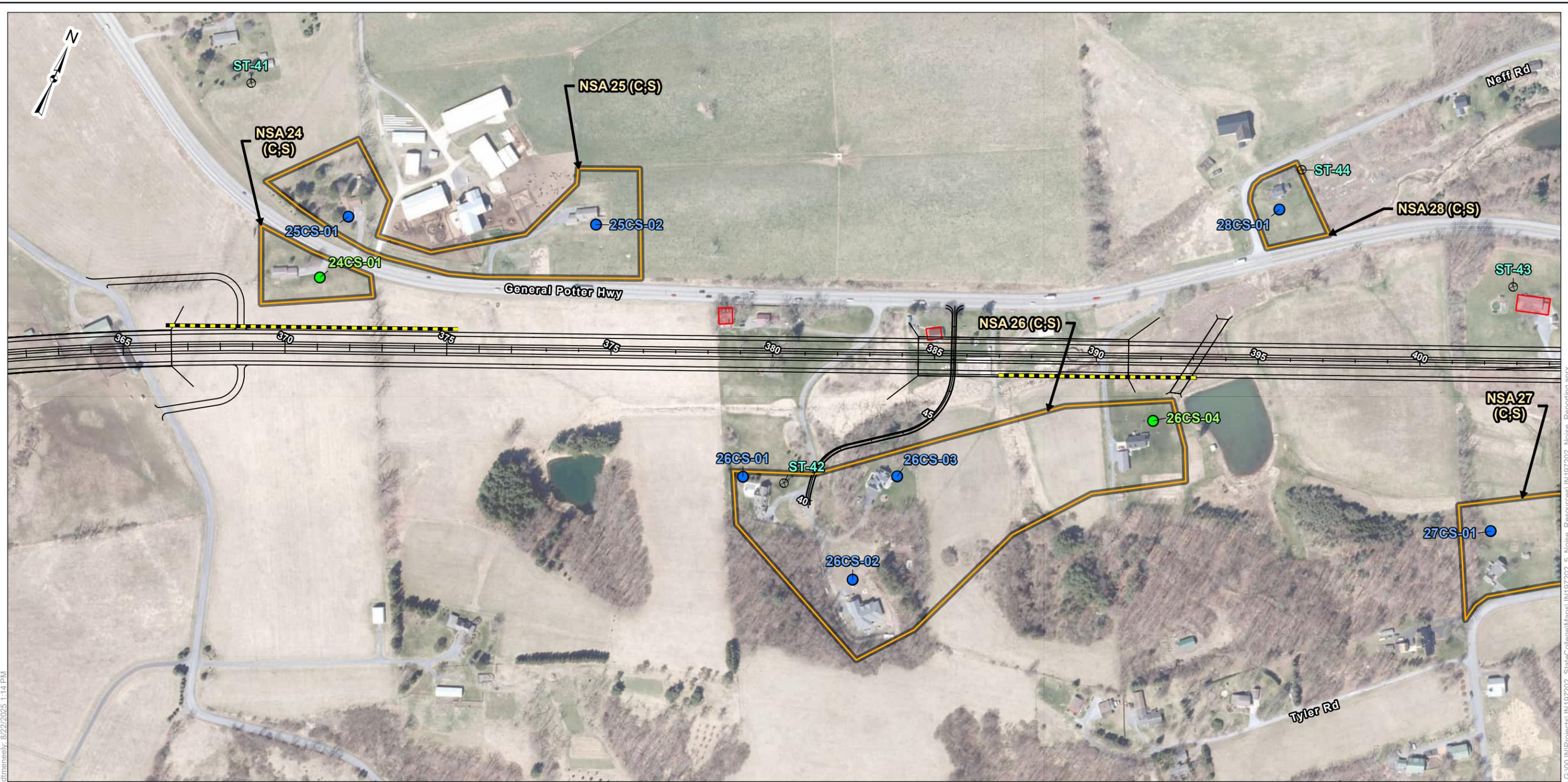


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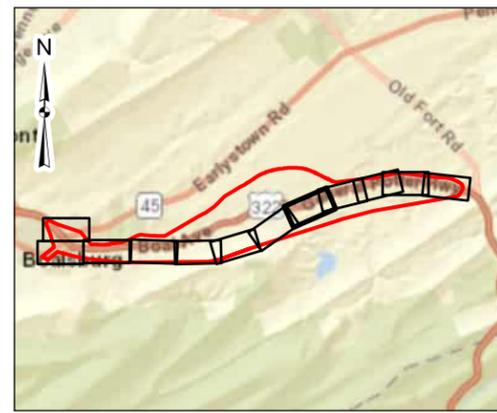
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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Legend

- Noise Study Area
- Displacement
- Roadway Design
- Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery

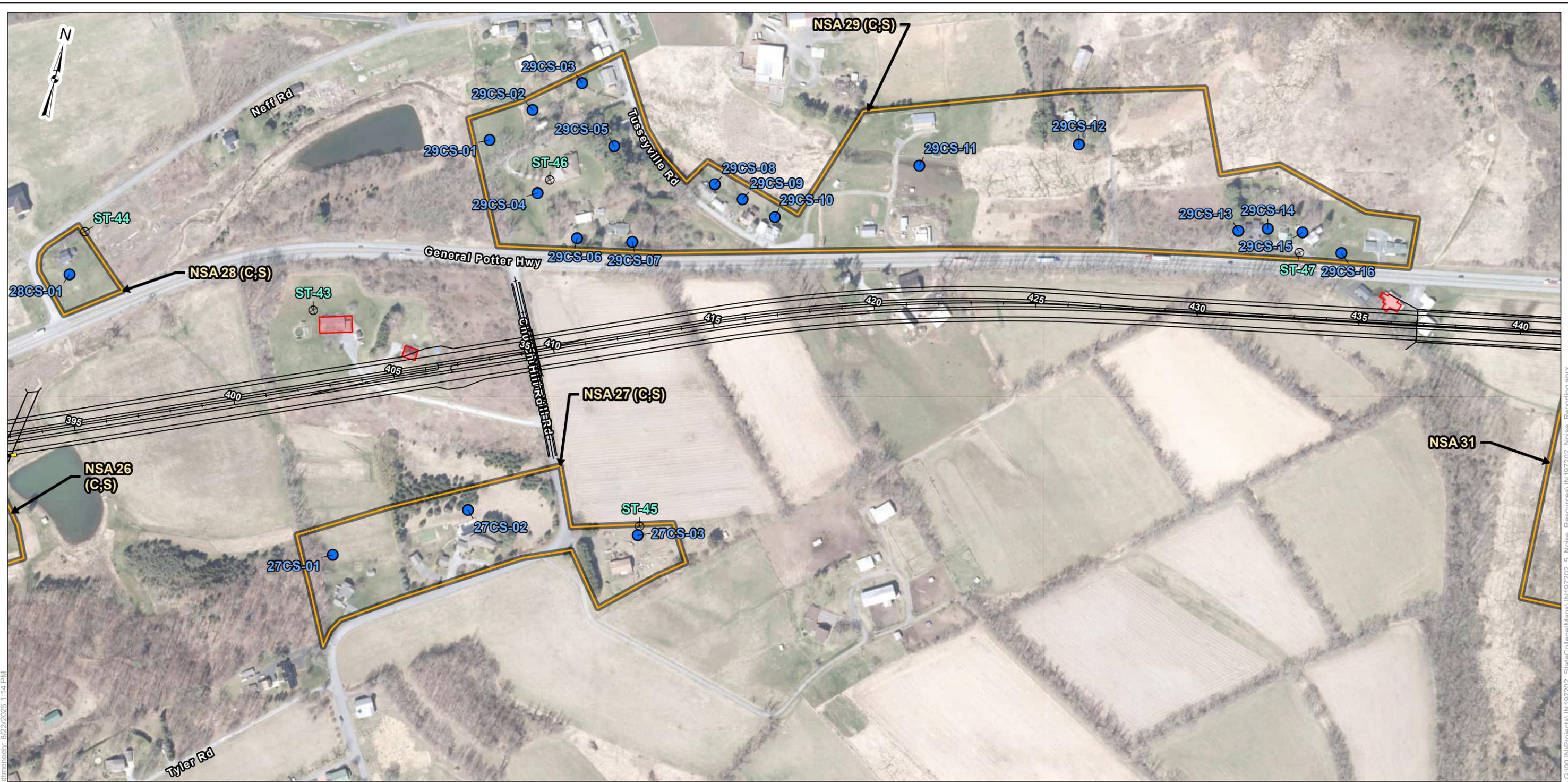


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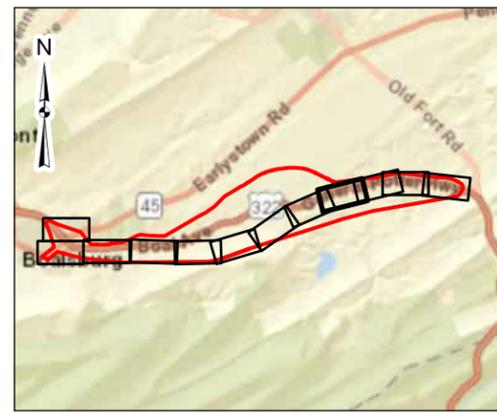
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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Legend

- Noise Study Area
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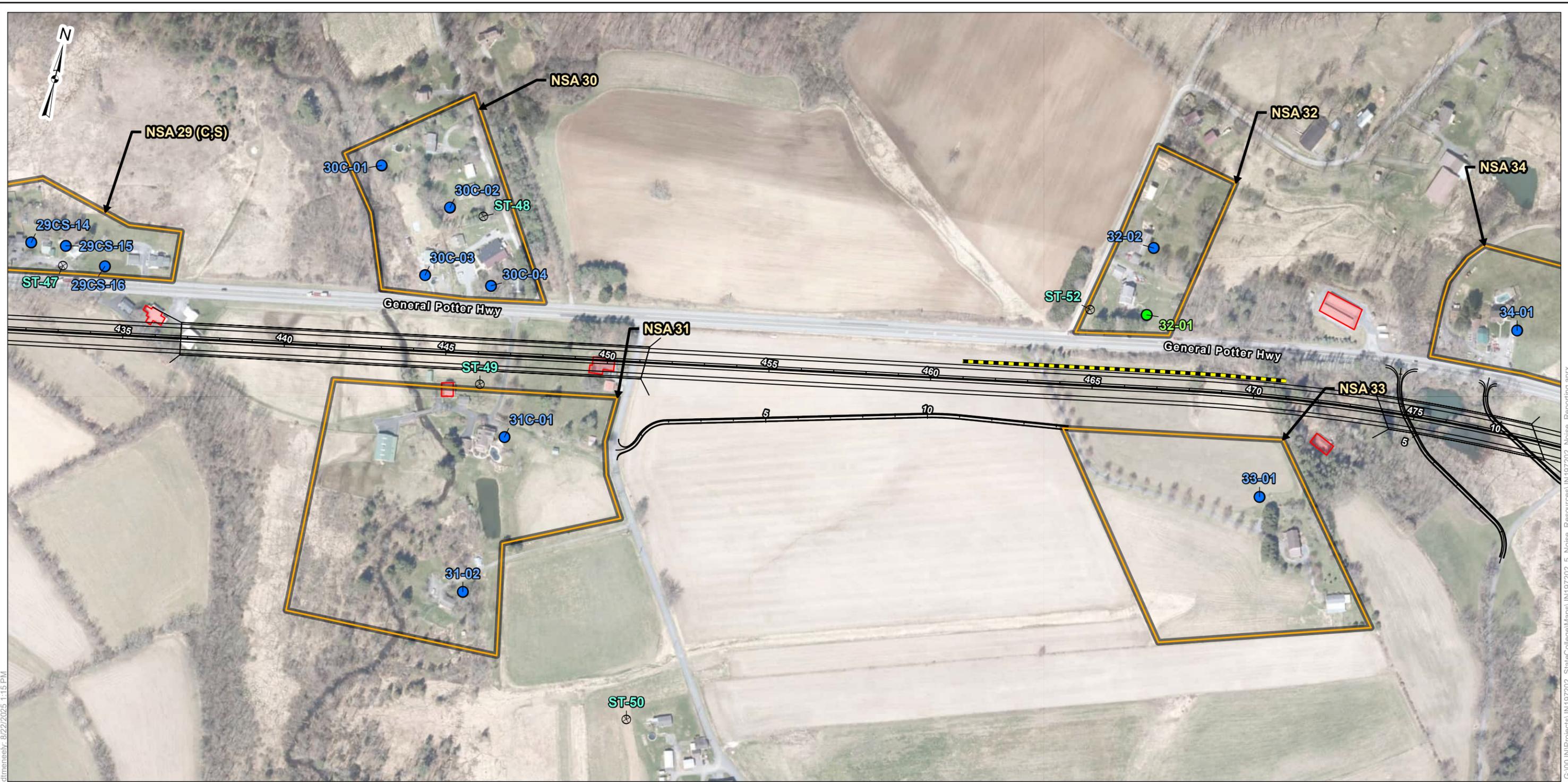


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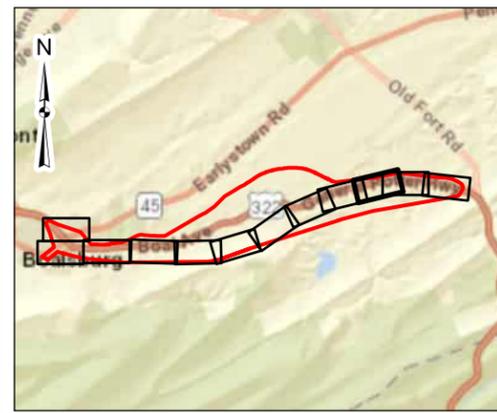
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
Figure 3
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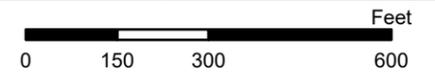
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Legend

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- Displacement
- Roadway Design
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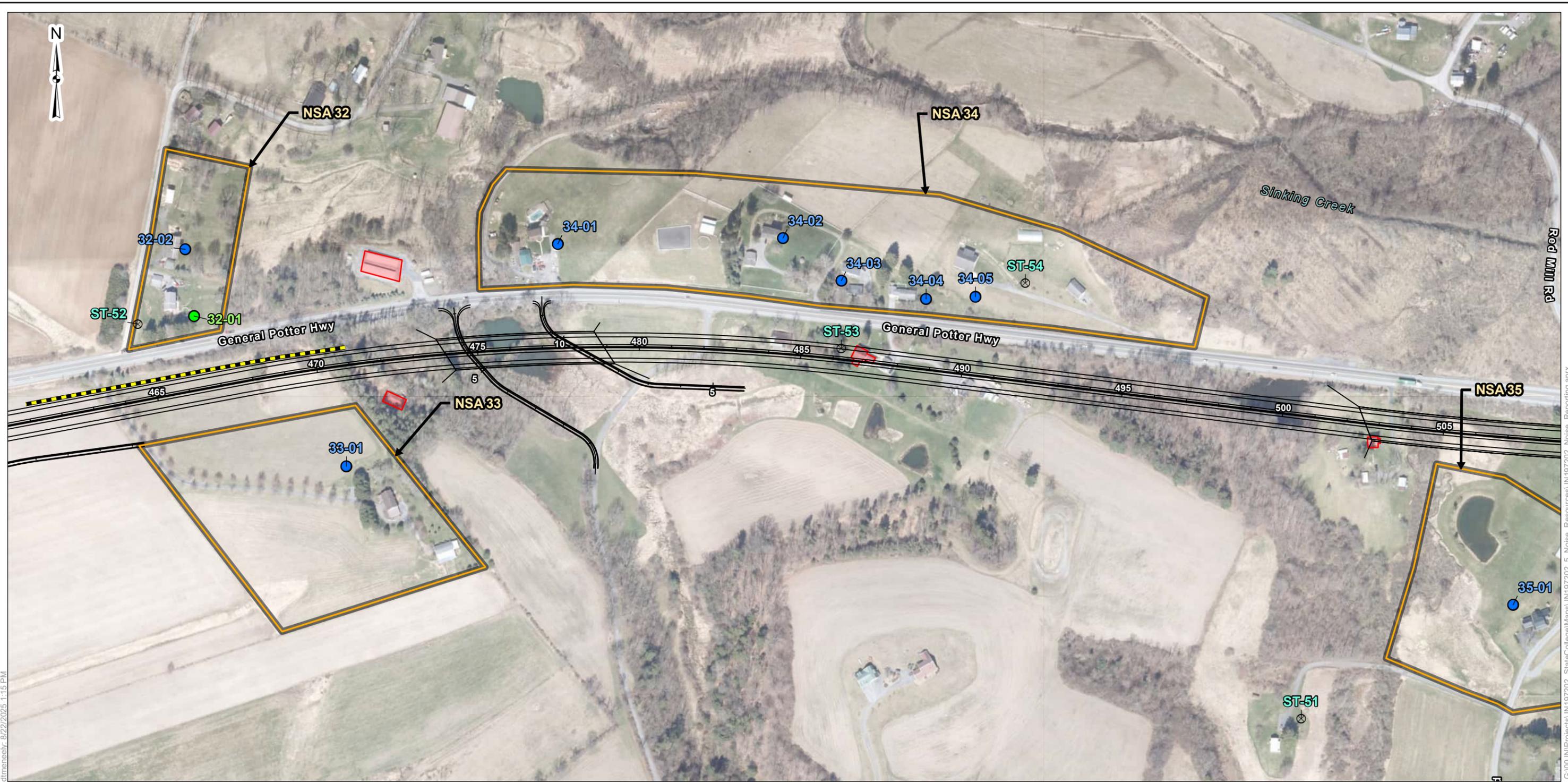


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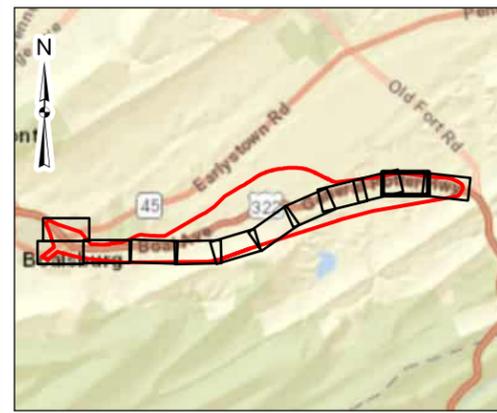
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
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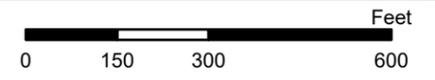
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Legend

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- Displacement
- Roadway Design
- Noise Monitoring Location
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DATA SOURCE(S): PennDOT drone imagery

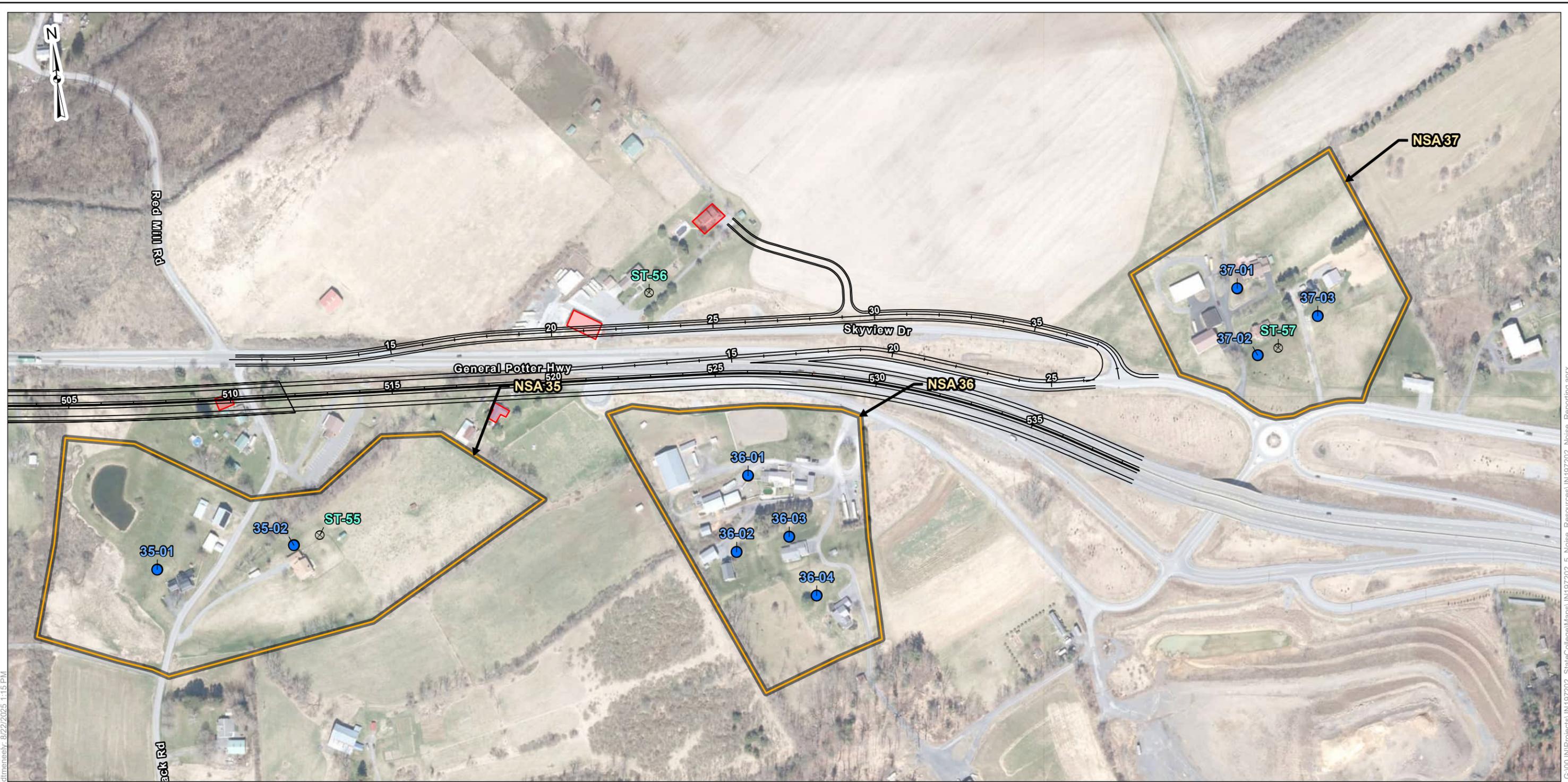


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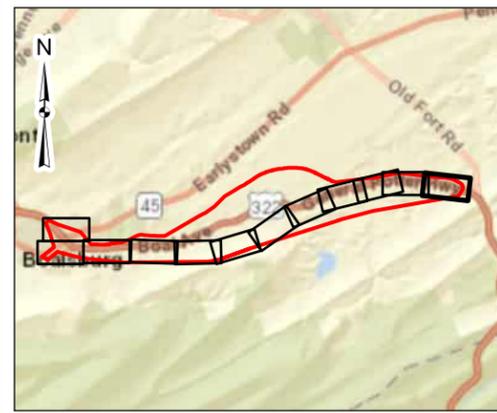
South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

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Legend

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- Displacement
- Roadway Design
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South Alternative Noise Study Areas and Noise Receptor Locations
 State College Area Connector Project
 Harris and Potter Townships
 Centre County, Pennsylvania

Appendix A
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**Appendix B –
Table 5 – Sound Level Impact Table**

Table 5 - Sound Level Impact Table

Noise level approaching or exceeding the NAC or experiencing > 10 dBA increase over existing noise level									
¹ Slight mathematical discrepancies in predicted Increase Over Existing values are due to rounding.									
Alternative	NSA	Receptor ID	Equivalent Residential Units	Activity Category	NAC dB(A)	2023 Existing PM Peak Noise Level dB(A)	2050 No-Build PM Peak Noise Level dB(A)	2050 Build PM Peak Noise Level dB(A)	Increase Over Existing ¹
Common to Central, North, and South	1	1-01	1	E	72	68	69	67	-1
		1-02	1	E	72	63	65	63	0
		1-03	1	B	67	53	54	54	1
		1-04	1	B	67	52	53	54	2
		1-05	2	B	67	50	51	51	1
		1-06	1	B	67	49	50	50	1
		1-07	2	B	67	49	50	49	0
	2	2-01	1	B	67	60	61	60	0
		2-02	1	B	67	51	52	52	1
		2-03	2	B	67	45	46	46	1
		2-04	2	B	67	47	48	47	0
		2-05	2	B	67	48	49	49	0
		2-06	2	B	67	48	49	49	1
		2-07	2	B	67	43	44	44	1
		2-08	2	B	67	42	43	44	1
		2-09	4	B	67	43	43	44	1
		2-10	4	B	67	44	45	45	1
		2-11	4	B	67	53	54	55	2
	3	3-01	3	B	67	55	56	58	2
		3-02	4	B	67	53	54	56	3
		3-03	4	B	67	56	57	58	3
		3-04	4	B	67	56	57	59	3
		3-05	3	B	67	56	57	60	4
		3-06	4	B	67	57	58	62	4
		3-07	4	B	67	59	60	62	3
		3-08	4	B	67	59	60	62	3
		3-09	4	B	67	60	60	61	1
		3-10	4	B	67	60	60	61	2
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		4-03	3	B	67	52	54	50	-2
		4-04	3	B	67	51	52	49	-2
		4-05	6	B	67	49	51	53	3
		4-06	6	B	67	49	50	49	0
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4-19	1	B	67	60	61	57	-3		
4-20	4	B	67	58	58	55	-3		
4-21	4	B	67	51	51	51	1		

Table 5 - Sound Level Impact Table

Noise level approaching or exceeding the NAC or experiencing > 10 dBA increase over existing noise level									
¹ Slight mathematical discrepancies in predicted Increase Over Existing values are due to rounding.									
Alternative	NSA	Receptor ID	Equivalent Residential Units	Activity Category	NAC dB(A)	2023 Existing PM Peak Noise Level dB(A)	2050 No-Build PM Peak Noise Level dB(A)	2050 Build PM Peak Noise Level dB(A)	Increase Over Existing ¹
Common to Central, North, and South	5	4-22	4	B	67	52	53	53	1
		4-23	4	B	67	54	55	54	0
		4-24	4	B	67	56	57	56	-1
	5	5-01	2	B	67	55	56	55	0
		5-02	2	B	67	56	57	56	-1
		5-03	2	B	67	57	58	56	-1
		5-04	1	B	67	61	61	58	-3
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		5-07	1	B	67	62	63	59	-4
		5-08	2	B	67	62	63	59	-3
	6	6-01	2	B	67	61	63	59	-2
		6-02	2	B	67	61	62	59	-2
		6-03	1	B	67	59	60	58	-1
		6-04	3	B	67	56	57	56	0
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		7-02	1	B	67	63	64	61	-3
	8	8-01	2	B	67	55	56	56	1
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		8-03	1	B	67	55	55	57	2
		8-04	1	B	67	56	56	58	2
		8-05	1	B	67	58	59	61	2
		8-06	1	B	67	61	61	64	3
		8-07	1	B	67	63	63	64	2
		8-08	1	B	67	53	54	55	2
		8-09	1	B	67	57	58	59	2
		8-10	1	B	67	59	59	60	2
	9	9-01	1	B	67	55	56	57	2
		9-02	3	B	67	54	55	56	2
		9-03	1	B	67	55	55	56	1
		9-04	2	B	67	54	55	56	1
		9-05	1	B	67	58	59	60	2
		9-06	2	B	67	58	58	59	1
		9-07	3	B	67	57	58	58	1
		9-08	2	B	67	63	64	66	2
		9-09	1	B	67	59	60	60	1
		9-10	1	B	67	64	65	65	1
		9-11	2	B	67	60	61	61	1
		9-12	2	B	67	63	64	65	1
		9-13	2	B	67	60	61	60	0
		9-14	1	B	67	63	63	64	2
	10	10-01	1	B	67	60	61	62	1
		10-02	1	B	67	55	56	58	2
11	11-01	1	B	67	70	70	67	-3	
	11-02	10	B	67	60	60	61	2	
	11-03	5	B	67	72	73	69	-3	
	11-04	4	B	67	72	72	69	-3	
	11-05	2	B	67	61	61	61	0	
	11-06	2	B	67	59	60	59	-1	
	11-07	8	B	67	60	60	60	0	
	11-08	5	B	67	71	72	67	-4	
	11-09	4	B	67	71	72	67	-4	
	11-10	8	B	67	69	70	66	-3	
	11-11	8	B	67	70	71	66	-5	
	11-12	8	B	67	58	58	58	0	
	11-13	2	B	67	59	59	60	1	
	11-14	4	B	67	65	66	64	-1	
	11-15	2	B	67	57	57	59	2	
	11-16	2	B	67	59	59	59	0	
	11-17	2	B	67	60	60	59	0	
	11-18	4	B	67	67	68	66	-2	
11-19	4	B	67	68	68	66	-2		
11-20	2	B	67	68	68	66	-2		
11-21	2	B	67	62	62	62	0		
11-22	2	B	67	60	60	60	1		

Table 5 - Sound Level Impact Table

Noise level approaching or exceeding the NAC or experiencing > 10 dBA increase over existing noise level									
¹ Slight mathematical discrepancies in predicted Increase Over Existing values are due to rounding.									
Alternative	NSA	Receptor ID	Equivalent Residential Units	Activity Category	NAC dB(A)	2023 Existing PM Peak Noise Level dB(A)	2050 No-Build PM Peak Noise Level dB(A)	2050 Build PM Peak Noise Level dB(A)	Increase Over Existing ¹
Common to Central, North, and South	12	12-01	0.51	C	67	66	67	64	-2
		12-02	0.51	C	67	64	65	63	-1
		12-03	0.51	C	67	63	64	63	-1
		12-04	0.51	C	67	63	64	62	-1
		12-05	0.51	C	67	62	64	62	-1
		12-06	0.51	C	67	62	63	61	-1
		12-07	0.51	C	67	59	61	61	1
		12-08	0.51	C	67	60	61	61	1
		12-09	0.51	C	67	60	61	61	1
		12-10	0.51	C	67	60	61	61	1
		12-11	0.51	C	67	60	61	61	1
		12-12	0.51	C	67	60	61	61	1
		12-13	0.51	C	67	59	61	61	2
		12-14	0.51	C	67	59	60	60	2
	13	13-01	0.42	C	67	60	62	61	1
		13-02	0.42	C	67	59	61	61	1
		13-03	0.42	C	67	59	61	61	2
		13-04	0.42	C	67	59	61	61	3
		13-05	0.42	C	67	59	61	62	3
		13-06	0.42	C	67	59	61	62	3
		13-07	0.42	C	67	58	61	61	3
		13-08	0.42	C	67	58	61	61	3
		13-09	0.42	C	67	58	61	62	3
		13-10	0.42	C	67	57	59	60	3
		13-11	0.42	C	67	58	60	61	3
		13-12	0.42	C	67	57	60	61	3
		13-13	0.42	C	67	58	60	61	3
		13-14	0.42	C	67	57	60	61	3
	13-15	0.42	C	67	57	60	61	3	
	13-16	0.42	C	67	57	60	61	4	
	13-17	0.42	C	67	57	59	60	4	
	14	14-01	1	B	67	58	60	66	8
	15	15-01	1	B	67	49	50	55	6
		15-02	1	B	67	53	55	59	6
		15-03	1	B	67	59	60	67	8
		15-04	1	B	67	60	61	69	9
		15-05	1	B	67	61	62	67	7
		15-06	1	B	67	60	61	66	6
		15-07	1	B	67	57	59	64	7
		15-08	1	B	67	53	55	61	7
		15-09	1	B	67	50	52	58	8
		15-10	1	B	67	50	51	57	7
		15-11	1	B	67	54	55	61	8
		15-12	1	B	67	53	54	59	6
		15-13	1	B	67	49	51	56	7
		15-14	3	B	67	51	52	58	7
	16	16-01	1	B	67	59	62	65	6
		16-02	1	B	67	62	64	68	6
		16-03	1	B	67	63	66	70	7
		16-04	1	B	67	63	66	70	7
		16-05	1	B	67	62	65	71	8
		16-06	1	B	67	61	64	68	7
16-07		1	B	67	60	63	68	8	
16-08		1	B	67	46	48	54	8	
16-09		1	B	67	49	52	54	5	
16-10		1	B	67	50	53	56	5	
16-11		1	B	67	54	57	59	5	
16-12		1	B	67	53	56	58	5	
16-13		1	B	67	55	58	63	7	
16-14		1	B	67	46	48	54	7	
Common to Central and North	17 (C,N)	17CN-01	1	B	67	50	53	58	8
		17CN-02	1	B	67	51	54	60	8
		17CN-03	1	B	67	57	60	66	9
Unique to South	17 (S)	17S-01	1	B	67	50	53	61	11
		17S-02	1	B	67	51	54	63	12

Table 5 - Sound Level Impact Table

Noise level approaching or exceeding the NAC or experiencing > 10 dBA increase over existing noise level									
¹ Slight mathematical discrepancies in predicted Increase Over Existing values are due to rounding.									
Alternative	NSA	Receptor ID	Equivalent Residential Units	Activity Category	NAC dB(A)	2023 Existing PM Peak Noise Level dB(A)	2050 No-Build PM Peak Noise Level dB(A)	2050 Build PM Peak Noise Level dB(A)	Increase Over Existing¹
Common to Central and North	18 (C,N)	18CN-01	1	B	67	70	72	63	-7
	Unique to South	18 (S)	18S-01	1	B	67	70	72	62
Unique to Central	19 (C)	19C-01	1	B	67	60	63	59	-2
		20C-01	1	B	67	73	74	64	-9
	20 (C)	20C-02	1	B	67	68	69	60	-9
		21 (C)	21C-01	1	B	67	53	54	61
	22 (C)	22C-01	1	B	67	47	49	60	13
		22C-02	1	B	67	47	47	56	9
		22C-03	1	B	67	46	47	55	9
		22C-04	1	B	67	47	48	55	8
		22C-05	1	B	67	49	50	58	9
		22C-06	1	B	67	49	50	60	11
	23 (C)	23C-01	1.23	C	67	54	55	61	8
		23C-02	1.23	C	67	52	53	61	10
		23C-03	1.23	C	67	50	51	63	13
		23C-04	1.23	C	67	48	49	60	13
		23C-05	1.23	C	67	48	49	62	14
		23C-06	1.23	C	67	49	49	61	13
		23C-07	1	B	67	54	55	61	7
Common to Central and South	24 (C,S)	24CS-01	1	B	67	72	72	68	-4
		25CS-01	1	B	67	71	72	64	-7
	25 (C,S)	25CS-02	1	B	67	66	66	65	-1
		26 (C,S)	26CS-01	1	B	67	59	60	64
	26CS-02		1	B	67	55	56	61	5
	26CS-03		1	B	67	59	59	64	6
	26CS-04		1	B	67	60	61	67	7
	27 (C,S)	27CS-01	1	B	67	53	54	61	8
		27CS-02	1	B	67	52	53	59	7
		27CS-03	1	B	67	52	53	55	3
	28 (C,S)	28CS-01	1	B	67	68	69	62	-6
		29 (C,S)	29CS-01	1	B	67	59	60	50
	29CS-02		1	B	67	57	57	51	-5
	29CS-03		1	B	67	56	57	51	-5
	29CS-04		1	B	67	62	63	55	-7
	29CS-05		1	B	67	57	58	49	-8
	29CS-06		1	B	67	70	71	59	-11
	29CS-07		1	B	67	70	71	62	-8
	29CS-08		1	B	67	60	61	56	-4
	29CS-09		1	B	67	61	62	56	-5
29CS-10	1		B	67	65	66	61	-4	
29CS-11	1		B	67	61	61	58	-2	
29CS-12	1		B	67	60	61	57	-3	
29CS-13	1		B	67	69	69	61	-7	
29CS-14	1	B	67	68	69	61	-6		
29CS-15	1	B	67	69	70	63	-6		
29CS-16	1	B	67	69	70	63	-6		
Common to Central, North, and South	30	30-01	1	B	67	58	58	61	3
		30-02	1	B	67	60	60	62	2
		30-03	1	B	67	71	71	64	-7
		30-04	1	B	67	73	73	64	-9
	31	31-01	1	B	67	59	60	64	5
		31-02	1	B	67	52	53	58	6
	32	32-01	1	B	67	70	71	66	-4
		32-02	1	B	67	61	61	60	0
	33	33-01	1	B	67	60	60	65	5
	34	34-01	1	B	67	66	67	62	-4
		34-02	1	B	67	63	64	62	-2
		34-03	1	B	67	69	70	63	-6
		34-04	1	B	67	70	71	65	-5
		34-05	1	B	67	65	66	63	-3
	35	35-01	1	B	67	54	55	61	7
		35-02	1	B	67	57	58	62	5
		36-01	1	B	67	62	62	65	3

Table 5 - Sound Level Impact Table

Noise level approaching or exceeding the NAC or experiencing > 10 dBA increase over existing noise level									
¹ Slight mathematical discrepancies in predicted Increase Over Existing values are due to rounding.									
Alternative	NSA	Receptor ID	Equivalent Residential Units	Activity Category	NAC dB(A)	2023 Existing PM Peak Noise Level dB(A)	2050 No-Build PM Peak Noise Level dB(A)	2050 Build PM Peak Noise Level dB(A)	Increase Over Existing ¹
C	36	36-02	1	B	67	60	61	63	3
		36-03	1	B	67	61	62	64	3
		36-04	1	B	67	55	56	58	3
	37	37-01	1	B	67	56	57	59	2
		37-02	1	B	67	59	60	62	3
		37-03	1	B	67	58	58	60	3
Unique to North	38 (N)	38N-01	1	B	67	54	55	63	9
		38N-02	1	B	67	56	57	61	5
		38N-03	1	B	67	54	55	62	8
		38N-04	1	B	67	55	56	60	5
		38N-05	1	B	67	56	57	62	6
	39 (N)	39N-01	1	B	67	45	46	56	11
		39N-02	1	B	67	46	47	55	10
	40 (N)	40N-01	1	B	67	71	72	59	-12
	41 (N)	41N-01	1	B	67	46	46	57	11
		41N-02	1	B	67	50	51	58	8
	42 (N)	42N-01	1	B	67	59	59	65	6
		42N-02	1	B	67	57	58	61	4
		42N-03	1	B	67	56	57	60	4
	43 (N)	43N-01	1	B	67	55	56	61	6
		43N-02	1	B	67	60	61	65	5
		43N-03	1	B	67	60	61	64	4
		43N-04	1	B	67	60	61	63	3
	44 (N)	44N-01	1	B	67	69	70	65	-4
	45 (N)	45N-01	1	B	67	56	57	62	6
		45N-02	1	B	67	55	56	61	6
		45N-03	1	B	67	51	52	51	0
		45N-04	1	B	67	55	56	61	6
		45N-05	1	B	67	56	57	63	7
	46 (N)	46N-01	1	B	67	65	66	57	-9
47 (N)	47N-01	1	B	67	64	64	61	-3	
	47N-02	1	B	67	62	63	63	1	
	47N-03	1	B	67	52	53	53	1	
48 (N)	48N-01	1	B	67	74	75	73	-2	
Unique to South	49 (S)	49S-01	1	B	67	55	57	62	7
		49S-02	1	B	67	57	59	60	2
	50 (S)	50S-01	1	B	67	45	47	64	19
		50S-02	1	B	67	44	47	59	14
	51 (S)	51S-01	1	B	67	39	41	59	20
	52 (S)	52S-01	1	B	67	44	45	61	17
	53 (S)	53S-01	3.7	C	67	48	49	58	10
		53S-02	1	B	67	53	54	59	6
	54 (S)	54S-01	1	B	67	47	47	63	16
		54S-02	1	B	67	46	47	62	16
		54S-03	1	B	67	47	48	60	13
54S-04		1	B	67	49	50	63	14	
54S-05		1	B	67	49	50	65	15	

Appendix C – Site Sketches

State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-01 **Description:** 137 Kaywood Dr, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	10:55:00	49.6	
Start Time:	10:55:00	10:56:00	49.7	
End Time:	11:10:00	10:57:00	51.0	
Meter ID:	Rion #1	10:58:00	51.7	
Response Rate:	slow	10:59:00	50.6	
	US 322	11:00:00	51.1	
Roadway:	EB / WB	11:01:00	49.4	
Cars:	42 / 52	11:02:00	50.3	
MT:	4 / 2	11:03:00	52.9	
HT:	30 / 16	11:04:00	49.6	
		11:05:00	47.0	
		11:06:00	52.8	
	322 WB on-ramp	11:07:00	54.0	
C:	11	11:08:00	51.1	
MT:	3	11:09:00	49.2	
HT:	0			
	SR 45 (both dir)			
C:	115			
MT:	5			
HT:	3			



Leq (dBA)
51.0

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 15 feet above US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, calm (0 mph wind), 63° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-04 **Description:** 513 Belle Ave, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	11:55:00	55.2	
Start Time:	11:55:00	11:56:00	55.5	
End Time:	12:10:00	11:57:00	60.9	
Meter ID:	Rion #1	11:58:00	58.7	
Response Rate:	slow	11:59:00	58.0	
	US 322	12:00:00	57.0	
Roadway:	EB / WB	12:01:00	52.7	
Cars:	82 / 101	12:02:00	60.3	
MT:	6 / 3	12:03:00	56.9	
HT:	14 / 25	12:04:00	56.1	
		12:05:00	56.8	
		12:06:00	57.3	
	322 EB off-ramp	12:07:00	60.6	
C:	33	12:08:00	55.4	
MT:	1	12:09:00	54.4	
HT:	4			
C:				
MT:				
HT:				



Leq (dBA)
57.6

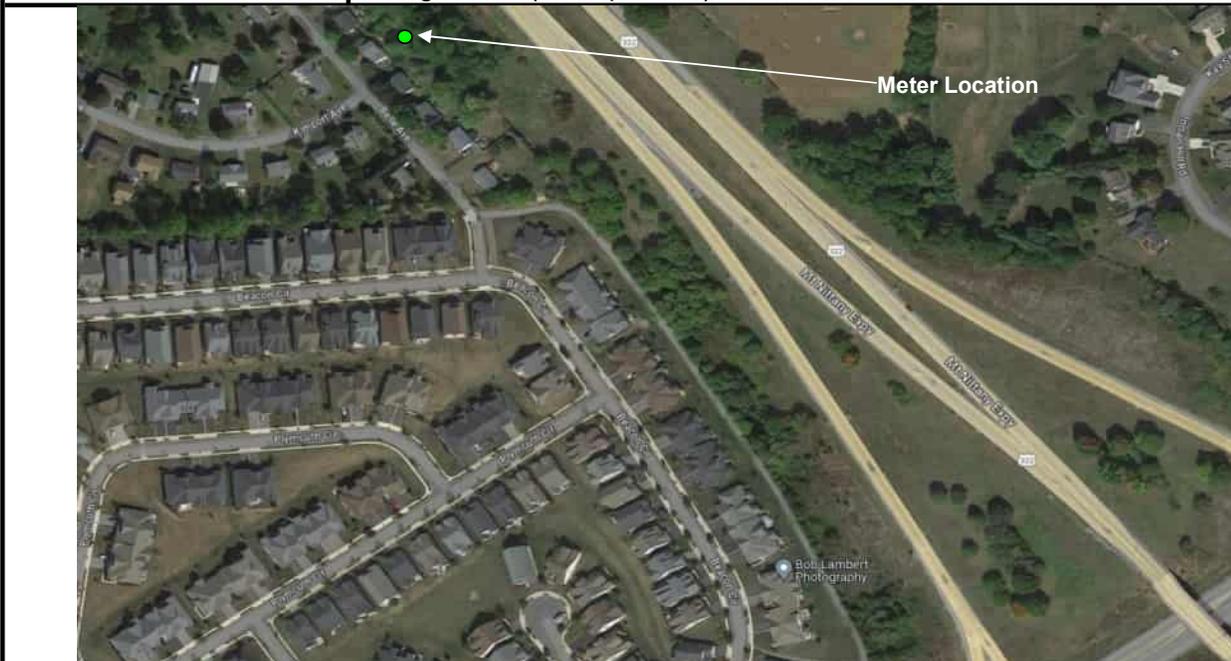
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 28 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 70° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-05 **Description:** 512 Belle Ave, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	11:55:00	53.3	
Start Time:	11:55:00	11:56:00	51.3	
End Time:	12:10:00	11:57:00	54.3	
Meter ID:	Rion #2	11:58:00	53.7	
Response Rate:	slow	11:59:00	53.4	
	US 322	12:00:00	52.3	
Roadway:	EB / WB	12:01:00	50.2	
Cars:	82 / 101	12:02:00	55.7	
MT:	6 / 3	12:03:00	52.0	
HT:	14 / 25	12:04:00	53.7	
		12:05:00	52.2	
		12:06:00	53.0	
	322 EB off-ramp	12:07:00	56.0	
C:	33	12:08:00	49.4	
MT:	1	12:09:00	51.9	
HT:	4			
C:				
MT:				
HT:				



Leq (dBA)
53.2

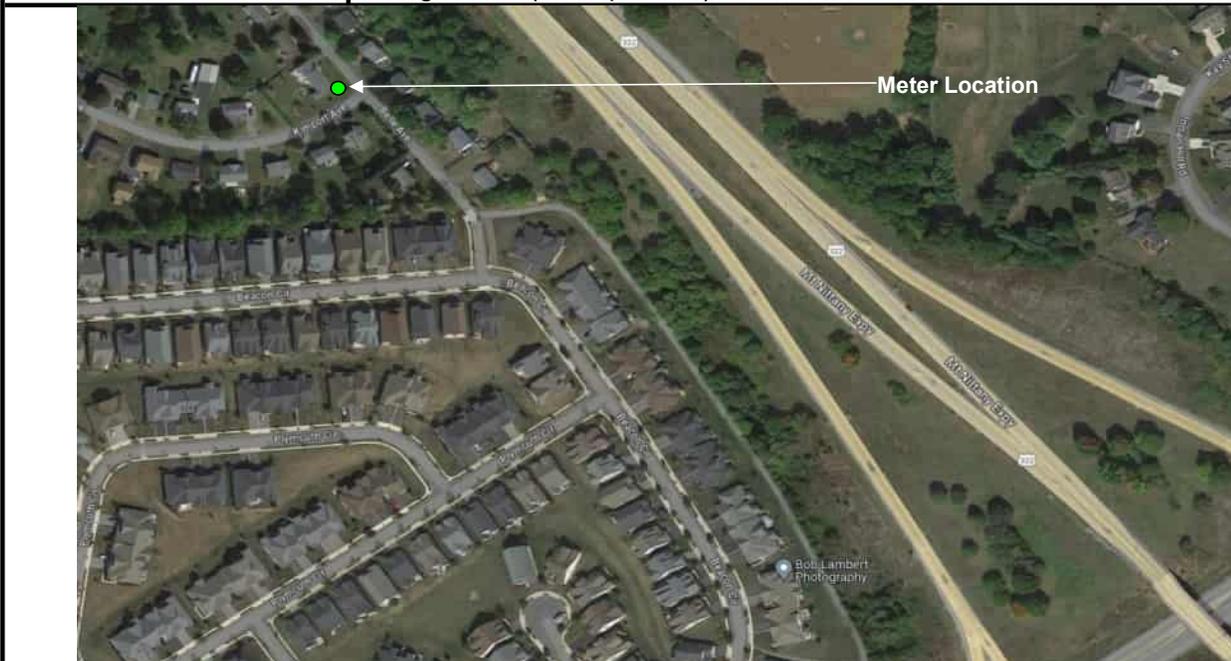
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 29 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 70° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-06 **Description:** 220 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	11:55:00	62.4	
Start Time:	11:55:00	11:56:00	55.8	
End Time:	12:10:00	11:57:00	55.6	
Meter ID:	Rion #3	11:58:00	58.9	
Response Rate:	slow	11:59:00	55.0	
	US 322	12:00:00	57.7	
Roadway:	EB / WB	12:01:00	55.0	
Cars:	82 / 101	12:02:00	56.7	
MT:	6 / 3	12:03:00	57.7	
HT:	14 / 25	12:04:00	56.4	
		12:05:00	53.8	
		12:06:00	57.8	
	322 EB off-ramp	12:07:00	60.8	
C:	33	12:08:00	54.2	
MT:	1	12:09:00	54.1	
HT:	4			
C:				
MT:				
HT:				



Leq (dBA)
57.6

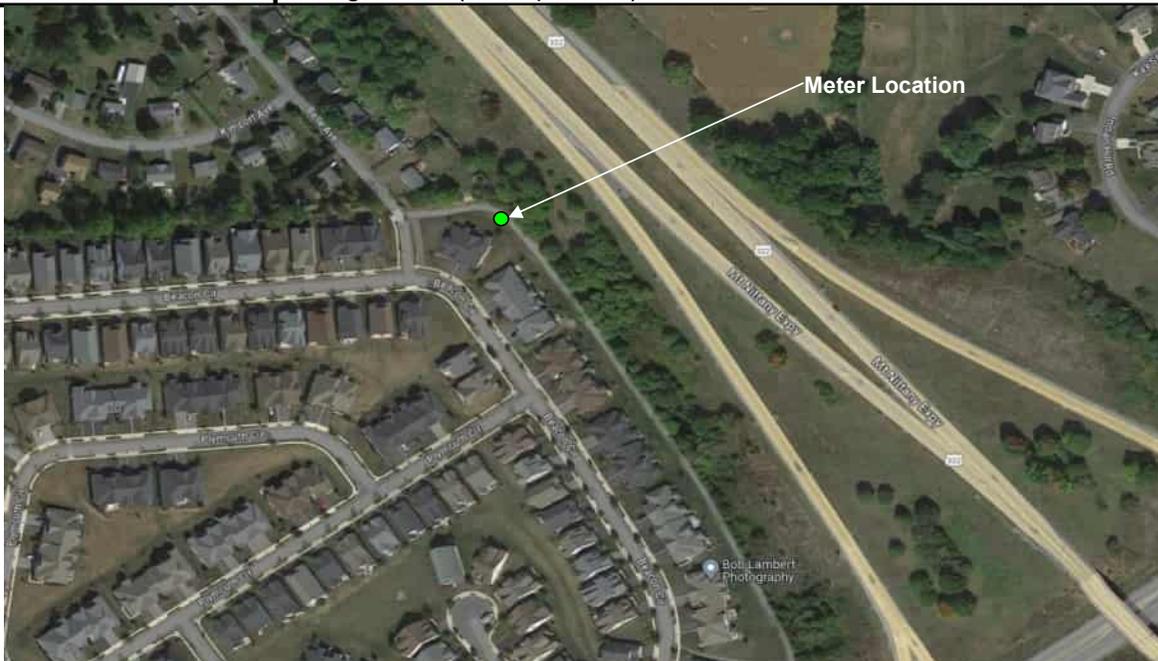
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 6 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 70° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-07 **Description:** 204 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	11:55:00	56.8	
Start Time:	11:55:00	11:56:00	52.9	
End Time:	12:10:00	11:57:00	51.1	
Meter ID:	Rion #4	11:58:00	56.5	
Response Rate:	slow	11:59:00	54.5	
	US 322	12:00:00	54.8	
Roadway:	EB / WB	12:01:00	52.5	
Cars:	82 / 101	12:02:00	51.8	
MT:	6 / 3	12:03:00	55.7	
HT:	14 / 25	12:04:00	54.1	
		12:05:00	51.7	
		12:06:00	53.8	
	322 EB off-ramp	12:07:00	57.2	
C:	33	12:08:00	55.8	
MT:	1	12:09:00	52.1	
HT:	4			
C:				
MT:				
HT:				



Leq (dBA)
54.5

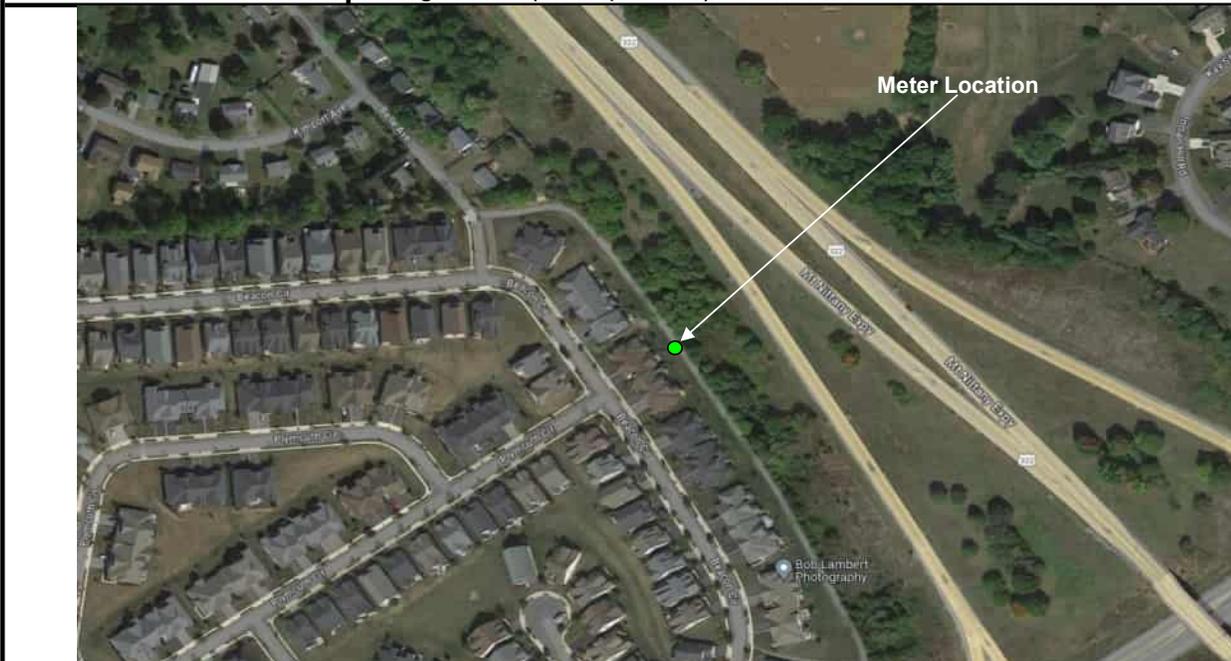
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 23 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 70° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-08 **Description:** 120 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes: Mix of insect, bird, and traffic noise with SR 45 and US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	12:44:00	48.4	
Start Time:	12:44:00	12:45:00	47.0	
End Time:	12:59:00	12:46:00	44.5	
Meter ID:	Rion #1	12:47:00	48.1	
Response Rate:	slow	12:48:00	48.0	
	US 322	12:49:00	49.5	
Roadway:	EB / WB	12:50:00	50.8	
Cars:	55 / 60	12:51:00	50.8	
MT:	2 / 3	12:52:00	54.9	
HT:	13 / 20	12:53:00	48.1	
		12:54:00	49.1	
		12:55:00	46.2	
	322 EB off-ramp	12:56:00	47.4	
C:	27	12:57:00	49.7	
MT:	2	12:58:00	49.8	
HT:	0			
	SR 45 (both dir)			
C:	89			
MT:	3			
HT:	0			

Leq (dBA)
49.5

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 22 feet above SR 45	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 73° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-09 **Description:** 142 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with SR 45 and US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
	12:44:00	52.3		
Date:	10/25/2023	12:45:00	49.7	
Start Time:	12:44:00	12:46:00	46.6	
End Time:	12:59:00	12:47:00	50.0	
Meter ID:	Rion #2	12:48:00	47.7	
Response Rate:	slow	12:49:00	52.3	
	US 322	12:50:00	51.8	
Roadway:	EB / WB	12:51:00	54.1	
Cars:	55 / 60	12:52:00	55.1	
MT:	2 / 3	12:53:00	48.3	
HT:	13 / 20	12:54:00	51.9	
		12:55:00	49.0	
	322 EB off-ramp	12:56:00	48.8	
C:	27	12:57:00	52.1	
MT:	2	12:58:00	57.0	
HT:	0			
	SR 45 (both dir)			
C:	89			
MT:	3			
HT:	0			

Leq (dBA)
52.1

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 18 feet above SR 45	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 73° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-10 **Description:** 160 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with SR 45 and US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	12:44:00	55.2	
Start Time:	12:44:00	12:45:00	46.3	
End Time:	12:59:00	12:46:00	48.0	
Meter ID:	Rion #3	12:47:00	48.7	
Response Rate:	slow	12:48:00	44.2	
	US 322	12:49:00	47.9	
Roadway:	EB / WB	12:50:00	46.2	
Cars:	55 / 60	12:51:00	48.3	
MT:	2 / 3	12:52:00	47.1	
HT:	13 / 20	12:53:00	53.3	
		12:54:00	44.5	
	322 EB off-ramp	12:55:00	47.6	
C:	27	12:56:00	45.8	
MT:	2	12:57:00	47.0	
HT:	0	12:58:00	49.4	
	SR 45 (both dir)			
C:	89			
MT:	3			
HT:	0			

Leq (dBA)
48.1

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 11 feet above SR 45	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 73° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-11 **Description:** 170 Beacon Cir, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with SR 45 and US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	12:44:00	60.1	
Start Time:	12:44:00	12:45:00	48.8	
End Time:	12:59:00	12:46:00	50.5	
Meter ID:	Rion #4	12:47:00	51.5	
Response Rate:	slow	12:48:00	46.4	
	US 322	12:49:00	52.3	
Roadway:	EB / WB	12:50:00	48.2	
Cars:	55 / 60	12:51:00	52.0	
MT:	2 / 3	12:52:00	50.0	
HT:	13 / 20	12:53:00	59.3	
		12:54:00	45.7	
		12:55:00	50.5	
	322 EB off-ramp	12:56:00	51.9	
C:	27	12:57:00	48.1	
MT:	2	12:58:00	51.4	
HT:	0			
	SR 45 (both dir)			
C:	89			
MT:	3			
HT:	0			

Leq (dBA)
50.2

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 16 feet above US 322 ramp	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 73° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-12 **Description:** 857 Jack's Mill Dr, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	14:12:00	64.8	
Start Time:	14:12:00	14:13:00	57.6	
End Time:	14:27:00	14:14:00	66.3	
Meter ID:	Rion #1	14:15:00	60.2	
Response Rate:	slow	14:16:00	61.6	
	US 322	14:17:00	61.9	
Roadway:	EB / WB	14:18:00	63.6	
Cars:	105 / 78	14:19:00	63.1	
MT:	6 / 6	14:20:00	62.5	
HT:	18 / 22	14:21:00	61.1	
		14:22:00	60.4	
	Jack's Mill Dr	14:23:00	58.9	
C:	15	14:24:00	63.6	
MT:	1	14:25:00	62.7	
HT:	0	14:26:00	62.2	
C:				
MT:				
HT:				

Leq (dBA)
62.6

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 6 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-7 mph wind), 72° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-13 **Description:** 176/190 Faith Circle, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 10/25/2023	14:12:00	60.6		
Start Time: 14:12:00	14:13:00	51.2		
End Time: 14:27:00	14:14:00	61.3		
Meter ID: Rion #2	14:15:00	56.0		
Response Rate: slow	14:16:00	58.1		
Roadway: US 322	14:17:00	57.8		
Roadway: EB / WB	14:18:00	58.2		
Cars: 105 / 78	14:19:00	62.8		
MT: 6 / 6	14:20:00	55.6		
HT: 18 / 22	14:21:00	57.4		
	14:22:00	54.2		
	14:23:00	56.3		
Jack's Mill Dr	14:24:00	58.8		
C: 15	14:25:00	58.4		
MT: 1	14:26:00	58.3		
HT: 0				
C:				
MT:				
HT:				

Leq (dBA)
58.5

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 6 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-7 mph wind), 72° F			



Meter Location

State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-14 **Description:** 102 Jack's Mill Dr, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/25/2023	14:12:00	66.8	
Start Time:	14:12:00	14:13:00	64.7	
End Time:	14:27:00	14:14:00	67.3	
Meter ID:	Rion #3	14:15:00	63.0	
Response Rate:	slow	14:16:00	65.4	
	US 322	14:17:00	70.8	
Roadway:	EB / WB	14:18:00	67.5	
Cars:	105 / 78	14:19:00	68.4	
MT:	6 / 6	14:20:00	64.6	
HT:	18 / 22	14:21:00	62.6	
		14:22:00	64.6	
	Jack's Mill Dr	14:23:00	64.8	
C:	15	14:24:00	65.4	
MT:	1	14:25:00	67.0	
HT:	0	14:26:00	63.6	
C:				
MT:				
HT:				

Leq (dBA)
66.3

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 7 feet below US 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-7 mph wind), 72° F			



Meter Location

State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-16 **Description:** 191 Meadow Lark Ln, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 10/31/2023	12:45:00	70.5		
Start Time: 12:45:00	12:46:00	71.0		
End Time: 13:00:00	12:47:00	63.3		
Meter ID: Rion #4	12:48:00	50.6		
Response Rate: slow	12:49:00	48.1		
Roadway: US 322	12:50:00	47.0		
Roadway: EB / WB	12:51:00	62.0		
Cars: 60 / 66	12:52:00	69.9		
MT: 3 / 6	12:53:00	42.7		
HT: 9 / 15	12:54:00	43.9		
	12:55:00	48.2		
	12:56:00	47.4		
	12:57:00	48.0		
C:	12:58:00	47.2		
MT:	12:59:00	40.2		
HT:				
C:				
MT:				
HT:				



Leq (dBA)
47.2

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 25 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-17 **Description:** 180 Meadow Lark Ln, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 10/31/2023	12:45:00	53.1		
Start Time: 12:45:00	12:46:00	53.8		
End Time: 13:00:00	12:47:00	51.9		
Meter ID: Rion #6	12:48:00	56.7		
Response Rate: slow	12:49:00	55.1		
Roadway: US 322	12:50:00	55.9		
	12:51:00	57.8		
Roadway: EB / WB	12:52:00	54.6		
Cars: 60 / 66	12:53:00	52.5		
MT: 3 / 6	12:54:00	57.2		
HT: 9 / 15	12:55:00	51.8		
	12:56:00	54.7		
	12:57:00	58.1		
C:	12:58:00	56.8		
MT:	12:59:00	49.2		
HT:				
C:				
MT:				
HT:				

Leq (dBA)
55.3

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 13 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-18 **Description:** 121 Roundhill Rd, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/31/2023	12:45:00	45.3	
Start Time:	12:45:00	12:46:00	46.8	
End Time:	13:00:00	12:47:00	46.4	
Meter ID:	Rion #5	12:48:00	48.3	
Response Rate:	slow	12:49:00	48.8	
	US 322	12:50:00	48.7	
Roadway:	EB / WB	12:51:00	46.9	
Cars:	60 / 66	12:52:00	49.1	
MT:	3 / 6	12:53:00	42.6	
HT:	9 / 15	12:54:00	47.0	
		12:55:00	48.6	
		12:56:00	42.8	
		12:57:00	47.0	
C:		12:58:00	43.8	
MT:		12:59:00	46.4	
HT:				
C:				
MT:				
HT:				

Leq (dBA)
47.0

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 42 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-19 **Description:** 158 Roundhill Rd, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 10/31/2023	12:45:00	45.9		
Start Time: 12:45:00	12:46:00	50.7		
End Time: 13:00:00	12:47:00	52.7		
Meter ID: Rion #3	12:48:00	53.1		
Response Rate: slow	12:49:00	52.3		
	12:50:00	46.9		
Roadway: US 322	12:51:00	48.1		
	12:52:00	50.2		
Cars: EB / WB	12:53:00	46.2		
MT: 3 / 6	12:54:00	57.1		
HT: 9 / 15	12:55:00	48.7		
	12:56:00	48.5		
	12:57:00	49.1		
C:	12:58:00	45.3		
MT:	12:59:00	49.9		
HT:				
C:				
MT:				
HT:				



Leq (dBA)
50.9

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 43 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-20 **Description:** 190 Somerset Dr, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 10/31/2023	12:45:00	40.0		
Start Time: 12:45:00	12:46:00	47.2		
End Time: 13:00:00	12:47:00	49.8		
Meter ID: Rion #2	12:48:00	49.2		
Response Rate: slow	12:49:00	47.6		
Roadway: US 322	12:50:00	45.8		
EB / WB	12:51:00	44.7		
Cars: 60 / 66	12:52:00	47.0		
MT: 3 / 6	12:53:00	42.9		
HT: 9 / 15	12:54:00	50.9		
	12:55:00	45.4		
	12:56:00	46.9		
	12:57:00	46.8		
C:	12:58:00	44.0		
MT:	12:59:00	48.2		
HT:				
C:				
MT:				
HT:				



Leq (dBA)
47.2

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 10 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-21 **Description:** 156 Three Springs Ln, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	10/31/2023	12:45:00	56.2	
Start Time:	12:45:00	12:46:00	53.9	
End Time:	13:00:00	12:47:00	61.3	
Meter ID:	Rion #1	12:48:00	57.6	
Response Rate:	slow	12:49:00	58.5	
Roadway:	US 322	12:50:00	55.2	
	EB / WB	12:51:00	54.8	
Cars:	60 / 66	12:52:00	55.1	
MT:	3 / 6	12:53:00	57.1	
HT:	9 / 15	12:54:00	59.0	
		12:55:00	56.0	
		12:56:00	58.6	
		12:57:00	53.5	
C:		12:58:00	55.3	
MT:		12:59:00	57.5	
HT:				
C:				
MT:				
HT:				



Leq (dBA)
57.2

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 16 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : cloudy, light wind (6-7 mph wind), 41° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-22 **Description:** 889 Ashworth Ln, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of US 322 and SR 45 highway traffic noise. Leaf blowers operating periodically during measurement. Leaf blower noise extracted from Leq calculation.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	11/15/2023	11:24:00	56.2	
Start Time:	11:24:00	11:25:00	56.2	
End Time:	11:39:00	11:26:00	56.0	
Meter ID:	Rion #3	11:27:00	58.0	
Response Rate:	slow	11:28:00	57.1	
	US 322	11:29:00	59.2	
Roadway:	EB / WB	11:30:00	66.9	
	EB / WB	11:31:00	68.3	
Cars:	62 / 66	11:32:00	62.4	
MT:	3 / 9	11:33:00	67.0	
HT:	15 / 20	11:34:00	71.1	
	Business US 322	11:35:00	62.6	
	EB / WB	11:36:00	58.8	
C:	42 / 40	11:37:00	56.5	
MT:	1 / 1	11:38:00	60.0	
HT:	1 / 1			
C:				
MT:				
HT:				

Leq (dBA)
58.6

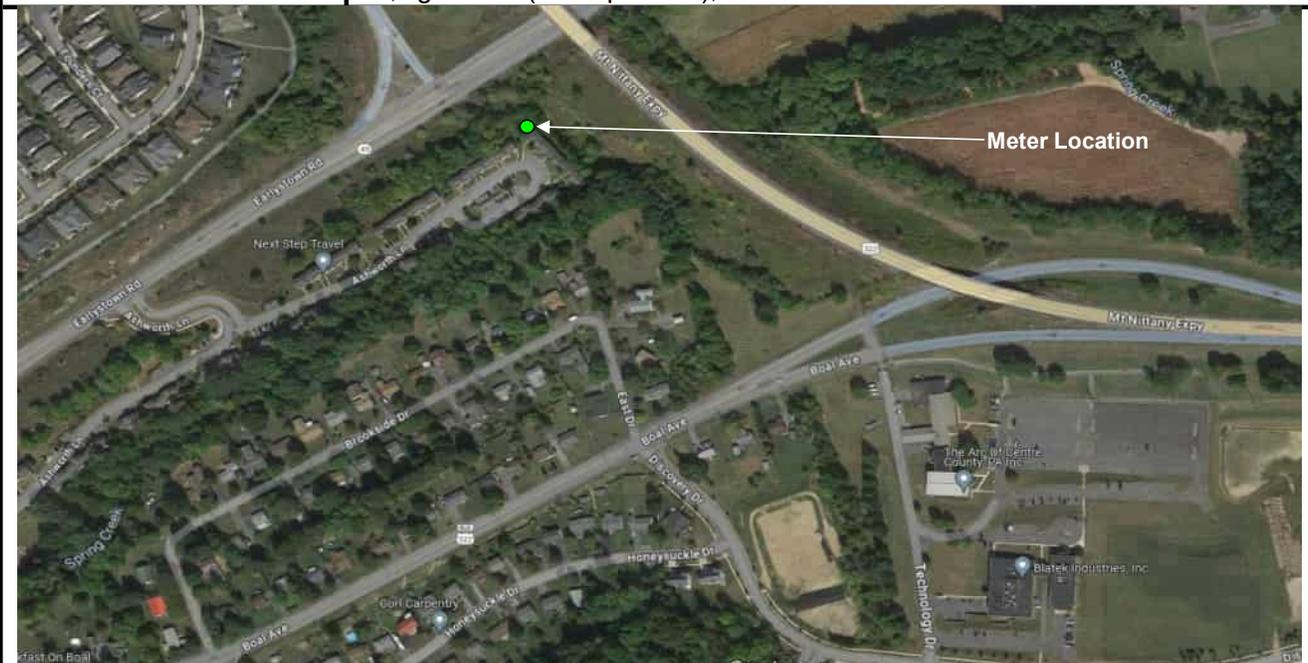
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 15 feet below SR 45	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 52° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-23 **Description:** 874/876 Ashworth Ln, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of US 322 and SR 45 highway traffic noise. Leaf blowers operating periodically during measurement. Leaf blower noise extracted from Leq calculation.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	11/15/2023	11:24:00	69.7	
Start Time:	11:24:00	11:25:00	61.7	
End Time:	11:39:00	11:26:00	55.8	
Meter ID:	Rion #4	11:27:00	55.8	
Response Rate:	slow	11:28:00	54.6	
	US 322	11:29:00	54.6	
Roadway:	EB / WB	11:30:00	55.2	
	EB / WB	11:31:00	55.6	
Cars:	62 / 66	11:32:00	56.5	
MT:	3 / 9	11:33:00	54.6	
HT:	15 / 20	11:34:00	55.6	
	Business US 322	11:35:00	55.4	
	EB / WB	11:36:00	55.8	
C:	42 / 40	11:37:00	55.0	
MT:	1 / 1	11:38:00	55.9	
HT:	1 / 1			
C:				
MT:				
HT:				



Leq (dBA)
55.5

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 20 feet below SR 45	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 52° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-24 **Description:** 837 Brookside Dr, Boalsburg, PA 16827

MONITORING INFORMATION

Notes: Mix of US 322 (Expressway and Business Route) and SR 45 highway traffic noise. Leaf blowers operating periodically during measurement. Leaf blower noise extracted from Leq calculation.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	11/15/2023	11:24:00	54.6	
Start Time:	11:24:00	11:25:00	52.9	
End Time:	11:39:00	11:26:00	51.0	
Meter ID:	Rion #5	11:27:00	50.7	
Response Rate:	slow	11:28:00	50.7	
	US 322	11:29:00	52.0	
Roadway:	EB / WB	11:30:00	52.3	
	EB / WB	11:31:00	53.6	
Cars:	62 / 66	11:32:00	51.6	
MT:	3 / 9	11:33:00	52.7	
HT:	15 / 20	11:34:00	51.2	
	Business US 322	11:35:00	50.7	
	EB / WB	11:36:00	51.1	
C:	42 / 40	11:37:00	51.5	
MT:	1 / 1	11:38:00	48.4	
HT:	1 / 1			
C:				
MT:				
HT:				



Leq (dBA)
51.9

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 10 feet below Bus. 322	Site Surface: soft	Employee: AJD, WCK
	Atmospheric Conditions : fair, light wind (6-8 mph wind), 52° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-25 **Description:** 926 Boal Ave, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of US 322 (Expressway and Business Route) highway traffic noise is dominant noise source.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	11/15/2023	11:24:00	59.3	
Start Time:	11:24:00	11:25:00	58.1	
End Time:	11:39:00	11:26:00	58.1	
Meter ID:	Rion #6	11:27:00	56.7	
Response Rate:	slow	11:28:00	57.5	
	US 322	11:29:00	60.4	
Roadway:	EB / WB	11:30:00	59.5	
Cars:	62 / 66	11:31:00	65.2	
MT:	3 / 9	11:32:00	57.5	
HT:	15 / 20	11:33:00	58.4	
	Business US 322	11:34:00	59.2	
	EB / WB	11:35:00	56.6	
C:	42 / 40	11:36:00	53.0	
MT:	1 / 1	11:37:00	58.4	
HT:	1 / 1	11:38:00	58.2	
C:				
MT:				
HT:				

Leq (dBA)
59.2

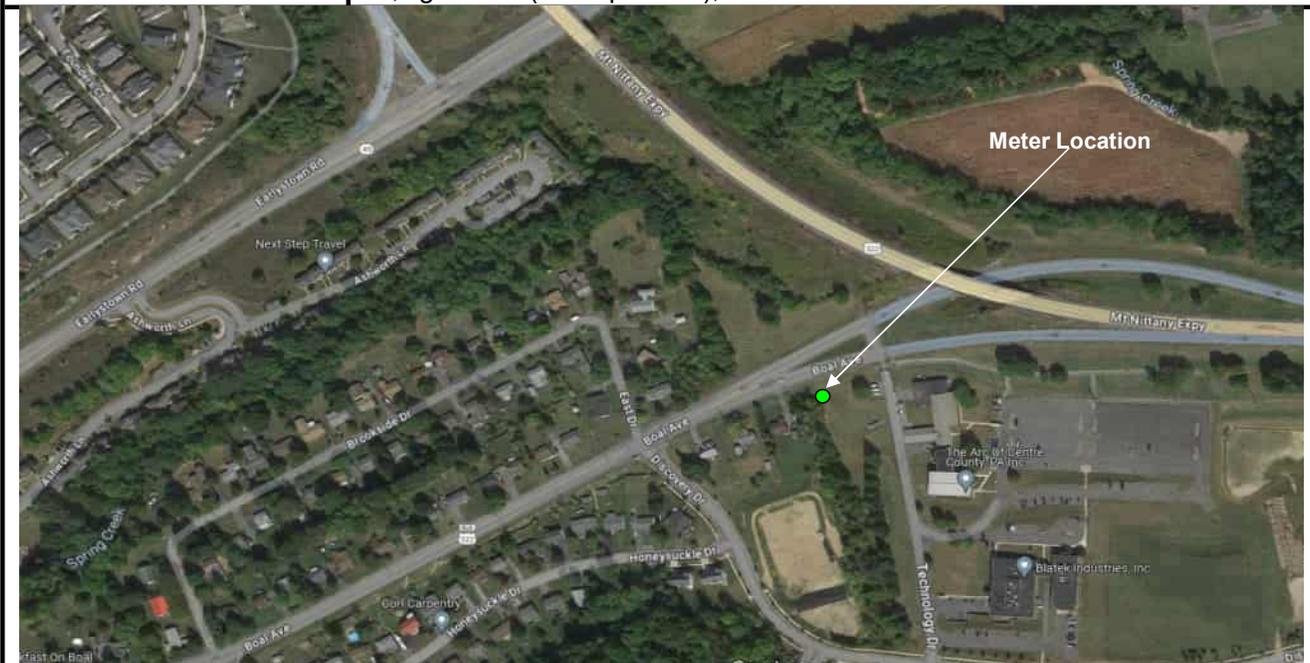
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: at grade with Business SR 322	Site Surface: soft	Employee: AJD, WCK
Atmospheric Conditions : fair, light wind (6-8 mph wind), 52° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-26 **Description:** 926 Boal Ave, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and slightly audible traffic noise from US 322. Traffic noise from US 322 was a very small component of the background noise at this site.



	Time	Lav (dBA)	Time	Lav (dBA)
	12:33:00	61.5		
Date:	11/15/2023	12:34:00	46.0	
Start Time:	12:33:00	12:35:00	43.7	
End Time:	12:48:00	12:36:00	47.4	
Meter ID:	Rion #3	12:37:00	44.1	
Response Rate:	slow	12:38:00	42.1	
	US 322	12:39:00	39.8	
Roadway:	EB / WB	12:40:00	40.7	
Cars:	65 / 70	12:41:00	40.1	
MT:	4 / 5	12:42:00	41.5	
HT:	10 / 15	12:43:00	40.0	
		12:44:00	41.0	
		12:45:00	39.6	
C:		12:46:00	40.1	
MT:		12:47:00	39.6	
HT:				
C:				
MT:				
HT:				

Leq (dBA)
42.6

SITE SKETCH:

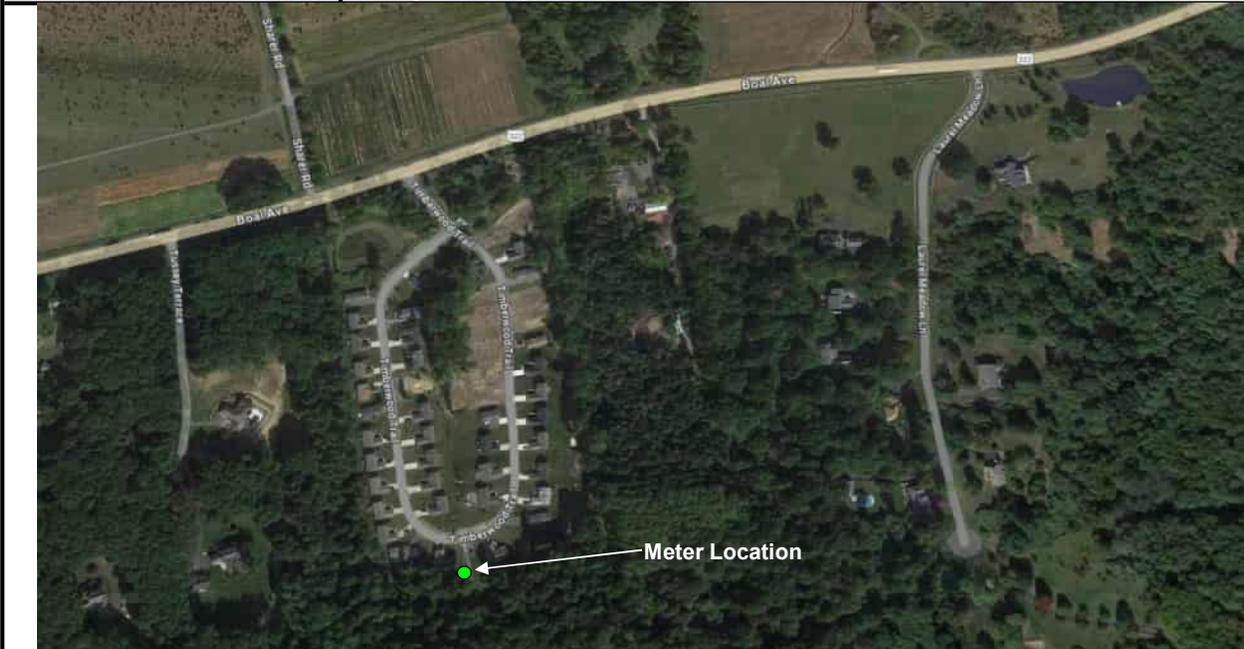
North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 114 feet above US 322	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 52° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-27 **Description:** lot near 167 Timberwood Trail, Boalsburg, PA 16827

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
	12:33:00	50.8		
Date:	11/15/2023	12:34:00	49.4	
Start Time:	12:33:00	12:35:00	48.3	
End Time:	12:48:00	12:36:00	49.0	
Meter ID:	Rion #4	12:37:00	52.6	
Response Rate:	slow	12:38:00	49.6	
	US 322	12:39:00	52.8	
Roadway:	EB / WB	12:40:00	49.1	
Cars:	65 / 70	12:41:00	52.2	
MT:	4 / 5	12:42:00	48.8	
HT:	10 / 15	12:43:00	51.4	
		12:44:00	50.3	
		12:45:00	51.3	
C:		12:46:00	47.0	
MT:		12:47:00	47.6	
HT:				
C:				
MT:				
HT:				

Leq (dBA)
50.4

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 48 feet above US 322	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 52° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-28 **Description:** 155 Laurel Meadow Ln, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, and slightly audible traffic noise from US 322. Traffic noise from US 322 was a very small component of the background noise at this site.



	Time	Lav (dBA)	Time	Lav (dBA)
	12:33:00	40.1		
Date:	11/15/2023	12:34:00		
Start Time:	12:33:00	12:35:00		
End Time:	12:48:00	12:36:00		
Meter ID:	Rion #5	12:37:00		
Response Rate:	slow	12:38:00		
	US 322	12:39:00		
Roadway:	EB / WB	12:40:00		
Cars:	65 / 70	12:41:00		
MT:	4 / 5	12:42:00		
HT:	10 / 15	12:43:00		
		12:44:00		
		12:45:00		
C:		12:46:00		
MT:		12:47:00		
HT:				
C:				
MT:				
HT:				

Leq (dBA)
38.2

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 111 feet above US 322	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 52° F



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-29 **Description:** 155 Laurel Meadow Ln, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
	12:33:00	51.9		
Date:	11/15/2023	12:34:00	50.1	
Start Time:	12:33:00	12:35:00	47.3	
End Time:	12:48:00	12:36:00	48.9	
Meter ID:	Rion #6	12:37:00	57.3	
Response Rate:	slow	12:38:00	50.2	
	US 322	12:39:00	48.8	
Roadway:	EB / WB	12:40:00	55.6	
Cars:	65 / 70	12:41:00	52.6	
MT:	4 / 5	12:42:00	52.5	
HT:	10 / 15	12:43:00	48.4	
		12:44:00	51.9	
		12:45:00	51.2	
C:		12:46:00	49.8	
MT:		12:47:00	45.6	
HT:				
C:				
MT:				
HT:				

Leq (dBA)
51.9

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 26 feet above US 322	Site Surface: soft	Employee: AJD, WCK
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Atmospheric Conditions :
fair, light wind (6-8 mph wind), 52° F



Meter Location

State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-34 **Description:** Potter Township Athletic Complex (Emery Field)

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 11/16/2023	13:32:00	42.5		
Start Time: 13:32:00	13:33:00	42.7		
End Time: 13:47:00	13:34:00	42.5		
Meter ID: Rion #3	13:35:00	43.1		
Response Rate: slow	13:36:00	42.7		
Roadway: US 322	13:37:00	45.0		
Cars: EB / WB	13:38:00	39.8		
MT: 5 / 4	13:39:00	39.1		
HT: 12 / 14	13:40:00	40.2		
	13:41:00	47.8		
	13:42:00	45.6		
	13:43:00	43.5		
	13:44:00	42.8		
C:	13:45:00	41.5		
MT:	13:46:00	41.5		
HT:				
C:				
MT:				
HT:				

Leq (dBA)
43.3

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 34 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : fair, light wind (8-10 mph wind), 63° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-35 **Description:** 124 Zerby Rd, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, and barely audible traffic noise from US 322.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 11/16/2023	13:32:00	37.1		
Start Time: 13:32:00	13:33:00	38.8		
End Time: 13:47:00	13:34:00	40.8		
Meter ID: Rion #4	13:35:00	41.7		
Response Rate: slow	13:36:00	38.8		
US 322	13:37:00	36.6		
Roadway: EB / WB	13:38:00	35.8		
Cars: 130 / 89	13:39:00	36.7		
MT: 5 / 4	13:40:00	36.4		
HT: 12 / 14	13:41:00	46.5		
	13:42:00	41.2		
	13:43:00	40.3		
	13:44:00	37.0		
C:	13:45:00	37.0		
MT:	13:46:00	35.9		
HT:				
C:				
MT:				
HT:				



Leq (dBA)
39.9

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 106 feet above US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : fair, light wind (8-10 mph wind), 63° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-36 **Description:** 2011 General Potter Hwy, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 11/16/2023	13:32:00	65.9		
Start Time: 13:32:00	13:33:00	71.4		
End Time: 13:47:00	13:34:00	70.5		
Meter ID: Rion #5	13:35:00	68.5		
Response Rate: slow	13:36:00	68.7		
US 322	13:37:00	68.8		
Roadway: EB / WB	13:38:00	68.0		
Cars: 130 / 89	13:39:00	67.0		
MT: 5 / 4	13:40:00	67.1		
HT: 12 / 14	13:41:00	70.1		
	13:42:00	71.3		
	13:43:00	69.4		
	13:44:00	68.5		
C:	13:45:00	67.7		
MT:	13:46:00	65.6		
HT:				
C:				
MT:				
HT:				

Leq (dBA)
68.9

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 4 feet above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : fair, light wind (8-10 mph wind), 63° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-38 **Description:** 162 Wagner Rd, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, slightly audible US 322 traffic noise, and nearby agricultural activity. Agricultural activity noise was the most dominant component of the background noise.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	11/16/2023	16:31:00	55.8	
Start Time:	16:31:00	16:32:00	55.8	
End Time:	16:46:00	16:33:00	52.7	
Meter ID:	Rion #3	16:34:00	56.6	
Response Rate:	slow	16:35:00	54.2	
	US 322	16:36:00	53.0	
Roadway:	EB / WB	16:37:00	52.2	
Cars:	237 / 152	16:38:00	56.9	
MT:	3 / 6	16:39:00	57.4	
HT:	33 / 32	16:40:00	54.0	
		16:41:00	55.2	
		16:42:00	56.2	
		16:43:00	53.9	
C:		16:44:00	51.6	
MT:		16:45:00	52.0	
HT:				
C:				
MT:				
HT:				



Leq (dBA)
54.9

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 10 feet below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : fair, calm (no wind), 57° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-42 **Description:** 126 Tussey Meadow Ln, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/1/2024	14:43:00	56.6	14:53:00	57.4
Start Time: 14:43:00	14:43:30	54.4	14:53:30	55.3
End Time: 14:58:00	14:44:00	56.2	14:54:00	55.1
Meter ID: Rion #1	14:44:30	55.4	14:54:30	56.0
Response Rate: slow	14:45:00	57.9	14:55:00	54.9
US 322	14:45:30	59.7	14:55:30	58.8
Roadway: EB / WB	14:46:00	55.4	14:56:00	58.1
Cars: 115 / 84	14:46:30	56.4	14:56:30	53.8
MT: 7 / 5	14:47:00	57.0	14:57:00	62.2
HT: 19 / 15	14:47:30	57.8	14:57:30	57.9
	14:48:00	53.2		
	14:48:30	53.8		
	14:49:00	55.3		
C:	14:49:30	59.9		
MT:	14:50:00	58.2		
HT:	14:50:30	57.4		
	14:51:00	58.4		
C:	14:51:30	60.2		
MT:	14:52:00	59.1		
HT:	14:52:30	57.5		



Leq (dBA)
57.5

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 15 ft below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 74° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-43 **Description:** 125 Colyer Estates Drive, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	5/1/2024			
Start Time:	14:43:00	14:43:00	14:53:00	59.8
End Time:	14:58:00	14:43:30	14:53:30	59.9
Meter ID:	Rion #3	14:44:00	14:54:00	59.1
Response Rate:	slow	14:44:30	14:54:30	58.7
	US 322	14:45:00	14:55:00	56.7
Roadway:	EB / WB	14:45:30	14:55:30	56.3
Cars:	115 / 84	14:46:00	14:56:00	61.0
MT:	7 / 5	14:46:30	14:56:30	63.7
HT:	19 / 15	14:47:00	14:57:00	61.3
		14:47:30	14:57:30	61.6
		14:48:00		
		14:48:30		
		14:49:00		
C:		14:49:30		
MT:		14:50:00		
HT:		14:50:30		
		14:51:00		
C:		14:51:30		
MT:		14:52:00		
HT:		14:52:30		

Leq (dBA)
60.6

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 20 ft above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 74° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-44 **Description:** 112 Neff Road, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date:	5/1/2024			
Start Time:	14:43:00	14:43:00	14:53:00	64.1
End Time:	14:58:00	14:43:30	14:53:30	62.3
Meter ID:	Rion #2	14:44:00	14:54:00	63.3
Response Rate:	slow	14:44:30	14:54:30	61.5
	US 322	14:45:00	14:55:00	60.9
Roadway:	EB / WB	14:45:30	14:55:30	58.3
Cars:	115 / 84	14:46:00	14:56:00	64.3
MT:	7 / 5	14:46:30	14:56:30	64.7
HT:	19 / 15	14:47:00	14:57:00	63.8
		14:47:30	14:57:30	63.5
		14:48:00		
		14:48:30		
		14:49:00		
C:		14:49:30		
MT:		14:50:00		
HT:		14:50:30		
		14:51:00		
C:		14:51:30		
MT:		14:52:00		
HT:		14:52:30		

Leq (dBA)
62.4

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 26 ft above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 74° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-45 **Description:** 250 Church Hill Road, Centre Hall, PA 16828

MONITORING INFORMATION

Notes: Mix of insect, bird, agricultural, and traffic noise with US 322 highway traffic noise the most audible component. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/1/2024	14:43:00	51.2	14:53:00	52.6
Start Time: 14:43:00	14:43:30	48.2	14:53:30	51.3
End Time: 14:58:00	14:44:00	51.5	14:54:00	48.8
Meter ID: Rion #4	14:44:30	55.6	14:54:30	46.8
Response Rate: slow	14:45:00	52.6	14:55:00	46.4
Roadway: US 322	14:45:30	51.8	14:55:30	47.2
Cars: EB / WB	14:46:00	52.6	14:56:00	51.8
MT: 7 / 5	14:46:30	52.5	14:56:30	50.7
HT: 19 / 15	14:47:00	53.0	14:57:00	50.2
	14:47:30	50.0	14:57:30	50.1
	14:48:00	51.6		
	14:48:30	48.1		
	14:49:00	48.5		
C:	14:49:30	49.6		
MT:	14:50:00	51.0		
HT:	14:50:30	49.5		
	14:51:00	49.2		
C:	14:51:30	50.1		
MT:	14:52:00	52.9		
HT:	14:52:30	51.6		



Leq (dBA)
51.0

SITE SKETCH:

North Arrow 	Site Specifics		
	Pavement Type: asphalt	Grade: approx 45 ft above US 322	Site Surface: soft
	Employee: AJD		
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 74° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-46 **Description:** 115 Black Walnut Lane, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	5/1/2024	16:25:00	16:35:00	61.0 / 60.4
Start Time:	16:25:00	16:25:30	16:35:30	61.5 / 58.2
End Time:	16:40:00	16:26:00	16:36:00	63.0 / 58.1
Meter ID:	Rion #1	16:26:30	16:36:30	63.1 / 63.4
Response Rate:	slow	16:27:00	16:37:00	61.9 / 64.8
	US 322	16:27:30	16:37:30	60.0 / 61.1
Roadway:	EB / WB	16:28:00	16:38:00	63.3 / 61.0
Cars:	193 / 115	16:28:30	16:38:30	63.0 / 62.8
MT:	11 / 5	16:29:00	16:39:00	62.7 / 62.1
HT:	37 / 28	16:29:30	16:39:30	57.8 / 62.0
		16:30:00		61.1
		16:30:30		60.9
		16:31:00		59.2
C:		16:31:30		60.2
MT:		16:32:00		61.9
HT:		16:32:30		57.6
		16:33:00		59.6
C:		16:33:30		63.5
MT:		16:34:00		64.9
HT:		16:34:30		62.9



Leq (dBA)
61.8

SITE SKETCH:

North Arrow ↑	Site Specifics			
	Pavement Type: asphalt	Grade: approx 18 ft below US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : sunny, light wind (6-8 mph wind), 77° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-47 **Description:** 109 Addleman Circle, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/1/2024	16:25:00	72.6	16:35:00	70.4
Start Time: 16:25:00	16:25:30	71.7	16:35:30	69.2
End Time: 16:40:00	16:26:00	69.4	16:36:00	72.9
Meter ID: Rion #2	16:26:30	73.7	16:36:30	74.2
Response Rate: slow	16:27:00	71.3	16:37:00	67.9
	16:27:30	73.8	16:37:30	72.9
Roadway: US 322	16:28:00	71.3	16:38:00	75.4
	16:28:30	69.6	16:38:30	68.9
Cars: 193 / 115	16:29:00	73.1	16:39:00	74.9
MT: 11 / 5	16:29:30	73.2	16:39:30	73.4
HT: 37 / 28	16:30:00	72.1		
	16:30:30	69.2		
	16:31:00	68.2		
C:	16:31:30	71.8		
MT:	16:32:00	68.1		
HT:	16:32:30	72.1		
	16:33:00	72.2		
C:	16:33:30	73.1		
MT:	16:34:00	70.8		
HT:	16:34:30	73.3		



Leq (dBA)
72.1

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 5 ft below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 77° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-48 **Description:** 117 Young Lane, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/1/2024	16:25:00	59.2	16:35:00	60.7
Start Time: 16:25:00	16:25:30	59.6	16:35:30	57.6
End Time: 16:40:00	16:26:00	58.7	16:36:00	61.2
Meter ID: Rion #3	16:26:30	60.5	16:36:30	59.2
Response Rate: slow	16:27:00	61.2	16:37:00	59.0
	16:27:30	60.9	16:37:30	60.8
Roadway: US 322	16:28:00	60.8	16:38:00	60.5
	16:28:30	59.4	16:38:30	59.5
Cars: 193 / 115	16:29:00	61.1	16:39:00	61.3
MT: 11 / 5	16:29:30	61.9	16:39:30	61.4
HT: 37 / 28	16:30:00	60.2		
	16:30:30	58.3		
	16:31:00	54.5		
C:	16:31:30	57.1		
MT:	16:32:00	57.0		
HT:	16:32:30	59.4		
	16:33:00	59.0		
C:	16:33:30	61.1		
MT:	16:34:00	58.5		
HT:	16:34:30	59.8		



Leq (dBA)
59.9

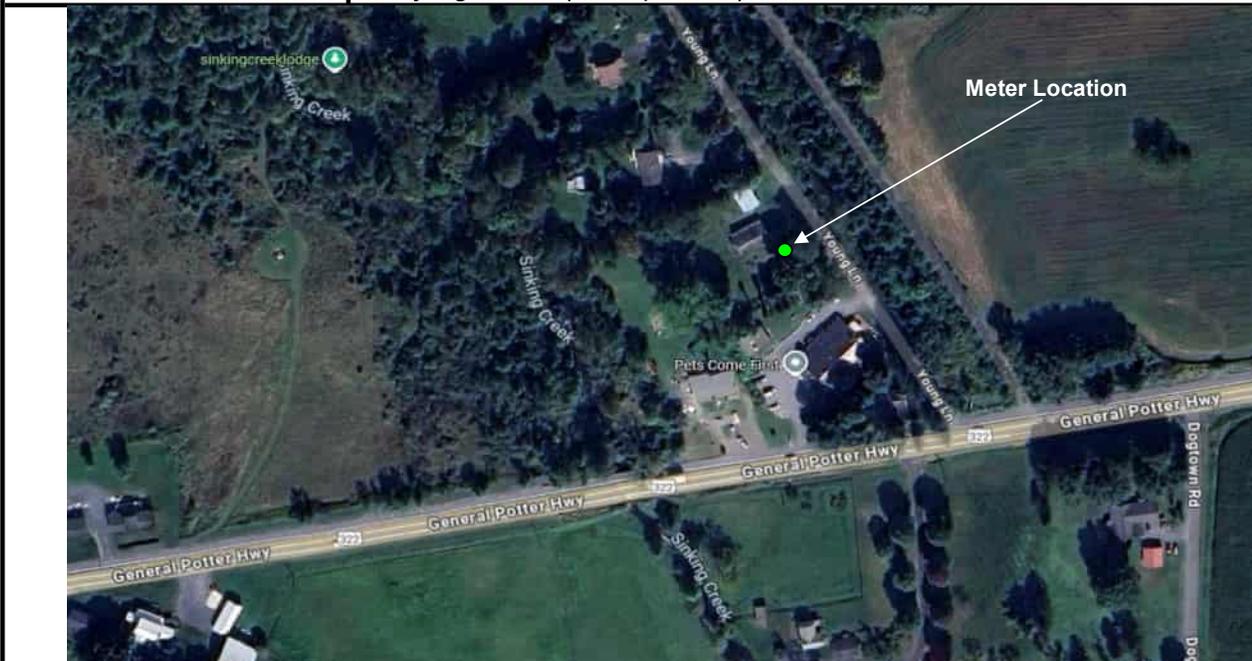
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 9 ft above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 77° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-49 **Description:** 2452 General Potter Hwy, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/1/2024	16:25:00	65.6	16:35:00	65.1
Start Time: 16:25:00	16:25:30	65.3	16:35:30	66.3
End Time: 16:40:00	16:26:00	65.5	16:36:00	66.8
Meter ID: Rion #4	16:26:30	65.8	16:36:30	64.0
Response Rate: slow	16:27:00	68.6	16:37:00	64.2
	16:27:30	66.8	16:37:30	66.2
Roadway: US 322	16:28:00	63.2	16:38:00	64.7
	16:28:30	64.3	16:38:30	65.1
Cars: 193 / 115	16:29:00	68.3	16:39:00	68.0
MT: 11 / 5	16:29:30	68.0	16:39:30	67.1
HT: 37 / 28	16:30:00	63.4		
	16:30:30	64.4		
	16:31:00	66.3		
C:	16:31:30	62.8		
MT:	16:32:00	63.4		
HT:	16:32:30	66.4		
	16:33:00	65.6		
C:	16:33:30	64.8		
MT:	16:34:00	62.9		
HT:	16:34:30	68.0		



Leq (dBA)
65.9

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 2 ft below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 77° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-50 **Description:** 329 Dogtown Road, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Mix of insect, bird, slightly audible US 322 traffic noise, and nearby agricultural activity. Agricultural activity noise was the most dominant component of the background noise.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/2/2024	14:45:00	53.9	14:55:00	54.4
Start Time: 14:45:00	14:45:30	51.6	14:55:30	57.5
End Time: 15:00:00	14:46:00	53.4	14:56:00	54.2
Meter ID: Rion #1	14:46:30	54.3	14:56:30	51.7
Response Rate: slow	14:47:00	52.3	14:57:00	53.6
	14:47:30	55.9	14:57:30	54.8
Roadway: US 322	14:48:00	50.7	14:58:00	54.7
	14:48:30	52.2	14:58:30	53.9
Cars: 120 / 93	14:49:00	52.2	14:59:00	54.1
MT: 7 / 6	14:49:30	53.6	14:59:30	53.9
HT: 22 / 17	14:50:00	59.0		
	14:50:30	49.9		
	14:51:00	54.8		
C:	14:51:30	51.9		
MT:	14:52:00	47.2		
HT:	14:52:30	51.2		
	14:53:00	52.4		
C:	14:53:30	53.6		
MT:	14:54:00	54.7		
HT:	14:54:30	53.8		

Leq (dBA)
53.9

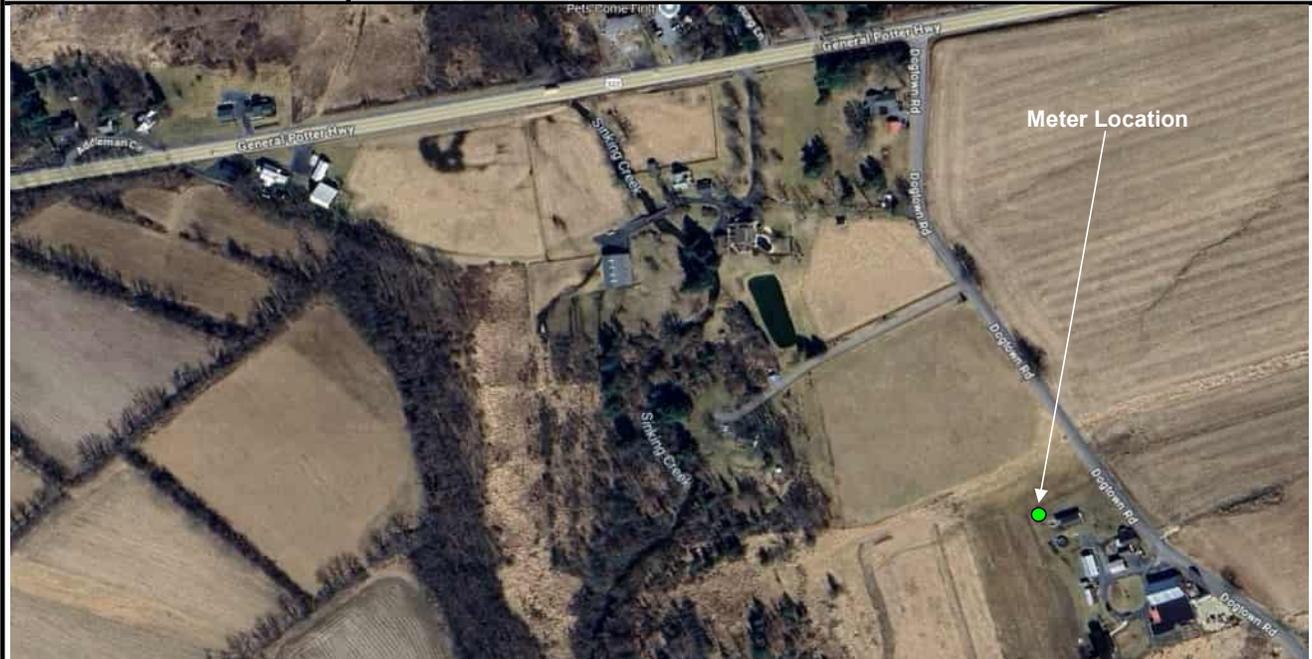
SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 20 ft below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 80° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-51 **Description:** 397 Mountain Back Road, Spring Mills, PA 16875

MONITORING INFORMATION

Notes:

Mix of insect, bird, and traffic noise with US 322 highway traffic noise audible. Traffic counts of US 322 were taken concurrent with noise measurement.

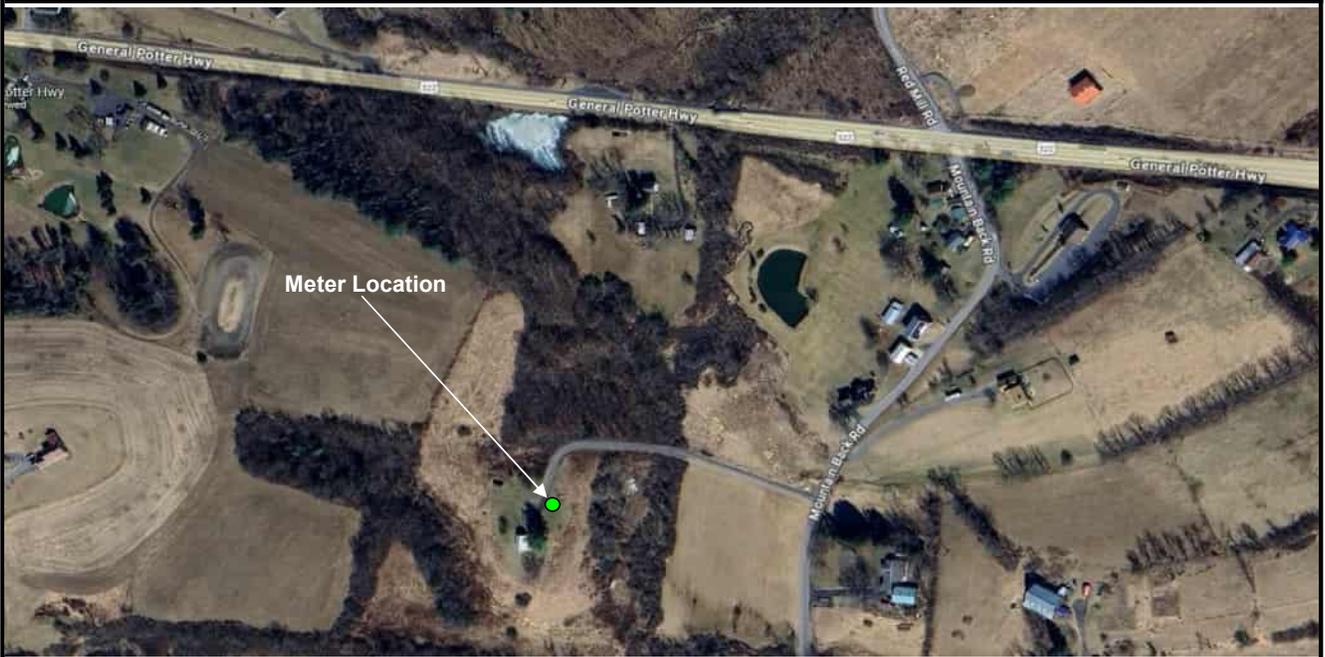
	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/2/2024	14:45:00	47.7	14:55:00	47.7
Start Time: 14:45:00	14:45:30	45.4	14:55:30	49.6
End Time: 15:00:00	14:46:00	51.9	14:56:00	51.2
Meter ID: Rion #2	14:46:30	46.4	14:56:30	53.2
Response Rate: slow	14:47:00	46.8	14:57:00	48.5
	14:47:30	50.9	14:57:30	51.0
Roadway: US 322	14:48:00	49.7	14:58:00	47.3
	14:48:30	46.0	14:58:30	48.4
Cars: 120 / 93	14:49:00	50.5	14:59:00	47.7
MT: 7 / 6	14:49:30	48.6	14:59:30	50.3
HT: 22 / 17	14:50:00	47.6		
	14:50:30	47.7		
	14:51:00	50.6		
C:	14:51:30	51.9		
MT:	14:52:00	51.6		
HT:	14:52:30	51.0		
	14:53:00	45.1		
C:	14:53:30	46.5		
MT:	14:54:00	49.3		
HT:	14:54:30	47.7		



Leq (dBA)
49.4

SITE SKETCH:

North Arrow 	Site Specifics		
	Pavement Type: asphalt	Grade: approx 50 ft above US 322	Site Surface: soft
	Employee: AJD		
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 80° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-52 **Description:** 108 Cider Press Road, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/2/2024	14:45:00	66.0	14:55:00	61.0
Start Time: 14:45:00	14:45:30	66.0	14:55:30	62.9
End Time: 15:00:00	14:46:00	64.9	14:56:00	59.5
Meter ID: Rion #3	14:46:30	68.1	14:56:30	64.4
Response Rate: slow	14:47:00	70.5	14:57:00	72.9
	14:47:30	58.7	14:57:30	69.6
Roadway: US 322	14:48:00	63.9	14:58:00	71.2
	14:48:30	59.4	14:58:30	73.4
Cars: 120 / 93	14:49:00	60.3	14:59:00	64.5
MT: 7 / 6	14:49:30	59.3	14:59:30	60.9
HT: 22 / 17	14:50:00	60.5		
	14:50:30	63.7		
	14:51:00	60.7		
C:	14:51:30	64.0		
MT:	14:52:00	70.8		
HT:	14:52:30	69.8		
	14:53:00	70.5		
C:	14:53:30	62.6		
MT:	14:54:00	59.5		
HT:	14:54:30	60.0		



Leq (dBA)
67.1

SITE SKETCH:

North Arrow 	Site Specifics		
	Pavement Type: asphalt	Grade: approx 2 ft below US 322	Site Surface: soft
	Employee: AJD		
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 80° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-53 **Description:** 2606 General Potter Hwy, Spring Mills, PA 16875

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	5/2/2024			
Start Time:	14:45:00	14:45:00	14:55:00	67.0
End Time:	15:00:00	14:45:30	14:55:30	67.6
Meter ID:	Rion #4	14:46:00	14:56:00	71.8
Response Rate:	slow	14:46:30	14:56:30	71.0
	US 322	14:47:00	14:57:00	69.7
Roadway:	EB / WB	14:47:30	14:57:30	63.5
Cars:	120 / 93	14:48:00	14:58:00	69.0
MT:	7 / 6	14:48:30	14:58:30	66.7
HT:	22 / 17	14:49:00	14:59:00	69.8
		14:49:30	14:59:30	69.8
		14:50:00		
		14:50:30		
		14:51:00		
C:		14:51:30		
MT:		14:52:00		
HT:		14:52:30		
		14:53:00		
C:		14:53:30		
MT:		14:54:00		
HT:		14:54:30		



Leq (dBA)
68.4

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 7 ft below US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : sunny, light wind (6-8 mph wind), 80° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-54 **Description:** 2643 General Potter Hwy, Centre Hall, PA 16828

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)	
Date:	5/2/2024	16:35:00	64.4	16:45:00	58.9
Start Time:	16:35:00	16:35:30	59.0	16:45:30	59.6
End Time:	16:50:00	16:36:00	61.4	16:46:00	60.5
Meter ID:	Rion #4	16:36:30	59.6	16:46:30	56.0
Response Rate:	slow	16:37:00	64.7	16:47:00	54.7
	US 322	16:37:30	62.5	16:47:30	59.9
Roadway:	EB / WB	16:38:00	58.2	16:48:00	61.0
Cars:	177 / 107	16:38:30	58.6	16:48:30	61.8
MT:	9 / 6	16:39:00	65.1	16:49:00	55.9
HT:	33 / 22	16:39:30	61.8	16:49:30	61.8
		16:40:00	65.9		
		16:40:30	67.1		
		16:41:00	61.4		
C:		16:41:30	58.3		
MT:		16:42:00	60.4		
HT:		16:42:30	58.3		
		16:43:00	62.4		
C:		16:43:30	64.3		
MT:		16:44:00	59.7		
HT:		16:44:30	55.6		



Leq (dBA)
61.7

SITE SKETCH:

North Arrow 	Site Specifics			
	Pavement Type: asphalt	Grade: approx 10 ft below US 322	Site Surface: soft	Employee: AJD
	Atmospheric Conditions : sunny, light wind (6-8 mph wind), 84° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-55 **Description:** 422 Mountain Back Road, Spring Mills, PA 16875

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/2/2024	16:35:00	57.0	16:45:00	58.0
Start Time: 16:35:00	16:35:30	60.9	16:45:30	57.4
End Time: 16:50:00	16:36:00	58.5	16:46:00	56.7
Meter ID: Rion #2	16:36:30	59.6	16:46:30	52.7
Response Rate: slow	16:37:00	56.0	16:47:00	57.7
	16:37:30	58.0	16:47:30	61.0
Roadway: US 322	16:38:00	58.0	16:48:00	60.1
	16:38:30	58.6	16:48:30	59.3
Cars: 177 / 107	16:39:00	59.6	16:49:00	57.5
MT: 9 / 6	16:39:30	63.7	16:49:30	60.5
HT: 33 / 22	16:40:00	59.1		
	16:40:30	55.2		
	16:41:00	61.1		
C:	16:41:30	58.0		
MT:	16:42:00	58.6		
HT:	16:42:30	58.8		
	16:43:00	60.6		
C:	16:43:30	59.9		
MT:	16:44:00	58.8		
HT:	16:44:30	56.6		



Leq (dBA)
59.1

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 30 ft above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 84° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-56 **Description:** 106 Skyview Drive, Spring Mills, PA 16875

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.



	Time	Lav (dBA)	Time	Lav (dBA)
Date: 5/2/2024	16:35:00	56.4	16:45:00	59.9
Start Time: 16:35:00	16:35:30	58.1	16:45:30	59.3
End Time: 16:50:00	16:36:00	62.1	16:46:00	58.5
Meter ID: Rion #1	16:36:30	59.6	16:46:30	56.8
Response Rate: slow	16:37:00	57.4	16:47:00	56.3
	16:37:30	56.4	16:47:30	59.7
Roadway: US 322	16:38:00	60.4	16:48:00	58.1
	16:38:30	60.3	16:48:30	59.6
Cars: 177 / 107	16:39:00	56.1	16:49:00	62.2
MT: 9 / 6	16:39:30	64.5	16:49:30	56.4
HT: 33 / 22	16:40:00	67.9		
	16:40:30	58.1		
	16:41:00	54.2		
C:	16:41:30	67.3		
MT:	16:42:00	61.3		
HT:	16:42:30	59.5		
	16:43:00	62.1		
C:	16:43:30	60.3		
MT:	16:44:00	55.0		
HT:	16:44:30	59.2		

Leq (dBA)
60.9

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 12 ft above US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 84° F			



State College Area Connector Noise Monitoring Site Sketch Short-term Ambient Monitoring

Site # ST-57 **Description:** 115 Miller Road, Spring Mills, PA 16875

MONITORING INFORMATION

Notes:

Highway traffic noise from US 322 is dominant noise source at measurement location. Traffic counts of US 322 were taken concurrent with noise measurement.

	Time	Lav (dBA)	Time	Lav (dBA)
Date:	5/2/2024			
Start Time:	16:35:00	16:35:00	16:45:00	16:45:00
End Time:	16:50:00	16:35:30	16:45:30	16:45:30
Meter ID:	Rion #3	16:36:00	16:46:00	16:46:00
Response Rate:	slow	16:36:30	16:46:30	16:46:30
Roadway:	US 322	16:37:00	16:47:00	16:47:00
	EB / WB	16:37:30	16:47:30	16:47:30
Cars:	177 / 107	16:38:00	16:48:00	16:48:00
MT:	9 / 6	16:38:30	16:48:30	16:48:30
HT:	33 / 22	16:39:00	16:49:00	16:49:00
		16:39:30	16:49:30	16:49:30
		16:40:00		
		16:40:30		
		16:41:00		
C:		16:41:30		
MT:		16:42:00		
HT:		16:42:30		
		16:43:00		
C:		16:43:30		
MT:		16:44:00		
HT:		16:44:30		



Leq (dBA)
59.6

SITE SKETCH:

North Arrow



Site Specifics

Pavement Type: asphalt	Grade: approx 15 ft below US 322	Site Surface: soft	Employee: AJD
Atmospheric Conditions : sunny, light wind (6-8 mph wind), 84° F			



Appendix D – Noise Meter Printouts

Monitoring Site: ST-01

Address: 137 Kaywood Dr, Boalsburg, PA 16827

Measurement Session: TMS01-R1

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 10:38	00d 00:00:10.0	50.6	60.6	58.4	49.3	--	53.4	53.4	50.1	49.3	48.8	----	----	114815.3621
2	10/25/2023 10:38	00d 00:00:10.0	50.1	60.1	52	48.9	--	52.3	52.3	49.4	49.2	48.7	----	----	102329.2992
3	10/25/2023 10:38	00d 00:00:10.0	52.5	62.5	53.1	51.6	--	53.3	53.3	52.7	51.8	51.3	----	----	177827.941
4	10/25/2023 10:39	00d 00:00:10.0	52.5	62.5	53.6	51	--	53.8	53.8	52.4	51.4	50.6	----	----	177827.941
5	10/25/2023 10:39	00d 00:00:10.0	53	63	54.9	51.6	--	55.3	55.3	53.1	51.4	51.1	----	----	199526.2315
6	10/25/2023 10:39	00d 00:00:10.0	52.8	62.8	56.3	51.2	--	56.8	56.8	52.1	51.3	51.2	----	----	190546.0718
7	10/25/2023 10:39	00d 00:00:10.0	50.8	60.8	52.7	49.7	--	52.9	52.9	50.4	49.8	49.7	----	----	120226.4435
8	10/25/2023 10:39	00d 00:00:10.0	51.4	61.4	53.2	49.8	--	53	53	51.5	50.1	49.9	----	----	138038.4265
9	10/25/2023 10:39	00d 00:00:10.0	51.1	61.1	55.8	49.2	--	55.8	55.8	50.2	49.5	49	----	----	128824.9552
10	10/25/2023 10:40	00d 00:00:10.0	49.1	59.1	49.4	48.7	--	49.3	49.3	49.2	48.7	48.7	----	----	81283.05162
11	10/25/2023 10:40	00d 00:00:10.0	49.8	59.8	52.3	48.8	--	52.8	52.8	49.4	48.8	48.8	----	----	95499.2586
12	10/25/2023 10:40	00d 00:00:10.0	50.2	60.2	53.4	49.1	--	53.8	53.8	49.8	48.9	48.9	----	----	104712.8548
13	10/25/2023 10:40	00d 00:00:10.0	53.2	63.2	58.7	49.8	--	59.1	59.1	50.9	50.3	50.1	----	----	208929.6131
14	10/25/2023 10:40	00d 00:00:10.0	50	60	50.9	49.1	--	50.9	50.9	50	49.4	48.8	----	----	100000
15	10/25/2023 10:40	00d 00:00:10.0	48.3	58.3	49.2	47.8	--	49.5	49.5	48.2	48	47.9	----	----	67608.29754
16	10/25/2023 10:41	00d 00:00:10.0	49.1	59.1	49.6	48.6	--	49.7	49.7	49.1	48.8	48.5	----	----	81283.05162
17	10/25/2023 10:41	00d 00:00:10.0	49.8	59.8	51.7	48.3	--	52.2	52.2	49	48.7	48.1	----	----	95499.2586
18	10/25/2023 10:41	00d 00:00:10.0	52.3	62.3	53.6	51.1	--	53.5	53.5	52.2	51.2	51.1	----	----	169824.3652
19	10/25/2023 10:41	00d 00:00:10.0	49.7	59.7	51.3	48.8	--	51.2	51.2	49.5	48.9	48.9	----	----	93325.43008
20	10/25/2023 10:41	00d 00:00:10.0	51	61	52.3	49.3	--	52.7	52.7	51	50.1	50.1	----	----	125892.5412
21	10/25/2023 10:41	00d 00:00:10.0	50.6	60.6	52.3	50	--	51.7	51.7	50.4	50.1	50	----	----	114815.3621
22	10/25/2023 10:42	00d 00:00:10.0	51.5	61.5	52.1	50.9	--	52.1	52.1	51.5	50.9	50.8	----	----	141253.7545
23	10/25/2023 10:42	00d 00:00:10.0	49.3	59.3	51	48.7	--	49.9	49.9	49.6	48.7	48.6	----	----	85113.80382
24	10/25/2023 10:42	00d 00:00:10.0	48.7	58.7	49.6	48	--	50	50	48.6	48	47.9	----	----	74131.02413
25	10/25/2023 10:42	00d 00:00:10.0	49.9	59.9	50.8	48.8	--	51	51	50	49.2	48.7	----	----	97723.7221
26	10/25/2023 10:42	00d 00:00:10.0	48.8	58.8	50.6	47.8	--	50.5	50.5	48.6	48	47.7	----	----	75857.7575
27	10/25/2023 10:42	00d 00:00:10.0	48.9	58.9	49.4	48.3	--	49.4	49.4	48.8	48.5	48.4	----	----	77624.71166
28	10/25/2023 10:43	00d 00:00:10.0	50.3	60.3	51.4	48.8	--	51.7	51.7	50.6	49	48.9	----	----	107151.9305
29	10/25/2023 10:43	00d 00:00:10.0	50.6	60.6	51.9	49.1	--	51.9	51.9	50.3	49.3	48.9	----	----	114815.3621
30	10/25/2023 10:43	00d 00:00:10.0	48.9	58.9	49.8	47.9	--	49.8	49.8	49	47.8	47.7	----	----	77624.71166
31	10/25/2023 10:43	00d 00:00:10.0	47.8	57.8	48.1	47.3	--	48.1	48.1	47.9	47.5	47.3	----	----	60255.95861
32	10/25/2023 10:43	00d 00:00:10.0	49.2	59.2	50.5	47.8	--	50.6	50.6	48.7	48.1	47.8	----	----	83176.37711
33	10/25/2023 10:43	00d 00:00:10.0	51.1	61.1	51.7	50.4	--	51.9	51.9	51.1	50.7	50.6	----	----	128824.9552
34	10/25/2023 10:44	00d 00:00:10.0	52.4	62.4	53.7	50.8	--	54	54	52.4	51.4	50.7	----	----	173780.0829
35	10/25/2023 10:44	00d 00:00:10.0	49.3	59.3	51.8	48.1	--	51.1	51.1	49.3	48.2	47.9	----	----	85113.80382
36	10/25/2023 10:44	00d 00:00:10.0	48.1	58.1	48.8	47.6	--	48.7	48.7	48.2	47.7	47.7	----	----	64565.4229
37	10/25/2023 10:44	00d 00:00:10.0	47.6	57.6	49.1	46.8	--	49.6	49.6	47.3	46.9	46.8	----	----	57543.99373
38	10/25/2023 10:44	00d 00:00:10.0	48.9	58.9	49.7	48.2	--	49.7	49.7	48.7	48.3	48.2	----	----	77624.71166
39	10/25/2023 10:44	00d 00:00:10.0	48.5	58.5	50.9	46.4	--	51.3	51.3	48.4	46.2	45.8	----	----	70794.57844
40	10/25/2023 10:45	00d 00:00:10.0	47.7	57.7	48.3	46.1	--	48.4	48.4	47.9	46.6	46.1	----	----	58884.36554
41	10/25/2023 10:45	00d 00:00:10.0	47.6	57.6	48.5	47	--	48.9	48.9	47.5	47	47	----	----	57543.99373
42	10/25/2023 10:45	00d 00:00:10.0	50.1	60.1	51.2	48.4	--	51.8	51.8	49.9	49.6	48.8	----	----	102329.2992
43	10/25/2023 10:45	00d 00:00:10.0	50.7	60.7	52.3	49.9	--	52.9	52.9	50.6	49.9	49.9	----	----	117489.7555
44	10/25/2023 10:45	00d 00:00:10.0	51.3	61.3	53.5	50.2	--	53.9	53.9	50.7	50.3	50.2	----	----	134896.2883
45	10/25/2023 10:45	00d 00:00:10.0	50	60	50.7	49.3	--	50.7	50.7	50	49.6	49.2	----	----	100000
46	10/25/2023 10:46	00d 00:00:10.0	50.3	60.3	51.2	49.3	--	51.3	51.3	50.4	49.7	49	----	----	107151.9305
47	10/25/2023 10:46	00d 00:00:10.0	51.7	61.7	52.6	50.6	--	52.5	52.5	51.8	50.4	50.4	----	----	147910.8388
48	10/25/2023 10:46	00d 00:00:10.0	53	63	53.4	51.9	--	53.6	53.6	53	52.5	52.3	----	----	199526.2315
49	10/25/2023 10:46	00d 00:00:10.0	51.8	61.8	54.2	49.8	--	54.6	54.6	50.7	49.9	49.6	----	----	151356.1248
50	10/25/2023 10:46	00d 00:00:10.0	51	61	51.8	49.8	--	52.1	52.1	51.1	50.3	50	----	----	125892.5412
51	10/25/2023 10:46	00d 00:00:10.0	53.6	63.6	54.1	51.8	--	54.2	54.2	53.6	53.2	53.1	----	----	229086.7653
52	10/25/2023 10:47	00d 00:00:10.0	51.8	61.8	53.4	51.1	--	52.5	52.5	52.1	51.1	51	----	----	151356.1248
53	10/25/2023 10:47	00d 00:00:10.0	50.3	60.3	51.2	49.7	--	50.8	50.8	50.4	49.7	49.7	----	----	107151.9305
54	10/25/2023 10:47	00d 00:00:10.0	50	60	50.6	49.4	--	50.8	50.8	50.1	49.6	49.2	----	----	100000
55	10/25/2023 10:47	00d 00:00:10.0	50.1	60.1	51.5	48.9	--	51.8	51.8	49.8	49.1	48.8	----	----	102329.2992

56	10/25/2023 10:47	00d 00:00:10.0	50.6	60.6	52.5	48.9	--	52.4	52.4	49.7	49.1	48.9	----	114815.3621
57	10/25/2023 10:47	00d 00:00:10.0	48.8	58.8	49.7	47.3	--	49.8	49.8	48.8	48.1	46.9	----	75857.7575
58	10/25/2023 10:48	00d 00:00:10.0	47.5	57.5	48.2	47.1	--	48.2	48.2	47.6	47.2	46.8	----	56234.13252
59	10/25/2023 10:48	00d 00:00:10.0	47.3	57.3	48.3	46.6	--	48.6	48.6	47.4	46.5	46.4	----	53703.17964
60	10/25/2023 10:48	00d 00:00:10.0	47.7	57.7	49.5	46.6	--	50	50	47.6	46.7	46.6	----	58884.36554
61	10/25/2023 10:48	00d 00:00:10.0	48.5	58.5	49.6	47.6	--	49.5	49.5	48.1	47.8	47.6	----	70794.57844
62	10/25/2023 10:48	00d 00:00:10.0	49.2	59.2	50.1	47.5	--	50.3	50.3	49.1	48.3	48.3	----	83176.37711
63	10/25/2023 10:48	00d 00:00:10.0	51.2	61.2	52.4	49.7	--	52.4	52.4	51.4	50.1	49.3	----	131825.6739
64	10/25/2023 10:49	00d 00:00:10.0	50.1	60.1	51	49.4	--	51.1	51.1	50	49.3	49.3	----	102329.2992
65	10/25/2023 10:49	00d 00:00:10.0	49.5	59.5	50.3	49.1	--	50.2	50.2	49.7	49.1	49	----	89125.09381
66	10/25/2023 10:49	00d 00:00:10.0	47.9	57.9	49.7	47	--	49.6	49.6	47.6	47.3	47	----	61659.50019
67	10/25/2023 10:49	00d 00:00:10.0	49	59	50.4	47.3	--	50.5	50.5	49.1	47.4	47.2	----	79432.82347
68	10/25/2023 10:49	00d 00:00:10.0	49.5	59.5	50	49	--	50.1	50.1	49.5	49	48.7	----	89125.09381
69	10/25/2023 10:49	00d 00:00:10.0	50.5	60.5	53.6	49.3	--	53.9	53.9	49.7	49.2	49.2	----	112201.8454
70	10/25/2023 10:50	00d 00:00:10.0	49	59	49.8	48.4	--	49.9	49.9	49	48.4	48.3	----	79432.82347
71	10/25/2023 10:50	00d 00:00:10.0	48	58	49.3	46.8	--	49.7	49.7	47.9	46.7	46.5	----	63095.73445
72	10/25/2023 10:50	00d 00:00:10.0	51.3	61.3	52	49.3	--	52.3	52.3	51.5	50.4	50.4	----	134896.2883
73	10/25/2023 10:50	00d 00:00:10.0	54.7	64.7	56.5	51.9	--	56.9	56.9	55.1	52.7	52.4	----	295120.9227
74	10/25/2023 10:50	00d 00:00:10.0	54.3	64.3	57.2	51.8	--	58.2	58.2	53.1	52.3	51.4	----	269153.4804
75	10/25/2023 10:50	00d 00:00:10.0	54.1	64.1	58.8	51.4	--	59.6	59.6	52.6	50.8	50.8	----	257039.5783
76	10/25/2023 10:51	00d 00:00:10.0	50.4	60.4	52.1	48.9	--	51.8	51.8	50.3	49	48.8	----	109647.8196
77	10/25/2023 10:51	00d 00:00:10.0	48.4	58.4	49	47.6	--	49	49	48.4	47.8	47.4	----	69183.09709
78	10/25/2023 10:51	00d 00:00:10.0	48.2	58.2	48.5	47.8	--	48.7	48.7	48.1	48	47.6	----	66069.3448
79	10/25/2023 10:51	00d 00:00:10.0	48.1	58.1	48.5	47.6	--	48.7	48.7	48.1	47.7	47.7	----	64565.4229
80	10/25/2023 10:51	00d 00:00:10.0	48.7	58.7	49.2	47.9	--	49.1	49.1	48.9	48.1	47.9	----	74131.02413
81	10/25/2023 10:51	00d 00:00:10.0	47.9	57.9	48.3	47.6	--	48.2	48.2	47.8	47.6	47.5	----	61659.50019
82	10/25/2023 10:52	00d 00:00:10.0	48.7	58.7	49.2	47.6	--	49.6	49.6	48.8	47.7	47.7	----	74131.02413
83	10/25/2023 10:52	00d 00:00:10.0	49.6	59.6	50.5	48.4	--	50.7	50.7	50	48.6	48.3	----	91201.08394
84	10/25/2023 10:52	00d 00:00:10.0	52.5	62.5	55.8	49.7	--	56.6	56.6	52.3	50.6	47.4	----	177827.941
85	10/25/2023 10:52	00d 00:00:10.0	55.5	65.5	58.5	50.1	--	59.4	59.4	55.3	49.4	49.2	----	354813.3892
86	10/25/2023 10:52	00d 00:00:10.0	49.4	59.4	54.1	47.8	--	52.8	52.8	48.7	48	47.9	----	87096.359
87	10/25/2023 10:52	00d 00:00:10.0	50.6	60.6	51.4	48.6	--	51.6	51.6	50.9	49.8	48.9	----	114815.3621
88	10/25/2023 10:53	00d 00:00:10.0	51.2	61.2	51.9	50.3	--	51.9	51.9	51.5	50.4	50.3	----	131825.6739
89	10/25/2023 10:53	00d 00:00:10.0	50.5	60.5	51.6	50.1	--	51.4	51.4	50.4	50.1	50	----	112201.8454
90	10/25/2023 10:53	00d 00:00:10.0	49	59	51.5	47.8	--	51.7	51.7	48.4	48.1	47.9	----	79432.82347
91	10/25/2023 10:53	00d 00:00:10.0	48	58	48.8	47.7	--	48.6	48.6	47.9	47.7	47.6	----	63095.73445
92	10/25/2023 10:53	00d 00:00:10.0	49.6	59.6	50.3	47.9	--	50.6	50.6	49.8	48.9	48.8	----	91201.08394
93	10/25/2023 10:53	00d 00:00:10.0	50.7	60.7	52	49.1	--	52.2	52.2	50.9	49.3	49.1	----	117489.7555
94	10/25/2023 10:54	00d 00:00:10.0	53.5	63.5	54.7	52	--	54.7	54.7	53.4	52.8	52.1	----	223872.1139
95	10/25/2023 10:54	00d 00:00:10.0	52	62	52.6	51.3	--	52.6	52.6	52.2	51.6	51.1	----	158489.3192
96	10/25/2023 10:54	00d 00:00:10.0	51.4	61.4	51.8	50.9	--	51.9	51.9	51.5	50.9	50.8	----	138038.4265
97	10/25/2023 10:54	00d 00:00:10.0	50.9	60.9	52.3	49.8	--	52.3	52.3	50.9	49.9	49.6	----	123026.8771
98	10/25/2023 10:54	00d 00:00:10.0	51.2	61.2	53.5	48	--	53.5	53.5	51.8	47.7	47.5	----	131825.6739
99	10/25/2023 10:54	00d 00:00:10.0	48.5	58.5	49.1	47.5	--	49.1	49.1	48.6	47.6	47.4	----	70794.57844
100	10/25/2023 10:55	00d 00:00:10.0	51.7	61.7	52.9	48.6	--	52.8	52.8	52.3	49.9	49.4	----	147910.8388
101	10/25/2023 10:55	00d 00:00:10.0	50.7	60.7	52.2	49.4	--	51.8	51.8	51	49.8	49.2	----	117489.7555
102	10/25/2023 10:55	00d 00:00:10.0	50.3	60.3	51.1	49.4	--	51.1	51.1	50.1	49.7	49.4	----	107151.9305
103	10/25/2023 10:55	00d 00:00:10.0	49	59	51	47	--	50.6	50.6	49.1	47.3	46.5	----	79432.82347
104	10/25/2023 10:55	00d 00:00:10.0	46.9	56.9	47.5	46.2	--	47.5	47.5	46.9	46.4	46.1	----	48977.88194
105	10/25/2023 10:55	00d 00:00:10.0	46.5	56.5	47.3	45.7	--	47.6	47.6	46.3	45.9	45.8	----	44668.35922
106	10/25/2023 10:56	00d 00:00:10.0	46.1	56.1	47.2	45.6	--	46.6	46.6	46.2	45.7	45.7	----	40738.02778
107	10/25/2023 10:56	00d 00:00:10.0	47.2	57.2	48.5	45.5	--	48.9	48.9	47.1	45.8	45.5	----	52480.74602
108	10/25/2023 10:56	00d 00:00:10.0	47.7	57.7	48.3	47	--	48.3	48.3	47.6	47.2	46.9	----	58884.36554
109	10/25/2023 10:56	00d 00:00:10.0	49.3	59.3	51.6	47.5	--	52.1	52.1	48.9	47.7	47.4	----	85113.80382
110	10/25/2023 10:56	00d 00:00:10.0	51.1	61.1	52.3	50.4	--	52.4	52.4	51	50.5	50.2	----	128824.9552
111	10/25/2023 10:56	00d 00:00:10.0	52.9	62.9	54.4	50.4	--	54.7	54.7	53.9	50.5	50.4	----	194984.46
112	10/25/2023 10:57	00d 00:00:10.0	56.1	66.1	59.2	53.2	--	60.1	60.1	54.4	53.6	52.9	----	407380.2778

1 min Leq	15 min Leq
49.6	51.0
49.7	
51.0	

113	10/25/2023 10:57	00d 00:00:10.0	52.2	62.2	57.6	48.7	--	56	56	50.4	49.3	48.3	----	165958.6907
114	10/25/2023 10:57	00d 00:00:10.0	48.5	58.5	49.3	47.9	--	49.4	49.4	48.4	48	48	----	70794.57844
115	10/25/2023 10:57	00d 00:00:10.0	47	57	48.8	45.7	--	48.2	48.2	46.6	46.3	45.4	----	50118.72336
116	10/25/2023 10:57	00d 00:00:10.0	44.8	54.8	45.8	44.5	--	45.5	45.5	44.8	44.4	44.2	----	30199.5172
117	10/25/2023 10:57	00d 00:00:10.0	45.5	55.5	45.8	45.1	--	45.9	45.9	45.6	45.4	45.1	----	35481.33892
118	10/25/2023 10:58	00d 00:00:10.0	47.7	57.7	50.3	45.8	--	50.6	50.6	46.7	45.8	45.8	----	58884.36554
119	10/25/2023 10:58	00d 00:00:10.0	50.2	60.2	51.1	49.4	--	51.3	51.3	50.2	49.5	49.3	----	104712.8548
120	10/25/2023 10:58	00d 00:00:10.0	52.3	62.3	53.5	51	--	53.8	53.8	51.9	51.5	51.4	----	169824.3652
121	10/25/2023 10:58	00d 00:00:10.0	54.5	64.5	55.6	53.5	--	55.9	55.9	54.7	53.5	53.4	----	281838.2931
122	10/25/2023 10:58	00d 00:00:10.0	52.3	62.3	53.9	51.1	--	53.9	53.9	52.4	51.3	50.8	----	169824.3652
123	10/25/2023 10:58	00d 00:00:10.0	50.3	60.3	51.2	48.9	--	51.5	51.5	50.6	48.9	48.9	----	107151.9305
124	10/25/2023 10:59	00d 00:00:10.0	48.3	58.3	49.2	47.7	--	49.2	49.2	48.2	47.7	47.6	----	67608.29754
125	10/25/2023 10:59	00d 00:00:10.0	49.2	59.2	50.2	47.7	--	50.3	50.3	49	48.8	48.7	----	83176.37711
126	10/25/2023 10:59	00d 00:00:10.0	50.8	60.8	52.4	48.9	--	52.8	52.8	50.5	49.8	49.4	----	120226.4435
127	10/25/2023 10:59	00d 00:00:10.0	50	60	51.6	48.8	--	51.6	51.6	50.5	48.9	48.8	----	100000
128	10/25/2023 10:59	00d 00:00:10.0	50.8	60.8	53.3	48.8	--	53.7	53.7	50.2	48.9	48.8	----	120226.4435
129	10/25/2023 10:59	00d 00:00:10.0	52.8	62.8	54.7	49.9	--	54.8	54.8	53.2	49.8	49.4	----	190546.0718
130	10/25/2023 11:00	00d 00:00:10.0	48.8	58.8	50	48.2	--	49.9	49.9	48.5	48.3	48.2	----	75857.7575
131	10/25/2023 11:00	00d 00:00:10.0	50.5	60.5	51.7	48.5	--	52.1	52.1	50.7	49.3	48.7	----	112201.8454
132	10/25/2023 11:00	00d 00:00:10.0	51.7	61.7	52.8	50.9	--	52.8	52.8	51.7	50.9	50.8	----	147910.8388
133	10/25/2023 11:00	00d 00:00:10.0	51.7	61.7	52.3	51.2	--	52.4	52.4	51.7	51.3	51.1	----	147910.8388
134	10/25/2023 11:00	00d 00:00:10.0	51.9	61.9	52.8	51	--	53	53	51.8	51.1	51.1	----	154881.6619
135	10/25/2023 11:00	00d 00:00:10.0	51.3	61.3	52.3	50.4	--	52.2	52.2	51.4	50.6	50.2	----	134896.2883
136	10/25/2023 11:01	00d 00:00:10.0	50.8	60.8	51.6	49.9	--	51.7	51.7	50.6	49.9	49.8	----	120226.4435
137	10/25/2023 11:01	00d 00:00:10.0	52.4	62.4	53	51.6	--	53.3	53.3	52.3	51.8	51.5	----	173780.0829
138	10/25/2023 11:01	00d 00:00:10.0	50.2	60.2	52	48.9	--	51.9	51.9	49.7	48.8	48.8	----	104712.8548
139	10/25/2023 11:01	00d 00:00:10.0	46.8	56.8	48.9	45.2	--	48.1	48.1	46.8	45.4	45.1	----	47863.00923
140	10/25/2023 11:01	00d 00:00:10.0	44.9	54.9	46	44.3	--	45.6	45.6	44.9	44.4	44.3	----	30902.95433
141	10/25/2023 11:01	00d 00:00:10.0	46.7	56.7	48	45	--	48	48	46.1	45.7	45.6	----	46773.51413
142	10/25/2023 11:02	00d 00:00:10.0	48.8	58.8	50.4	47.1	--	50.4	50.4	49.2	47.2	46.9	----	75857.7575
143	10/25/2023 11:02	00d 00:00:10.0	50.3	60.3	50.7	49.8	--	50.8	50.8	50.3	50	49.8	----	107151.9305
144	10/25/2023 11:02	00d 00:00:10.0	51.8	61.8	52.9	50	--	53.1	53.1	51.8	50.5	49.8	----	151356.1248
145	10/25/2023 11:02	00d 00:00:10.0	52.2	62.2	53.1	51.4	--	53.3	53.3	52.1	51.4	51.3	----	165958.6907
146	10/25/2023 11:02	00d 00:00:10.0	49.6	59.6	51.7	46.9	--	51.6	51.6	49.8	46.9	46.7	----	91201.08394
147	10/25/2023 11:02	00d 00:00:10.0	46.7	56.7	47.7	46	--	47.8	47.8	46.4	46	45.8	----	46773.51413
148	10/25/2023 11:03	00d 00:00:10.0	47.2	57.2	47.9	46.1	--	48	48	47.2	46.5	46.1	----	52480.74602
149	10/25/2023 11:03	00d 00:00:10.0	52.3	62.3	55.5	47.9	--	55.8	55.8	51.4	49	48.4	----	169824.3652
150	10/25/2023 11:03	00d 00:00:10.0	54.5	64.5	56.5	52.4	--	56.5	56.5	54.2	52.5	52.1	----	281838.2931
151	10/25/2023 11:03	00d 00:00:10.0	54.9	64.9	56.5	53.2	--	56.7	56.7	54.8	53.3	53.1	----	309029.5433
152	10/25/2023 11:03	00d 00:00:10.0	52.7	62.7	53.4	52.2	--	53.5	53.5	52.8	52.1	52.1	----	186208.7137
153	10/25/2023 11:03	00d 00:00:10.0	52.4	62.4	53	52	--	53	53	52.4	52.2	52	----	173780.0829
154	10/25/2023 11:04	00d 00:00:10.0	50.4	60.4	52.5	48	--	52	52	50.7	48.2	47.7	----	109647.8196
155	10/25/2023 11:04	00d 00:00:10.0	47	57	48.1	46.3	--	47.8	47.8	47.1	46.3	46.3	----	50118.72336
156	10/25/2023 11:04	00d 00:00:10.0	47	57	48.2	46.1	--	48.6	48.6	47	46.2	46.1	----	50118.72336
157	10/25/2023 11:04	00d 00:00:10.0	50.7	60.7	51.8	48.2	--	51.9	51.9	51	49.2	48.8	----	117489.7555
158	10/25/2023 11:04	00d 00:00:10.0	51	61	51.6	50.4	--	51.6	51.6	51.2	50.5	50.2	----	125892.5412
159	10/25/2023 11:04	00d 00:00:10.0	49.8	59.8	50.6	48.5	--	50.5	50.5	50	48.7	48.3	----	95499.2586
160	10/25/2023 11:05	00d 00:00:10.0	47.5	57.5	48.5	47	--	47.9	47.9	47.6	47	46.9	----	56234.13252
161	10/25/2023 11:05	00d 00:00:10.0	45.9	55.9	47.2	45.3	--	47.3	47.3	45.8	45.4	45.2	----	38904.5145
162	10/25/2023 11:05	00d 00:00:10.0	46	56	47.9	45	--	48.5	48.5	45.4	45	44.9	----	39810.71706
163	10/25/2023 11:05	00d 00:00:10.0	48.5	58.5	49.2	47.7	--	49.3	49.3	48.4	47.9	47.6	----	70794.57844
164	10/25/2023 11:05	00d 00:00:10.0	47.5	57.5	48.4	46.5	--	48.4	48.4	47.5	46.7	46.4	----	56234.13252
165	10/25/2023 11:05	00d 00:00:10.0	45.9	55.9	47.3	44.8	--	46.9	46.9	46	45	44.6	----	38904.5145
166	10/25/2023 11:06	00d 00:00:10.0	50.4	60.4	52.5	46.1	--	52.6	52.6	51.2	46.8	46.6	----	109647.8196
167	10/25/2023 11:06	00d 00:00:10.0	53.1	63.1	54.4	51.9	--	54.5	54.5	53.3	52	51.8	----	204173.7945
168	10/25/2023 11:06	00d 00:00:10.0	52.6	62.6	54.7	51	--	55.2	55.2	52.1	51.2	50.9	----	181970.0859

51.7

50.6

51.1

49.4

50.3

52.9

49.6

47.0

52.8

169	10/25/2023 11:06	00d 00:00:10.0	52.4	62.4	54.7	51.1	--	54	54	51.8	51.2	51.1	----	----	173780.0829	
170	10/25/2023 11:06	00d 00:00:10.0	50	60	51.4	49.5	--	50.6	50.6	50	49.5	49.3	----	----	100000	
171	10/25/2023 11:06	00d 00:00:10.0	55.8	65.8	60.3	50.1	--	61.3	61.3	53.5	51.4	50.6	----	----	380189.3963	
172	10/25/2023 11:07	00d 00:00:10.0	57.3	67.3	60.8	53	--	60.9	60.9	58	53.1	52.4	----	----	537031.7964	54.0
173	10/25/2023 11:07	00d 00:00:10.0	52.8	62.8	54.4	51.3	--	54.6	54.6	52.5	51.2	51	----	----	190546.0718	
174	10/25/2023 11:07	00d 00:00:10.0	51.6	61.6	52.7	50.4	--	52.7	52.7	51.5	50.6	50	----	----	144543.9771	
175	10/25/2023 11:07	00d 00:00:10.0	49.1	59.1	50.6	47.8	--	51.1	51.1	49	48	47.5	----	----	81283.05162	
176	10/25/2023 11:07	00d 00:00:10.0	54	64	55	50.6	--	55.2	55.2	54.3	53	52.6	----	----	251188.6432	
177	10/25/2023 11:07	00d 00:00:10.0	54.7	64.7	56.2	53.4	--	56.4	56.4	54.5	53.4	53.3	----	----	295120.9227	
178	10/25/2023 11:08	00d 00:00:10.0	52.8	62.8	55.1	51.9	--	54.3	54.3	52.8	52.1	51.8	----	----	190546.0718	51.1
179	10/25/2023 11:08	00d 00:00:10.0	51.4	61.4	53.1	50.5	--	53.3	53.3	50.9	50.6	50.4	----	----	138038.4265	
180	10/25/2023 11:08	00d 00:00:10.0	50.4	60.4	51.6	49.5	--	52.1	52.1	50.4	49.4	49.4	----	----	109647.8196	
181	10/25/2023 11:08	00d 00:00:10.0	51.2	61.2	52.2	50.3	--	52.3	52.3	50.9	50.4	50.1	----	----	131825.6739	
182	10/25/2023 11:08	00d 00:00:10.0	50.8	60.8	51.9	49.4	--	51.9	51.9	51	49.6	49.1	----	----	120226.4435	
183	10/25/2023 11:08	00d 00:00:10.0	49.1	59.1	49.6	48.4	--	49.7	49.7	49.1	48.9	48.1	----	----	81283.05162	
184	10/25/2023 11:09	00d 00:00:10.0	47.1	57.1	48.5	46.1	--	47.8	47.8	47.4	46.2	46.1	----	----	51286.1384	49.2
185	10/25/2023 11:09	00d 00:00:10.0	50.3	60.3	51.7	46.6	--	52	52	50.6	48.5	47.4	----	----	107151.9305	
186	10/25/2023 11:09	00d 00:00:10.0	51.5	61.5	52	50.7	--	52.4	52.4	51.5	51.1	51	----	----	141253.7545	
187	10/25/2023 11:09	00d 00:00:10.0	49.5	59.5	51.5	48.8	--	50.8	50.8	49.4	49.1	48.6	----	----	89125.09381	
188	10/25/2023 11:09	00d 00:00:10.0	47.7	57.7	48.9	45.6	--	48.8	48.8	48.1	46	45.3	----	----	58884.36554	
189	10/25/2023 11:09	00d 00:00:10.0	47	57	47.8	45.2	--	47.8	47.8	47.4	45.3	45.2	----	----	50118.72336	
190	10/25/2023 11:10	00d 00:00:10.0	47.7	57.7	48.3	47	--	48.3	48.3	47.8	47.1	46.9	----	----	58884.36554	
191	10/25/2023 11:10	00d 00:00:10.0	46.6	56.6	47.3	45.9	--	47.4	47.4	46.7	46	45.9	----	----	45708.81896	
192	10/25/2023 11:10	00d 00:00:10.0	47.3	57.3	47.9	46.1	--	48	48	47.5	46.6	46.4	----	----	53703.17964	
193	10/25/2023 11:10	00d 00:00:10.0	48.5	58.5	49	47.8	--	48.8	48.8	48.5	48.1	47.9	----	----	70794.57844	
194	10/25/2023 11:10	00d 00:00:10.0	46.7	56.7	48.3	45.6	--	48.3	48.3	46.8	45.6	45.5	----	----	46773.51413	
195	10/25/2023 11:10	00d 00:00:10.0	51.1	61.1	52	47	--	52.3	52.3	51.3	49.7	48	----	----	128824.9552	
196	10/25/2023 11:11	00d 00:00:10.0	53.2	63.2	54.7	51.2	--	55	55	52.8	52.3	51.9	----	----	208929.6131	
197	10/25/2023 11:11	00d 00:00:10.0	53	63	54.7	51.4	--	54.6	54.6	52.7	51.8	51.1	----	----	199526.2315	
198	10/25/2023 11:11	00d 00:00:10.0	54.1	64.1	58.2	50.5	--	59	59	52.1	50.7	50.4	----	----	257039.5783	
199	10/25/2023 11:11	00d 00:00:10.0	59	69	60	57.3	--	60.3	60.3	59.4	57.8	56.7	----	----	794328.2347	
200	10/25/2023 11:11	00d 00:00:10.0	52.7	62.7	57.3	49.7	--	55.6	55.6	52.7	49.8	49.3	----	----	186208.7137	
201	10/25/2023 11:11	00d 00:00:10.0	47.7	57.7	49.7	46.4	--	48.9	48.9	47.9	46.3	46.3	----	----	58884.36554	
202	10/25/2023 11:12	00d 00:00:10.0	45.9	55.9	46.4	45.4	--	46.4	46.4	46	45.4	45.4	----	----	38904.5145	
203	10/25/2023 11:12	00d 00:00:10.0	46	56	46.3	45.2	--	46.4	46.4	46.1	45.7	45.1	----	----	39810.71706	
204	10/25/2023 11:12	00d 00:00:10.0	48.5	58.5	49.1	46.1	--	49.4	49.4	48.6	48.2	46.7	----	----	70794.57844	
205	10/25/2023 11:12	00d 00:00:10.0	47.4	57.4	48.6	46.1	--	48.5	48.5	47.6	46.2	46.1	----	----	54954.08739	
206	10/25/2023 11:12	00d 00:00:10.0	45.7	55.7	46.4	45.1	--	46.5	46.5	45.7	45.1	45	----	----	37153.52291	
207	10/25/2023 11:12	00d 00:00:10.0	47.4	57.4	48.9	45.5	--	49.2	49.2	47.6	45.7	45.5	----	----	54954.08739	
208	10/25/2023 11:13	00d 00:00:10.0	48.8	58.8	49.4	47.9	--	49.3	49.3	49.1	48	47.8	----	----	75857.7575	
209	10/25/2023 11:13	00d 00:00:10.0	47.9	57.9	48.5	47.1	--	48.6	48.6	48	47.5	46.9	----	----	61659.50019	
210	10/25/2023 11:13	00d 00:00:10.0	47	57	47.5	46.3	--	47.4	47.4	47.2	46.4	46.2	----	----	50118.72336	
211	10/25/2023 11:13	00d 00:00:10.0	49.9	59.9	50.7	47.2	--	50.8	50.8	50.3	48.4	47.7	----	----	97723.7221	
212	10/25/2023 11:13	00d 00:00:10.0	51.8	61.8	52.2	50.7	--	52.1	52.1	52	51.6	51.5	----	----	151356.1248	
213	10/25/2023 11:13	00d 00:00:10.0	50.6	60.6	51.9	48.6	--	51.7	51.7	50.9	48.5	48.5	----	----	114815.3621	
214	10/25/2023 11:14	00d 00:00:10.0	48	58	49	47.4	--	48.9	48.9	48	47.6	47.4	----	----	63095.73445	
215	10/25/2023 11:14	00d 00:00:10.0	46.1	56.1	47.8	45.5	--	47.4	47.4	45.9	45.7	45.5	----	----	40738.02778	
216	10/25/2023 11:14	00d 00:00:10.0	45.8	55.8	46.2	45.4	--	46	46	45.9	45.6	45.2	----	----	38018.93963	
217	10/25/2023 11:14	00d 00:00:10.0	45.8	55.8	46.4	45.3	--	46.8	46.8	45.7	45.3	45.1	----	----	38018.93963	
218	10/25/2023 11:14	00d 00:00:10.0	46.7	56.7	49.2	44.8	--	49.6	49.6	46.1	44.9	44.6	----	----	46773.51413	
219	10/25/2023 11:14	00d 00:00:10.0	49	59	49.5	48.7	--	49.6	49.6	49	48.7	48.7	----	----	79432.82347	
220	10/25/2023 11:15	00d 00:00:10.0	47.8	57.8	49.2	46.9	--	49.2	49.2	47.9	46.9	46.8	----	----	60255.95861	
221	10/25/2023 11:15	00d 00:00:10.0	47.1	57.1	47.9	46.3	--	48.2	48.2	47.2	46.6	46.2	----	----	51286.1384	
222	10/25/2023 11:15	00d 00:00:10.0	47.8	57.8	48.5	47.2	--	48.4	48.4	47.7	47.4	47.1	----	----	60255.95861	
223	10/25/2023 11:15	00d 00:00:10.0	47.3	57.3	47.9	46.2	--	48	48	47.7	46.5	46	----	----	53703.17964	
224	10/25/2023 11:15	00d 00:00:10.0	47.6	57.6	48.3	46.2	--	48.3	48.3	47.8	46.4	46.2	----	----	57543.99373	
225	10/25/2023 11:15	00d 00:00:10.0	48.9	58.9	49.9	47.6	--	50.1	50.1	48.9	48.4	47.8	----	----	77624.71166	

226	10/25/2023 11:16	00d 00:00:10.0	47.7	57.7	48.9	46.7	--	48.4	48.4	47.7	46.9	46.3	----	58884.36554
227	10/25/2023 11:16	00d 00:00:10.0	47	57	47.7	46.4	--	47.9	47.9	47	46.2	46	----	50118.72336
228	10/25/2023 11:16	00d 00:00:10.0	45.8	55.8	46.4	45.4	--	46.1	46.1	45.9	45.5	45.2	----	38018.93963
229	10/25/2023 11:16	00d 00:00:10.0	45.6	55.6	46.3	45	--	46.5	46.5	45.5	44.9	44.8	----	36307.80548
230	10/25/2023 11:16	00d 00:00:10.0	47	57	47.9	45.9	--	47.9	47.9	46.7	46.1	46	----	50118.72336
231	10/25/2023 11:16	00d 00:00:10.0	48.6	58.6	49.1	47.4	--	49.2	49.2	48.7	47.9	47.3	----	72443.59601
232	10/25/2023 11:17	00d 00:00:10.0	48.2	58.2	49	47.6	--	49.4	49.4	48	47.6	47.4	----	66069.3448
233	10/25/2023 11:17	00d 00:00:10.0	51	61	51.4	49	--	51.7	51.7	51.3	49.8	49.8	----	125892.5412
234	10/25/2023 11:17	00d 00:00:10.0	50.1	60.1	53.9	47.8	--	53.4	53.4	50.2	48	47.8	----	102329.2992
235	10/25/2023 11:17	00d 00:00:10.0	48.4	58.4	51.3	46.6	--	50.7	50.7	47.9	46.8	46.1	----	69183.09709
236	10/25/2023 11:17	00d 00:00:03.7	52.1	57.8	52.4	50.2	--	53.1	53.1	52	50.9	50.9	----	162181.0097

Monitoring Site: ST-02

Address: 180 Indian Hill Rd, Boalsburg, PA 16827

Measurement Session: TMS01-R2

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 10:47	00d 00:01:00.0	58.6	76.4	63.2	51.1	--	62.8	62.3	55.2	51.8	51.6	----	----	724435.9601
2	10/25/2023 10:48	00d 00:01:00.0	56.4	74.2	60.7	49.2	--	60.4	60.1	54.7	50.1	49.6	----	----	436515.8322
3	10/25/2023 10:49	00d 00:01:00.0	57.5	75.3	60.5	52.9	--	60.2	59.9	57.2	54.3	54	----	----	562341.3252
4	10/25/2023 10:50	00d 00:01:00.0	60.3	78.1	63.8	55.1	--	63.6	62.6	60.1	56.6	56.4	----	----	1071519.305
5	10/25/2023 10:51	00d 00:01:00.0	57	74.8	62.1	51.5	--	61.7	60.8	55	52.7	52.1	----	----	501187.2336
6	10/25/2023 10:52	00d 00:01:00.0	57.8	75.6	62.1	52	--	61.5	60.7	57.3	52.6	52.2	----	----	602559.5861
7	10/25/2023 10:53	00d 00:01:00.0	60.6	78.4	64.5	56.2	--	64.4	63.7	59.8	58	57.2	----	----	1148153.621
8	10/25/2023 10:54	00d 00:01:00.0	59.4	77.2	64.2	50.6	--	63.9	62.7	58.7	52.9	51.4	----	----	870963.59
9	10/25/2023 10:55	00d 00:01:00.0	56	73.8	61.7	46.7	--	61.3	60.6	54	48.1	47.2	----	----	398107.1706
10	10/25/2023 10:56	00d 00:01:00.0	58.9	76.7	63.4	50.4	--	63.1	62.2	58.1	53.4	51.8	----	----	776247.1166
11	10/25/2023 10:57	00d 00:01:00.0	56.3	74.1	60.3	47.2	--	60.2	59.5	55.2	48.9	47.7	----	----	426579.5188
12	10/25/2023 10:58	00d 00:01:00.0	60.6	78.4	65	53.2	--	64.6	62.8	60.3	55.9	55	----	----	1148153.621
13	10/25/2023 10:59	00d 00:01:00.0	59.7	77.5	64.9	55.6	--	63.6	62.7	58.6	56.7	56	----	----	933254.3008
14	10/25/2023 11:00	00d 00:01:00.0	61.9	79.7	64.4	53.7	--	64.2	64.1	61.8	55.4	54.7	----	----	1548816.619
15	10/25/2023 11:01	00d 00:01:00.0	56.1	73.9	64.4	51.4	--	60.2	59.1	54.2	51.9	51.6	----	----	407380.2778
16	10/25/2023 11:02	00d 00:01:00.0	62	79.8	67.5	50.9	--	66.5	65.9	60.5	52.2	51.8	----	----	1584893.192
17	10/25/2023 11:03	00d 00:01:00.0	61.5	79.3	65.5	56	--	65.1	64.5	60.4	57.9	57.4	----	----	1412537.545
18	10/25/2023 11:04	00d 00:01:00.0	58.9	76.7	62.3	51.9	--	62.2	61.9	58.3	54.9	53.3	----	----	776247.1166
19	10/25/2023 11:05	00d 00:01:00.0	59.1	76.9	64.1	50.8	--	63.5	63.1	57.7	51.8	51	----	----	812830.5162
20	10/25/2023 11:06	00d 00:01:00.0	63.7	81.5	72.2	51.6	--	71.3	69.1	60	52.8	52.4	----	----	2344228.815
21	10/25/2023 11:07	00d 00:01:00.0	61.4	79.2	64.6	52.8	--	64.6	64.4	61.1	56.8	56.1	----	----	1380384.265
22	10/25/2023 11:08	00d 00:01:00.0	60.1	77.9	64	55.9	--	63.2	62.8	59.5	57	56.6	----	----	1023292.992
23	10/25/2023 11:09	00d 00:01:00.0	55.3	73.1	59.8	46.4	--	59.1	58.9	52.7	48.7	47.2	----	----	338844.1561
24	10/25/2023 11:10	00d 00:01:00.0	61.2	79	64.8	52.3	--	64.8	63.8	61.4	54	53.3	----	----	1318256.739
25	10/25/2023 11:11	00d 00:01:00.0	61.6	79.4	69.2	48	--	68.7	67.6	54.9	49.8	48.8	----	----	1445439.771
26	10/25/2023 11:12	00d 00:01:00.0	55.7	73.5	59.9	50.8	--	59.6	58.9	55	51.7	51.6	----	----	371535.2291
27	10/25/2023 11:13	00d 00:00:03.3	57.3	62.5	58.3	55.4	--	58	58	57.1	55.6	55.6	----	----	537031.7964

15 min Leq

60.1

Monitoring Site: ST-03

Address: 169 Indian Hill Rd, Boalsburg, PA 16827

Measurement Session: TMS01-R3

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 10:44	00d 00:01:00.0	49.5	67.3	53.8	44.6	--	51.8	51.3	49.5	46.7	46.5	----	----	89125.09381
2	10/25/2023 10:45	00d 00:01:00.0	50.7	68.5	54.4	46	--	53.1	52.8	50.6	47.4	47.3	----	----	117489.7555
3	10/25/2023 10:46	00d 00:01:00.0	52.7	70.5	55.8	49	--	54.6	54.3	52.5	51	50.5	----	----	186208.7137
4	10/25/2023 10:47	00d 00:01:00.0	50.3	68.1	54.7	46.7	--	52.5	51.9	50.2	48.3	48	----	----	107151.9305
5	10/25/2023 10:48	00d 00:01:00.0	49.4	67.2	54.8	44.8	--	51.4	51.2	49.4	46.1	45.6	----	----	87096.359
6	10/25/2023 10:49	00d 00:01:00.0	51.4	69.2	56.8	47.2	--	54	53.7	50.9	49	48.6	----	----	138038.4265
7	10/25/2023 10:50	00d 00:01:00.0	51.8	69.6	60.3	47.5	--	55.4	54.5	50.8	49.5	49.1	----	----	151356.1248
8	10/25/2023 10:51	00d 00:01:00.0	49.1	66.9	55.4	45.7	--	51.5	51	48.4	46.9	46.7	----	----	81283.05162
9	10/25/2023 10:52	00d 00:01:00.0	50.1	67.9	54.2	45.1	--	52.8	52.6	49.8	46.8	46.2	----	----	102329.2992
10	10/25/2023 10:53	00d 00:01:00.0	51.5	69.3	55.5	47.2	--	53.9	53.3	51.3	48.8	48.5	----	----	141253.7545
11	10/25/2023 10:54	00d 00:01:00.0	50.9	68.7	57.3	41.4	--	55.6	55.1	47.7	43.9	43.3	----	----	123026.8771
12	10/25/2023 10:55	00d 00:01:00.0	52.4	70.2	58.3	44	--	56.7	55.3	52	49.1	47.8	----	----	173780.0829
13	10/25/2023 10:56	00d 00:01:00.0	52	69.8	56.7	47.7	--	55.3	55	51.3	49.4	49.2	----	----	158489.3192
14	10/25/2023 10:57	00d 00:01:00.0	53.1	70.9	56.8	44.9	--	55.7	55	53.3	48.6	46.7	----	----	204173.7945
15	10/25/2023 10:58	00d 00:01:00.0	52.3	70.1	56.7	45	--	54.4	54.3	52.6	46.5	46.1	----	----	169824.3652
16	10/25/2023 10:59	00d 00:01:00.0	53.2	71	56.4	48	--	55.3	55.2	53	50	49.2	----	----	208929.6131
17	10/25/2023 11:00	00d 00:01:00.0	54.3	72.1	58.3	49	--	56.2	56	54.5	51.4	50.7	----	----	269153.4804
18	10/25/2023 11:01	00d 00:01:00.0	53.7	71.5	58.6	49.4	--	56.6	56.2	53	51	50.7	----	----	234422.8815
19	10/25/2023 11:02	00d 00:01:00.0	56.6	74.4	61.1	53	--	58.3	57.9	56.2	55.1	55	----	----	457088.1896
20	10/25/2023 11:03	00d 00:01:00.0	52.7	70.5	61.6	46	--	55.8	55	52.3	48.6	47.8	----	----	186208.7137
21	10/25/2023 11:04	00d 00:01:00.0	53.2	71	57.3	50.2	--	54.9	54.4	53.1	51.7	51.5	----	----	208929.6131
22	10/25/2023 11:05	00d 00:01:00.0	54.8	72.6	58.3	50.2	--	57	56.7	54.7	52	51.4	----	----	301995.172
23	10/25/2023 11:06	00d 00:01:00.0	54.5	72.3	59.3	48.7	--	57.6	57.3	53	50.6	49.9	----	----	281838.2931
24	10/25/2023 11:07	00d 00:01:00.0	54.2	72	58.8	48.3	--	56.9	56.4	53.8	50.9	50.1	----	----	263026.7992
25	10/25/2023 11:08	00d 00:01:00.0	53.9	71.7	57.9	47.6	--	56.6	56.2	53.5	50.6	50.3	----	----	245470.8916
26	10/25/2023 11:09	00d 00:01:00.0	51.2	69	57	44.8	--	55.9	54.5	50	47.1	46.4	----	----	131825.6739
27	10/25/2023 11:10	00d 00:01:00.0	56.8	74.6	60.9	51.9	--	58.6	58.5	56.8	55.1	54.1	----	----	478630.0923
28	10/25/2023 11:11	00d 00:01:00.0	50	67.8	55.4	44.6	--	53.6	52.6	48.4	45.7	45.4	----	----	100000
29	10/25/2023 11:12	00d 00:00:22.9	50.5	64.1	54.2	46.2	--	52.2	51.7	50.9	48.1	47.6	----	----	112201.8454

15 min Leq

53.7

Monitoring Site: ST-04

Address: 513 Belle Ave, Boalsburg, PA 16827

Measurement Session: TMS02-R1

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 11:38	00d 00:01:00.0	64.2	82	76.5	48.7	--	70.7	66.1	57.9	52	49.1	----	----	2630267.992
2	10/25/2023 11:39	00d 00:01:00.0	58.7	76.5	63.1	53.6	--	62.4	61.7	57.6	54.4	54.1	----	----	741310.2413
3	10/25/2023 11:40	00d 00:01:00.0	59.2	77	64.2	51.7	--	64	63.1	57.9	52.8	52.5	----	----	831763.7711
4	10/25/2023 11:41	00d 00:01:00.0	59.8	77.6	65.1	51.7	--	64.8	64.2	57.4	53.2	51.7	----	----	954992.586
5	10/25/2023 11:42	00d 00:01:00.0	57.8	75.6	67.8	49.4	--	63.1	61.7	55.9	51.1	50.8	----	----	602559.5861
6	10/25/2023 11:43	00d 00:01:00.0	59.9	77.7	66.6	47	--	65.6	64.6	58.2	51.7	50.2	----	----	977237.221
7	10/25/2023 11:44	00d 00:01:00.0	57.3	75.1	62.6	49	--	61.6	61.1	56	50.7	49.7	----	----	537031.7964
8	10/25/2023 11:45	00d 00:01:00.0	57.7	75.5	63.6	46.4	--	63.3	62	55.9	48.2	47.2	----	----	588843.6554
9	10/25/2023 11:46	00d 00:01:00.0	56.3	74.1	60.2	49	--	60	59.2	55.5	50.7	49.2	----	----	426579.5188
10	10/25/2023 11:47	00d 00:01:00.0	57.8	75.6	62	46.3	--	62	61.6	56.8	47.2	47	----	----	602559.5861
11	10/25/2023 11:48	00d 00:01:00.0	56	73.8	59.7	45.2	--	59	58.3	56.5	48.5	46.4	----	----	398107.1706
12	10/25/2023 11:49	00d 00:01:00.0	62.6	80.4	74.7	53.4	--	70.9	64.6	56.9	54.5	53.6	----	----	1819700.859
13	10/25/2023 11:50	00d 00:01:00.0	59.4	77.2	67.7	49.8	--	67.3	63.9	55.6	52	51.5	----	----	870963.59
14	10/25/2023 11:51	00d 00:01:00.0	53.9	71.7	61.8	43.3	--	61.3	58.6	49.6	44.5	43.9	----	----	245470.8916
15	10/25/2023 11:52	00d 00:01:00.0	56	73.8	65.3	43.6	--	64	59.9	51.3	45.8	44.4	----	----	398107.1706
16	10/25/2023 11:53	00d 00:01:00.0	59.6	77.4	67	49.1	--	64.6	62.4	58.7	53.8	51.9	----	----	912010.8394
17	10/25/2023 11:54	00d 00:01:00.0	59.4	77.2	68.2	45.8	--	66.7	64.1	52.6	47.3	46.2	----	----	870963.59
18	10/25/2023 11:55	00d 00:01:00.0	55.2	73	62.3	45.7	--	59.3	58.9	53.8	47.3	46.7	----	----	331131.1215
19	10/25/2023 11:56	00d 00:01:00.0	55.5	73.3	62.3	43.1	--	61.5	59.3	54.2	45.5	44.1	----	----	354813.3892
20	10/25/2023 11:57	00d 00:01:00.0	60.9	78.7	70.5	52.2	--	68.8	63.9	57	53.1	52.8	----	----	1230268.771
21	10/25/2023 11:58	00d 00:01:00.0	58.7	76.5	66.6	47.4	--	66	64.3	55.3	49	48.6	----	----	741310.2413
22	10/25/2023 11:59	00d 00:01:00.0	58	75.8	63.8	47.5	--	62.9	61.7	56.6	50.1	48.5	----	----	630957.3445
23	10/25/2023 12:00	00d 00:01:00.0	57	74.8	63.8	50.6	--	63.6	59.2	55.7	53.2	51.3	----	----	501187.2336
24	10/25/2023 12:01	00d 00:01:00.0	52.7	70.5	63	42.1	--	57.9	54.7	50.1	42.8	42.4	----	----	186208.7137
25	10/25/2023 12:02	00d 00:01:00.0	60.3	78.1	66.7	52.5	--	66.2	63.5	58.3	53.7	53	----	----	1071519.305
26	10/25/2023 12:03	00d 00:01:00.0	56.9	74.7	66.5	44.2	--	65.9	59.8	53.9	45	44.6	----	----	489778.8194
27	10/25/2023 12:04	00d 00:01:00.0	56.1	73.9	62.5	49.6	--	61	60.4	54	51.4	50.8	----	----	407380.2778
28	10/25/2023 12:05	00d 00:01:00.0	56.8	74.6	65.3	41.8	--	64.5	60.6	55.4	43.5	42.7	----	----	478630.0923
29	10/25/2023 12:06	00d 00:01:00.0	57.3	75.1	63.7	46	--	63	60.6	55.9	48.4	46.8	----	----	537031.7964
30	10/25/2023 12:07	00d 00:01:00.0	60.6	78.4	66.8	48.8	--	65.9	63.9	59.7	50.3	49.5	----	----	1148153.621
31	10/25/2023 12:08	00d 00:01:00.0	55.4	73.2	62.3	43.8	--	61.3	60.5	52.3	46	44.4	----	----	346736.8505
32	10/25/2023 12:09	00d 00:01:00.0	54.4	72.2	62.2	47.1	--	59.6	58.6	53.1	47.8	47.2	----	----	275422.8703
33	10/25/2023 12:10	00d 00:01:00.0	64.8	82.6	73.2	49.3	--	72.5	71.2	57.7	51.4	49.7	----	----	3019951.72
34	10/25/2023 12:11	00d 00:01:00.0	58	75.8	64.9	49.9	--	64.4	61.7	56.1	51.7	50.6	----	----	630957.3445
35	10/25/2023 12:12	00d 00:01:00.0	56.2	74	62.7	48.7	--	60.8	58.1	55.4	51.1	49.4	----	----	416869.3835
36	10/25/2023 12:13	00d 00:01:00.0	56.1	73.9	61	50.6	--	59.2	58.6	56	51	50.8	----	----	407380.2778
37	10/25/2023 12:14	00d 00:01:00.0	54.6	72.4	61.2	45	--	60.6	60	53.2	46.3	45.2	----	----	288403.1503
38	10/25/2023 12:15	00d 00:01:00.0	55.9	73.7	61.5	47.8	--	60.8	59	54.9	50.2	49.3	----	----	389045.145
39	10/25/2023 12:16	00d 00:01:00.0	58	75.8	64.9	47.6	--	63.1	62.4	56	49.4	48.5	----	----	630957.3445
40	10/25/2023 12:17	00d 00:01:00.0	62.6	80.4	72.8	49.8	--	71.3	66.7	56.8	50.8	50.1	----	----	1819700.859
41	10/25/2023 12:18	00d 00:01:00.0	59.7	77.5	68.1	48.3	--	66.3	64.9	55.9	50	49.6	----	----	933254.3008
42	10/25/2023 12:19	00d 00:01:00.0	58.6	76.4	66.5	48.5	--	66	62.9	55.1	49.2	48.5	----	----	724435.9601
43	10/25/2023 12:20	00d 00:01:00.0	60.9	78.7	65.4	54.3	--	64.3	63.9	59.7	56.6	55.5	----	----	1230268.771
44	10/25/2023 12:21	00d 00:01:00.0	56.4	74.2	64.3	51.1	--	61.8	60.6	55.1	52.8	52.1	----	----	436515.8322
45	10/25/2023 12:22	00d 00:01:00.0	60	77.8	65.5	51	--	65.1	63.7	58.8	53.6	52.2	----	----	1000000
46	10/25/2023 12:23	00d 00:00:00.8	54.9	53.9	54.3	53.6	--	--	--	--	--	--	----	----	309029.5433

15 min Leq

57.6

Monitoring Site: ST-05

Address: 512 Belle Ave, Boalsburg, PA 16827

Measurement Session: TMS02-R2

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 11:31	00d 00:01:00.0	51.6	69.4	55.9	44.2	--	55.5	55	50.6	45.3	44.8	----	----	144543.9771
2	10/25/2023 11:32	00d 00:01:00.0	52.3	70.1	55.7	47.8	--	55	54.2	52	49.6	48.5	----	----	169824.3652
3	10/25/2023 11:33	00d 00:01:00.0	50.6	68.4	55.1	46.5	--	54.5	53.9	49	46.9	46.7	----	----	114815.3621
4	10/25/2023 11:34	00d 00:01:00.0	50.8	68.6	54.4	45.1	--	54.2	53.8	50.3	47.1	46.1	----	----	120226.4435
5	10/25/2023 11:35	00d 00:01:00.0	53	70.8	60.3	48.6	--	58.8	57.2	50.8	49.1	49	----	----	199526.2315
6	10/25/2023 11:36	00d 00:01:00.0	55	72.8	59.4	48.2	--	58.7	57.7	54.1	51.7	49.1	----	----	316227.766
7	10/25/2023 11:37	00d 00:01:00.0	47.6	65.4	53.5	41.6	--	53.1	51.1	45.2	42.2	42.1	----	----	57543.99373
8	10/25/2023 11:38	00d 00:01:00.0	52.8	70.6	57.7	46.4	--	57	56.7	51.1	48	47.4	----	----	190546.0718
9	10/25/2023 11:39	00d 00:01:00.0	52.8	70.6	56	48.2	--	55.2	54.9	53.2	48.6	48.5	----	----	190546.0718
10	10/25/2023 11:40	00d 00:01:00.0	53.3	71.1	57.2	47.5	--	56.9	56.5	52.9	49.1	48.5	----	----	213796.209
11	10/25/2023 11:41	00d 00:01:00.0	53.7	71.5	59.4	47.1	--	58.7	58.1	50.9	47.9	47.6	----	----	234422.8815
12	10/25/2023 11:42	00d 00:01:00.0	50.6	68.4	53.9	47.8	--	53.2	52.6	50.3	48.4	48.2	----	----	114815.3621
13	10/25/2023 11:43	00d 00:01:00.0	53.3	71.1	57.9	47	--	57.6	56.5	52.5	48.4	47.3	----	----	213796.209
14	10/25/2023 11:44	00d 00:01:00.0	53.6	71.4	57	47.5	--	56.1	55.9	53.6	48.7	48.1	----	----	229086.7653
15	10/25/2023 11:45	00d 00:01:00.0	54.6	72.4	61.3	48.4	--	59.8	57.5	52.7	49.2	48.5	----	----	288403.1503
16	10/25/2023 11:46	00d 00:01:00.0	60.9	78.7	69.1	54.6	--	67.8	63.6	57.6	55.5	55.1	----	----	1230268.771
17	10/25/2023 11:47	00d 00:01:00.0	70.1	87.9	77.1	48.3	--	76.3	75.3	63.8	50	49.4	----	----	10232929.92
18	10/25/2023 11:48	00d 00:01:00.0	59.9	77.7	71.1	47.8	--	65.8	63.3	54.9	48	47.9	----	----	977237.221
19	10/25/2023 11:49	00d 00:01:00.0	73.6	91.4	84.6	61.6	--	83.7	76	68	64.2	64.2	----	----	22908676.53
20	10/25/2023 11:50	00d 00:01:00.0	62.7	80.5	71.9	52.8	--	68.9	67.9	58.6	55.2	53.5	----	----	1862087.137
21	10/25/2023 11:51	00d 00:01:00.0	51	68.8	55.8	47.3	--	54.7	53.8	50.2	47.7	47.4	----	----	125892.5412
22	10/25/2023 11:52	00d 00:01:00.0	51	68.8	58	45.1	--	56.6	55.3	48.7	46	45.6	----	----	125892.5412
23	10/25/2023 11:53	00d 00:01:00.0	54.3	72.1	57.6	50.8	--	56.3	56	54	51.9	51.5	----	----	269153.4804
24	10/25/2023 11:54	00d 00:01:00.0	53.5	71.3	60.6	46.9	--	60	59.5	49.1	47.5	47.1	----	----	223872.1139
25	10/25/2023 11:55	00d 00:01:00.0	53.3	71.1	60.2	47.1	--	58.8	56.1	51.7	48.3	47.8	----	----	213796.209
26	10/25/2023 11:56	00d 00:01:00.0	51.3	69.1	55.5	45.1	--	54.3	53.9	51	47.1	45.5	----	----	134896.2883
27	10/25/2023 11:57	00d 00:01:00.0	54.3	72.1	61.6	49.4	--	60.2	58.2	52.2	49.7	49.4	----	----	269153.4804
28	10/25/2023 11:58	00d 00:01:00.0	53.7	71.5	59.7	47.1	--	58.9	57.3	52	49.1	47.6	----	----	234422.8815
29	10/25/2023 11:59	00d 00:01:00.0	53.4	71.2	57.9	46.7	--	57	56.4	52.5	48.3	47.6	----	----	218776.1624
30	10/25/2023 12:00	00d 00:01:00.0	52.3	70.1	55	50.2	--	54.1	53.4	52.2	51.2	50.4	----	----	169824.3652
31	10/25/2023 12:01	00d 00:01:00.0	50.2	68	57.1	45.7	--	56.8	54.4	48.6	46.4	46.1	----	----	104712.8548
32	10/25/2023 12:02	00d 00:01:00.0	55.7	73.5	60.3	48.6	--	59.8	58.7	54.4	49.6	49.3	----	----	371535.2291
33	10/25/2023 12:03	00d 00:01:00.0	52	69.8	56	45.5	--	55.7	55.1	51.7	46.5	45.9	----	----	158489.3192
34	10/25/2023 12:04	00d 00:01:00.0	53.7	71.5	58.6	49.8	--	58.1	56.5	52	50.3	49.9	----	----	234422.8815
35	10/25/2023 12:05	00d 00:01:00.0	52.2	70	57.3	45.5	--	57.1	56.5	51.2	46.1	45.8	----	----	165958.6907
36	10/25/2023 12:06	00d 00:01:00.0	53	70.8	56.9	46.3	--	56.5	56.1	52.5	47.4	47.1	----	----	199526.2315
37	10/25/2023 12:07	00d 00:01:00.0	56	73.8	60.4	49.4	--	59.6	58.8	55.9	50.7	50.3	----	----	398107.1706
38	10/25/2023 12:08	00d 00:01:00.0	49.4	67.2	54.4	44.2	--	54.2	52.8	48.7	45.1	44.5	----	----	87096.359
39	10/25/2023 12:09	00d 00:01:00.0	51.9	69.7	56.2	46	--	55.8	55.3	50.7	46.6	46.1	----	----	154881.6619
40	10/25/2023 12:10	00d 00:01:00.0	53.1	70.9	60.1	47.7	--	58.9	55.2	52.7	48.1	47.8	----	----	204173.7945
41	10/25/2023 12:11	00d 00:01:00.0	57.7	75.5	65.1	48.3	--	64.7	63	53.5	49.4	48.8	----	----	588843.6554
42	10/25/2023 12:12	00d 00:01:00.0	52.2	70	55.7	47.8	--	55.3	54.4	51.8	50.3	49	----	----	165958.6907
43	10/25/2023 12:13	00d 00:01:00.0	52.5	70.3	55	50	--	54.6	54.3	52.2	50.5	50.2	----	----	177827.941
44	10/25/2023 12:14	00d 00:01:00.0	51.8	69.6	56.6	45.8	--	55.8	55	50.9	46.2	46	----	----	151356.1248
45	10/25/2023 12:15	00d 00:01:00.0	51.9	69.7	55.6	48.6	--	55.3	54.5	51	49.3	48.9	----	----	154881.6619
46	10/25/2023 12:16	00d 00:01:00.0	52.8	70.6	55.8	47.9	--	55.8	55	52.7	49.1	48.7	----	----	190546.0718
47	10/25/2023 12:17	00d 00:01:00.0	54.4	72.2	61.5	48.8	--	60.9	56.6	52.3	50	49.9	----	----	275422.8703
48	10/25/2023 12:18	00d 00:01:00.0	57.1	74.9	65.3	46.8	--	62.7	61.1	53.8	49.4	47.5	----	----	512861.384
49	10/25/2023 12:19	00d 00:01:00.0	52.7	70.5	57.2	46.8	--	56.8	56.1	51.8	48.2	47.3	----	----	186208.7137
50	10/25/2023 12:20	00d 00:01:00.0	55.4	73.2	62.1	50.4	--	59.1	57.5	55	51.7	51.3	----	----	346736.8505
51	10/25/2023 12:21	00d 00:01:00.0	55.1	72.9	61.2	50.5	--	60.4	59.6	52.1	51.1	50.7	----	----	323593.6569
52	10/25/2023 12:22	00d 00:00:19.6	56.6	69.5	61.6	50.5	--	62.4	61	55.5	50.7	50.6	----	----	457088.1896

15 min Leq

53.2

Monitoring Site: ST-06

Address: 220 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS02-R3

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 11:48	00d 00:01:00.0	59.4	77.2	77.4	47.6	--	62.8	59.3	54.6	50.5	50	----	-----	870963.59
2	10/25/2023 11:49	00d 00:01:00.0	55.8	73.6	59.8	50.6	--	58.5	58	55.1	52.5	52.2	----	-----	380189.3963
3	10/25/2023 11:50	00d 00:01:00.0	58.7	76.5	68.4	47.8	--	64.9	63.3	56.2	51.9	50.3	----	-----	741310.2413
4	10/25/2023 11:51	00d 00:01:00.0	62.9	80.7	74.7	45.4	--	68.3	67.3	60.7	53.3	52.3	----	-----	1949844.6
5	10/25/2023 11:52	00d 00:01:00.0	62.8	80.6	74.1	49.3	--	66.9	65.8	61.3	57.1	56.5	----	-----	1905460.718
6	10/25/2023 11:53	00d 00:01:00.0	59.1	76.9	72.7	44.7	--	65.6	61.4	56.7	51.6	50.9	----	-----	812830.5162
7	10/25/2023 11:54	00d 00:01:00.0	60.2	78	73.2	47.2	--	65.6	63.4	58.9	54.3	53.5	----	-----	1047128.548
8	10/25/2023 11:55	00d 00:01:00.0	62.4	80.2	76.8	45.1	--	69.5	66.7	58.2	48.4	46.6	----	-----	1737800.829
9	10/25/2023 11:56	00d 00:01:00.0	55.8	73.6	60.4	47.4	--	59.4	58.4	56.3	48.7	48.3	----	-----	380189.3963
10	10/25/2023 11:57	00d 00:01:00.0	55.6	73.4	63.5	46.4	--	62.3	60	53.3	47.8	47.4	----	-----	363078.0548
11	10/25/2023 11:58	00d 00:01:00.0	58.9	76.7	67	51.5	--	64.2	62.3	57.9	54.4	52.7	----	-----	776247.1166
12	10/25/2023 11:59	00d 00:01:00.0	55	72.8	62.3	45.8	--	59.8	59.5	53	47.8	47.2	----	-----	316227.766
13	10/25/2023 12:00	00d 00:01:00.0	57.7	75.5	64.1	51.9	--	61.6	60.4	57.3	53.7	53.2	----	-----	588843.6554
14	10/25/2023 12:01	00d 00:01:00.0	55	72.8	65.7	44.3	--	62.9	58.4	52.2	46.1	45.7	----	-----	316227.766
15	10/25/2023 12:02	00d 00:01:00.0	56.7	74.5	65.1	45.9	--	62.8	62	52.5	48.4	47.3	----	-----	467735.1413
16	10/25/2023 12:03	00d 00:01:00.0	57.7	75.5	63.8	49.8	--	62.5	61	56.8	52.3	51.2	----	-----	588843.6554
17	10/25/2023 12:04	00d 00:01:00.0	56.4	74.2	64.1	45.1	--	63	61.2	54.2	46.8	46.3	----	-----	436515.8322
18	10/25/2023 12:05	00d 00:01:00.0	53.8	71.6	59.5	44.3	--	58.2	57.5	52.7	47	45.3	----	-----	239883.2919
19	10/25/2023 12:06	00d 00:01:00.0	57.8	75.6	64.2	50.5	--	62.3	61.2	56.1	53.1	51.9	----	-----	602559.5861
20	10/25/2023 12:07	00d 00:01:00.0	60.8	78.6	68.3	46.9	--	66.6	65.3	58.3	49.2	49	----	-----	1202264.435
21	10/25/2023 12:08	00d 00:01:00.0	54.2	72	61.6	42.7	--	59.9	57.5	52.9	44.8	44	----	-----	263026.7992
22	10/25/2023 12:09	00d 00:01:00.0	54.1	71.9	59	44.7	--	57.8	57.5	53.2	48.5	47.1	----	-----	257039.5783
23	10/25/2023 12:10	00d 00:01:00.0	53.5	71.3	60.3	46	--	58.7	57.6	51.7	47.5	47.2	----	-----	223872.1139
24	10/25/2023 12:11	00d 00:01:00.0	59.6	77.4	67.9	51.7	--	63.9	62.7	58	54.3	53.4	----	-----	912010.8394
25	10/25/2023 12:12	00d 00:01:00.0	57.9	75.7	65.9	44.5	--	64	63.3	54.2	47.7	46.5	----	-----	616595.0019
26	10/25/2023 12:13	00d 00:01:00.0	56.6	74.4	61.8	50.1	--	60.4	60.1	55.9	51.5	51.1	----	-----	457088.1896
27	10/25/2023 12:14	00d 00:01:00.0	53.1	70.9	57.7	41.1	--	56.9	56.5	52.7	43.3	42	----	-----	204173.7945
28	10/25/2023 12:15	00d 00:01:00.0	54.9	72.7	61	47.5	--	58.7	58.3	54.3	49.7	49.1	----	-----	309029.5433
29	10/25/2023 12:16	00d 00:01:00.0	54.8	72.6	59.3	47.8	--	57.1	56.6	55	51.6	51	----	-----	301995.172
30	10/25/2023 12:17	00d 00:00:16.0	50.2	62.3	57.4	44.5	--	53.9	53	50.5	45.8	45.3	----	-----	104712.8548

15 min Leq

57.6

Monitoring Site: ST-07

Address: 204 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS02-R4

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 11:50	00d 00:01:00.0	53.9	71.7	75.7	44.7	--	57.5	57	52.2	47.3	45.7	----	----	245470.8916
2	10/25/2023 11:51	00d 00:01:00.0	54.8	72.6	63	41.6	--	61.7	59.8	51.8	43.8	43.2	----	----	301995.172
3	10/25/2023 11:52	00d 00:01:00.0	52	69.8	60.4	39.6	--	59.5	56.2	48.4	41.1	40.5	----	----	158489.3192
4	10/25/2023 11:53	00d 00:01:00.0	52.4	70.2	57.9	40.9	--	57.5	57.4	50.1	42.6	42.3	----	----	173780.0829
5	10/25/2023 11:54	00d 00:01:00.0	55.8	73.6	60.4	45.6	--	60.1	59.7	55.2	46.3	45.4	----	----	380189.3963
6	10/25/2023 11:55	00d 00:01:00.0	56.8	74.6	64.4	44.9	--	62.9	62.4	53	47.1	45.1	----	----	478630.0923
7	10/25/2023 11:56	00d 00:01:00.0	52.9	70.7	60.2	42.8	--	57.2	56.3	51.9	43.8	43.1	----	----	194984.46
8	10/25/2023 11:57	00d 00:01:00.0	51.1	68.9	57.4	43.6	--	56.4	55	48.9	44.3	43.9	----	----	128824.9552
9	10/25/2023 11:58	00d 00:01:00.0	56.5	74.3	61.3	46.9	--	61.4	60.3	55	47.9	47.4	----	----	446683.5922
10	10/25/2023 11:59	00d 00:01:00.0	54.5	72.3	62.2	40.7	--	60.7	60.2	49.3	42.1	41.1	----	----	281838.2931
11	10/25/2023 12:00	00d 00:01:00.0	54.8	72.6	59	46.8	--	58.8	57.9	54.2	49.5	47.9	----	----	301995.172
12	10/25/2023 12:01	00d 00:01:00.0	52.5	70.3	61.4	42.2	--	59.7	55.7	49.8	43.9	43	----	----	177827.941
13	10/25/2023 12:02	00d 00:01:00.0	51.8	69.6	61.2	41.9	--	59.4	57.4	47.2	42.8	42.7	----	----	151356.1248
14	10/25/2023 12:03	00d 00:01:00.0	55.7	73.5	60.4	45.7	--	60.5	59.7	54.1	48.9	46.4	----	----	371535.2291
15	10/25/2023 12:04	00d 00:01:00.0	54.1	71.9	61.6	42.3	--	60.9	57.4	50.9	45.5	42.8	----	----	257039.5783
16	10/25/2023 12:05	00d 00:01:00.0	51.7	69.5	56.2	43.5	--	55.9	55	50.2	45.1	43.9	----	----	147910.8388
17	10/25/2023 12:06	00d 00:01:00.0	53.8	71.6	63	46	--	61.5	57.2	50.8	46.7	46.6	----	----	239883.2919
18	10/25/2023 12:07	00d 00:01:00.0	57.2	75	62.8	45.7	--	61.7	61	56.7	47	46.5	----	----	524807.4602
19	10/25/2023 12:08	00d 00:01:00.0	55.8	73.6	62.6	42.3	--	62.5	61.5	53.3	43.3	42.3	----	----	380189.3963
20	10/25/2023 12:09	00d 00:01:00.0	52.1	69.9	60.4	40	--	58.9	58.5	46.8	40.6	40.4	----	----	162181.0097
21	10/25/2023 12:10	00d 00:01:00.0	52	69.8	60.3	42.4	--	58.3	57.4	49.4	42.9	42.7	----	----	158489.3192
22	10/25/2023 12:11	00d 00:01:00.0	59.8	77.6	68.2	51.4	--	64.6	63.3	56.7	51.8	51.6	----	----	954992.586
23	10/25/2023 12:12	00d 00:01:00.0	58.2	76	68.2	45	--	64.4	61.6	55.2	49.9	48.9	----	----	660693.448
24	10/25/2023 12:13	00d 00:01:00.0	54.4	72.2	58.9	39.9	--	58.4	58	53.8	43.2	41.3	----	----	275422.8703
25	10/25/2023 12:14	00d 00:00:32.2	54.9	70	57.9	44.6	--	58.2	57	55.2	49.6	44.5	----	----	309029.5433

15 min Leq

54.5

Monitoring Site: ST-08

Address: 120 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS03-R1

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 12:37	00d 00:01:00.0	50.3	68.1	82.6	44.1	--	54.5	53.9	47.8	45.6	45	----	----	107151.9305
2	10/25/2023 12:38	00d 00:01:00.0	46.5	64.3	53.5	40.4	--	52	50.4	43.4	40.8	40.7	----	----	44668.35922
3	10/25/2023 12:39	00d 00:01:00.0	46.8	64.6	50.7	43.1	--	50	49	46.6	43.8	43.4	----	----	47863.00923
4	10/25/2023 12:40	00d 00:01:00.0	47.7	65.5	53.7	40.3	--	53.2	50.4	46.8	41	40.6	----	----	58884.36554
5	10/25/2023 12:41	00d 00:01:00.0	48.8	66.6	54.4	40.9	--	53.2	52.6	48	41.9	41.4	----	----	75857.7575
6	10/25/2023 12:42	00d 00:01:00.0	49.3	67.1	57	37.3	--	55.4	55.2	46.5	37.9	37.6	----	----	85113.80382
7	10/25/2023 12:43	00d 00:01:00.0	48.4	66.2	55.5	40.6	--	53.4	52.8	46.6	41.6	41.2	----	----	69183.09709
8	10/25/2023 12:44	00d 00:01:00.0	48.4	66.2	54.7	42.3	--	52.7	51.5	46.9	43.4	42.7	----	----	69183.09709
9	10/25/2023 12:45	00d 00:01:00.0	47	64.8	51.9	40.9	--	51.3	50.1	45.6	42.5	41.3	----	----	50118.72336
10	10/25/2023 12:46	00d 00:01:00.0	44.5	62.3	48.8	38.9	--	48.4	47.7	43.5	40.1	39.4	----	----	28183.82931
11	10/25/2023 12:47	00d 00:01:00.0	48.1	65.9	55.8	39.1	--	54.3	52	46.5	39.8	39.4	----	----	64565.4229
12	10/25/2023 12:48	00d 00:01:00.0	48	65.8	53.4	39.7	--	53.1	52.1	46.2	42	41.8	----	----	63095.73445
13	10/25/2023 12:49	00d 00:01:00.0	49.5	67.3	53.7	43	--	53	52.5	49	45	43.3	----	----	89125.09381
14	10/25/2023 12:50	00d 00:01:00.0	50.8	68.6	54.6	43.9	--	53.9	53.7	50.4	45	44.6	----	----	120226.4435
15	10/25/2023 12:51	00d 00:01:00.0	50.8	68.6	55.5	46.8	--	54.3	53.7	50	47.2	47	----	----	120226.4435
16	10/25/2023 12:52	00d 00:01:00.0	54.9	72.7	62.8	43.1	--	61.4	60.6	49.8	43.4	43.3	----	----	309029.5433
17	10/25/2023 12:53	00d 00:01:00.0	48.1	65.9	51.4	45.1	--	50.8	49.4	48.1	46.2	45.5	----	----	64565.4229
18	10/25/2023 12:54	00d 00:01:00.0	49.1	66.9	52.9	44.3	--	52.6	52.1	48.3	45.3	44.5	----	----	81283.05162
19	10/25/2023 12:55	00d 00:01:00.0	46.2	64	51.3	42.5	--	50.7	49.8	44.1	43.1	43	----	----	41686.93835
20	10/25/2023 12:56	00d 00:01:00.0	47.4	65.2	52.4	42.5	--	51.5	50.8	45.9	43.2	42.9	----	----	54954.08739
21	10/25/2023 12:57	00d 00:01:00.0	49.7	67.5	53.4	40.6	--	53.1	52.5	49.2	42.6	41	----	----	93325.43008
22	10/25/2023 12:58	00d 00:01:00.0	49.8	67.6	53.9	45.3	--	52.9	52.5	49.2	46.8	46.1	----	----	95499.2586
23	10/25/2023 12:59	00d 00:01:00.0	49.5	67.3	52.6	44.2	--	52.2	51.6	49.7	45.3	44.6	----	----	89125.09381
24	10/25/2023 13:00	00d 00:01:00.0	50.5	68.3	58.1	45.1	--	55.4	53.8	48.8	47.1	45.6	----	----	112201.8454
25	10/25/2023 13:01	00d 00:01:00.0	51.1	68.9	56.9	45.4	--	55.3	54.6	49.7	46.1	45.7	----	----	128824.9552
26	10/25/2023 13:02	00d 00:01:00.0	49.8	67.6	54.4	45.3	--	54.1	51.9	49.3	46.5	45.8	----	----	95499.2586
27	10/25/2023 13:03	00d 00:01:00.0	48.7	66.5	55.4	44.3	--	54.5	51.2	47.5	44.7	44.4	----	----	74131.02413
28	10/25/2023 13:04	00d 00:01:00.0	51.1	68.9	56.9	43.4	--	56.3	54.6	50	44.4	43.9	----	----	128824.9552
29	10/25/2023 13:05	00d 00:01:00.0	51	68.8	55.2	45.4	--	54.1	53.3	50.8	47.7	46.7	----	----	125892.5412
30	10/25/2023 13:06	00d 00:01:00.0	51.2	69	55.8	45	--	55.4	54.6	50.3	46.4	46	----	----	131825.6739
31	10/25/2023 13:07	00d 00:00:39.7	48.1	64.1	51	44.4	--	50.5	49.9	48.1	45.2	44.4	----	----	64565.4229

15 min Leq

49.5

Monitoring Site: ST-09

Address: 142 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS03-R2

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 12:39	00d 00:01:00.0	49	66.8	80.6	43.6	--	52.1	51.8	48.5	44.6	43.9	----	----	79432.82347
2	10/25/2023 12:40	00d 00:01:00.0	49.6	67.4	57.2	40.9	--	56.1	53.7	47	42	41.5	----	----	91201.08394
3	10/25/2023 12:41	00d 00:01:00.0	56.2	74	66.4	43.2	--	65	57.2	51.2	46.2	43.5	----	----	416869.3835
4	10/25/2023 12:42	00d 00:01:00.0	48.2	66	55.4	37.1	--	54.2	53	44.5	38.6	37.8	----	----	66069.3448
5	10/25/2023 12:43	00d 00:01:00.0	50.7	68.5	55.2	40	--	54.7	54.3	50.4	41.2	40.5	----	----	117489.7555
6	10/25/2023 12:44	00d 00:01:00.0	52.3	70.1	61.2	43.5	--	57.4	56.1	50.2	45.6	44.2	----	----	169824.3652
7	10/25/2023 12:45	00d 00:01:00.0	49.7	67.5	54.7	41.3	--	53.7	53.2	48.6	41.7	41.5	----	----	93325.43008
8	10/25/2023 12:46	00d 00:01:00.0	46.6	64.4	51.9	40.2	--	50.8	50	45.1	40.8	40.6	----	----	45708.81896
9	10/25/2023 12:47	00d 00:01:00.0	50	67.8	58	40	--	56.5	52.2	48.1	43.1	41.2	----	----	100000
10	10/25/2023 12:48	00d 00:01:00.0	47.7	65.5	53.7	41.1	--	52.9	50.3	46.6	42.1	42	----	----	58884.36554
11	10/25/2023 12:49	00d 00:01:00.0	52.3	70.1	55.7	45.7	--	55.4	55.1	52	48.9	46.5	----	----	169824.3652
12	10/25/2023 12:50	00d 00:01:00.0	51.8	69.6	57.5	43.4	--	56.3	55.6	50.5	45.1	43.6	----	----	151356.1248
13	10/25/2023 12:51	00d 00:01:00.0	54.1	71.9	58.7	47.6	--	56.9	56.3	53.9	50.1	49.1	----	----	257039.5783
14	10/25/2023 12:52	00d 00:01:00.0	55.1	72.9	61.4	41.4	--	61.3	60.7	50.9	42.5	42.2	----	----	323593.6569
15	10/25/2023 12:53	00d 00:01:00.0	48.3	66.1	52.1	44.5	--	51.3	51	47.5	45.5	45.1	----	----	67608.29754
16	10/25/2023 12:54	00d 00:01:00.0	51.9	69.7	56.2	43.8	--	56.1	55.6	50.4	44.8	44.5	----	----	154881.6619
17	10/25/2023 12:55	00d 00:01:00.0	49	66.8	56	39.2	--	54.3	53.2	42.7	39.6	39.4	----	----	79432.82347
18	10/25/2023 12:56	00d 00:01:00.0	48.8	66.6	54.1	41.5	--	53.6	51.5	48.4	42.3	41.9	----	----	75857.7575
19	10/25/2023 12:57	00d 00:01:00.0	52.1	69.9	56.6	43.9	--	55.7	55.4	51.2	44.6	43.9	----	----	162181.0097
20	10/25/2023 12:58	00d 00:01:00.0	57	74.8	67.3	45.7	--	63	61.8	51.9	47.7	46.3	----	----	501187.2336
21	10/25/2023 12:59	00d 00:01:00.0	52	69.8	66.5	44.8	--	55.2	54.7	50.5	45.3	45.2	----	----	158489.3192
22	10/25/2023 13:00	00d 00:01:00.0	52.8	70.6	59.7	44.2	--	57.5	57.3	50.7	45.2	44.7	----	----	190546.0718
23	10/25/2023 13:01	00d 00:01:00.0	50.8	68.6	56.7	46.1	--	54.6	53.9	49.2	46.2	46	----	----	120226.4435
24	10/25/2023 13:02	00d 00:01:00.0	55.9	73.7	69.8	46.2	--	63	57.3	51.6	47.3	46.7	----	----	389045.145
25	10/25/2023 13:03	00d 00:01:00.0	49.4	67.2	54.2	44.1	--	54.3	52.3	47.8	44.6	44.4	----	----	87096.359
26	10/25/2023 13:04	00d 00:01:00.0	53.6	71.4	61.4	41.5	--	58.2	56	52.3	43.9	41.9	----	----	229086.7653
27	10/25/2023 13:05	00d 00:00:59.8	53.9	71.7	63.1	45	--	60.3	56	51.7	46.2	45.4	----	----	245470.8916

15 min Leq
52.1

Monitoring Site: ST-10

Address: 160 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS03-R3

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 12:41	00d 00:01:00.0	52.1	69.9	60.1	43.2	--	57.7	55.5	50.8	45.8	44.8	----	----	162181.0097
2	10/25/2023 12:42	00d 00:01:00.0	47.4	65.2	53.8	42.6	--	50.4	49.6	46.9	43.9	43.7	----	----	54954.08739
3	10/25/2023 12:43	00d 00:01:00.0	47	64.8	51.9	40.9	--	49.8	49.3	46.5	42.6	42.5	----	----	50118.72336
4	10/25/2023 12:44	00d 00:01:00.0	55.2	73	70.8	45	--	61	58.7	51.1	48	47.7	----	----	331131.1215
5	10/25/2023 12:45	00d 00:01:00.0	46.3	64.1	52.1	40	--	49.2	48.8	45.7	41.2	40.9	----	----	42657.95188
6	10/25/2023 12:46	00d 00:01:00.0	48	65.8	60	40.2	--	54.4	49.4	46.3	42.6	42.2	----	----	63095.73445
7	10/25/2023 12:47	00d 00:01:00.0	48.7	66.5	57.3	41	--	54.2	52.9	46	43.2	42.4	----	----	74131.02413
8	10/25/2023 12:48	00d 00:01:00.0	44.2	62	49.2	39.9	--	47.2	46.6	43.6	41.5	41.1	----	----	26302.67992
9	10/25/2023 12:49	00d 00:01:00.0	47.9	65.7	51.8	40.1	--	50.9	50.6	47.5	43.2	41.8	----	----	61659.50019
10	10/25/2023 12:50	00d 00:01:00.0	46.2	64	49.8	41.9	--	48.9	48.4	45.9	43.3	43	----	----	41686.93835
11	10/25/2023 12:51	00d 00:01:00.0	48.3	66.1	53.4	44.4	--	50.9	50.2	47.9	46	45.4	----	----	67608.29754
12	10/25/2023 12:52	00d 00:01:00.0	47.1	64.9	57.4	40	--	50.6	49.1	46.4	41.8	41.1	----	----	51286.1384
13	10/25/2023 12:53	00d 00:01:00.0	53.3	71.1	65	40.9	--	60.4	58.9	47.3	43.7	42.4	----	----	213796.209
14	10/25/2023 12:54	00d 00:01:00.0	44.5	62.3	50.2	40.9	--	47.5	47.1	44.2	42	41.9	----	----	28183.82931
15	10/25/2023 12:55	00d 00:01:00.0	47.6	65.4	55.4	40.1	--	52.4	50.2	46.9	43.9	42.7	----	----	57543.99373
16	10/25/2023 12:56	00d 00:01:00.0	45.8	63.6	53.1	39.2	--	51.3	49.7	44.1	41.9	40.4	----	----	38018.93963
17	10/25/2023 12:57	00d 00:01:00.0	47	64.8	51.9	41.3	--	50.8	49.9	46.4	43.6	43.6	----	----	50118.72336
18	10/25/2023 12:58	00d 00:01:00.0	49.4	67.2	64.5	42.3	--	53.3	52.3	47.5	44	43.4	----	----	87096.359
19	10/25/2023 12:59	00d 00:01:00.0	47.3	65.1	54.9	43.1	--	49.7	49.5	47	44.6	44.4	----	----	53703.17964
20	10/25/2023 13:00	00d 00:01:00.0	48.5	66.3	56.2	43	--	51.6	50.9	48	45	44.3	----	----	70794.57844
21	10/25/2023 13:01	00d 00:01:00.0	48.1	65.9	54.4	42.6	--	50.8	50.4	47.8	44.7	44.1	----	----	64565.4229
22	10/25/2023 13:02	00d 00:01:00.0	48.4	66.2	55.6	42.5	--	52	51.4	47.5	43.9	43.3	----	----	69183.09709
23	10/25/2023 13:03	00d 00:00:06.4	46.4	54.5	50.7	44.2	--	47.4	47.4	46.5	44.8	44.8	----	----	43651.58322

15 min Leq
48.1

Monitoring Site: ST-11

Address: 170 Beacon Cir, Boalsburg, PA 16827

Measurement Session: TMS03-R4

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 12:43	00d 00:01:00.0	51.5	69.3	60	45.5	--	55.1	54.3	50.6	47	46	----	----	141253.7545
2	10/25/2023 12:44	00d 00:01:00.0	60.1	77.9	68.4	46.3	--	66.7	65.3	56.7	49.8	47.8	----	----	1023292.992
3	10/25/2023 12:45	00d 00:01:00.0	48.8	66.6	52.2	43.2	--	52	51.4	48	45.8	44.4	----	----	75857.7575
4	10/25/2023 12:46	00d 00:01:00.0	50.5	68.3	53.8	46.8	--	53.4	53.2	50	47.5	47.3	----	----	112201.8454
5	10/25/2023 12:47	00d 00:01:00.0	51.5	69.3	59.8	44.5	--	57.1	53.1	49.4	46.2	45.1	----	----	141253.7545
6	10/25/2023 12:48	00d 00:01:00.0	46.4	64.2	51.3	42.9	--	49.8	49.2	45.5	44	43.3	----	----	43651.58322
7	10/25/2023 12:49	00d 00:01:00.0	52.3	70.1	54.8	45.2	--	54.2	53.9	52.4	49.9	48.7	----	----	169824.3652
8	10/25/2023 12:50	00d 00:01:00.0	48.2	66	52.4	43.6	--	51.8	50.9	47.9	44.7	43.8	----	----	66069.3448
9	10/25/2023 12:51	00d 00:01:00.0	52	69.8	57.5	45.1	--	56.3	54.2	51.1	47.6	46.8	----	----	158489.3192
10	10/25/2023 12:52	00d 00:01:00.0	50	67.8	58.3	45.5	--	53.9	51.6	48.2	46.3	45.9	----	----	100000
11	10/25/2023 12:53	00d 00:01:00.0	59.3	77.1	70.3	44.8	--	68.4	64.4	49.3	46	45.2	----	----	851138.0382
12	10/25/2023 12:54	00d 00:01:00.0	45.7	63.5	48.6	41.8	--	48.1	47.5	45.5	42.9	42.2	----	----	37153.52291
13	10/25/2023 12:55	00d 00:01:00.0	50.5	68.3	59.8	43.4	--	55.9	52.9	48.7	45.4	45	----	----	112201.8454
14	10/25/2023 12:56	00d 00:01:00.0	51.9	69.7	60.3	42.5	--	58.8	56.7	48.8	43.6	43.3	----	----	154881.6619
15	10/25/2023 12:57	00d 00:01:00.0	48.1	65.9	50.8	40.2	--	50.7	50.6	48.3	43.6	41.1	----	----	64565.4229
16	10/25/2023 12:58	00d 00:01:00.0	51.4	69.2	57.9	44.7	--	57.2	55.6	48.7	45.2	45	----	----	138038.4265
17	10/25/2023 12:59	00d 00:01:00.0	49.8	67.6	54.1	46.1	--	52.9	52.1	49.1	46.9	46.4	----	----	95499.2586
18	10/25/2023 13:00	00d 00:01:00.0	52.9	70.7	61.3	44.2	--	58	55.4	51.3	45.5	44.5	----	----	194984.46
19	10/25/2023 13:01	00d 00:01:00.0	50.6	68.4	54.4	45.5	--	54.5	53.6	49.8	46	45.6	----	----	114815.3621
20	10/25/2023 13:02	00d 00:01:00.0	51.6	69.4	58.7	45.3	--	57.6	55.6	49.5	46.7	46.3	----	----	144543.9771
21	10/25/2023 13:03	00d 00:00:45.0	51.9	68.4	58.6	47.8	--	57.1	56.4	49.4	48.3	48.1	----	----	154881.6619

52.0

75857.7575
112201.8454
141253.7545
43651.58322
169824.3652
66069.3448
158489.3192
100000
37153.52291
112201.8454
154881.6619
64565.4229
138038.4265

50.2

Monitoring Site: ST-12

Address: 857 Jack's Mill Dr, Boalsburg, PA 16827

Measurement Session: TMS04-R1

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 14:04	00d 00:01:00.0	61.6	79.4	85.3	51.2	--	65.9	65.2	60.6	55.2	52.1	----	----	1445439.771
2	10/25/2023 14:05	00d 00:01:00.0	68.8	86.6	79.4	59	--	75.8	71.9	63.7	61.2	60.4	----	----	7585775.75
3	10/25/2023 14:06	00d 00:01:00.0	63.5	81.3	68.8	51.7	--	68.6	67.6	60	55.5	52.8	----	----	2238721.139
4	10/25/2023 14:07	00d 00:01:00.0	62.7	80.5	68.8	50.4	--	67.8	66.2	61.9	54.3	51.7	----	----	1862087.137
5	10/25/2023 14:08	00d 00:01:00.0	60.4	78.2	66.5	53.8	--	65.2	64	58.9	54.9	54.5	----	----	1096478.196
6	10/25/2023 14:09	00d 00:01:00.0	59.9	77.7	67.2	44.8	--	65.6	64.3	54.6	46.3	45.2	----	----	977237.221
7	10/25/2023 14:10	00d 00:01:00.0	67.6	85.4	73.5	61.8	--	73.5	71.3	65.2	63.2	61.9	----	----	5754399.373
8	10/25/2023 14:11	00d 00:01:00.0	60.4	78.2	65.8	52.6	--	65.1	64.4	58.1	53.1	52.4	----	----	1096478.196
9	10/25/2023 14:12	00d 00:01:00.0	64.8	82.6	73.1	55.5	--	70.9	67.4	62.6	59.2	58.2	----	----	3019951.72
10	10/25/2023 14:13	00d 00:01:00.0	57.6	75.4	65.8	45	--	64.6	63.2	53.2	46.8	45.8	----	----	575439.9373
11	10/25/2023 14:14	00d 00:01:00.0	66.3	84.1	76.6	47.6	--	73.7	70.2	60.9	52.6	48.3	----	----	4265795.188
12	10/25/2023 14:15	00d 00:01:00.0	60.2	78	64.7	48	--	64.1	63.6	59.8	52.4	48.9	----	----	1047128.548
13	10/25/2023 14:16	00d 00:01:00.0	61.6	79.4	70.5	50.8	--	67.7	65.1	59.7	54.9	52.8	----	----	1445439.771
14	10/25/2023 14:17	00d 00:01:00.0	61.9	79.7	67.7	51	--	66.3	65	61.6	54	52.9	----	----	1548816.619
15	10/25/2023 14:18	00d 00:01:00.0	63.6	81.4	71.9	53.4	--	69.3	67.3	61.7	55.2	54.2	----	----	2290867.653
16	10/25/2023 14:19	00d 00:01:00.0	63.1	80.9	67.6	53.9	--	67.8	66.6	62.2	56.3	54.5	----	----	2041737.945
17	10/25/2023 14:20	00d 00:01:00.0	62.5	80.3	68.9	49.5	--	67.6	67	58.5	52.3	50.8	----	----	1778279.41
18	10/25/2023 14:21	00d 00:01:00.0	61.1	78.9	66.2	52.2	--	65.2	65	60	53.7	53.1	----	----	1288249.552
19	10/25/2023 14:22	00d 00:01:00.0	60.4	78.2	66.7	49.8	--	65.3	63.3	59.1	53.3	52.1	----	----	1096478.196
20	10/25/2023 14:23	00d 00:01:00.0	58.9	76.7	63.9	50.8	--	63.3	62.3	57.7	52.6	51.8	----	----	776247.1166
21	10/25/2023 14:24	00d 00:01:00.0	63.6	81.4	68.6	49.2	--	68.3	68	63	52	49.8	----	----	2290867.653
22	10/25/2023 14:25	00d 00:01:00.0	62.7	80.5	68.3	55.4	--	67	65.2	61.8	59.1	58.1	----	----	1862087.137
23	10/25/2023 14:26	00d 00:01:00.0	62.2	80	69.3	54.8	--	67.4	65.1	60.4	55.6	55.3	----	----	1659586.907
24	10/25/2023 14:27	00d 00:01:00.0	61.1	78.9	69.8	50.7	--	67	64.5	58.9	52	51.4	----	----	1288249.552
25	10/25/2023 14:28	00d 00:01:00.0	61.7	79.5	66	52	--	65.9	65.1	60.5	54	52.7	----	----	1479108.388
26	10/25/2023 14:29	00d 00:01:00.0	62.1	79.9	67.2	56.9	--	66.5	65.5	60.7	57.3	57	----	----	1621810.097
27	10/25/2023 14:30	00d 00:01:00.0	59	76.8	64.7	52.1	--	63.3	62.9	57.8	53.5	52.6	----	----	794328.2347
28	10/25/2023 14:31	00d 00:01:00.0	64.2	82	71.4	54.5	--	69.9	67.4	62.4	56.1	55.5	----	----	2630267.992
29	10/25/2023 14:32	00d 00:01:00.0	62.2	80	66.9	49.7	--	66.5	65.4	61.7	50.9	50.3	----	----	1659586.907
30	10/25/2023 14:33	00d 00:01:00.0	59	76.8	63.7	48.3	--	62.7	61.4	58.4	53.6	52.2	----	----	794328.2347
31	10/25/2023 14:34	00d 00:01:00.0	62.1	79.9	68.3	52.3	--	67.9	65.5	60.9	54.6	53.8	----	----	1621810.097
32	10/25/2023 14:35	00d 00:01:00.0	64.8	82.6	74	55.1	--	71.4	67.8	61.7	58	56	----	----	3019951.72
33	10/25/2023 14:36	00d 00:01:00.0	63.5	81.3	67.2	52.6	--	67.2	66.5	62.8	56.5	54.2	----	----	2238721.139
34	10/25/2023 14:37	00d 00:00:50.1	65.8	82.8	81.6	53.6	--	63.2	62.1	58.6	54.2	53.5	----	----	3801893.963

15 min Leq

62.6

Monitoring Site: ST-13

Address: 176/190 Faith Circle, Boalsburg, PA 16827

Measurement Session: TMS04-R2

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 14:05	00d 00:01:00.0	61.2	79	73.1	51.8	--	65.9	64.1	58.6	54.2	52.4	----	----	1318256.739
2	10/25/2023 14:06	00d 00:01:00.0	59.7	77.5	65	52.2	--	64.6	64.1	58.5	53.4	52.8	----	----	933254.3008
3	10/25/2023 14:07	00d 00:01:00.0	57.1	74.9	62.6	47.3	--	61.8	60.9	55.9	49.7	48.9	----	----	512861.384
4	10/25/2023 14:08	00d 00:01:00.0	55.7	73.5	61.7	41.3	--	61	59.7	54.7	43.8	41.9	----	----	371535.2291
5	10/25/2023 14:09	00d 00:01:00.0	58.3	76.1	64.3	41.3	--	63.6	62.7	55.9	41.8	41.6	----	----	676082.9754
6	10/25/2023 14:10	00d 00:01:00.0	62.5	80.3	68.1	57	--	66.9	65.8	61.9	58.3	58.1	----	----	1778279.41
7	10/25/2023 14:11	00d 00:01:00.0	56.3	74.1	61.1	51.1	--	60.1	59.3	54.9	51.8	51.6	----	----	426579.5188
8	10/25/2023 14:12	00d 00:01:00.0	60.6	78.4	66.9	56.3	--	65.3	62.8	59.4	57.3	56.6	----	----	1148153.621
9	10/25/2023 14:13	00d 00:01:00.0	51.2	69	59.8	43.4	--	57.1	56.2	48.6	44.1	43.8	----	----	131825.6739
10	10/25/2023 14:14	00d 00:01:00.0	61.3	79.1	68.6	51.4	--	67.7	66.4	56.6	54.3	52.8	----	----	1348962.883
11	10/25/2023 14:15	00d 00:01:00.0	56	73.8	60.8	45.9	--	60.3	60.1	54.4	47	46.3	----	----	398107.1706
12	10/25/2023 14:16	00d 00:01:00.0	58.1	75.9	65.2	49.5	--	64.6	61.2	56.1	50.9	50.6	----	----	645654.229
13	10/25/2023 14:17	00d 00:01:00.0	57.8	75.6	62.5	48.8	--	61.9	61.3	57.2	50.2	49.7	----	----	602559.5861
14	10/25/2023 14:18	00d 00:01:00.0	58.2	76	63.8	48.3	--	63.2	62.7	56.7	51.1	49.5	----	----	660693.448
15	10/25/2023 14:19	00d 00:01:00.0	62.8	80.6	70.3	49.3	--	66.8	66	61	55.8	53.9	----	----	1905460.718
16	10/25/2023 14:20	00d 00:01:00.0	55.6	73.4	61.7	46.1	--	61.3	60.6	52.7	47.8	47.2	----	----	363078.0548
17	10/25/2023 14:21	00d 00:01:00.0	57.4	75.2	61.3	48.3	--	60.7	60.3	57.5	52	51.3	----	----	549540.8739
18	10/25/2023 14:22	00d 00:01:00.0	54.2	72	58.6	44.1	--	57.3	56.7	54.2	44.6	44.5	----	----	263026.7992
19	10/25/2023 14:23	00d 00:01:00.0	56.3	74.1	63.1	49.9	--	61.4	59.8	54.9	51.5	50.3	----	----	426579.5188
20	10/25/2023 14:24	00d 00:01:00.0	58.8	76.6	65	49.8	--	63.1	62.4	57.9	51.9	50.8	----	----	758577.575
21	10/25/2023 14:25	00d 00:01:00.0	58.4	76.2	63.6	51.6	--	62.3	61.1	57.1	54.2	51.8	----	----	691830.9709
22	10/25/2023 14:26	00d 00:01:00.0	58.3	76.1	64.8	51.6	--	63.6	61.7	56.5	52.8	52	----	----	676082.9754
23	10/25/2023 14:27	00d 00:01:00.0	54.3	72.1	59.2	46.2	--	57.7	57.6	53.8	48.1	47.2	----	----	269153.4804
24	10/25/2023 14:28	00d 00:01:00.0	57.5	75.3	61.6	46.1	--	60.8	60.2	57.3	51.4	48.5	----	----	562341.3252
25	10/25/2023 14:29	00d 00:01:00.0	57.3	75.1	62.1	49.4	--	61.9	61.2	56.4	52.3	49.8	----	----	537031.7964
26	10/25/2023 14:30	00d 00:01:00.0	54.5	72.3	57.5	49.2	--	57	56.9	54.6	50.4	50.1	----	----	281838.2931
27	10/25/2023 14:31	00d 00:01:00.0	60.1	77.9	65.4	48.1	--	64.4	63.6	59.4	51.2	50.8	----	----	1023292.992
28	10/25/2023 14:32	00d 00:01:00.0	55.7	73.5	61.2	44.5	--	59.8	59.6	55.7	46.3	45.6	----	----	371535.2291
29	10/25/2023 14:33	00d 00:01:00.0	54.8	72.6	57.9	47.8	--	57.9	57.5	55.1	49.4	48.8	----	----	301995.172
30	10/25/2023 14:34	00d 00:01:00.0	57.6	75.4	63.1	51.9	--	61.9	61	56.8	53.6	53	----	----	575439.9373
31	10/25/2023 14:35	00d 00:01:00.0	60.8	78.6	68.9	50.5	--	68.6	64.5	57.7	52.3	51.2	----	----	1202264.435
32	10/25/2023 14:36	00d 00:00:26.2	59.2	73.4	63.5	49.9	--	63.3	62.1	58.7	50.8	49.9	----	----	831763.7711

15 min Leq

58.5

Monitoring Site: ST-14

Address: 102 Jack's Mill Dr, Boalsburg, PA 16827

Measurement Session: TMS04-R3

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 14:11	00d 00:01:00.0	66.5	84.3	73	55.1	--	71	69.6	65	60.2	59	----	----	4466835.922
2	10/25/2023 14:12	00d 00:01:00.0	66.8	84.6	73.2	49.3	--	71.3	71.1	65.6	53.9	51.1	----	----	4786300.923
3	10/25/2023 14:13	00d 00:01:00.0	64.7	82.5	73.3	48.8	--	70.7	69	61.3	52.6	50.5	----	----	2951209.227
4	10/25/2023 14:14	00d 00:01:00.0	67.3	85.1	77.7	53.7	--	73.8	72	63.3	56.4	55.4	----	----	5370317.964
5	10/25/2023 14:15	00d 00:01:00.0	63	80.8	73.2	49.1	--	68.6	68.3	59.2	51.6	51	----	----	1995262.315
6	10/25/2023 14:16	00d 00:01:00.0	65.4	83.2	71.3	55.9	--	70.2	69.3	64.3	60.3	58.9	----	----	3467368.505
7	10/25/2023 14:17	00d 00:01:00.0	70.8	88.6	83.8	58.1	--	78.6	73.1	67.8	61.6	60.4	----	----	12022644.35
8	10/25/2023 14:18	00d 00:01:00.0	67.5	85.3	77.6	51.5	--	74.5	72.4	64.9	56.1	53.6	----	----	5623413.252
9	10/25/2023 14:19	00d 00:01:00.0	68.4	86.2	76.4	52.2	--	74.4	73	63.5	54.1	53.4	----	----	6918309.709
10	10/25/2023 14:20	00d 00:01:00.0	64.6	82.4	72.6	51.8	--	70.4	68.8	61.3	54.4	53	----	----	2884031.503
11	10/25/2023 14:21	00d 00:01:00.0	62.6	80.4	72.5	47.4	--	69.2	68.6	58.4	50	49.4	----	----	1819700.859
12	10/25/2023 14:22	00d 00:01:00.0	64.6	82.4	73.1	49.6	--	71.1	69.7	62.5	55	52	----	----	2884031.503
13	10/25/2023 14:23	00d 00:01:00.0	64.8	82.6	75.8	51.5	--	72.3	69.4	62.2	56.2	54.4	----	----	3019951.72
14	10/25/2023 14:24	00d 00:01:00.0	65.4	83.2	75.5	51.3	--	72	68.1	62.8	54.8	53.4	----	----	3467368.505
15	10/25/2023 14:25	00d 00:01:00.0	67	84.8	74.8	55.5	--	71.3	70.7	66.2	60.6	60.5	----	----	5011872.336
16	10/25/2023 14:26	00d 00:01:00.0	63.6	81.4	71	49	--	68.9	68.4	61.9	52.3	51.2	----	----	2290867.653
17	10/25/2023 14:27	00d 00:01:00.0	65.5	83.3	77.5	51.9	--	72.1	69.1	62.1	55.4	53.2	----	----	3548133.892
18	10/25/2023 14:28	00d 00:00:47.0	63.3	80	70.8	49.2	--	69	68.1	60.7	51.6	50.3	----	----	2137962.09

66.3

Monitoring Site: ST-15

Address: 101 Jack's Mill Dr, Boalsburg, PA 16827

Measurement Session: TMS04-R4

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	10/25/2023 14:11	00d 00:01:00.0	73.3	91.1	84.1	63.8	--	77.4	76.5	73.2	67.6	66.2	----	----	21379620.9
2	10/25/2023 14:12	00d 00:01:00.0	67	84.8	74.7	53.2	--	73.2	71.3	65.3	58.7	55	----	----	5011872.336
3	10/25/2023 14:13	00d 00:01:00.0	72.2	90	77.5	62	--	76.7	76.3	70.4	66.5	64	----	----	16595869.07
4	10/25/2023 14:14	00d 00:01:00.0	65.3	83.1	75	55.8	--	72.3	68.3	62	57	56.1	----	----	3388441.561
5	10/25/2023 14:15	00d 00:01:00.0	71.1	88.9	79.1	57.6	--	77	75.9	69	59.7	58.7	----	----	12882495.52
6	10/25/2023 14:16	00d 00:01:00.0	68.7	86.5	75.5	55.4	--	74.8	73.4	66.4	57.1	56.3	----	----	7413102.413
7	10/25/2023 14:17	00d 00:01:00.0	70.1	87.9	77.6	55.9	--	77.1	74.4	68.3	61.6	56.7	----	----	10232929.92
8	10/25/2023 14:18	00d 00:01:00.0	68.7	86.5	76.2	56.9	--	74	72.5	67.3	60	58.6	----	----	7413102.413
9	10/25/2023 14:19	00d 00:01:00.0	69.4	87.2	76.8	56.5	--	75.9	74.7	64.3	58.2	57.5	----	----	8709635.9
10	10/25/2023 14:20	00d 00:01:00.0	71.7	89.5	76.7	60.4	--	76.3	75.6	71.1	62.7	62.3	----	----	14791083.88
11	10/25/2023 14:21	00d 00:01:00.0	65.5	83.3	72.9	51	--	70.4	70.2	62.4	52.4	51.9	----	----	3548133.892
12	10/25/2023 14:22	00d 00:01:00.0	69.4	87.2	75.7	54.2	--	75.5	73.9	66.9	55.6	55.2	----	----	8709635.9
13	10/25/2023 14:23	00d 00:01:00.0	64.5	82.3	69.3	51.1	--	68.6	67.4	64.9	56.3	52.5	----	----	2818382.931
14	10/25/2023 14:24	00d 00:01:00.0	68.8	86.6	76.8	49.9	--	74	72.4	67	58.1	57.5	----	----	7585775.75
15	10/25/2023 14:25	00d 00:01:00.0	70.6	88.4	76.7	59.5	--	76.8	75.9	66.6	61	60.3	----	----	11481536.21
16	10/25/2023 14:26	00d 00:01:00.0	68.8	86.6	75.1	56.1	--	73.4	73	67.9	59.7	57.6	----	----	7585775.75
17	10/25/2023 14:27	00d 00:01:00.0	69.7	87.5	78.7	60.2	--	73.9	73.1	67.8	63.5	62.3	----	----	9332543.008
18	10/25/2023 14:28	00d 00:01:00.0	66.4	84.2	73.8	56	--	72.7	70.4	64.4	59.1	58.3	----	----	4365158.322
19	10/25/2023 14:29	00d 00:01:00.0	68.9	86.7	74.4	54.8	--	74.1	72.7	67.4	58.1	55.6	----	----	7762471.166
20	10/25/2023 14:30	00d 00:00:14.3	63.6	75.2	68.2	56.1	--	68.8	68.4	60.7	56.3	55.7	----	----	2290867.653

Monitoring Site: ST-16

Address: 191 Meadow Lark Ln, Boalsburg, PA 16827

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6888	10/31/2023 12:41	00d 00:01:00.0	67.9	85.7	79.8	48.9	--	77.4	71.8	54.7	50.1	49.4	----	----	6165950.019	
6889	10/31/2023 12:42	00d 00:01:00.0	68.1	85.9	78.5	43.4	--	74.4	73.7	48.4	43.7	43.2	----	----	6456542.29	
6890	10/31/2023 12:43	00d 00:01:00.0	74.1	91.9	79.5	55.9	--	78.4	77.4	73.2	56.1	48.7	----	----	25703957.83	
6891	10/31/2023 12:44	00d 00:01:00.0	70.2	88	76.6	59	--	75.8	74.9	67.6	62.2	47.2	----	----	10471285.48	
6892	10/31/2023 12:45	00d 00:01:00.0	70.5	88.3	75.5	52.6	--	74.9	74.3	70.3	47.5	42.3	----	----	11220184.54	15 min Leq
6893	10/31/2023 12:46	00d 00:01:00.0	71	88.8	76.9	51.5	--	76.8	75.8	68	45.3	43	----	----	12589254.12	64.0
6894	10/31/2023 12:47	00d 00:01:00.0	63.3	81.1	72.2	42.9	--	71.8	68.8	56.9	41.6	41.1	----	----	2137962.09	
6895	10/31/2023 12:48	00d 00:01:00.0	50.6	68.4	57.5	42.3	--	55.2	53.9	49.8	44	43.1	----	----	114815.3621	
6896	10/31/2023 12:49	00d 00:01:00.0	48.1	65.9	56.2	37.7	--	54.9	52.6	45	38.6	38.2	----	----	64565.4229	
6897	10/31/2023 12:50	00d 00:01:00.0	47	64.8	49.7	39.9	--	49.5	48.9	46.9	44.7	41.4	----	----	50118.72336	
6898	10/31/2023 12:51	00d 00:01:00.0	62	79.8	65.5	45.5	--	65.4	64.9	62.6	48.6	48.1	----	----	1584893.192	
6899	10/31/2023 12:52	00d 00:01:00.0	69.9	87.7	81.4	42.5	--	80.2	74.2	53.1	44.2	43	----	----	9772372.21	
6900	10/31/2023 12:53	00d 00:01:00.0	42.7	60.5	47.3	38.6	--	46.3	45.5	41.9	40.6	39.9	----	----	18620.87137	
6901	10/31/2023 12:54	00d 00:01:00.0	43.9	61.7	51	39.7	--	47.8	46.7	41.8	40.2	40.1	----	----	24547.08916	
6902	10/31/2023 12:55	00d 00:01:00.0	48.2	66	57.7	38.5	--	55.1	53.8	41.4	39.4	39.1	----	----	66069.3448	
6903	10/31/2023 12:56	00d 00:01:00.0	47.4	65.2	51.7	41.2	--	51.1	50.6	46.5	42.8	41.6	----	----	54954.08739	
6904	10/31/2023 12:57	00d 00:01:00.0	48	65.8	50.9	41.5	--	50.9	50.3	48.1	42.3	41.7	----	----	63095.73445	
6905	10/31/2023 12:58	00d 00:01:00.0	47.2	65	53.1	40.8	--	50.3	49.5	47.1	41.9	41.3	----	----	52480.74602	
6906	10/31/2023 12:59	00d 00:01:00.0	40.2	58	46.3	36.2	--	43.7	43.2	39	36.8	36.4	----	----	10471.28548	
6907	10/31/2023 13:00	00d 00:01:00.0	44.9	62.7	48.8	39.3	--	48.2	47.7	44.4	40	39.6	----	----	30902.95433	
6908	10/31/2023 13:01	00d 00:01:00.0	48.4	66.2	53.5	42.2	--	52.9	51.5	48	43.1	42.9	----	----	69183.09709	
6909	10/31/2023 13:02	00d 00:01:00.0	45.8	63.6	51.4	37.4	--	51.1	49.4	44.5	39.3	37.6	----	----	38018.93963	
6910	10/31/2023 13:03	00d 00:01:00.0	57.9	75.7	68	45.4	--	65.3	63.2	50	46.6	46.1	----	----	616595.0019	
6911	10/31/2023 13:04	00d 00:01:00.0	49.7	67.5	53.9	43.3	--	53.1	52.5	49	46	44.4	----	----	93325.43008	
6912	10/31/2023 13:05	00d 00:01:00.0	44.8	62.6	50.6	39.9	--	48.9	48.3	43.6	41.2	40.3	----	----	30199.5172	
6913	10/31/2023 13:06	00d 00:01:00.0	47.6	65.4	53.8	42.4	--	52.7	50.3	46.2	43.7	43.2	----	----	57543.99373	
6914	10/31/2023 13:07	00d 00:01:00.0	42.4	60.2	52.2	37.6	--	45.3	43.9	41.2	38.4	38	----	----	17378.00829	
6915	10/31/2023 13:08	00d 00:01:00.0	49.7	67.5	57.8	45.6	--	53.4	51.4	48.7	46.4	45.8	----	----	93325.43008	
6916	10/31/2023 13:09	00d 00:01:00.0	51.9	69.7	59.4	45.6	--	58.3	55.7	49.6	46.2	45.8	----	----	154881.6619	
6917	10/31/2023 13:10	00d 00:01:00.0	47.1	64.9	50.9	43.4	--	50.5	49.9	45.9	43.9	43.7	----	----	51286.1384	
6918	10/31/2023 13:11	00d 00:01:00.0	47.8	65.6	53.5	43.1	--	52.1	50.2	46.9	44.2	43.6	----	----	60255.95861	
6919	10/31/2023 13:12	00d 00:01:00.0	48.6	66.4	53.3	42.6	--	52.7	51.8	48	43.3	42.6	----	----	72443.59601	
6920	10/31/2023 13:13	00d 00:01:00.0	47	64.8	53.8	41.2	--	52.9	51.3	45	42.1	41.6	----	----	50118.72336	
6921	10/31/2023 13:14	00d 00:01:00.0	51	68.8	54.3	45	--	54.1	53.6	50.8	46.1	45.5	----	----	125892.5412	
6922	10/31/2023 13:15	00d 00:01:00.0	45.9	63.7	51.5	37.5	--	50.5	48.6	43.8	39.4	38.4	----	----	38904.5145	
6923	10/31/2023 13:16	00d 00:01:00.0	48.9	66.7	55.8	38.5	--	55.3	54.1	43.7	39.4	38.7	----	----	77624.71166	
6924	10/31/2023 13:17	00d 00:01:00.0	48.6	66.4	54.5	39.4	--	53.7	53	47	40.8	40.2	----	----	72443.59601	
6925	10/31/2023 13:18	00d 00:01:00.0	46.3	64.1	50	41.8	--	49.9	49.1	45.6	42.4	42.3	----	----	42657.95188	
6926	10/31/2023 13:19	00d 00:01:00.0	47.4	65.2	54.4	38.3	--	54.2	52.6	43.7	39.5	39	----	----	54954.08739	
6927	10/31/2023 13:20	00d 00:01:00.0	44.5	62.3	48.4	39.6	--	47.7	46.9	43.8	41.8	40.1	----	----	28183.82931	
6928	10/31/2023 13:21	00d 00:01:00.0	46.1	63.9	50.9	42.3	--	49.1	48.6	45.8	43.5	42.9	----	----	40738.02778	
6929	10/31/2023 13:22	00d 00:01:00.0	47.2	65	52.4	41.5	--	51.8	50.4	46.1	42.9	42.1	----	----	52480.74602	
6930	10/31/2023 13:23	00d 00:01:00.0	48.4	66.2	53.6	42.8	--	52	50.9	47.6	45.2	44.5	----	----	69183.09709	
6931	10/31/2023 13:24	00d 00:01:00.0	66.5	84.3	80.6	46.3	--	73.4	69.4	56.7	50.3	48.9	----	----	4466835.922	
6932	10/31/2023 13:25	00d 00:00:50.6	62	79.1	72.2	48.3	--	70	67.7	55.9	49.4	47.6	----	----	1584893.192	

Monitoring Site: ST-17

Address: 180 Meadow Lark Ln, Boalsburg, PA 16827

Sound Level Meter: Rion #6

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6975	10/31/2023 12:38	00d 00:01:00.0	61.3	79.1	68.7	48.8	--	67.5	65.9	57.8	51.8	49.1	----	----	1348962.883	
6976	10/31/2023 12:39	00d 00:01:00.0	55.2	73	61.4	45.4	--	61.2	60	52.6	48.6	46.5	----	----	331131.1215	
6977	10/31/2023 12:40	00d 00:01:00.0	55.1	72.9	62.5	44	--	62.1	60.1	51.4	46.4	45.5	----	----	323593.6569	
6978	10/31/2023 12:41	00d 00:01:00.0	56.6	74.4	60.9	48.3	--	59.8	58.7	56.8	49.5	48.9	----	----	457088.1896	
6979	10/31/2023 12:42	00d 00:01:00.0	54	71.8	59.8	47.3	--	59.1	58.2	52.4	48.1	47.6	----	----	251188.6432	
6980	10/31/2023 12:43	00d 00:01:00.0	55.4	73.2	61.2	50.5	--	60.6	58	54.2	51.9	51.7	----	----	346736.8505	
6981	10/31/2023 12:44	00d 00:01:00.0	53.5	71.3	58.6	46.7	--	57.3	56.7	52.7	48.6	47.8	----	----	223872.1139	
6982	10/31/2023 12:45	00d 00:01:00.0	53.1	70.9	59.3	45.7	--	58.3	57.6	51.1	46.6	46.2	----	----	204173.7945	55.3
6983	10/31/2023 12:46	00d 00:01:00.0	53.8	71.6	58.5	43.5	--	57.8	57.2	53	45	44.3	----	----	239883.2919	
6984	10/31/2023 12:47	00d 00:01:00.0	51.9	69.7	57.5	43.5	--	56.9	55.5	49.8	45.2	44.5	----	----	154881.6619	
6985	10/31/2023 12:48	00d 00:01:00.0	56.7	74.5	61.4	47.8	--	61	60	56.1	49.7	48.6	----	----	467735.1413	
6986	10/31/2023 12:49	00d 00:01:00.0	55.1	72.9	63.6	39.9	--	63	58.8	50.9	41	40.6	----	----	323593.6569	
6987	10/31/2023 12:50	00d 00:01:00.0	55.9	73.7	61.9	45.6	--	60.7	59.2	55.2	47.7	46.3	----	----	389045.145	
6988	10/31/2023 12:51	00d 00:01:00.0	57.8	75.6	67.4	50.7	--	63.8	60	54.5	52.2	51.2	----	----	602559.5861	
6989	10/31/2023 12:52	00d 00:01:00.0	54.6	72.4	60.8	46.4	--	60.4	59.8	52.7	47.1	46.4	----	----	288403.1503	
6990	10/31/2023 12:53	00d 00:01:00.0	52.5	70.3	58.5	45.9	--	58	55.4	51.8	46.4	46.1	----	----	177827.941	
6991	10/31/2023 12:54	00d 00:01:00.0	57.2	75	66.1	45.2	--	63.3	61.9	52	46.8	45.1	----	----	524807.4602	
6992	10/31/2023 12:55	00d 00:01:00.0	51.8	69.6	62.5	44.6	--	58.5	57.2	48.1	45.9	45	----	----	151356.1248	
6993	10/31/2023 12:56	00d 00:01:00.0	54.7	72.5	60.6	44.3	--	60.6	58.8	52.5	47.7	46.7	----	----	295120.9227	
6994	10/31/2023 12:57	00d 00:01:00.0	58.1	75.9	62.2	47.5	--	61.8	61.2	57.5	49.5	48.3	----	----	645654.229	
6995	10/31/2023 12:58	00d 00:01:00.0	56.8	74.6	64.6	46.2	--	61.8	60.3	54.3	48.3	46.6	----	----	478630.0923	
6996	10/31/2023 12:59	00d 00:01:00.0	49.2	67	56.3	41.2	--	55.4	53.6	46.6	42.6	41.5	----	----	83176.37711	
6997	10/31/2023 13:00	00d 00:01:00.0	54.7	72.5	59.7	45.7	--	59.4	58.6	52.3	46.3	45.9	----	----	295120.9227	
6998	10/31/2023 13:01	00d 00:01:00.0	56.4	74.2	63.6	47.7	--	62.8	59.9	54.9	48.7	47.9	----	----	436515.8322	
6999	10/31/2023 13:02	00d 00:01:00.0	54.4	72.2	58.5	45	--	57.8	56.8	54.2	46.8	45.8	----	----	275422.8703	
7000	10/31/2023 13:03	00d 00:01:00.0	55	72.8	61.1	48.8	--	58.5	57.7	53.3	49.7	49.2	----	----	316227.766	
7001	10/31/2023 13:04	00d 00:01:00.0	58.1	75.9	64.1	48.6	--	63.2	60.2	57.8	49.4	49.1	----	----	645654.229	
7002	10/31/2023 13:05	00d 00:01:00.0	55.6	73.4	63.1	45.8	--	62.4	60.7	51.5	47.9	47.2	----	----	363078.0548	
7003	10/31/2023 13:06	00d 00:01:00.0	56.2	74	63.2	47.1	--	61.6	60.8	53.7	48.2	47.9	----	----	416869.3835	
7004	10/31/2023 13:07	00d 00:01:00.0	52.1	69.9	59.4	45.5	--	58	56.8	50	46.6	46.4	----	----	162181.0097	
7005	10/31/2023 13:08	00d 00:01:00.0	58.9	76.7	65.2	49.8	--	63.7	62.5	57.5	52.5	50.6	----	----	776247.1166	
7006	10/31/2023 13:09	00d 00:01:00.0	59.1	76.9	66.7	51.7	--	66.1	61.4	56.6	52.5	51.8	----	----	812830.5162	
7007	10/31/2023 13:10	00d 00:01:00.0	55.8	73.6	60.8	48.4	--	60.1	59.7	55.1	49.4	49.2	----	----	380189.3963	
7008	10/31/2023 13:11	00d 00:01:00.0	56.3	74.1	63.1	48.4	--	62.1	59.6	53.9	49.3	48.7	----	----	426579.5188	
7009	10/31/2023 13:12	00d 00:01:00.0	57.1	74.9	64	42.5	--	63.2	60.7	56.2	47.6	44	----	----	512861.384	
7010	10/31/2023 13:13	00d 00:01:00.0	55.8	73.6	61.5	42.1	--	61	59.5	54.9	47.6	46	----	----	380189.3963	
7011	10/31/2023 13:14	00d 00:01:00.0	58.7	76.5	63.5	52.1	--	63	62.6	57.4	53.1	52.8	----	----	741310.2413	
7012	10/31/2023 13:15	00d 00:01:00.0	54.3	72.1	62.1	42.4	--	60.5	59.8	49.9	44.4	43	----	----	269153.4804	
7013	10/31/2023 13:16	00d 00:01:00.0	57.9	75.7	66.2	45.3	--	65.3	63	54.4	46	45.4	----	----	616595.0019	
7014	10/31/2023 13:17	00d 00:01:00.0	60	77.8	71.7	45.3	--	68.9	61.7	54.6	45.9	45.3	----	----	1000000	
7015	10/31/2023 13:18	00d 00:01:00.0	69.4	87.2	82.4	45.4	--	80.2	75.1	52.7	45.7	45.4	----	----	8709635.9	

15 min Leq
55.3

Monitoring Site: ST-18

Address: 121 Roundhill Rd, Boalsburg, PA 16827

Sound Level Meter: Rion #5

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6897	10/31/2023 12:37	00d 00:01:00.0	53.4	71.2	56.9	45.6	--	56.7	56.1	53.2	48	47.1	----	----	218776.1624	
6898	10/31/2023 12:38	00d 00:01:00.0	57.3	75.1	65	46	--	64.2	61.9	52.2	47.1	46.7	----	----	537031.7964	
6899	10/31/2023 12:39	00d 00:01:00.0	48.9	66.7	58.5	44.5	--	52.8	52.2	47.7	45	44.7	----	----	77624.71166	
6900	10/31/2023 12:40	00d 00:01:00.0	51.1	68.9	58	43.3	--	56.4	55	47.9	43.6	43.5	----	----	128824.9552	
6901	10/31/2023 12:41	00d 00:01:00.0	46.7	64.5	49.9	43	--	49.5	49.1	46.4	43.7	43.2	----	----	46773.51413	
6902	10/31/2023 12:42	00d 00:01:00.0	50.7	68.5	58.5	44.8	--	57.7	54.3	47.8	45.6	45.4	----	----	117489.7555	
6903	10/31/2023 12:43	00d 00:01:00.0	49.1	66.9	53.3	45.6	--	53	52.3	47.9	45.9	45.7	----	----	81283.05162	
6904	10/31/2023 12:44	00d 00:01:00.0	46.5	64.3	50	42.8	--	49.7	48.7	46.1	43.1	43	----	----	44668.35922	
6905	10/31/2023 12:45	00d 00:01:00.0	45.3	63.1	47.5	41.4	--	47.4	47.1	45.3	42.3	42.1	----	----	33884.41561	47.0
6906	10/31/2023 12:46	00d 00:01:00.0	46.8	64.6	52.3	41.9	--	51.5	51.2	45.2	42.7	42.4	----	----	47863.00923	
6907	10/31/2023 12:47	00d 00:01:00.0	46.4	64.2	50.9	41.4	--	50.1	49.3	45.2	42.8	41.7	----	----	43651.58322	
6908	10/31/2023 12:48	00d 00:01:00.0	48.3	66.1	51.5	41.4	--	51.2	50.9	48.2	44	41.8	----	----	67608.29754	
6909	10/31/2023 12:49	00d 00:01:00.0	48.8	66.6	53.7	44.8	--	52.9	51.6	48.1	45.8	45.2	----	----	75857.7575	
6910	10/31/2023 12:50	00d 00:01:00.0	48.7	66.5	51	43.9	--	50.9	50.4	48.6	45.3	44.1	----	----	74131.02413	
6911	10/31/2023 12:51	00d 00:01:00.0	46.9	64.7	50.1	43.4	--	49.7	49.3	45.8	44.1	43.7	----	----	48977.88194	
6912	10/31/2023 12:52	00d 00:01:00.0	49.1	66.9	55.9	41.5	--	55.7	53.8	46.2	42.3	41.8	----	----	81283.05162	
6913	10/31/2023 12:53	00d 00:01:00.0	42.6	60.4	44.5	40.1	--	44	43.7	42.7	41	40.6	----	----	18197.00859	
6914	10/31/2023 12:54	00d 00:01:00.0	47	64.8	52.5	41.4	--	51.6	50.5	45.1	42.3	42.2	----	----	50118.72336	
6915	10/31/2023 12:55	00d 00:01:00.0	48.6	66.4	56.3	39.4	--	53.8	52.6	45.6	40.8	40.6	----	----	72443.59601	
6916	10/31/2023 12:56	00d 00:01:00.0	42.8	60.6	47.7	36.2	--	46.9	46	41.8	37.8	36.5	----	----	19054.60718	
6917	10/31/2023 12:57	00d 00:01:00.0	47	64.8	53.2	40.7	--	51.4	50.2	45	42.1	41.6	----	----	50118.72336	
6918	10/31/2023 12:58	00d 00:01:00.0	43.8	61.6	47.9	40.2	--	47.2	46.7	43.4	41.1	40.7	----	----	23988.32919	
6919	10/31/2023 12:59	00d 00:01:00.0	46.4	64.2	52.2	40.4	--	51.4	49.6	44.8	42.1	41.5	----	----	43651.58322	
6920	10/31/2023 13:00	00d 00:01:00.0	45.5	63.3	51	40.5	--	50.2	49.3	43.3	41.1	40.7	----	----	35481.33892	
6921	10/31/2023 13:01	00d 00:01:00.0	47.3	65.1	54	40.9	--	53.5	51	46	41.7	41.2	----	----	53703.17964	
6922	10/31/2023 13:02	00d 00:01:00.0	44	61.8	49.6	40.3	--	48.9	46.4	43	41.1	40.6	----	----	25118.86432	
6923	10/31/2023 13:03	00d 00:01:00.0	49.8	67.6	55.3	42.4	--	54.1	52.6	49	43.7	43.1	----	----	95499.2586	
6924	10/31/2023 13:04	00d 00:01:00.0	50.6	68.4	56.8	44.3	--	55.8	54.4	48.7	44.9	44.7	----	----	114815.3621	
6925	10/31/2023 13:05	00d 00:01:00.0	45	62.8	52.8	41.4	--	47.5	46.9	44.9	42.7	41.7	----	----	31622.7766	
6926	10/31/2023 13:06	00d 00:01:00.0	48.7	66.5	55.8	42.8	--	53.2	52.7	46	43.6	43.2	----	----	74131.02413	
6927	10/31/2023 13:07	00d 00:01:00.0	43.7	61.5	47.4	39.7	--	47	46.3	43	40.2	40	----	----	23442.28815	
6928	10/31/2023 13:08	00d 00:01:00.0	54.1	71.9	62.8	44.6	--	61.2	58.7	51.4	45	44.8	----	----	257039.5783	
6929	10/31/2023 13:09	00d 00:01:00.0	53.3	71.1	57.9	45.4	--	57.6	57.1	52.1	46.9	46.6	----	----	213796.209	
6930	10/31/2023 13:10	00d 00:01:00.0	52	69.8	64.4	45.5	--	54.2	53.2	48.6	46.1	45.9	----	----	158489.3192	
6931	10/31/2023 13:11	00d 00:01:00.0	52.4	70.2	66.7	46.5	--	53.8	52.7	48.7	47.3	47.1	----	----	173780.0829	
6932	10/31/2023 13:12	00d 00:00:40.2	60.3	76.4	69.4	45.1	--	69.7	65.5	52.8	47.6	46	----	----	1071519.305	

15 min Leq

47.0

Monitoring Site: ST-19

Address: 158 Roundhill Rd, Boalsburg, PA 16827

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6961	10/31/2023 12:39	00d 00:01:00.0	52	69.8	57.7	47.3	--	54.9	54.4	52	48.4	47.5	----	----	158489.3192	
6962	10/31/2023 12:40	00d 00:01:00.0	60.1	77.9	69.6	45	--	68.8	65.3	54.9	49.7	49.2	----	----	1023292.992	
6963	10/31/2023 12:41	00d 00:01:00.0	49.7	67.5	53.5	39.8	--	53.3	53.1	48.9	40.7	40.3	----	----	93325.43008	
6964	10/31/2023 12:42	00d 00:01:00.0	52.2	70	55.5	48.7	--	54.9	54.4	52.2	49.3	49	----	----	165958.6907	
6965	10/31/2023 12:43	00d 00:01:00.0	52.2	70	55.4	48.3	--	54.7	54.5	51.6	48.8	48.6	----	----	165958.6907	
6966	10/31/2023 12:44	00d 00:01:00.0	51.3	69.1	55.5	39.4	--	54.7	54.3	49.5	41.2	40.1	----	----	134896.2883	
6967	10/31/2023 12:45	00d 00:01:00.0	45.9	63.7	53.1	39	--	52.6	50.7	42.9	39.3	39.1	----	----	38904.5145	
6968	10/31/2023 12:46	00d 00:01:00.0	50.7	68.5	57	38.4	--	56.6	54	49.7	40.6	38.7	----	----	117489.7555	
6969	10/31/2023 12:47	00d 00:01:00.0	52.7	70.5	57.8	42.1	--	57.3	56.2	51.9	46.8	45	----	----	186208.7137	
6970	10/31/2023 12:48	00d 00:01:00.0	53.1	70.9	60.8	43.9	--	58.7	57.7	50.8	46.8	44.8	----	----	204173.7945	
6971	10/31/2023 12:49	00d 00:01:00.0	52.3	70.1	57.7	41.8	--	56.6	55.5	52.1	43.5	42.6	----	----	169824.3652	
6972	10/31/2023 12:50	00d 00:01:00.0	46.9	64.7	55	40.7	--	52.6	51.4	44.5	41.2	40.9	----	----	48977.88194	
6973	10/31/2023 12:51	00d 00:01:00.0	48.1	65.9	50.2	43.2	--	50	49.6	48.2	44.9	44.2	----	----	64565.4229	
6974	10/31/2023 12:52	00d 00:01:00.0	50.2	68	59.5	42.5	--	52.9	52.2	48.1	43.9	43.4	----	----	104712.8548	
6975	10/31/2023 12:53	00d 00:01:00.0	46.2	64	52.8	37.5	--	51.4	50	44.2	38.9	37.8	----	----	41686.93835	
6976	10/31/2023 12:54	00d 00:01:00.0	57.1	74.9	67.9	38.8	--	66.3	62	46	40.2	39.8	----	----	512861.384	
6977	10/31/2023 12:55	00d 00:01:00.0	48.7	66.5	52.4	39	--	52.1	51.4	48.6	41.9	41.1	----	----	74131.02413	
6978	10/31/2023 12:56	00d 00:01:00.0	48.5	66.3	52.7	41.8	--	51.8	51.2	47.6	44.3	42.2	----	----	70794.57844	
6979	10/31/2023 12:57	00d 00:01:00.0	49.1	66.9	53.1	43.4	--	53	52.3	48.8	43.7	43.5	----	----	81283.05162	
6980	10/31/2023 12:58	00d 00:01:00.0	45.3	63.1	48.5	40.4	--	48.2	48	44.9	41.2	40.8	----	----	33884.41561	
6981	10/31/2023 12:59	00d 00:01:00.0	49.9	67.7	53.5	42.8	--	53.2	52.4	50	44.7	44.2	----	----	97723.7221	
6982	10/31/2023 13:00	00d 00:01:00.0	49.2	67	53.7	40.8	--	51.4	51.2	49.4	43.4	41.9	----	----	83176.37711	
6983	10/31/2023 13:01	00d 00:01:00.0	47	64.8	50.8	41.6	--	50.1	49.3	46.7	43	42.3	----	----	50118.72336	
6984	10/31/2023 13:02	00d 00:01:00.0	46.1	63.9	48.8	40.7	--	48.8	47.8	46.4	41.3	41	----	----	40738.02778	
6985	10/31/2023 13:03	00d 00:01:00.0	54.3	72.1	58.9	46.6	--	58.5	56.8	53.8	49.9	48.2	----	----	269153.4804	
6986	10/31/2023 13:04	00d 00:01:00.0	52.5	70.3	58.7	42.2	--	57.4	55.4	51.6	44.6	43	----	----	177827.941	
6987	10/31/2023 13:05	00d 00:01:00.0	58.3	76.1	66.9	48.4	--	66	63.2	54.9	50.5	49.8	----	----	676082.9754	
6988	10/31/2023 13:06	00d 00:00:37.6	61.4	77.2	72	44.8	--	67.7	65.8	52.9	44.5	43.8	----	----	1380384.265	

15 min Leq

50.9

Monitoring Site: ST-20

Address: 190 Somerset Dr, Centre Hall, PA 16828

Sound Level Meter: Rion #2

15 min Leq

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6866	10/31/2023 12:35	00d 00:01:00.0	47	64.8	50.8	41.4	--	50.4	49.1	46.4	43.4	42.1	----	----	50118.72336	
6867	10/31/2023 12:36	00d 00:01:00.0	47.6	65.4	51.9	42.9	--	51.4	51.1	46.1	44.5	43.6	----	----	57543.99373	
6868	10/31/2023 12:37	00d 00:01:00.0	47.4	65.2	51.7	40.1	--	51.1	50.8	46.4	42.2	40.6	----	----	54954.08739	
6869	10/31/2023 12:38	00d 00:01:00.0	48.6	66.4	53.9	37.8	--	53.5	51.6	47.8	38.7	38.2	----	----	72443.59601	
6870	10/31/2023 12:39	00d 00:01:00.0	54.6	72.4	65.9	43.3	--	61.1	57.9	48.7	46	44.8	----	----	288403.1503	
6871	10/31/2023 12:40	00d 00:01:00.0	51.3	69.1	57.7	47.1	--	55.9	53.5	50.3	47.6	47.1	----	----	134896.2883	
6872	10/31/2023 12:41	00d 00:01:00.0	43	60.8	50.6	33.5	--	46.5	46	42.5	34.8	34.1	----	----	19952.62315	
6873	10/31/2023 12:42	00d 00:01:00.0	46.8	64.6	49.9	39.8	--	49.6	49	46.9	42.5	40.1	----	----	47863.00923	
6874	10/31/2023 12:43	00d 00:01:00.0	48.2	66	52.6	40.4	--	51.8	51.2	47.6	42.4	41.7	----	----	66069.3448	
6875	10/31/2023 12:44	00d 00:01:00.0	47.1	64.9	50.3	38.8	--	50	49.4	46.4	43.8	41.6	----	----	51286.1384	
6876	10/31/2023 12:45	00d 00:01:00.0	40	57.8	44.6	33.7	--	44.5	44	38.4	34	33.7	----	----	10000	15 min Leq 47.2
6877	10/31/2023 12:46	00d 00:01:00.0	47.2	65	50.3	35.6	--	50.1	49.8	47	39.4	37.4	----	----	52480.74602	
6878	10/31/2023 12:47	00d 00:01:00.0	49.8	67.6	58.3	34.3	--	56	52	49.2	34.9	34.7	----	----	95499.2586	
6879	10/31/2023 12:48	00d 00:01:00.0	49.2	67	52.9	44.4	--	52.2	51.4	48.7	45.6	44.6	----	----	83176.37711	
6880	10/31/2023 12:49	00d 00:01:00.0	47.6	65.4	52.9	40.4	--	52.3	50.6	46.7	40.8	40.6	----	----	57543.99373	
6881	10/31/2023 12:50	00d 00:01:00.0	45.8	63.6	51.6	35.2	--	51.6	50.8	41.4	36	35.7	----	----	38018.93963	
6882	10/31/2023 12:51	00d 00:01:00.0	44.7	62.5	49.6	36.3	--	48.8	48.1	44.5	37.2	36.5	----	----	29512.09227	
6883	10/31/2023 12:52	00d 00:01:00.0	47	64.8	53.3	39.7	--	51.5	49.9	44.8	41.3	40.2	----	----	50118.72336	
6884	10/31/2023 12:53	00d 00:01:00.0	42.9	60.7	47.5	35.6	--	46.9	46.5	41.1	36.9	36	----	----	19498.446	
6885	10/31/2023 12:54	00d 00:01:00.0	50.9	68.7	58.4	38.5	--	58.1	56.3	44.9	39.6	39.3	----	----	123026.8771	
6886	10/31/2023 12:55	00d 00:01:00.0	45.4	63.2	49.7	35.6	--	49.6	49.2	45	36.2	36	----	----	34673.68505	
6887	10/31/2023 12:56	00d 00:01:00.0	46.9	64.7	51.7	38.4	--	50.9	50.1	46.1	39.8	39.1	----	----	48977.88194	
6888	10/31/2023 12:57	00d 00:01:00.0	46.8	64.6	50.1	35.4	--	49.8	49.3	46.7	36.5	36	----	----	47863.00923	
6889	10/31/2023 12:58	00d 00:01:00.0	44	61.8	51	33.8	--	50.3	48.6	41.1	34.3	33.8	----	----	25118.86432	
6890	10/31/2023 12:59	00d 00:01:00.0	48.2	66	53.1	34.9	--	52.6	51.5	47.4	36.6	35.1	----	----	66069.3448	
6891	10/31/2023 13:00	00d 00:01:00.0	46.1	63.9	49.3	35	--	49.1	49	46.2	38.6	37.7	----	----	40738.02778	
6892	10/31/2023 13:01	00d 00:01:00.0	46.7	64.5	53.3	34.4	--	52.4	50	45.3	36.5	35.5	----	----	46773.51413	
6893	10/31/2023 13:02	00d 00:01:00.0	44.2	62	50.4	37.6	--	49.8	47.6	43	37.9	37.7	----	----	26302.67992	
6894	10/31/2023 13:03	00d 00:01:00.0	50.7	68.5	58.2	37	--	56.5	53.4	49.5	38	37.3	----	----	117489.7555	
6895	10/31/2023 13:04	00d 00:01:00.0	46.5	64.3	53	35.8	--	50.3	49.5	46.2	37.3	36.7	----	----	44668.35922	
6896	10/31/2023 13:05	00d 00:01:00.0	51.7	69.5	56.5	44.2	--	56.4	56	49.4	45.1	44.4	----	----	147910.8388	
6897	10/31/2023 13:06	00d 00:01:00.0	47.7	65.5	52.7	38.8	--	52.5	50.7	46.3	43.4	42.5	----	----	58884.36554	
6898	10/31/2023 13:07	00d 00:01:00.0	47.5	65.3	50.6	35.9	--	50.5	49.8	48.4	36.9	36.6	----	----	56234.13252	
6899	10/31/2023 13:08	00d 00:01:00.0	53	70.8	56.5	47.9	--	56.2	55.9	51.7	48.3	48	----	----	199526.2315	
6900	10/31/2023 13:09	00d 00:01:00.0	52.1	69.9	56.7	46.2	--	56.4	55.1	51.7	47.1	46.3	----	----	162181.0097	
6901	10/31/2023 13:10	00d 00:01:00.0	48.1	65.9	53.1	37.2	--	52.2	51.3	46.7	42.2	39.4	----	----	64565.4229	
6902	10/31/2023 13:11	00d 00:01:00.0	49.8	67.6	56.6	42.6	--	55.7	54	47.5	44.8	44.4	----	----	95499.2586	
6903	10/31/2023 13:12	00d 00:01:00.0	51.6	69.4	58.3	37.5	--	57.4	56.6	47.7	39.5	38.1	----	----	144543.9771	
6904	10/31/2023 13:13	00d 00:01:00.0	51.2	69	54.8	43	--	54.3	53.7	51.2	44.9	44.1	----	----	131825.6739	
6905	10/31/2023 13:14	00d 00:01:00.0	51.3	69.1	59.5	34.8	--	56.3	55.5	49.7	36.3	35.3	----	----	134896.2883	
6906	10/31/2023 13:15	00d 00:01:00.0	46.8	64.6	52.2	35.3	--	51.2	50.8	45.7	36.1	35.5	----	----	47863.00923	
6907	10/31/2023 13:16	00d 00:01:00.0	49.9	67.7	57.4	40.5	--	56.1	54.7	45	41.3	41	----	----	97723.7221	
6908	10/31/2023 13:17	00d 00:01:00.0	45.1	62.9	50.4	38.5	--	48.7	48.1	44	40.3	39.3	----	----	32359.36569	
6909	10/31/2023 13:18	00d 00:01:00.0	50	67.8	58.3	37.5	--	57.9	55.3	46.3	38.8	38.3	----	----	100000	
6910	10/31/2023 13:19	00d 00:01:00.0	50.8	68.6	58.9	40.8	--	58	55.3	46.9	43.3	42	----	----	120226.4435	
6911	10/31/2023 13:20	00d 00:01:00.0	42	59.8	47.6	35.2	--	46.4	45.7	40.2	37.1	36.8	----	----	15848.93192	
6912	10/31/2023 13:21	00d 00:01:00.0	47.2	65	52.3	36.8	--	51	50.1	46.7	41.3	39.8	----	----	52480.74602	
6913	10/31/2023 13:22	00d 00:01:00.0	44.1	61.9	49.8	35.1	--	48.4	47.8	42.6	37.2	35.5	----	----	25703.95783	
6914	10/31/2023 13:23	00d 00:01:00.0	48.6	66.4	51.3	46	--	50.8	50.7	48.3	46.6	46.1	----	----	72443.59601	
6915	10/31/2023 13:24	00d 00:01:00.0	45.7	63.5	49.7	37.8	--	49.1	48.3	45.4	39.6	38.9	----	----	37153.52291	
6916	10/31/2023 13:25	00d 00:01:00.0	49.4	67.2	56.7	42.2	--	54.9	51.4	48	44.6	44.4	----	----	87096.359	
6917	10/31/2023 13:26	00d 00:01:00.0	46.7	64.5	51	36.4	--	50.8	50.4	45.8	40.5	37.2	----	----	46773.51413	
6918	10/31/2023 13:27	00d 00:01:00.0	44.3	62.1	48.3	34.9	--	48.1	47.3	44	37.7	36.4	----	----	26915.34804	
6919	10/31/2023 13:28	00d 00:01:00.0	58.5	76.3	69	39.5	--	67.7	64.2	49.8	45	44.6	----	----	707945.7844	

Monitoring Site: ST-21

Address: 156 Three Springs Ln, Centre Hall, PA 16828

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq	15 min Leq
6848	10/31/2023 12:36	00d 00:01:00.0	56.5	74.3	60.7	49.4	--	60.1	59	56	51.4	50.2	----	----	446683.5922	57.2
6849	10/31/2023 12:37	00d 00:01:00.0	55.5	73.3	61.2	43.6	--	60.7	59.4	53.4	45.9	44.3	----	----	354813.3892	
6850	10/31/2023 12:38	00d 00:01:00.0	56.3	74.1	61.6	49.9	--	60.5	59.8	55.6	51	50.4	----	----	426579.5188	57.2
6851	10/31/2023 12:39	00d 00:01:00.0	63.6	81.4	72.4	50.5	--	70.5	67.1	60	52.9	51.4	----	----	2290867.653	
6852	10/31/2023 12:40	00d 00:01:00.0	56	73.8	61	48.7	--	59.4	59.1	55.7	50.8	49.3	----	----	398107.1706	57.2
6853	10/31/2023 12:41	00d 00:01:00.0	55.2	73	61	46.4	--	60.1	58	54.6	47.4	47.1	----	----	331131.1215	
6854	10/31/2023 12:42	00d 00:01:00.0	56.7	74.5	61	48.1	--	60.7	59.9	55.8	51.3	50.5	----	----	467735.1413	57.2
6855	10/31/2023 12:43	00d 00:01:00.0	59.6	77.4	67.7	51.8	--	63.7	62.5	58.6	52.7	52.3	----	----	912010.8394	
6856	10/31/2023 12:44	00d 00:01:00.0	56.4	74.2	62.3	43.3	--	60.9	59.6	56.4	45.6	44.3	----	----	436515.8322	57.2
6857	10/31/2023 12:45	00d 00:01:00.0	56.2	74	60.7	40.1	--	60.6	60.2	54.7	42.8	41.3	----	----	416869.3835	
6858	10/31/2023 12:46	00d 00:01:00.0	53.9	71.7	60.3	41.2	--	60	59.2	50.4	43.2	41.6	----	----	245470.8916	57.2
6859	10/31/2023 12:47	00d 00:01:00.0	61.3	79.1	65.4	54.7	--	64.8	63.9	60.6	57.4	55.5	----	----	1348962.883	
6860	10/31/2023 12:48	00d 00:01:00.0	57.6	75.4	62.5	48.5	--	62.1	60.8	56.1	50.7	49.3	----	----	575439.9373	57.2
6861	10/31/2023 12:49	00d 00:01:00.0	58.5	76.3	63.2	42.3	--	62.5	61.9	58.2	47.9	44.2	----	----	707945.7844	
6862	10/31/2023 12:50	00d 00:01:00.0	55.2	73	61.2	42.7	--	60.9	59	54.4	45.8	44.4	----	----	331131.1215	57.2
6863	10/31/2023 12:51	00d 00:01:00.0	54.8	72.6	58.1	48.7	--	58	56.9	55	50.7	50.2	----	----	301995.172	
6864	10/31/2023 12:52	00d 00:01:00.0	55.1	72.9	59.6	43.1	--	59.3	58.6	54	45.6	43.9	----	----	323593.6569	57.2
6865	10/31/2023 12:53	00d 00:01:00.0	57.1	74.9	66.3	48.3	--	62.5	59.8	54.5	49.7	49.1	----	----	512861.384	
6866	10/31/2023 12:54	00d 00:01:00.0	59	76.8	70.6	41.4	--	65.6	61	53.4	41.9	41.6	----	----	794328.2347	57.2
6867	10/31/2023 12:55	00d 00:01:00.0	56	73.8	61.9	51	--	61.7	58.6	54.1	51.4	51	----	----	398107.1706	
6868	10/31/2023 12:56	00d 00:01:00.0	58.6	76.4	62.9	51.9	--	62	60.5	58.5	54.2	53.1	----	----	724435.9601	57.2
6869	10/31/2023 12:57	00d 00:01:00.0	53.5	71.3	58.4	38	--	58.5	57.4	52.1	42	39.6	----	----	223872.1139	
6870	10/31/2023 12:58	00d 00:01:00.0	55.3	73.1	62	36	--	60.8	60.2	52.8	42	36.8	----	----	338844.1561	57.2
6871	10/31/2023 12:59	00d 00:01:00.0	57.5	75.3	62.1	44.7	--	61.2	60.2	57.5	48.9	46.5	----	----	562341.3252	
6872	10/31/2023 13:00	00d 00:01:00.0	56.5	74.3	63.5	39.1	--	62.6	61.6	52.6	40.3	39.8	----	----	446683.5922	57.2
6873	10/31/2023 13:01	00d 00:01:00.0	53.7	71.5	57.8	43.8	--	57.4	57	52.6	46.3	44.9	----	----	234422.8815	
6874	10/31/2023 13:02	00d 00:01:00.0	58.2	76	63	50.6	--	62.3	61.6	57.8	52.1	51.3	----	----	660693.448	57.2
6875	10/31/2023 13:03	00d 00:01:00.0	58.1	75.9	62	51.2	--	61.7	61.3	57.1	52.4	51.7	----	----	645654.229	
6876	10/31/2023 13:04	00d 00:01:00.0	60	77.8	63.4	55	--	63.2	62.5	59.3	57.1	56.4	----	----	1000000	57.2
6877	10/31/2023 13:05	00d 00:01:00.0	60.1	77.9	65.1	50.3	--	63.6	63	59.6	52.8	51.6	----	----	1023292.992	
6878	10/31/2023 13:06	00d 00:01:00.0	55.9	73.7	60.1	47.4	--	59.1	58.5	55.6	49.7	48.2	----	----	389045.145	57.2
6879	10/31/2023 13:07	00d 00:01:00.0	59.6	77.4	63.5	54.5	--	62.5	61.9	59.5	56.3	55.5	----	----	912010.8394	
6880	10/31/2023 13:08	00d 00:01:00.0	58.8	76.6	61.8	50.9	--	61.6	61.1	58.6	53.1	52	----	----	758577.575	57.2
6881	10/31/2023 13:09	00d 00:01:00.0	58.7	76.5	61.5	54.2	--	61.3	61	58.9	54.7	54.3	----	----	741310.2413	
6882	10/31/2023 13:10	00d 00:01:00.0	58.1	75.9	62.6	48.8	--	62.3	61.6	57.7	51.4	49.5	----	----	645654.229	57.2
6883	10/31/2023 13:11	00d 00:01:00.0	60.7	78.5	69.9	52.9	--	66.9	64.8	56.9	54.2	53.9	----	----	1174897.555	
6884	10/31/2023 13:12	00d 00:01:00.0	60.3	78.1	66.3	49.6	--	65	63.9	59.6	51.2	50.2	----	----	1071519.305	57.2
6885	10/31/2023 13:13	00d 00:01:00.0	61.6	79.4	68.3	52.8	--	67.1	64.7	60.1	56.3	55.1	----	----	1445439.771	
6886	10/31/2023 13:14	00d 00:01:00.0	53.5	71.3	59.6	44.6	--	59.3	57.7	50.9	45.8	45	----	----	223872.1139	57.2
6887	10/31/2023 13:15	00d 00:01:00.0	59.6	77.4	66.1	40.5	--	65	64.3	57	42.1	41.9	----	----	912010.8394	

15 min Leq

57.2

Monitoring Site: ST-22

Address: 889 Ashworth Ln, Boalsburg, PA 16827

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 10:58	00d 00:01:00.0	64	81.8	76.3	48.5	--	73.1	68.2	53.9	49.8	48.8	----	----	2511886.432
2	11/15/2023 10:59	00d 00:01:00.0	57.2	75	67.7	48.1	--	64	59.8	53.2	48.6	48.4	----	----	524807.4602
3	11/15/2023 11:00	00d 00:01:00.0	51.9	69.7	57.9	44.6	--	57.7	56.9	49.8	45.5	45	----	----	154881.6619
4	11/15/2023 11:01	00d 00:01:00.0	53.8	71.6	63.4	45.2	--	59.1	56.4	51.5	47.1	46.9	----	----	239883.2919
5	11/15/2023 11:02	00d 00:01:00.0	51.1	68.9	55	45	--	54.5	53.7	50.5	46.4	45.9	----	----	128824.9552
6	11/15/2023 11:03	00d 00:01:00.0	48.7	66.5	57.2	43.2	--	54.1	51.8	47	43.8	43.2	----	----	74131.02413
7	11/15/2023 11:04	00d 00:01:00.0	50.2	68	59.3	43	--	56	52.4	48.1	43.7	43.4	----	----	104712.8548
8	11/15/2023 11:05	00d 00:01:00.0	54	71.8	62.1	43.4	--	59.5	57.6	51.4	44.8	44.3	----	----	251188.6432
9	11/15/2023 11:06	00d 00:01:00.0	53.2	71	62.3	42.9	--	61.1	58.1	49.2	45.5	43.5	----	----	208929.6131
10	11/15/2023 11:07	00d 00:01:00.0	56.4	74.2	67.3	45.7	--	64.9	60.4	51.1	47.1	46.6	----	----	436515.8322
11	11/15/2023 11:08	00d 00:01:00.0	52.7	70.5	59.1	46.1	--	58.1	57.1	49.2	46.5	46.3	----	----	186208.7137
12	11/15/2023 11:09	00d 00:01:00.0	48.2	66	53.6	43.4	--	52.6	51.6	46.3	44	43.8	----	----	66069.3448
13	11/15/2023 11:10	00d 00:01:00.0	57	74.8	65.5	47.9	--	64.7	60.5	53.7	50.2	49.9	----	----	501187.2336
14	11/15/2023 11:11	00d 00:01:00.0	51.7	69.5	57.3	43.6	--	56.8	55.4	50.6	45.5	44.9	----	----	147910.8388
15	11/15/2023 11:12	00d 00:01:00.0	55.1	72.9	65.3	44.8	--	62.3	58.6	51.8	47.8	47.4	----	----	323593.6569
16	11/15/2023 11:13	00d 00:01:00.0	53.4	71.2	61.6	45.5	--	58.1	57.2	51.5	46.3	46	----	----	218776.1624
17	11/15/2023 11:14	00d 00:01:00.0	51.7	69.5	57.4	46.3	--	55.3	54.7	50.8	46.8	46.5	----	----	147910.8388
18	11/15/2023 11:15	00d 00:01:00.0	57	74.8	68.7	45.2	--	66.2	57	51.5	48.7	45.5	----	----	501187.2336
19	11/15/2023 11:16	00d 00:01:00.0	52	69.8	56.3	44.8	--	55	54.8	51.3	48.7	45.2	----	----	158489.3192
20	11/15/2023 11:17	00d 00:01:00.0	53.3	71.1	60.7	47.9	--	60.1	58	51.1	48.7	48.2	----	----	213796.209
21	11/15/2023 11:18	00d 00:01:00.0	52.9	70.7	57.1	47	--	56.8	55.9	51.1	49	47.7	----	----	194984.46
22	11/15/2023 11:19	00d 00:01:00.0	51.9	69.7	57.1	45.6	--	56.8	55.3	51.4	46.7	45.8	----	----	154881.6619
23	11/15/2023 11:20	00d 00:01:00.0	56.1	73.9	65.7	49.6	--	62.4	57.5	52.8	50.5	49.8	----	----	407380.2778
24	11/15/2023 11:21	00d 00:01:00.0	55.7	73.5	64.3	52.4	--	58.1	57.4	55.5	53.2	53.2	----	----	371535.2291
25	11/15/2023 11:22	00d 00:01:00.0	57.7	75.5	67	46.8	--	63.6	61.4	55.1	51.4	50	----	----	588843.6554
26	11/15/2023 11:23	00d 00:01:00.0	55.9	73.7	58.2	51.7	--	57.9	57.7	55.9	54	53.5	----	----	389045.145
27	11/15/2023 11:24	00d 00:01:00.0	56.2	74	62.3	48.1	--	62	59.2	54.7	49.7	48.8	----	----	416869.3835
28	11/15/2023 11:25	00d 00:01:00.0	56.2	74	60.7	51.6	--	59.1	58	56	53.4	52.9	----	----	416869.3835
29	11/15/2023 11:26	00d 00:01:00.0	56	73.8	60.3	51.8	--	60.1	58.6	55.5	52.7	52.4	----	----	398107.1706
30	11/15/2023 11:27	00d 00:01:00.0	58	75.8	64.7	52.7	--	63.4	62.7	55.7	53.4	53.2	----	----	630957.3445
31	11/15/2023 11:28	00d 00:01:00.0	57.1	74.9	63.7	50.4	--	62.9	61	55.9	51.1	50.1	----	----	512861.384
32	11/15/2023 11:29	00d 00:01:00.0	59.2	77	64.3	52	--	63.6	62.2	58.4	55.8	55.1	----	----	831763.7711
33	11/15/2023 11:30	00d 00:01:00.0	66.9	84.7	71.2	60.7	--	70.6	69.8	66.1	63.2	63	----	----	4897788.194
34	11/15/2023 11:31	00d 00:01:00.0	68.3	86.1	73.5	55.4	--	72.3	71.6	67.8	59.4	55.3	----	----	6760829.754
35	11/15/2023 11:32	00d 00:01:00.0	62.4	80.2	68.1	57	--	66.8	66.2	60	57.7	57.4	----	----	1737800.829
36	11/15/2023 11:33	00d 00:01:00.0	67	84.8	71.9	59.8	--	71.6	70.5	66.3	61.8	61.5	----	----	5011872.336
37	11/15/2023 11:34	00d 00:01:00.0	71.1	88.9	75.3	66.6	--	73.4	73.1	70.8	68	67.5	----	----	12882495.52
38	11/15/2023 11:35	00d 00:01:00.0	62.6	80.4	70.6	56.4	--	70	67.8	58.1	56.9	56.8	----	----	1819700.859
39	11/15/2023 11:36	00d 00:01:00.0	58.8	76.6	63.4	54.9	--	62.4	61.2	58.1	55.9	55.6	----	----	758577.575
40	11/15/2023 11:37	00d 00:01:00.0	56.5	74.3	60.3	45.6	--	58.5	58.3	57	48.4	46.5	----	----	446683.5922
41	11/15/2023 11:38	00d 00:01:00.0	60	77.8	64.7	50.6	--	64.3	63.5	58.5	56	53.5	----	----	1000000
42	11/15/2023 11:39	00d 00:01:00.0	58	75.8	62.3	55.3	--	61.8	59.7	57.6	55.5	55.2	----	----	630957.3445
43	11/15/2023 11:40	00d 00:01:00.0	56.5	74.3	60.5	52.4	--	59.6	58.5	56.2	53.5	53.3	----	----	446683.5922
44	11/15/2023 11:41	00d 00:01:00.0	56.8	74.6	59.9	53.7	--	59.6	59	56.4	54.5	54.3	----	----	478630.0923
45	11/15/2023 11:42	00d 00:01:00.0	53.8	71.6	56.6	47.7	--	56	55.4	53.8	52.2	49.2	----	----	239883.2919
46	11/15/2023 11:43	00d 00:01:00.0	55	72.8	62.6	51.8	--	58.6	56.4	54.1	52.4	52.2	----	----	316227.766
47	11/15/2023 11:44	00d 00:01:00.0	55.1	72.9	59.2	49.1	--	58.2	56.7	54.7	52.2	51.6	----	----	323593.6569
48	11/15/2023 11:45	00d 00:01:00.0	54.4	72.2	60.5	50.7	--	58.3	56.6	53.6	51.5	51.2	----	----	275422.8703
49	11/15/2023 11:46	00d 00:01:00.0	54.9	72.7	60.8	45.3	--	60.3	58.2	53.7	47.3	46.1	----	----	309029.5433
50	11/15/2023 11:47	00d 00:00:02.8	49.1	53.6	52.9	49.1	--	49.9	49.9	49.9	48.1	48.1	----	----	81283.05162

15 min Leq

64.1

15 min Leq

58.6

Monitoring Site: ST-23

Address: 874/876 Ashworth Ln, Boalsburg, PA 16827

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 10:59	00d 00:01:00.0	53.3	71.1	62.2	45.4	--	60.2	58.3	50	46.3	45.3	----	----	213796.209
2	11/15/2023 11:00	00d 00:01:00.0	48.1	65.9	53.6	41.8	--	53.3	52.1	46.6	42.8	42.5	----	----	64565.4229
3	11/15/2023 11:01	00d 00:01:00.0	50.2	68	56.9	44.2	--	55.1	53.5	48.5	45	44.4	----	----	104712.8548
4	11/15/2023 11:02	00d 00:01:00.0	49.2	67	53.8	44.3	--	53	51.9	48.5	45.1	44.8	----	----	83176.37711
5	11/15/2023 11:03	00d 00:01:00.0	45.4	63.2	51.5	42.2	--	49.8	46.5	44.8	43	42.5	----	----	34673.68505
6	11/15/2023 11:04	00d 00:01:00.0	47.6	65.4	53.9	43.3	--	53.7	50.6	45.7	43.8	43.4	----	----	57543.99373
7	11/15/2023 11:05	00d 00:01:00.0	51.5	69.3	58	44.4	--	57.3	54.3	49.9	45	44.8	----	----	141253.7545
8	11/15/2023 11:06	00d 00:01:00.0	51.1	68.9	59.3	44.1	--	57.3	55.1	47.3	44.6	44.3	----	----	128824.9552
9	11/15/2023 11:07	00d 00:01:00.0	55.5	73.3	63.8	49.5	--	61.1	57.7	53.7	52.1	50	----	----	354813.3892
10	11/15/2023 11:08	00d 00:01:00.0	54.4	72.2	57.7	50.5	--	57.6	56.6	54	52.6	52.2	----	----	275422.8703
11	11/15/2023 11:09	00d 00:01:00.0	57.5	75.3	60.6	49.8	--	60.1	59.8	57.4	54.7	50.4	----	----	562341.3252
12	11/15/2023 11:10	00d 00:01:00.0	62.7	80.5	67.6	57.5	--	66.5	66	61.9	58.8	58.6	----	----	1862087.137
13	11/15/2023 11:11	00d 00:01:00.0	58.6	76.4	67.8	49.9	--	63.1	61.9	57.8	50.5	49.3	----	----	724435.9601
14	11/15/2023 11:12	00d 00:01:00.0	59	76.8	61.9	55.7	--	60.8	60.4	58.7	57.6	57.3	----	----	794328.2347
15	11/15/2023 11:13	00d 00:01:00.0	59	76.8	61.9	56.5	--	61.2	60.9	58.8	57.5	57.1	----	----	794328.2347
16	11/15/2023 11:14	00d 00:01:00.0	61	78.8	65.5	58.7	--	63.3	62.4	60.6	59.1	59	----	----	1258925.412
17	11/15/2023 11:15	00d 00:01:00.0	62.2	80	67	47.4	--	66.5	65.7	61.9	47.9	47.7	----	----	1659586.907
18	11/15/2023 11:16	00d 00:01:00.0	63.5	81.3	65.6	50	--	65.6	65.4	63.6	61.5	61.1	----	----	2238721.139
19	11/15/2023 11:17	00d 00:01:00.0	62.4	80.2	66.6	50.9	--	62.2	65.5	62.1	54	51.7	----	----	1737800.829
20	11/15/2023 11:18	00d 00:01:00.0	67.2	85	74.1	51	--	73.9	71.8	64.9	52	51.4	----	----	5248074.602
21	11/15/2023 11:19	00d 00:01:00.0	72.6	90.4	79.4	57.6	--	78.6	77.6	68	61	60	----	----	18197008.59
22	11/15/2023 11:20	00d 00:01:00.0	86.1	103.9	91.8	72.3	--	90.9	90.4	85.6	74.5	73.4	----	----	407380277.8
23	11/15/2023 11:21	00d 00:01:00.0	89.2	107	94.8	78.9	--	93.5	92.8	88.5	80.9	79.6	----	----	831763771.1
24	11/15/2023 11:22	00d 00:01:00.0	79	96.8	89.3	66.1	--	86.6	82.7	75.1	67	66.1	----	----	79432823.47
25	11/15/2023 11:23	00d 00:01:00.0	65.5	83.3	73.1	54.4	--	72.3	70.2	62.4	56.8	54.1	----	----	3548133.892
26	11/15/2023 11:24	00d 00:01:00.0	69.7	87.5	75.1	51.5	--	74.1	74	67.2	59.5	52.6	----	----	9332543.008
27	11/15/2023 11:25	00d 00:01:00.0	61.7	79.5	66.6	52.7	--	65	64.4	61.2	57.1	56	----	----	1479108.388
28	11/15/2023 11:26	00d 00:01:00.0	55.8	73.6	60.1	52.1	--	58.9	57.9	55.4	53.1	52.5	----	----	380189.3963
29	11/15/2023 11:27	00d 00:01:00.0	55.8	73.6	59.8	49.2	--	59.2	57.2	55.5	54.2	49.3	----	----	380189.3963
30	11/15/2023 11:28	00d 00:01:00.0	54.6	72.4	57.4	46.8	--	57.3	56.6	54.5	50.3	48.6	----	----	288403.1503
31	11/15/2023 11:29	00d 00:01:00.0	54.6	72.4	57	51.1	--	56	55.6	54.7	53.2	53.1	----	----	288403.1503
32	11/15/2023 11:30	00d 00:01:00.0	55.2	73	58.7	49.2	--	58.7	57.7	54.7	53	50.4	----	----	331131.1215
33	11/15/2023 11:31	00d 00:01:00.0	55.6	73.4	58	53.7	--	57.8	56.8	55.4	54	53.8	----	----	363078.0548
34	11/15/2023 11:32	00d 00:01:00.0	56.5	74.3	59.4	53.1	--	58.8	58.6	56.3	54.4	53.6	----	----	446683.5922
35	11/15/2023 11:33	00d 00:01:00.0	54.6	72.4	56.5	52.2	--	56.3	56.2	54.6	52.7	52.4	----	----	288403.1503
36	11/15/2023 11:34	00d 00:01:00.0	55.6	73.4	59.7	53	--	58.8	57.7	54.9	53.8	53.4	----	----	363078.0548
37	11/15/2023 11:35	00d 00:01:00.0	55.4	73.2	57.3	53.3	--	56.8	56.5	55.4	54.3	54	----	----	346736.8505
38	11/15/2023 11:36	00d 00:01:00.0	55.8	73.6	57.8	54.4	--	57.5	57.1	55.7	54.8	54.5	----	----	380189.3963
39	11/15/2023 11:37	00d 00:01:00.0	55	72.8	58.2	46.1	--	58.2	57.2	55.3	47.7	46.5	----	----	316227.766
40	11/15/2023 11:38	00d 00:01:00.0	55.9	73.7	57.6	49.5	--	57.5	57.2	56.2	53.8	52.2	----	----	389045.145
41	11/15/2023 11:39	00d 00:01:00.0	55.8	73.6	59	52.8	--	58.5	57.3	55.5	54.3	54	----	----	380189.3963
42	11/15/2023 11:40	00d 00:01:00.0	54.8	72.6	57.6	51.6	--	57.6	57.1	54	52.1	51.8	----	----	301995.172
43	11/15/2023 11:41	00d 00:01:00.0	54.5	72.3	56.3	52.8	--	56	55.5	54.5	53.2	53.1	----	----	281838.2931
44	11/15/2023 11:42	00d 00:01:00.0	53.4	71.2	56.9	47.3	--	55.5	55.1	53.4	51.5	48	----	----	218776.1624
45	11/15/2023 11:43	00d 00:01:00.0	54.3	72.1	56.3	50.3	--	56.2	56	54.2	52.3	52.2	----	----	269153.4804
46	11/15/2023 11:44	00d 00:01:00.0	54.4	72.2	56.7	51.6	--	55.9	55.7	54.4	52.9	52.7	----	----	275422.8703
47	11/15/2023 11:45	00d 00:01:00.0	54.3	72.1	60.5	51	--	57.9	55.7	53.8	51.7	51.3	----	----	269153.4804
48	11/15/2023 11:46	00d 00:01:00.0	52.5	70.3	55.1	48.4	--	55.1	54.5	52.1	49.3	49	----	----	177827.941
49	11/15/2023 11:47	00d 00:00:51.6	54.1	71.2	56.8	51.3	--	56.5	56	53.5	52.1	51.6	----	----	257039.5783

15 min Leq
55.5

Monitoring Site: ST-24

Address: 837 Brookside Dr, Boalsburg, PA 16827

Sound Level Meter: Rion #5

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 11:13	00d 00:01:00.0	51.2	69	57.8	46.7	--	55.8	54.9	49.6	47.7	47.3	----	----	131825.6739
2	11/15/2023 11:14	00d 00:01:00.0	46.4	64.2	48.7	45	--	48	47.5	46.3	45.2	45.2	----	----	43651.58322
3	11/15/2023 11:15	00d 00:01:00.0	51.9	69.7	57.3	45.8	--	56.4	55.4	51.2	48.1	47.2	----	----	154881.6619
4	11/15/2023 11:16	00d 00:01:00.0	49.9	67.7	56.2	44.3	--	54.8	53.3	47.8	45.4	45.2	----	----	97723.7221
5	11/15/2023 11:17	00d 00:01:00.0	48.1	65.9	51.7	44.4	--	51	50.4	47.6	45.5	45.2	----	----	64565.4229
6	11/15/2023 11:18	00d 00:01:00.0	53.1	70.9	57.1	48.6	--	56.6	55.9	52.5	50	49.2	----	----	204173.7945
7	11/15/2023 11:19	00d 00:01:00.0	51.7	69.5	56.6	47.9	--	54.6	53.4	51.3	49.3	48.6	----	----	147910.8388
8	11/15/2023 11:20	00d 00:01:00.0	51.2	69	55.7	45.7	--	54.6	54	49.9	46.6	46.2	----	----	131825.6739
9	11/15/2023 11:21	00d 00:01:00.0	52.2	70	61	46.9	--	57.8	55.2	50.1	48.2	47.5	----	----	165958.6907
10	11/15/2023 11:22	00d 00:01:00.0	52.2	70	55	48.5	--	54.7	54.3	52.2	50	49.6	----	----	165958.6907
11	11/15/2023 11:23	00d 00:01:00.0	53.3	71.1	56	50.8	--	55.6	54.8	53.2	51.3	50.8	----	----	213796.209
12	11/15/2023 11:24	00d 00:01:00.0	54.6	72.4	57.7	51.6	--	57.1	56.2	54.3	52.6	52.1	----	----	288403.1503
13	11/15/2023 11:25	00d 00:01:00.0	52.9	70.7	59.6	47.3	--	59.2	57.1	50.8	47.8	47.5	----	----	194984.46
14	11/15/2023 11:26	00d 00:01:00.0	51	68.8	53.5	48.7	--	53.7	52.6	50.9	49.1	48.6	----	----	125892.5412
15	11/15/2023 11:27	00d 00:01:00.0	50.7	68.5	55	47.5	--	53.9	53.6	50.3	48	47.9	----	----	117489.7555
16	11/15/2023 11:28	00d 00:01:00.0	50.7	68.5	54.2	47.2	--	53.4	52.5	50.3	48.3	47.5	----	----	117489.7555
17	11/15/2023 11:29	00d 00:01:00.0	52	69.8	56.1	46	--	55.9	54.2	51.8	48.2	46.2	----	----	158489.3192
18	11/15/2023 11:30	00d 00:01:00.0	52.3	70.1	56	49	--	55.4	54.6	51.9	50.4	50.2	----	----	169824.3652
19	11/15/2023 11:31	00d 00:01:00.0	53.6	71.4	60.5	48.3	--	59.7	56.1	51.4	49.8	49.5	----	----	229086.7653
20	11/15/2023 11:32	00d 00:01:00.0	51.6	69.4	54.5	48.6	--	54.2	53.9	51.1	49.8	49.3	----	----	144543.9771
21	11/15/2023 11:33	00d 00:01:00.0	52.7	70.5	56.1	49.2	--	55.6	55.1	52.5	49.8	49.6	----	----	186208.7137
22	11/15/2023 11:34	00d 00:01:00.0	51.2	69	56	48.6	--	54.3	52.9	50.5	49.1	48.8	----	----	131825.6739
23	11/15/2023 11:35	00d 00:01:00.0	50.7	68.5	54.3	48.4	--	53.1	52.4	50.2	48.7	48.4	----	----	117489.7555
24	11/15/2023 11:36	00d 00:01:00.0	51.1	68.9	54.4	47.8	--	54.5	53.6	50.6	49.2	48.6	----	----	128824.9552
25	11/15/2023 11:37	00d 00:01:00.0	51.5	69.3	57.2	47.8	--	55.1	53	51.1	49.6	49.2	----	----	141253.7545
26	11/15/2023 11:38	00d 00:01:00.0	48.4	66.2	52.1	43.5	--	51	50.4	48.4	44.9	44.3	----	----	69183.09709
27	11/15/2023 11:39	00d 00:01:00.0	53.2	71	59.4	46.2	--	58.7	56.5	52.2	47.5	46.9	----	----	208929.6131
28	11/15/2023 11:40	00d 00:01:00.0	53.5	71.3	57.9	49.1	--	57.7	56.6	52.9	50.1	49.6	----	----	223872.1139
29	11/15/2023 11:41	00d 00:01:00.0	55.8	73.6	59	50.6	--	58.7	58.4	55.4	51.9	51.1	----	----	380189.3963
30	11/15/2023 11:42	00d 00:01:00.0	54.1	71.9	57.5	50.5	--	57.2	56.5	53.6	52	51.3	----	----	257039.5783
31	11/15/2023 11:43	00d 00:00:30.0	55.5	70.3	61.7	51.4	--	58.3	58.2	53.8	51.8	51.8	----	----	354813.3892

15 min Leq

51.9

Monitoring Site: ST-25

Address: 926 Boal Ave, Boalsburg, PA 16827

Sound Level Meter: Rion #6

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 11:18	00d 00:01:00.0	60.8	78.6	86.2	52.6	--	65.4	64.1	59.9	53.8	53.2	----	----	1202264.435
2	11/15/2023 11:19	00d 00:01:00.0	61.1	78.9	65.7	52.9	--	65.2	64.6	60.1	54	53.3	----	----	1288249.552
3	11/15/2023 11:20	00d 00:01:00.0	59.8	77.6	65.6	49.1	--	65.6	64.6	57	51.1	49.9	----	----	954992.586
4	11/15/2023 11:21	00d 00:01:00.0	59.8	77.6	66.2	50.6	--	66.4	64.2	56	51.3	50.8	----	----	954992.586
5	11/15/2023 11:22	00d 00:01:00.0	62.6	80.4	70.5	52.5	--	68.7	67.9	57.8	53.1	52.5	----	----	1819700.859
6	11/15/2023 11:23	00d 00:01:00.0	60.3	78.1	65.3	49.6	--	65	64	59.2	51.7	51.1	----	----	1071519.305
7	11/15/2023 11:24	00d 00:01:00.0	59.3	77.1	66.7	50.5	--	65.7	63.8	57.1	51.8	51.5	----	----	851138.0382
8	11/15/2023 11:25	00d 00:01:00.0	58.1	75.9	65.3	52.4	--	63.9	62.5	55.9	54.2	53.5	----	----	645654.229
9	11/15/2023 11:26	00d 00:01:00.0	58.1	75.9	64.7	52	--	64.1	62.6	54.8	52.5	52.2	----	----	645654.229
10	11/15/2023 11:27	00d 00:01:00.0	56.7	74.5	63.6	47.6	--	62.9	61.5	52.6	48.2	48.1	----	----	467735.1413
11	11/15/2023 11:28	00d 00:01:00.0	57.5	75.3	64.1	49.4	--	63.3	61.2	55.1	51.3	50.2	----	----	562341.3252
12	11/15/2023 11:29	00d 00:01:00.0	60.4	78.2	66.1	52.6	--	65.2	64.1	58.5	54.3	52.9	----	----	1096478.196
13	11/15/2023 11:30	00d 00:01:00.0	59.5	77.3	64.8	52	--	64.4	63.3	57.1	53.5	53	----	----	891250.9381
14	11/15/2023 11:31	00d 00:01:00.0	65.2	83	75.9	49.2	--	75.3	67.9	58	50.1	49.7	----	----	3311311.215
15	11/15/2023 11:32	00d 00:01:00.0	57.5	75.3	64.6	49.4	--	63.8	61.3	55.6	50.4	50	----	----	562341.3252
16	11/15/2023 11:33	00d 00:01:00.0	58.4	76.2	63	49.4	--	63	62.5	56.8	50.4	50.1	----	----	691830.9709
17	11/15/2023 11:34	00d 00:01:00.0	59.2	77	64.8	50.1	--	64.3	63.5	57.8	50.9	50.5	----	----	831763.7711
18	11/15/2023 11:35	00d 00:01:00.0	56.6	74.4	64.1	49.2	--	63.4	60	54.4	49.9	49.5	----	----	457088.1896
19	11/15/2023 11:36	00d 00:01:00.0	53	70.8	57.3	48.6	--	57	55.5	52.5	49.7	49.2	----	----	199526.2315
20	11/15/2023 11:37	00d 00:01:00.0	58.4	76.2	64.1	50.7	--	62.7	61.7	57.7	52.4	51.8	----	----	691830.9709
21	11/15/2023 11:38	00d 00:01:00.0	58.2	76	64.8	47.3	--	64.8	63.4	53.6	49.8	49	----	----	660693.448
22	11/15/2023 11:39	00d 00:01:00.0	62.5	80.3	71.5	53.4	--	69.6	66.7	58.8	55.9	54.8	----	----	1778279.41
23	11/15/2023 11:40	00d 00:00:06.9	55	63.4	57.6	53.1	--	56.9	56.9	55.3	53	53	----	----	316227.766

15 min Leq

59.2

Monitoring Site: ST-26

Address: 237 Timberwood Trail, Boalsburg, PA 16827

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 11:59	00d 00:01:00.0	40.4	58.2	48.3	37.3	--	45.5	41.2	39.6	37.5	37.4	----	----	10964.78196
2	11/15/2023 12:00	00d 00:01:00.0	42.1	59.9	46.8	39.7	--	46	44.4	41.2	39.9	39.8	----	----	16218.10097
3	11/15/2023 12:01	00d 00:01:00.0	44.1	61.9	49.4	39.9	--	48.4	47.5	42	40.5	40.3	----	----	25703.95783
4	11/15/2023 12:02	00d 00:01:00.0	42.6	60.4	48.4	39.4	--	45.7	45.3	41.2	40.4	40.3	----	----	18197.00859
5	11/15/2023 12:03	00d 00:01:00.0	39.9	57.7	44.7	38	--	43.4	41.1	39.3	38.5	38.2	----	----	9772.37221
6	11/15/2023 12:04	00d 00:01:00.0	39.3	57.1	41.3	37.6	--	40.9	40.6	39.4	38.1	37.9	----	----	8511.380382
7	11/15/2023 12:05	00d 00:01:00.0	44.3	62.1	49.2	39.9	--	48.2	47.4	43	40.3	40.1	----	----	26915.34804
8	11/15/2023 12:06	00d 00:01:00.0	41.9	59.7	44.8	40.5	--	44.2	43.4	41.5	40.7	40.6	----	----	15488.16619
9	11/15/2023 12:07	00d 00:01:00.0	43.1	60.9	44.9	40.1	--	45.1	44.5	43.2	40.9	40.6	----	----	20417.37945
10	11/15/2023 12:08	00d 00:01:00.0	41.4	59.2	44.4	38.6	--	44	43.7	41.2	39.1	38.8	----	----	13803.84265
11	11/15/2023 12:09	00d 00:01:00.0	39.6	57.4	42.2	37.4	--	42.1	41.9	39.1	37.8	37.7	----	----	9120.108394
12	11/15/2023 12:10	00d 00:01:00.0	42.5	60.3	43.4	41.5	--	43.3	43.2	42.3	41.7	41.6	----	----	17782.7941
13	11/15/2023 12:11	00d 00:01:00.0	44.3	62.1	45.7	43.2	--	45.6	45.5	44	43.4	43.3	----	----	26915.34804
14	11/15/2023 12:12	00d 00:01:00.0	45	62.8	45.9	43.5	--	45.9	45.7	45.1	44	43.7	----	----	31622.7766
15	11/15/2023 12:13	00d 00:01:00.0	43.3	61.1	44.5	42.6	--	44	43.9	43.3	42.9	42.8	----	----	21379.6209
16	11/15/2023 12:14	00d 00:01:00.0	45.2	63	47.9	43.5	--	47.6	47.2	44.2	43.6	43.5	----	----	33113.11215
17	11/15/2023 12:15	00d 00:01:00.0	45.5	63.3	47.1	44.3	--	46.6	46.6	45.4	44.5	44.4	----	----	35481.33892
18	11/15/2023 12:16	00d 00:01:00.0	46	63.8	47.8	43.6	--	47.6	47.5	46.1	44	43.9	----	----	39810.71706
19	11/15/2023 12:17	00d 00:01:00.0	45.8	63.6	47.7	43.6	--	47.8	47.6	45.1	44	44	----	----	38018.93963
20	11/15/2023 12:18	00d 00:01:00.0	44	61.8	46.2	41.4	--	45.6	45.2	43.9	42.3	41.8	----	----	25118.86432
21	11/15/2023 12:19	00d 00:01:00.0	42.5	60.3	44.1	40.5	--	43.9	43.5	42.6	41.2	40.8	----	----	17782.7941
22	11/15/2023 12:20	00d 00:01:00.0	43.1	60.9	44.6	41.2	--	44.4	44.3	43.3	41.7	41.5	----	----	20417.37945
23	11/15/2023 12:21	00d 00:01:00.0	41.1	58.9	43.9	38.2	--	43.6	43.4	41	38.6	38.3	----	----	12882.49552
24	11/15/2023 12:22	00d 00:01:00.0	37.8	55.6	40.9	36.2	--	39.3	38.7	37.7	36.7	36.5	----	----	6025.595861
25	11/15/2023 12:23	00d 00:01:00.0	40.8	58.6	46.4	36.8	--	45.3	44.1	40	37.1	37	----	----	12022.64435
26	11/15/2023 12:24	00d 00:01:00.0	40	57.8	42.1	37.4	--	41.8	41.5	39.8	38	37.6	----	----	10000
27	11/15/2023 12:25	00d 00:01:00.0	38.3	56.1	40.7	36.8	--	39.5	39.2	38.1	37.1	37	----	----	6760.829754
28	11/15/2023 12:26	00d 00:01:00.0	42.7	60.5	44.2	40.7	--	44.1	44	42.7	41.3	41.1	----	----	18620.87137
29	11/15/2023 12:27	00d 00:01:00.0	43	60.8	44.5	41.2	--	44.4	44.3	43	41.7	41.5	----	----	19952.62315
30	11/15/2023 12:28	00d 00:01:00.0	41.3	59.1	43.8	39.1	--	43.8	43.4	40.8	39.8	39.2	----	----	13489.62883
31	11/15/2023 12:29	00d 00:01:00.0	40.4	58.2	44.6	39.2	--	41.6	41.2	40.1	39.3	39.3	----	----	10964.78196
32	11/15/2023 12:30	00d 00:01:00.0	39.9	57.7	45	36.3	--	44.6	42.4	38.9	36.9	36.6	----	----	9772.37221
33	11/15/2023 12:31	00d 00:01:00.0	51.4	69.2	62.1	39	--	59.9	53.5	46.2	44.1	41	----	----	138038.4265
34	11/15/2023 12:32	00d 00:01:00.0	52.5	70.3	62.6	44.2	--	61	57.5	46.5	44.4	44.2	----	----	177827.941
35	11/15/2023 12:33	00d 00:01:00.0	61.5	79.3	75.6	46	--	65.1	63.7	49	46.1	45.9	----	----	1412537.545
36	11/15/2023 12:34	00d 00:01:00.0	46	63.8	53	42.9	--	52	49	43.9	43.3	43.2	----	----	39810.71706
37	11/15/2023 12:35	00d 00:01:00.0	43.7	61.5	52.3	42.1	--	44.8	44	42.9	42.5	42.4	----	----	23442.28815
38	11/15/2023 12:36	00d 00:01:00.0	47.4	65.2	53.3	42.7	--	52.6	52.2	44.3	42.9	42.7	----	----	54954.08739
39	11/15/2023 12:37	00d 00:01:00.0	44.1	61.9	46.7	42.3	--	46.7	45.4	43.8	42.8	42.5	----	----	25703.95783
40	11/15/2023 12:38	00d 00:01:00.0	42.1	59.9	47.3	37.7	--	44.8	43.9	42.2	38.9	38.3	----	----	16218.10097
41	11/15/2023 12:39	00d 00:01:00.0	39.8	57.6	41.6	37.4	--	41.4	41.3	39.8	38.2	37.9	----	----	9549.92586
42	11/15/2023 12:40	00d 00:01:00.0	40.7	58.5	42.8	39.2	--	42.6	42.2	40.4	39.4	39.3	----	----	11748.97555
43	11/15/2023 12:41	00d 00:01:00.0	40.1	57.9	42.9	37.8	--	42.1	41.3	39.8	38.7	38.1	----	----	10232.92992
44	11/15/2023 12:42	00d 00:01:00.0	41.5	59.3	46.8	37.4	--	45.7	44.6	40.2	38	37.8	----	----	14125.37545
45	11/15/2023 12:43	00d 00:01:00.0	40	57.8	42.9	37	--	42.7	42	39.8	37.7	37.2	----	----	10000
46	11/15/2023 12:44	00d 00:01:00.0	41	58.8	45.1	37.2	--	44.2	42.8	40.5	38.3	37.8	----	----	12589.25412
47	11/15/2023 12:45	00d 00:01:00.0	39.6	57.4	42.6	37.5	--	41.9	41.4	39.2	37.8	37.7	----	----	9120.108394
48	11/15/2023 12:46	00d 00:01:00.0	40.1	57.9	41.5	38	--	41.3	41.3	40.3	38.6	38.3	----	----	10232.92992
49	11/15/2023 12:47	00d 00:01:00.0	39.6	57.4	41.7	37.9	--	41.7	40.8	39.5	38.3	38.2	----	----	9120.108394
50	11/15/2023 12:48	00d 00:01:00.0	40.8	58.6	42.9	37.1	--	42.9	42.7	41.4	37.5	37.4	----	----	12022.64435
51	11/15/2023 12:49	00d 00:01:00.0	40.9	58.7	42.3	39.6	--	42.2	41.8	40.8	39.9	39.8	----	----	12302.68771
52	11/15/2023 12:50	00d 00:01:00.0	41.2	59	42.8	39.3	--	42.5	42.1	41.2	39.9	39.7	----	----	13182.56739

15 min Leq

43.8

15 min Leq

42.6

Monitoring Site: ST-27

Address: lot near 167 Timberwood Trail, Boalsburg, PA 16827

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 12:05	00d 00:01:00.0	51.3	69.1	58.1	45	--	56	54.8	50.3	46.9	45.4	----	----	134896.2883
2	11/15/2023 12:06	00d 00:01:00.0	53.2	71	56.7	45.9	--	55.5	55.1	53.1	49.7	47.5	----	----	208929.6131
3	11/15/2023 12:07	00d 00:01:00.0	51.1	68.9	55.6	44.8	--	55.3	54.6	49.5	45.5	45	----	----	128824.9552
4	11/15/2023 12:08	00d 00:01:00.0	48.5	66.3	51.8	44.8	--	51.5	51.1	47.9	45.6	45.2	----	----	70794.57844
5	11/15/2023 12:09	00d 00:01:00.0	44.4	62.2	49.9	39.3	--	48.9	47.7	43.2	39.8	39.6	----	----	27542.28703
6	11/15/2023 12:10	00d 00:01:00.0	50.8	68.6	54	45.6	--	53.8	53.3	50.6	46.2	45.8	----	----	120226.4435
7	11/15/2023 12:11	00d 00:01:00.0	50.5	68.3	55.9	46.3	--	54.9	52.5	49.5	47.2	46.9	----	----	112201.8454
8	11/15/2023 12:12	00d 00:01:00.0	49.5	67.3	55	44.3	--	53.5	52.4	48.5	44.7	44.5	----	----	89125.09381
9	11/15/2023 12:13	00d 00:01:00.0	50.1	67.9	53.1	44.5	--	53.2	52.7	50	45.3	44.8	----	----	102329.2992
10	11/15/2023 12:14	00d 00:01:00.0	51.1	68.9	53.7	47.7	--	53.1	52.8	50.9	48.6	48	----	----	128824.9552
11	11/15/2023 12:15	00d 00:01:00.0	48.5	66.3	53.3	43.1	--	52.2	52	47.7	43.6	43.5	----	----	70794.57844
12	11/15/2023 12:16	00d 00:01:00.0	54.1	71.9	60.3	46.9	--	58	57.6	52.5	49.2	48.4	----	----	257039.5783
13	11/15/2023 12:17	00d 00:01:00.0	52.7	70.5	58.2	48.2	--	55.4	54.9	52.3	49.2	48.8	----	----	186208.7137
14	11/15/2023 12:18	00d 00:01:00.0	52.5	70.3	55.5	47.7	--	55	54.7	52.4	49.5	48.1	----	----	177827.941
15	11/15/2023 12:19	00d 00:01:00.0	53.4	71.2	56.5	47.7	--	55.9	55.9	53.5	49.6	48.6	----	----	218776.1624
16	11/15/2023 12:20	00d 00:01:00.0	53.8	71.6	58.6	47.6	--	57.5	56.4	53.3	49.8	48.2	----	----	239883.2919
17	11/15/2023 12:21	00d 00:01:00.0	48.7	66.5	53.6	40.9	--	53	51.9	46.9	42	41.4	----	----	74131.02413
18	11/15/2023 12:22	00d 00:01:00.0	52.6	70.4	57.5	46.2	--	56.5	55.5	51.6	47.7	46.9	----	----	181970.0859
19	11/15/2023 12:23	00d 00:01:00.0	51	68.8	54.6	45.7	--	54.7	53.9	50.7	46.7	46.1	----	----	125892.5412
20	11/15/2023 12:24	00d 00:01:00.0	50.3	68.1	58.2	44.7	--	53.4	52.5	49.4	46.1	45.8	----	----	107151.9305
21	11/15/2023 12:25	00d 00:01:00.0	61.5	79.3	73.6	43.6	--	68.3	62.8	56.1	53.7	44.1	----	----	1412537.545
22	11/15/2023 12:26	00d 00:01:00.0	55.7	73.5	69.2	47.6	--	63.9	60.2	50.2	48.1	47.8	----	----	371535.2291
23	11/15/2023 12:27	00d 00:01:00.0	52	69.8	56.2	47.4	--	55.3	54.5	51.6	48.5	47.9	----	----	158489.3192
24	11/15/2023 12:28	00d 00:01:00.0	50.3	68.1	61.2	45.7	--	54.6	51.5	48.6	46.1	46	----	----	107151.9305
25	11/15/2023 12:29	00d 00:01:00.0	48.6	66.4	51.6	44.1	--	51.2	50.9	48.5	45.2	44.4	----	----	72443.59601
26	11/15/2023 12:30	00d 00:01:00.0	50	67.8	55	42.7	--	55	54.5	48.1	43.1	42.9	----	----	100000
27	11/15/2023 12:31	00d 00:01:00.0	50.9	68.7	55.7	42.1	--	55.2	54.8	50.8	42.4	42.3	----	----	123026.8771
28	11/15/2023 12:32	00d 00:01:00.0	49.5	67.3	52.6	43.9	--	52.4	51.9	49.6	45.1	44.3	----	----	89125.09381
29	11/15/2023 12:33	00d 00:01:00.0	50.8	68.6	53.8	48.8	--	52.5	52.1	50.5	49.4	49.1	----	----	120226.4435
30	11/15/2023 12:34	00d 00:01:00.0	49.4	67.2	55.1	43.1	--	53.3	52.3	48.6	44.7	43.3	----	----	87096.359
31	11/15/2023 12:35	00d 00:01:00.0	48.3	66.1	52.3	43.3	--	51.5	51.2	47.9	44.5	43.8	----	----	67608.29754
32	11/15/2023 12:36	00d 00:01:00.0	49	66.8	53.7	44.5	--	53.1	52.4	47.8	45.6	45.3	----	----	79432.82347
33	11/15/2023 12:37	00d 00:01:00.0	52.6	70.4	62.9	46.3	--	59.1	55.9	48.8	46.9	46.5	----	----	181970.0859
34	11/15/2023 12:38	00d 00:01:00.0	49.6	67.4	52.9	46.4	--	52.3	51.3	49.7	46.9	46.5	----	----	91201.08394
35	11/15/2023 12:39	00d 00:01:00.0	52.8	70.6	56.6	44.8	--	56	55.5	52.3	47	45.4	----	----	190546.0718
36	11/15/2023 12:40	00d 00:01:00.0	49.1	66.9	52.8	44.2	--	52.5	52.1	48.7	44.7	44.6	----	----	81283.05162
37	11/15/2023 12:41	00d 00:01:00.0	52.2	70	58.1	44.6	--	56.7	55.9	49.7	46.8	45.6	----	----	165958.6907
38	11/15/2023 12:42	00d 00:01:00.0	48.8	66.6	55.7	44.5	--	53.6	52.3	47.1	45.6	45.2	----	----	75857.7575
39	11/15/2023 12:43	00d 00:01:00.0	51.4	69.2	56.1	42.2	--	55.7	55.1	48.4	43.4	42.6	----	----	138038.4265
40	11/15/2023 12:44	00d 00:01:00.0	50.3	68.1	55.3	43.8	--	53.6	53	50.2	44.3	43.9	----	----	107151.9305
41	11/15/2023 12:45	00d 00:01:00.0	51.3	69.1	54.2	44.4	--	53.9	53.5	51.5	47.1	45	----	----	134896.2883
42	11/15/2023 12:46	00d 00:01:00.0	47	64.8	52.3	44	--	51	49.1	46.1	44.5	44.2	----	----	50118.72336
43	11/15/2023 12:47	00d 00:01:00.0	47.6	65.4	54.2	41	--	53.9	53	44.9	41.6	41.5	----	----	57543.99373
44	11/15/2023 12:48	00d 00:01:00.0	52	69.8	54.9	44.7	--	54.7	54.2	52.2	48.8	46.1	----	----	158489.3192
45	11/15/2023 12:49	00d 00:01:00.0	50.3	68.1	53.6	44.1	--	53.4	52.9	50.1	45	44.5	----	----	107151.9305
46	11/15/2023 12:50	00d 00:01:00.0	51.6	69.4	56.7	45.7	--	55.6	54.3	51.1	46.6	46	----	----	144543.9771
47	11/15/2023 12:51	00d 00:01:00.0	51.8	69.6	57.1	46.2	--	56.1	54.8	50.7	47.1	46.7	----	----	151356.1248

15 min Leq

53.9

15 min Leq

50.4

Monitoring Site: ST-28

Address: 155 Laurel Meadow Ln, Centre Hall, PA 16828

Sound Level Meter: Rion #5

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 12:10	00d 00:01:00.0	50.5	68.3	78.7	45.1	--	54.9	51.2	45.7	45.3	45.2	----	----	112201.8454
2	11/15/2023 12:11	00d 00:01:00.0	48.4	66.2	58.9	40.8	--	53.8	52.3	45.7	42	41.8	----	----	69183.09709
3	11/15/2023 12:12	00d 00:01:00.0	39.2	57	40.9	37.7	--	40.6	40.4	39.1	38.1	38	----	----	8317.637711
4	11/15/2023 12:13	00d 00:01:00.0	40	57.8	42.4	38	--	42	41.9	39.6	38.3	38.2	----	----	10000
5	11/15/2023 12:14	00d 00:01:00.0	42.1	59.9	43.7	40.5	--	43	42.8	42.2	40.8	40.6	----	----	16218.10097
6	11/15/2023 12:15	00d 00:01:00.0	42.1	59.9	45.6	40.3	--	44.8	43.3	41.7	40.7	40.6	----	----	16218.10097
7	11/15/2023 12:16	00d 00:01:00.0	46.9	64.7	56	41.5	--	53.6	51.8	44.1	41.7	41.6	----	----	48977.88194
8	11/15/2023 12:17	00d 00:01:00.0	40.9	58.7	43.7	39.2	--	43.3	42.7	40.6	39.7	39.5	----	----	12302.68771
9	11/15/2023 12:18	00d 00:01:00.0	41.1	58.9	43.6	39.5	--	42.6	42.2	41	39.9	39.8	----	----	12882.49552
10	11/15/2023 12:19	00d 00:01:00.0	41.3	59.1	42.7	39.6	--	42.6	42.3	41.1	40.2	40	----	----	13489.62883
11	11/15/2023 12:20	00d 00:01:00.0	40.5	58.3	42.9	37.3	--	42.8	42.4	40.7	37.9	37.5	----	----	11220.18454
12	11/15/2023 12:21	00d 00:01:00.0	36.1	53.9	37.4	35.3	--	37.2	36.9	35.9	35.6	35.5	----	----	4073.802778
13	11/15/2023 12:22	00d 00:01:00.0	38.5	56.3	45.3	35.3	--	43.4	41.5	37.2	36.1	35.9	----	----	7079.457844
14	11/15/2023 12:23	00d 00:01:00.0	39	56.8	45.2	37	--	41.8	40.4	38.4	37.4	37.2	----	----	7943.282347
15	11/15/2023 12:24	00d 00:01:00.0	46.6	64.4	62.4	36.6	--	40.7	39.8	38.5	37.4	37.1	----	----	45708.81896
16	11/15/2023 12:25	00d 00:01:00.0	39.4	57.2	42.3	37.2	--	42	41.5	38.8	37.6	37.4	----	----	8709.6359
17	11/15/2023 12:26	00d 00:01:00.0	38.8	56.6	43.4	35.9	--	41.2	40.9	38.2	36.5	36.1	----	----	7585.77575
18	11/15/2023 12:27	00d 00:01:00.0	38.9	56.7	45	36.4	--	42.3	39.8	38.4	36.9	36.8	----	----	7762.471166
19	11/15/2023 12:28	00d 00:01:00.0	38.7	56.5	41.5	36.5	--	40.1	39.9	38.6	37.2	37.1	----	----	7413.102413
20	11/15/2023 12:29	00d 00:01:00.0	35.9	53.7	38.6	34.1	--	38.1	38	35.6	34.1	34	----	----	3890.45145
21	11/15/2023 12:30	00d 00:01:00.0	40.1	57.9	44.8	35.8	--	44.1	43.7	39.2	37.1	36.9	----	----	10232.92992
22	11/15/2023 12:31	00d 00:01:00.0	39.4	57.2	44.3	35.7	--	43.4	42.8	38.5	36.3	36.1	----	----	8709.6359
23	11/15/2023 12:32	00d 00:01:00.0	38.9	56.7	44.2	37.7	--	39.4	39.4	38.8	38.2	38	----	----	7762.471166
24	11/15/2023 12:33	00d 00:01:00.0	40.1	57.9	46.2	37.7	--	43.3	42.5	39	38.3	38.2	----	----	10232.92992
25	11/15/2023 12:34	00d 00:01:00.0	38.9	56.7	40.9	37.1	--	40.7	40.2	38.7	37.6	37.3	----	----	7762.471166
26	11/15/2023 12:35	00d 00:01:00.0	37.1	54.9	38.9	35.3	--	38.6	38.4	37.2	35.7	35.6	----	----	5128.61384
27	11/15/2023 12:36	00d 00:01:00.0	39.3	57.1	44.9	35.9	--	43.5	43.2	37.4	36.5	36.3	----	----	8511.380382
28	11/15/2023 12:37	00d 00:01:00.0	37.6	55.4	42.5	35.2	--	40.8	39.2	37.1	35.6	35.5	----	----	5754.399373
29	11/15/2023 12:38	00d 00:01:00.0	36.8	54.6	38.7	35.7	--	38.2	37.7	36.6	36	35.8	----	----	4786.300923
30	11/15/2023 12:39	00d 00:01:00.0	38.9	56.7	42	35.8	--	42	40.7	38.5	36.9	36.3	----	----	7762.471166
31	11/15/2023 12:40	00d 00:01:00.0	38.2	56	41	36.1	--	40.5	40.5	37.6	36.5	36.3	----	----	6606.93448
32	11/15/2023 12:41	00d 00:01:00.0	38.6	56.4	42.1	36	--	41.5	40.5	38.3	36.6	36.2	----	----	7244.359601
33	11/15/2023 12:42	00d 00:01:00.0	36.7	54.5	40.8	34.5	--	39.9	38.3	36.1	35.1	34.9	----	----	4677.351413
34	11/15/2023 12:43	00d 00:01:00.0	37.1	54.9	38.7	35.6	--	38.7	38.1	37.1	36	35.9	----	----	5128.61384
35	11/15/2023 12:44	00d 00:01:00.0	35.9	53.7	37.2	34.6	--	37.1	36.8	35.9	34.9	34.7	----	----	3890.45145
36	11/15/2023 12:45	00d 00:01:00.0	36.1	53.9	38	35.1	--	37.5	37	35.9	35.4	35.3	----	----	4073.802778
37	11/15/2023 12:46	00d 00:01:00.0	36.1	53.9	39.3	34.5	--	38.2	37.6	35.6	34.7	34.7	----	----	4073.802778
38	11/15/2023 12:47	00d 00:01:00.0	41.4	59.2	47.9	36.4	--	46.5	45.5	38.8	36.7	36.6	----	----	13803.84265
39	11/15/2023 12:48	00d 00:01:00.0	43.4	61.2	49.5	38.3	--	49.4	48.3	41.3	38.5	38.5	----	----	21877.61624
40	11/15/2023 12:49	00d 00:00:42.8	49	65.3	58.1	38.2	--	55.7	54.9	43.2	38.5	38.3	----	----	79432.82347

15 min Leq
40.5

15 min Leq
38.2

Monitoring Site: ST-29

Address: 105 Laurel Meadow Ln, Centre Hall, PA 16828

Sound Level Meter: Rion #6

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	15 min Leq
1	11/15/2023 12:14	00d 00:01:00.0	52.2	70	81.6	48.6	--	56.3	54.9	51.6	49	48.6	----	----	165958.6907
2	11/15/2023 12:15	00d 00:01:00.0	53.1	70.9	55.6	50.5	--	55.6	54.9	52.7	51.7	50.7	----	----	204173.7945
3	11/15/2023 12:16	00d 00:01:00.0	51.8	69.6	57.8	47.7	--	54.7	53.6	51.4	48.7	48.1	----	----	151356.1248
4	11/15/2023 12:17	00d 00:01:00.0	55.7	73.5	59.8	48.2	--	59.1	58.8	55.3	49.3	48.3	----	----	371535.2291
5	11/15/2023 12:18	00d 00:01:00.0	51.8	69.6	54.4	47.3	--	54	53.8	51.2	48.4	47.8	----	----	151356.1248
6	11/15/2023 12:19	00d 00:01:00.0	53.8	71.6	58.6	49.3	--	56.8	56.1	53.1	51.2	50.7	----	----	239883.2919
7	11/15/2023 12:20	00d 00:01:00.0	55.4	73.2	58.3	50.8	--	57.8	57.5	55.1	52.2	51.3	----	----	346736.8505
8	11/15/2023 12:21	00d 00:01:00.0	52.5	70.3	56.6	48.1	--	56.1	54.9	51.5	49.5	48.5	----	----	177827.941
9	11/15/2023 12:22	00d 00:01:00.0	48.5	66.3	56.4	44.8	--	52.5	50.2	47.3	45.6	45.4	----	----	70794.57844
10	11/15/2023 12:23	00d 00:01:00.0	56.4	74.2	67.5	48.7	--	60.8	59.4	52.1	49.8	49.5	----	----	436515.8322
11	11/15/2023 12:24	00d 00:01:00.0	52.1	69.9	58.3	47.8	--	57	56.2	50.7	48.9	48.2	----	----	162181.0097
12	11/15/2023 12:25	00d 00:01:00.0	51	68.8	56.2	43.4	--	54.6	53.8	50.6	46	45.1	----	----	125892.5412
13	11/15/2023 12:26	00d 00:01:00.0	57.1	74.9	66.9	49.4	--	64.2	60.9	53.5	50.2	49.8	----	----	512861.384
14	11/15/2023 12:27	00d 00:01:00.0	55.5	73.3	66.1	46.8	--	63.4	59.1	50.2	48.3	47.5	----	----	354813.3892
15	11/15/2023 12:28	00d 00:01:00.0	53.8	71.6	61.2	46.6	--	59.1	56.4	51.6	47.6	47.1	----	----	239883.2919
16	11/15/2023 12:29	00d 00:01:00.0	52.5	70.3	56.7	49.5	--	55	54.5	52	50.1	49.7	----	----	177827.941
17	11/15/2023 12:30	00d 00:01:00.0	50.5	68.3	56.1	45.3	--	53.8	53.5	49.4	46.1	45.7	----	----	112201.8454
18	11/15/2023 12:31	00d 00:01:00.0	53.7	71.5	59.9	45.1	--	58.8	58.1	51.7	47.3	46	----	----	234422.8815
19	11/15/2023 12:32	00d 00:01:00.0	50.4	68.2	56.4	43.5	--	55.9	54.9	46	43.7	43.6	----	----	109647.8196
20	11/15/2023 12:33	00d 00:01:00.0	51.9	69.7	54.2	47.4	--	54	53.4	51.9	50	48.4	----	----	154881.6619
21	11/15/2023 12:34	00d 00:01:00.0	50.1	67.9	53	45.4	--	52.9	52.7	49.9	47.1	46.5	----	----	102329.2992
22	11/15/2023 12:35	00d 00:01:00.0	47.3	65.1	51.7	41	--	51.4	50.8	47.3	41.3	41	----	----	53703.17964
23	11/15/2023 12:36	00d 00:01:00.0	48.9	66.7	56	42.6	--	53.1	52.2	47.2	43.3	42.9	----	----	77624.71166
24	11/15/2023 12:37	00d 00:01:00.0	57.3	75.1	66.5	46.5	--	64.9	62.8	51	47	46.6	----	----	537031.7964
25	11/15/2023 12:38	00d 00:01:00.0	50.2	68	57.6	46.3	--	55.4	51.7	49	47	46.6	----	----	104712.8548
26	11/15/2023 12:39	00d 00:01:00.0	48.8	66.6	51.7	44.7	--	51	50.8	48.7	46.4	45.4	----	----	75857.7575
27	11/15/2023 12:40	00d 00:01:00.0	55.6	73.4	65.4	45.6	--	63.6	57.2	52.9	49	46.7	----	----	363078.0548
28	11/15/2023 12:41	00d 00:01:00.0	52.6	70.4	56.8	47.9	--	56.2	55.3	51.9	49.1	48	----	----	181970.0859
29	11/15/2023 12:42	00d 00:01:00.0	52.5	70.3	59.9	43.5	--	58.3	57.1	48.7	44.1	43.6	----	----	177827.941
30	11/15/2023 12:43	00d 00:01:00.0	48.4	66.2	55.5	44.1	--	52.7	51.8	47	45	44.6	----	----	69183.09709
31	11/15/2023 12:44	00d 00:01:00.0	51.9	69.7	55.3	43.7	--	55	54.6	51.4	45.8	45	----	----	154881.6619
32	11/15/2023 12:45	00d 00:01:00.0	51.2	69	56.5	47.1	--	54.7	53.9	50	47.9	47.5	----	----	131825.6739
33	11/15/2023 12:46	00d 00:01:00.0	49.8	67.6	53.9	46.1	--	52.6	52.4	49.5	46.7	46.3	----	----	95499.2586
34	11/15/2023 12:47	00d 00:01:00.0	45.6	63.4	50.6	40.1	--	48.8	48.2	44.6	41.2	40.2	----	----	36307.80548
35	11/15/2023 12:48	00d 00:00:30.5	43.8	58.7	48.4	39.7	--	47.9	46.9	42.1	39.8	39.6	----	----	23988.32919

15 min Leq
53.9

15 min Leq
51.9

Monitoring Site: ST-34

Address: Potter Township Athletic Complex

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	11/16/2023 12:40	00d 00:01:00.0	50.5	68.3	53.7	47.2	--	52.7	52.3	50.6	48.3	47.8	----	----	112201.8454
2	11/16/2023 12:41	00d 00:01:00.0	49.7	67.5	51.6	47.9	--	51.3	51	49.5	48.3	48.3	----	----	93325.43008
3	11/16/2023 12:42	00d 00:01:00.0	48.3	66.1	53.3	44.4	--	51.6	49.9	47.8	45.3	44.5	----	----	67608.29754
4	11/16/2023 12:43	00d 00:01:00.0	48.5	66.3	50.8	45.8	--	50.4	50.2	48.5	46.7	46.5	----	----	70794.57844
5	11/16/2023 12:44	00d 00:01:00.0	49.5	67.3	52.8	46.9	--	51.8	50.5	49.2	47.7	47.5	----	----	89125.09381
6	11/16/2023 12:45	00d 00:01:00.0	50.6	68.4	53.5	48.1	--	52.5	51.7	50.5	49.2	49	----	----	114815.3621
7	11/16/2023 12:46	00d 00:01:00.0	49.8	67.6	53.7	47.7	--	53	51.4	49.3	48	47.8	----	----	95499.2586
8	11/16/2023 12:47	00d 00:01:00.0	49.4	67.2	53.9	45.1	--	53	52.3	48.3	46.6	45.7	----	----	87096.359
9	11/16/2023 12:48	00d 00:01:00.0	48.1	65.9	53.1	45.5	--	51.4	50.9	47.1	45.8	45.6	----	----	64565.4229
10	11/16/2023 12:49	00d 00:01:00.0	49	66.8	52.9	46.4	--	52.6	51.8	48.3	46.6	46.4	----	----	79432.82347
11	11/16/2023 12:50	00d 00:01:00.0	47.4	65.2	49.3	45.3	--	48.8	48.5	47.5	46.3	45.6	----	----	54954.08739
12	11/16/2023 12:51	00d 00:01:00.0	47.8	65.6	50.8	45.5	--	50.9	50.1	47.2	46.1	46	----	----	60255.95861
13	11/16/2023 12:52	00d 00:01:00.0	47.2	65	52.1	45.2	--	50.4	49	46.6	45.4	45.1	----	----	52480.74602
14	11/16/2023 12:53	00d 00:01:00.0	48.8	66.6	52.8	45.2	--	50.7	49.9	48.4	47.6	47.4	----	----	75857.7575
15	11/16/2023 12:54	00d 00:01:00.0	47.5	65.3	50.5	44.5	--	49.8	49.1	47.2	45.3	45.2	----	----	56234.13252
16	11/16/2023 12:55	00d 00:01:00.0	48.5	66.3	51.5	45.1	--	51.1	50.8	48.1	46.5	46	----	----	70794.57844
17	11/16/2023 12:56	00d 00:01:00.0	48	65.8	50.4	46.4	--	49.6	49.2	47.9	46.7	46.4	----	----	63095.73445
18	11/16/2023 12:57	00d 00:01:00.0	47.9	65.7	51.5	45.7	--	50.2	49.5	47.6	46.2	46	----	----	61659.50019
19	11/16/2023 12:58	00d 00:01:00.0	47.6	65.4	52.1	42.7	--	50.7	49.7	47.4	43.8	43.4	----	----	57543.99373
20	11/16/2023 12:59	00d 00:01:00.0	51.1	68.9	54.6	45.9	--	54.2	53.9	50.2	47.3	46.8	----	----	128824.9552
21	11/16/2023 13:00	00d 00:01:00.0	47.2	65	48.5	45.4	--	48.3	48.2	47.3	45.9	45.8	----	----	52480.74602
22	11/16/2023 13:01	00d 00:01:00.0	47.7	65.5	49.7	45.2	--	49.3	49.1	47.7	46.5	46.2	----	----	58884.36554
23	11/16/2023 13:02	00d 00:01:00.0	48.9	66.7	50.8	46.5	--	51.1	50.3	48.8	47	46.7	----	----	77624.71166
24	11/16/2023 13:03	00d 00:01:00.0	48.6	66.4	50.4	46.4	--	50.2	49.6	48.5	47.6	47.2	----	----	72443.59601
25	11/16/2023 13:04	00d 00:01:00.0	46.5	64.3	49.1	44.8	--	48.6	47.8	46.3	45.2	45	----	----	44668.35922
26	11/16/2023 13:05	00d 00:01:00.0	46.1	63.9	48.4	43.8	--	48	47.5	46	44.6	44.2	----	----	40738.02778
27	11/16/2023 13:06	00d 00:01:00.0	46.1	63.9	49.4	44.3	--	48.5	47.3	45.7	45	44.4	----	----	40738.02778
28	11/16/2023 13:07	00d 00:01:00.0	48.6	66.4	51.7	43.2	--	51.7	50.7	48.2	46.4	45.1	----	----	72443.59601
29	11/16/2023 13:08	00d 00:01:00.0	46.7	64.5	49.3	43	--	48.6	48.4	46.6	44.8	44	----	----	46773.51413
30	11/16/2023 13:09	00d 00:01:00.0	47	64.8	48.8	45.4	--	48.3	48.1	46.7	46.1	45.9	----	----	50118.72336
31	11/16/2023 13:10	00d 00:01:00.0	46.8	64.6	49.5	44.9	--	48.7	48	46.8	45.7	45.3	----	----	47863.00923
32	11/16/2023 13:11	00d 00:01:00.0	46.8	64.6	50.1	43.7	--	49.8	48.6	46.7	44	43.8	----	----	47863.00923
33	11/16/2023 13:12	00d 00:01:00.0	47.8	65.6	49.9	46	--	49.7	49.3	47.6	46.6	46.1	----	----	60255.95861
34	11/16/2023 13:13	00d 00:01:00.0	44.8	62.6	47.2	42.9	--	46.7	46.2	44.6	43.2	43	----	----	30199.5172
35	11/16/2023 13:14	00d 00:01:00.0	45.3	63.1	47.6	43.2	--	47.1	46.7	45.3	43.6	43.3	----	----	33884.41561
36	11/16/2023 13:15	00d 00:01:00.0	45.6	63.4	47.5	43.7	--	47.2	46.7	45.5	44.2	43.8	----	----	36307.80548
37	11/16/2023 13:16	00d 00:01:00.0	44.9	62.7	49.4	42.3	--	46.7	46	44.7	42.9	42.6	----	----	30902.95433
38	11/16/2023 13:17	00d 00:01:00.0	44.4	62.2	46.4	41.6	--	46.3	46	44.3	42.9	42.7	----	----	27542.28703
39	11/16/2023 13:18	00d 00:01:00.0	44.9	62.7	47	41.9	--	46.6	46.3	44.9	43.3	42.5	----	----	30902.95433
40	11/16/2023 13:19	00d 00:01:00.0	44.6	62.4	46.2	43.1	--	45.9	45.4	44.6	43.7	43.4	----	----	28840.31503
41	11/16/2023 13:20	00d 00:01:00.0	46.3	64.1	51.6	43.4	--	48.7	48.3	45.7	44.3	44.1	----	----	42657.95188
42	11/16/2023 13:21	00d 00:01:00.0	45.4	63.2	47.3	43.2	--	47	46.6	45.3	44.1	43.9	----	----	34673.68505
43	11/16/2023 13:22	00d 00:01:00.0	44.3	62.1	47.4	41.5	--	47.2	46.3	43.9	42	41.6	----	----	26915.34804
44	11/16/2023 13:23	00d 00:01:00.0	44.7	62.5	47.2	42.1	--	46.9	46.4	44.5	43	42.7	----	----	29512.09227
45	11/16/2023 13:24	00d 00:01:00.0	45.5	63.3	48	41.3	--	47.7	47.5	45.6	42.8	42.2	----	----	35481.33892
46	11/16/2023 13:25	00d 00:01:00.0	45.9	63.7	50.5	42.3	--	49.1	48	45.2	42.8	42.6	----	----	38904.5145
47	11/16/2023 13:26	00d 00:01:00.0	44	61.8	47.3	40	--	46.4	46.2	43.9	41.1	40.9	----	----	25118.86432
48	11/16/2023 13:27	00d 00:01:00.0	44.4	62.2	47	41.2	--	46.2	46.1	44.3	42.8	41.6	----	----	27542.28703
49	11/16/2023 13:28	00d 00:01:00.0	45.5	63.3	48.1	42.6	--	47.7	47.3	45.4	43.4	43.2	----	----	35481.33892
50	11/16/2023 13:29	00d 00:01:00.0	46.4	64.2	48.5	44.4	--	48	47.7	46.4	45.2	44.6	----	----	43651.58322
51	11/16/2023 13:30	00d 00:01:00.0	45.8	63.6	47.9	44.1	--	47.3	46.9	45.7	44.7	44.6	----	----	38018.93963

52	11/16/2023 13:31	00d 00:01:00.0	44	61.8	46.7	40.5	--	45.8	45.6	44.2	41.6	41.1	----	----	25118.86432
53	11/16/2023 13:32	00d 00:01:00.0	42.5	60.3	45.3	40.6	--	44.1	43.9	42.6	41	40.7	----	----	17782.7941
54	11/16/2023 13:33	00d 00:01:00.0	42.7	60.5	44.7	40.5	--	44.7	44.1	42.6	40.9	40.8	----	----	18620.87137
55	11/16/2023 13:34	00d 00:01:00.0	42.5	60.3	46.1	38.8	--	45.4	44.7	42.3	39.1	38.9	----	----	17782.7941
56	11/16/2023 13:35	00d 00:01:00.0	43.1	60.9	48.6	40	--	45.6	44.9	42.7	41.6	40.6	----	----	20417.37945
57	11/16/2023 13:36	00d 00:01:00.0	42.7	60.5	45.5	40.4	--	45.3	44.6	42.1	41	40.6	----	----	18620.87137
58	11/16/2023 13:37	00d 00:01:00.0	45	62.8	52.6	40.1	--	48.6	47.8	44	40.9	40.5	----	----	31622.7766
59	11/16/2023 13:38	00d 00:01:00.0	39.8	57.6	44.2	37.8	--	42.4	41.7	39.3	38.4	38.2	----	----	9549.92586
60	11/16/2023 13:39	00d 00:01:00.0	39.1	56.9	41.2	37.1	--	40.9	40.5	39.1	37.4	37.3	----	----	8128.305162
61	11/16/2023 13:40	00d 00:01:00.0	40.2	58	44.6	37.5	--	42.7	42.1	39.6	37.8	37.7	----	----	10471.28548
62	11/16/2023 13:41	00d 00:01:00.0	47.8	65.6	54.9	39.7	--	54	51.4	45.4	40.3	40.1	----	----	60255.95861
63	11/16/2023 13:42	00d 00:01:00.0	45.6	63.4	52.9	41.8	--	50.3	49.4	44.2	42.6	42.3	----	----	36307.80548
64	11/16/2023 13:43	00d 00:01:00.0	43.5	61.3	46.7	41.2	--	46	45.6	43.4	42	41.8	----	----	22387.21139
65	11/16/2023 13:44	00d 00:01:00.0	42.8	60.6	44.8	41	--	44.7	44.2	42.8	41.5	41.4	----	----	19054.60718
66	11/16/2023 13:45	00d 00:01:00.0	41.5	59.3	43.2	39	--	42.9	42.8	41.6	39.7	39.4	----	----	14125.37545
67	11/16/2023 13:46	00d 00:01:00.0	41.5	59.3	43.7	38.6	--	43.6	43.1	41.4	39.4	39.2	----	----	14125.37545
68	11/16/2023 13:47	00d 00:01:00.0	42.4	60.2	44.2	39.2	--	43.6	43.5	42.4	41.3	40.3	----	----	17378.00829
69	11/16/2023 13:48	00d 00:01:00.0	44.7	62.5	51.5	40.7	--	51	47.9	43.1	41.3	41	----	----	29512.09227
70	11/16/2023 13:49	00d 00:01:00.0	44.4	62.2	48	40.5	--	46.4	46	44.5	41.9	41.2	----	----	27542.28703
71	11/16/2023 13:50	00d 00:01:00.0	46.6	64.4	49.7	43.2	--	49	48.6	46.2	43.8	43.6	----	----	45708.81896
72	11/16/2023 13:51	00d 00:01:00.0	45.2	63	50.4	40.7	--	50	48.9	43.8	41.1	40.8	----	----	33113.11215
73	11/16/2023 13:52	00d 00:00:40.4	46.9	63	51.6	41	--	49.5	49.4	46.8	41.8	41.4	----	----	48977.88194

15 min Leq

43.3

Monitoring Site: ST-35

Address: 124 Zerby Rd, Centre Hall, PA 16828

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	11/16/2023 12:57	00d 00:01:00.0	44.2	62	46.7	41.8	--	45.8	45.4	44.3	42.4	42.2	----	----	26302.67992
2	11/16/2023 12:58	00d 00:01:00.0	45	62.8	50.5	40.9	--	49.6	47.1	43.9	41.6	41.3	----	----	31622.7766
3	11/16/2023 12:59	00d 00:01:00.0	44.1	61.9	49.4	40.8	--	48.2	46.8	42.8	41.5	41.2	----	----	25703.95783
4	11/16/2023 13:00	00d 00:01:00.0	43.8	61.6	46.5	41.5	--	46.4	45.7	43.6	42.1	41.6	----	----	23988.32919
5	11/16/2023 13:01	00d 00:01:00.0	42	59.8	44.6	40.3	--	44.3	43.4	41.8	40.7	40.4	----	----	15848.93192
6	11/16/2023 13:02	00d 00:01:00.0	42.8	60.6	46.1	40	--	45.4	44.5	42.3	40.9	40.5	----	----	19054.60718
7	11/16/2023 13:03	00d 00:01:00.0	45.1	62.9	50.1	39.7	--	49.1	48.3	44.4	40.2	39.8	----	----	32359.36569
8	11/16/2023 13:04	00d 00:01:00.0	44	61.8	46.5	40.3	--	46.3	45.7	43.9	42.3	41.9	----	----	25118.86432
9	11/16/2023 13:05	00d 00:01:00.0	45.2	63	47	42.6	--	46.8	46.5	45	43.4	43.1	----	----	33113.11215
10	11/16/2023 13:06	00d 00:01:00.0	45.5	63.3	51.5	41.4	--	49.7	48.5	44.3	41.7	41.5	----	----	35481.33892
11	11/16/2023 13:07	00d 00:01:00.0	40.3	58.1	46.1	36.7	--	43.2	42.4	39.8	37.4	37.1	----	----	10715.19305
12	11/16/2023 13:08	00d 00:01:00.0	45	62.8	48.7	40.1	--	47.1	46.8	45	41.8	41.1	----	----	31622.7766
13	11/16/2023 13:09	00d 00:01:00.0	44.6	62.4	49.9	40.9	--	46.9	46.5	44.3	41.8	41.5	----	----	28840.31503
14	11/16/2023 13:10	00d 00:01:00.0	42.6	60.4	46.9	38.5	--	46.9	44.4	42.3	40.2	39.1	----	----	18197.00859
15	11/16/2023 13:11	00d 00:01:00.0	43.7	61.5	45.9	38.3	--	45.5	45.3	43.8	40.9	40	----	----	23442.28815
16	11/16/2023 13:12	00d 00:01:00.0	42.6	60.4	44.6	39.8	--	44.3	44.1	42.6	40.7	40.3	----	----	18197.00859
17	11/16/2023 13:13	00d 00:01:00.0	40.8	58.6	43.4	38.4	--	43.5	42.2	40.6	39	38.9	----	----	12022.64435
18	11/16/2023 13:14	00d 00:01:00.0	41.2	59	43.2	39	--	43.1	42.7	41	39.6	39.3	----	----	13182.56739
19	11/16/2023 13:15	00d 00:01:00.0	43.3	61.1	46.5	40	--	46.2	45.2	43.1	41.2	40.2	----	----	21379.6209
20	11/16/2023 13:16	00d 00:01:00.0	41.3	59.1	45	37.9	--	44.1	43.2	41.1	38.6	38.4	----	----	13489.62883
21	11/16/2023 13:17	00d 00:01:00.0	39.9	57.7	43.5	37.7	--	42.7	42	39.4	38.1	37.8	----	----	9772.37221
22	11/16/2023 13:18	00d 00:01:00.0	41.1	58.9	43	39.7	--	42.3	42	41	40.2	40	----	----	12882.49552
23	11/16/2023 13:19	00d 00:01:00.0	41.6	59.4	44	40.3	--	43.2	42.8	41.3	40.6	40.5	----	----	14454.39771
24	11/16/2023 13:20	00d 00:01:00.0	41.3	59.1	45	38.9	--	44.1	42.7	41	39.8	39.2	----	----	13489.62883
25	11/16/2023 13:21	00d 00:01:00.0	40.1	57.9	43.5	38.4	--	42	41.4	39.8	38.7	38.5	----	----	10232.92992
26	11/16/2023 13:22	00d 00:01:00.0	38.7	56.5	43.1	36.9	--	41.6	40.9	37.9	37.1	36.9	----	----	7413.102413
27	11/16/2023 13:23	00d 00:01:00.0	38.1	55.9	40.8	35.8	--	40.4	39.7	37.8	36.6	36.1	----	----	6456.54229
28	11/16/2023 13:24	00d 00:01:00.0	39.4	57.2	41	36.5	--	40.6	40.4	39.5	38.1	37.7	----	----	8709.6359
29	11/16/2023 13:25	00d 00:01:00.0	40.2	58	46.1	37.5	--	44.6	42.6	39.3	37.9	37.8	----	----	10471.28548
30	11/16/2023 13:26	00d 00:01:00.0	38.6	56.4	41.6	36.8	--	40.4	40	38.4	37.2	37	----	----	7244.359601
31	11/16/2023 13:27	00d 00:01:00.0	38.9	56.7	41.9	36.7	--	41.1	40.3	38.5	37.1	36.9	----	----	7762.471166
32	11/16/2023 13:28	00d 00:01:00.0	42.5	60.3	45.6	39.3	--	45.6	44.8	42.2	39.7	39.6	----	----	17782.7941
33	11/16/2023 13:29	00d 00:01:00.0	43.6	61.4	46.9	41.3	--	45.9	45.3	43.4	41.9	41.6	----	----	22908.67653
34	11/16/2023 13:30	00d 00:01:00.0	41.3	59.1	44.7	37.6	--	44	43.3	40.9	38.2	38	----	----	13489.62883
35	11/16/2023 13:31	00d 00:01:00.0	36.1	53.9	38.3	34.9	--	38	37.4	35.7	35.1	35.1	----	----	4073.802778
36	11/16/2023 13:32	00d 00:01:00.0	37.1	54.9	39.9	34.4	--	39.3	38.8	36.8	34.9	34.8	----	----	5128.61384
37	11/16/2023 13:33	00d 00:01:00.0	38.8	56.6	40.7	36.9	--	40.7	40.2	38.7	37.3	37.2	----	----	7585.77575
38	11/16/2023 13:34	00d 00:01:00.0	40.8	58.6	44.4	38	--	44	43	40.3	38.4	38.2	----	----	12022.64435
39	11/16/2023 13:35	00d 00:01:00.0	41.7	59.5	47.8	35.9	--	47.5	46.2	39.8	37.1	36.7	----	----	14791.08388
40	11/16/2023 13:36	00d 00:01:00.0	38.8	56.6	52.1	35.4	--	38.7	38.3	36.8	35.8	35.6	----	----	7585.77575
41	11/16/2023 13:37	00d 00:01:00.0	36.6	54.4	40.4	34	--	38.4	38	36.3	34.8	34.3	----	----	4570.881896
42	11/16/2023 13:38	00d 00:01:00.0	35.8	53.6	37.7	34.2	--	37.2	37	35.7	34.6	34.5	----	----	3801.893963
43	11/16/2023 13:39	00d 00:01:00.0	36.7	54.5	40.3	33.4	--	39.1	38.9	36.4	34.1	33.8	----	----	4677.351413
44	11/16/2023 13:40	00d 00:01:00.0	36.4	54.2	39.7	33.4	--	39.1	37.9	36.1	34.3	33.7	----	----	4365.158322
45	11/16/2023 13:41	00d 00:01:00.0	46.5	64.3	51.2	37.1	--	50.9	50.1	45.6	39.5	38.8	----	----	44668.35922
46	11/16/2023 13:42	00d 00:01:00.0	41.2	59	45.4	38.9	--	44.2	43.5	40.6	39.3	39	----	----	13182.56739
47	11/16/2023 13:43	00d 00:01:00.0	40.3	58.1	42.6	37.3	--	42.4	42.2	39.9	37.7	37.7	----	----	10715.19305
48	11/16/2023 13:44	00d 00:01:00.0	37	54.8	38.9	35.6	--	38.4	38.1	36.8	35.9	35.8	----	----	5011.872336
49	11/16/2023 13:45	00d 00:01:00.0	37	54.8	40.8	34.4	--	40	38.8	36.5	35.2	34.8	----	----	5011.872336
50	11/16/2023 13:46	00d 00:01:00.0	35.9	53.7	37.6	34.4	--	37.5	36.9	35.9	34.7	34.7	----	----	3890.45145
51	11/16/2023 13:47	00d 00:01:00.0	39.5	57.3	44.4	34.9	--	42.2	41.4	38.7	37.2	36.2	----	----	8912.509381
52	11/16/2023 13:48	00d 00:01:00.0	39.8	57.6	43.2	36.9	--	42.3	41.9	39.3	37.3	37.2	----	----	9549.92586
53	11/16/2023 13:49	00d 00:01:00.0	39.7	57.5	41.7	37.3	--	41.8	41.3	39.4	37.9	37.7	----	----	9332.543008
54	11/16/2023 13:50	00d 00:01:00.0	41.6	59.4	44.5	38.5	--	44.5	43.7	41.1	39.9	39.3	----	----	14454.39771
55	11/16/2023 13:51	00d 00:01:00.0	43.1	60.9	47.7	39.3	--	47.3	46.2	42.1	40	39.6	----	----	20417.37945

15 min Leq
39.9

Monitoring Site: ST-36

Address: 2011 General Potter Hwy, Centre Hall, PA 16828

Sound Level Meter: Rion #5

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	11/16/2023 13:17	00d 00:01:00.0	66.6	84.4	72.8	58.5	--	71.9	69.9	65	59.6	59.5	----	----	4570881.896
2	11/16/2023 13:18	00d 00:01:00.0	68.7	86.5	73.5	61	--	72.6	71.6	68.7	62.3	61.4	----	----	7413102.413
3	11/16/2023 13:19	00d 00:01:00.0	68.7	86.5	73.8	56.7	--	73.5	72.4	67.6	58.7	58	----	----	7413102.413
4	11/16/2023 13:20	00d 00:01:00.0	67.2	85	72.3	56.2	--	71.9	70.1	66.8	58.2	57.3	----	----	5248074.602
5	11/16/2023 13:21	00d 00:01:00.0	68.7	86.5	74	54	--	73.6	72.9	66.8	57.4	54.9	----	----	7413102.413
6	11/16/2023 13:22	00d 00:01:00.0	68.1	85.9	74.3	61.9	--	73.4	71.6	66.6	63.3	62.6	----	----	6456542.29
7	11/16/2023 13:23	00d 00:01:00.0	65.4	83.2	73.3	51.1	--	73.1	70.1	60	53	51.2	----	----	3467368.505
8	11/16/2023 13:24	00d 00:01:00.0	69.4	87.2	75.5	51.1	--	74.3	73.3	67.7	60.6	59.6	----	----	8709635.9
9	11/16/2023 13:25	00d 00:01:00.0	69	86.8	72.9	63.2	--	72.8	71.6	68.7	64.7	64.1	----	----	7943282.347
10	11/16/2023 13:26	00d 00:01:00.0	67.9	85.7	73.2	55.2	--	72.4	71.7	66.7	56.5	56.1	----	----	6165950.019
11	11/16/2023 13:27	00d 00:01:00.0	69.7	87.5	74.2	60.7	--	74.3	73.1	68.9	61.9	61.5	----	----	9332543.008
12	11/16/2023 13:28	00d 00:01:00.0	72	89.8	77.2	64.3	--	77	74.6	71.3	66.7	65.2	----	----	15848931.92
13	11/16/2023 13:29	00d 00:01:00.0	71.6	89.4	80.3	61.6	--	76.1	74.6	69.4	63.6	62.2	----	----	14454397.71
14	11/16/2023 13:30	00d 00:01:00.0	70.5	88.3	76.5	61.7	--	75.7	74.4	69.2	66	63.5	----	----	11220184.54
15	11/16/2023 13:31	00d 00:01:00.0	63.8	81.6	70.6	54.2	--	69.9	68.1	58.9	55.3	55	----	----	2398832.919
16	11/16/2023 13:32	00d 00:01:00.0	65.9	83.7	73.5	54.2	--	72.6	71.7	61.7	54.9	54.7	----	----	3890451.45
17	11/16/2023 13:33	00d 00:01:00.0	71.4	89.2	75.9	58.5	--	75.5	75.1	70.4	64.1	59.6	----	----	13803842.65
18	11/16/2023 13:34	00d 00:01:00.0	70.5	88.3	78.2	58.5	--	77.5	74.1	68.4	62.1	60	----	----	11220184.54
19	11/16/2023 13:35	00d 00:01:00.0	68.5	86.3	73.1	64.5	--	72.2	70.2	68.2	65.5	65.3	----	----	7079457.844
20	11/16/2023 13:36	00d 00:01:00.0	68.7	86.5	73	58.9	--	72.8	72.3	67.9	61.8	60.3	----	----	7413102.413
21	11/16/2023 13:37	00d 00:01:00.0	68.8	86.6	73	59.7	--	73.1	72.2	68.2	61.9	59.7	----	----	7585775.75
22	11/16/2023 13:38	00d 00:01:00.0	68	85.8	73.9	56.3	--	73.5	72.7	66.5	57.4	57	----	----	6309573.445
23	11/16/2023 13:39	00d 00:01:00.0	67	84.8	74	52.3	--	73.8	70.9	64.7	52.6	52.1	----	----	5011872.336
24	11/16/2023 13:40	00d 00:01:00.0	67.1	84.9	72.8	50.6	--	72.6	71.1	66.2	51.9	50.9	----	----	5128613.84
25	11/16/2023 13:41	00d 00:01:00.0	70.1	87.9	75.3	53	--	74.4	73.6	69.1	62	59.5	----	----	10232929.92
26	11/16/2023 13:42	00d 00:01:00.0	71.3	89.1	77.5	56.1	--	77.3	74.9	69.3	63	57.4	----	----	13489628.83
27	11/16/2023 13:43	00d 00:01:00.0	69.4	87.2	78	58.1	--	72.9	71.8	68.9	58.8	57.6	----	----	8709635.9
28	11/16/2023 13:44	00d 00:01:00.0	68.5	86.3	73.1	55.8	--	72	71.6	68	61.8	57.5	----	----	7079457.844
29	11/16/2023 13:45	00d 00:01:00.0	67.7	85.5	73	53.1	--	72.4	72.1	65.6	54	53.7	----	----	5888436.554
30	11/16/2023 13:46	00d 00:01:00.0	65.6	83.4	71.3	51.3	--	70.8	69.8	64.1	52.2	51.7	----	----	3630780.548
31	11/16/2023 13:47	00d 00:01:00.0	69	86.8	73.5	61.4	--	72.1	71.7	68.6	63.7	62.1	----	----	7943282.347
32	11/16/2023 13:48	00d 00:01:00.0	69.7	87.5	75.8	59.2	--	74.5	73.4	67.9	63.7	62	----	----	9332543.008
33	11/16/2023 13:49	00d 00:01:00.0	68.7	86.5	75.7	53.6	--	74	73.2	65.9	54.8	53.2	----	----	7413102.413
34	11/16/2023 13:50	00d 00:01:00.0	72.9	90.7	82.7	52.4	--	81.6	75.9	67.7	57.6	54.5	----	----	19498446
35	11/16/2023 13:51	00d 00:01:00.0	72.2	90	77.4	51	--	76.9	76.6	71.3	56.8	53.5	----	----	16595869.07
36	11/16/2023 13:52	00d 00:01:00.0	68.6	86.4	76.8	52.9	--	74.2	72.1	66.5	53.9	53.5	----	----	7244359.601
37	11/16/2023 13:53	00d 00:01:00.0	68.2	86	73.4	52.9	--	73.4	71.9	66.1	61.6	60	----	----	6606934.48
38	11/16/2023 13:54	00d 00:01:00.0	71.1	88.9	75.5	57.4	--	74.3	73.9	71	61.4	58.6	----	----	12882495.52
39	11/16/2023 13:55	00d 00:01:00.0	69.1	86.9	73.8	62	--	73.4	72.1	68.5	63.1	62.7	----	----	8128305.162
40	11/16/2023 13:56	00d 00:01:00.0	69.2	87	74.8	58.7	--	73.2	71.9	68.7	61.7	59.7	----	----	8317637.711
41	11/16/2023 13:57	00d 00:01:00.0	71	88.8	78	63.4	--	76	72.9	69.6	67.6	65.6	----	----	12589254.12
42	11/16/2023 13:58	00d 00:01:00.0	66.9	84.7	73	56.7	--	71.8	70.8	65.6	58.7	58	----	----	4897788.194
43	11/16/2023 13:59	00d 00:01:00.0	68.4	86.2	74.9	55.6	--	73.3	72.4	67.2	57.6	57	----	----	6918309.709
44	11/16/2023 14:00	00d 00:01:00.0	67.7	85.5	76.4	51	--	75.8	73	62.6	51.8	51.6	----	----	5888436.554
45	11/16/2023 14:01	00d 00:01:00.0	69.6	87.4	74.6	59.4	--	74.1	72.2	69.2	63	61	----	----	9120108.394
46	11/16/2023 14:02	00d 00:01:00.0	67.4	85.2	73.1	53.1	--	72.2	70.9	66.6	55.6	53.7	----	----	5495408.739
47	11/16/2023 14:03	00d 00:00:38.7	64	79.9	73.7	53.4	--	73.1	68.6	55.2	53.6	53.3	----	----	2511886.432

15 min Leq

68.9

Monitoring Site: ST-38

Address: 162 Wagner Rd, Centre Hall, PA 16828

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	11/16/2023 15:42	00d 00:01:00.0	54.9	72.7	65.3	47.3	--	63.6	56.5	50.9	48.1	47.7	----	----	309029.5433
2	11/16/2023 15:43	00d 00:01:00.0	62.7	80.5	68	48.4	--	67	66.6	62	49.1	48.8	----	----	1862087.137
3	11/16/2023 15:44	00d 00:01:00.0	64.1	81.9	66.2	58.5	--	65.7	65.5	64.4	61.2	60.2	----	----	2570395.783
4	11/16/2023 15:45	00d 00:01:00.0	56.8	74.6	65.1	54.8	--	61.9	57.3	55.8	55.1	54.9	----	----	478630.0923
5	11/16/2023 15:46	00d 00:01:00.0	51.4	69.2	55.5	49.5	--	53.5	53.1	51	49.8	49.7	----	----	138038.4265
6	11/16/2023 15:47	00d 00:01:00.0	49.6	67.4	50.9	48.1	--	51	50.6	49.6	48.7	48.4	----	----	91201.08394
7	11/16/2023 15:48	00d 00:01:00.0	51.1	68.9	52.8	49.6	--	52.7	52.5	50.8	49.9	49.8	----	----	128824.9552
8	11/16/2023 15:49	00d 00:01:00.0	52.9	70.7	56.4	50.9	--	55	54.1	52.7	51.3	51	----	----	194984.46
9	11/16/2023 15:50	00d 00:01:00.0	51.6	69.4	53.1	50.1	--	53	52.9	51.5	50.5	50.3	----	----	144543.9771
10	11/16/2023 15:51	00d 00:01:00.0	54.7	72.5	62.9	49.4	--	61	58.4	51.9	50.5	49.5	----	----	295120.9227
11	11/16/2023 15:52	00d 00:01:00.0	53.4	71.2	61.7	48.5	--	59.5	57.7	51.2	49.5	49.2	----	----	218776.1624
12	11/16/2023 15:53	00d 00:01:00.0	47.9	65.7	54.6	43.3	--	54.1	51.3	46.5	43.7	43.6	----	----	61659.50019
13	11/16/2023 15:54	00d 00:01:00.0	53	70.8	60.2	48.2	--	59	56.7	51.1	48.9	48.7	----	----	199526.2315
14	11/16/2023 15:55	00d 00:01:00.0	55.4	73.2	65.4	49.9	--	63.1	58.3	51.8	50.5	50.2	----	----	346736.8505
15	11/16/2023 15:56	00d 00:01:00.0	53.8	71.6	61.4	47.9	--	61.2	57.3	51.3	49.2	48.7	----	----	239883.2919
16	11/16/2023 15:57	00d 00:01:00.0	53.9	71.7	56.6	51.7	--	55.7	55.2	53.8	52.3	52.2	----	----	245470.8916
17	11/16/2023 15:58	00d 00:01:00.0	54.7	72.5	59.7	50.8	--	59.7	57.7	53.6	52	51.2	----	----	295120.9227
18	11/16/2023 15:59	00d 00:01:00.0	53.2	71	54.5	51.6	--	54.3	54	53.2	52.3	51.9	----	----	208929.6131
19	11/16/2023 16:00	00d 00:01:00.0	51.8	69.6	54.4	50.1	--	53.7	53.2	51.5	50.7	50.2	----	----	151356.1248
20	11/16/2023 16:01	00d 00:01:00.0	50.6	68.4	53.5	48.7	--	51.7	51.6	50.6	49.4	49	----	----	114815.3621
21	11/16/2023 16:02	00d 00:01:00.0	70	87.8	79	50.9	--	78.4	75.9	61.5	52.7	51.7	----	----	10000000
22	11/16/2023 16:03	00d 00:01:00.0	54.4	72.2	62	48.9	--	60	57.4	51.8	50	49.4	----	----	275422.8703
23	11/16/2023 16:04	00d 00:01:00.0	54.5	72.3	63	49.9	--	62.1	58.1	51.6	50.3	50	----	----	281838.2931
24	11/16/2023 16:05	00d 00:01:00.0	53.9	71.7	60.9	49.7	--	60	58.2	51.3	50	49.8	----	----	245470.8916
25	11/16/2023 16:06	00d 00:01:00.0	49.3	67.1	56.1	47.3	--	52.1	50.2	48.8	48	47.5	----	----	85113.80382
26	11/16/2023 16:07	00d 00:01:00.0	52.1	69.9	59.4	48	--	57.6	55.3	50.2	48.6	48.4	----	----	162181.0097
27	11/16/2023 16:08	00d 00:01:00.0	53.1	70.9	54.7	51.1	--	54.4	54.2	53.1	51.9	51.8	----	----	204173.7945
28	11/16/2023 16:09	00d 00:01:00.0	54.3	72.1	57.5	52.1	--	56	56	54	52.8	52.3	----	----	269153.4804
29	11/16/2023 16:10	00d 00:01:00.0	54.3	72.1	62.1	48.6	--	61.8	57.3	52.4	49.7	48.8	----	----	269153.4804
30	11/16/2023 16:11	00d 00:01:00.0	51.1	68.9	55.1	46.9	--	54.3	54.1	50.7	47.3	47.2	----	----	128824.9552
31	11/16/2023 16:12	00d 00:01:00.0	53	70.8	55.7	51.4	--	55.1	54.3	52.9	51.8	51.5	----	----	199526.2315
32	11/16/2023 16:13	00d 00:01:00.0	55.1	72.9	65.5	49.4	--	63.1	57	51.8	49.7	49.5	----	----	323593.6569
33	11/16/2023 16:14	00d 00:01:00.0	50.3	68.1	52.2	47.4	--	51.6	51.3	50.3	48.6	48.2	----	----	107151.9305
34	11/16/2023 16:15	00d 00:01:00.0	49.3	67.1	51.3	46.6	--	51	50.9	49.3	47	46.8	----	----	85113.80382
35	11/16/2023 16:16	00d 00:01:00.0	50.8	68.6	53.7	47.4	--	52.8	52.1	50.9	48.4	48	----	----	120226.4435
36	11/16/2023 16:17	00d 00:01:00.0	55.5	73.3	65.6	50.1	--	63	57.6	52.1	50.9	50.7	----	----	354813.3892
37	11/16/2023 16:18	00d 00:01:00.0	52.3	70.1	55.2	49.8	--	54.3	54.2	52.1	50.3	50	----	----	169824.3652
38	11/16/2023 16:19	00d 00:01:00.0	57.5	75.3	66.8	51.2	--	63	60.5	54.9	52.1	51.4	----	----	562341.3252
39	11/16/2023 16:20	00d 00:01:00.0	55.7	73.5	64.6	53.1	--	62.4	55.8	54.1	53.2	53.1	----	----	371535.2291
40	11/16/2023 16:21	00d 00:01:00.0	51	68.8	55.1	49.5	--	52.4	52.1	50.8	49.9	49.8	----	----	125892.5412
41	11/16/2023 16:22	00d 00:01:00.0	51	68.8	53.9	48.6	--	53.3	52.4	50.8	49.4	49.2	----	----	125892.5412
42	11/16/2023 16:23	00d 00:01:00.0	57.1	74.9	66.7	49	--	64.2	61.6	51.4	49.8	49.4	----	----	512861.384
43	11/16/2023 16:24	00d 00:01:00.0	58.6	76.4	71.4	49.7	--	68.2	58.2	51.5	50.1	50	----	----	724435.9601
44	11/16/2023 16:25	00d 00:01:00.0	51.4	69.2	53.3	49.9	--	53.1	52.3	51.2	50.5	50.1	----	----	138038.4265
45	11/16/2023 16:26	00d 00:01:00.0	52.8	70.6	60.2	47.2	--	60.1	54.6	51.1	49.3	48.2	----	----	190546.0718
46	11/16/2023 16:27	00d 00:01:00.0	49.8	67.6	52.2	47.6	--	51.7	51.6	49.6	48.3	47.7	----	----	95499.2586
47	11/16/2023 16:28	00d 00:01:00.0	53.2	71	62.5	50.1	--	57.9	54.1	51.7	50.5	50.3	----	----	208929.6131
48	11/16/2023 16:29	00d 00:01:00.0	53.9	71.7	62.8	51.2	--	57.7	54.5	52.5	51.9	51.6	----	----	245470.8916
49	11/16/2023 16:30	00d 00:01:00.0	54.6	72.4	58.8	52.4	--	56.9	55.9	54.5	53	52.8	----	----	288403.1503
50	11/16/2023 16:31	00d 00:01:00.0	55.8	73.6	65.1	51.7	--	62.8	56.9	53.4	52.2	51.7	----	----	380189.3963

15 min Leq

54.9

51	11/16/2023 16:32	00d 00:01:00.0	55.8	73.6	64.6	51.1	--	63.3	59.5	53.2	51.7	51.5	----	----	380189.3963
52	11/16/2023 16:33	00d 00:01:00.0	52.7	70.5	56	50.6	--	55.3	54	52.5	51.4	51.2	----	----	186208.7137
53	11/16/2023 16:34	00d 00:01:00.0	56.6	74.4	65.9	51.3	--	62.4	59.6	54.1	51.8	51.5	----	----	457088.1896
54	11/16/2023 16:35	00d 00:01:00.0	54.2	72	62.3	49.4	--	60.9	57.8	52	50.4	49.9	----	----	263026.7992
55	11/16/2023 16:36	00d 00:01:00.0	53	70.8	57.6	50	--	55.7	54.5	52.6	50.7	50.3	----	----	199526.2315
56	11/16/2023 16:37	00d 00:01:00.0	52.2	70	57	50.2	--	54.9	54.3	51.6	50.3	50.2	----	----	165958.6907
57	11/16/2023 16:38	00d 00:01:00.0	56.9	74.7	63.1	50.4	--	62.4	60.8	54.4	51.6	50.9	----	----	489778.8194
58	11/16/2023 16:39	00d 00:01:00.0	57.4	75.2	67.1	50.3	--	63.1	61.6	53.8	51.5	51	----	----	549540.8739
59	11/16/2023 16:40	00d 00:01:00.0	54	71.8	58.4	51.3	--	55.9	55.4	53.9	52.8	52.6	----	----	251188.6432
60	11/16/2023 16:41	00d 00:01:00.0	55.2	73	57	52.7	--	56.7	56.3	55.1	54.1	53.9	----	----	331131.1215
61	11/16/2023 16:42	00d 00:01:00.0	56.2	74	61.2	53.6	--	59.9	58.2	55.2	54.2	54	----	----	416869.3835
62	11/16/2023 16:43	00d 00:01:00.0	53.9	71.7	57.2	51.6	--	56.1	55.3	53.6	51.9	51.8	----	----	245470.8916
63	11/16/2023 16:44	00d 00:01:00.0	51.6	69.4	53.9	49.9	--	53.2	52.9	51.5	50.3	50	----	----	144543.9771
64	11/16/2023 16:45	00d 00:01:00.0	52	69.8	54	50	--	53.7	53.2	51.9	50.8	50.6	----	----	158489.3192
65	11/16/2023 16:46	00d 00:01:00.0	55.6	73.4	65.5	48.9	--	63.8	57.9	52.1	50.2	50	----	----	363078.0548
66	11/16/2023 16:47	00d 00:01:00.0	52.1	69.9	55	49.4	--	54.5	53.7	52	49.9	49.5	----	----	162181.0097
67	11/16/2023 16:48	00d 00:01:00.0	53	70.8	55.1	50.8	--	55	54.7	52.6	51.4	51	----	----	199526.2315
68	11/16/2023 16:49	00d 00:01:00.0	53	70.8	56	50.8	--	55.9	54.9	52.5	51.4	51	----	----	199526.2315
69	11/16/2023 16:50	00d 00:01:00.0	52.7	70.5	60	49.7	--	57.4	53.6	51.7	50.2	49.8	----	----	186208.7137
70	11/16/2023 16:51	00d 00:01:00.0	55.9	73.7	62	50.4	--	61.5	60.8	53.2	51.1	50.6	----	----	389045.145
71	11/16/2023 16:52	00d 00:01:00.0	51.9	69.7	60.5	49.1	--	56	54.2	50.7	49.5	49.2	----	----	154881.6619
72	11/16/2023 16:53	00d 00:01:00.0	55.1	72.9	62.9	49.8	--	62.2	56.8	52.8	50.8	50.2	----	----	323593.6569
73	11/16/2023 16:54	00d 00:01:00.0	56	73.8	63.6	50.1	--	62	60.5	53.6	50.9	50.5	----	----	398107.1706
74	11/16/2023 16:55	00d 00:01:00.0	50.9	68.7	55.8	48.8	--	53.3	52	50.6	49.3	48.8	----	----	123026.8771
75	11/16/2023 16:56	00d 00:01:00.0	51.7	69.5	53.3	50.2	--	53.3	53	51.5	50.6	50.3	----	----	147910.8388
76	11/16/2023 16:57	00d 00:01:00.0	51.7	69.5	53.9	49.6	--	53.1	53	51.7	50.2	49.9	----	----	147910.8388
77	11/16/2023 16:58	00d 00:01:00.0	51.2	69	53.7	48.8	--	53.4	52.5	51	49.8	49.3	----	----	131825.6739
78	11/16/2023 16:59	00d 00:01:00.0	53.3	71.1	59.3	49.2	--	58.7	57.5	51.8	49.7	49.3	----	----	213796.209
79	11/16/2023 17:00	00d 00:01:00.0	53.9	71.7	57.2	50.1	--	56.9	56.1	53.3	51.7	51.1	----	----	245470.8916
80	11/16/2023 17:01	00d 00:01:00.0	54.9	72.7	60.3	50.2	--	59.3	57.7	54.2	51.3	51	----	----	309029.5433
81	11/16/2023 17:02	00d 00:00:28.8	54.8	69.4	56.8	51.6	--	56.7	56.4	54.7	52.9	52.4	----	----	301995.172

Monitoring Site: ST-41

Address: 110 Sawdust Dr, Centre Hall, PA 16828

Sound Level Meter: Rion #6

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	11/16/2023 16:17	00d 00:01:00.0	64.7	82.5	88.2	57.6	--	68.6	68.5	64	58.5	58.2	----	----	2951209.227
2	11/16/2023 16:18	00d 00:01:00.0	62.9	80.7	66.8	57.3	--	66.6	66	62.4	59	57.7	----	----	1949844.6
3	11/16/2023 16:19	00d 00:01:00.0	63.1	80.9	67.2	53.2	--	66.2	65.5	62.8	55.8	53.8	----	----	2041737.945
4	11/16/2023 16:20	00d 00:01:00.0	66.2	84	72.6	56.4	--	71.8	69.8	65.1	60.4	59.5	----	----	4168693.835
5	11/16/2023 16:21	00d 00:01:00.0	62.2	80	65.3	57.7	--	65	64.6	62.1	59	58	----	----	1659586.907
6	11/16/2023 16:22	00d 00:01:00.0	62.6	80.4	67.1	54.9	--	66.4	66	61.7	57.2	55.9	----	----	1819700.859
7	11/16/2023 16:23	00d 00:01:00.0	63	80.8	67.1	53	--	66.9	66	62.4	57.5	54.9	----	----	1995262.315
8	11/16/2023 16:24	00d 00:01:00.0	62.9	80.7	65.7	58.6	--	65.6	65	62.8	60.5	59.3	----	----	1949844.6
9	11/16/2023 16:25	00d 00:01:00.0	65.1	82.9	69	60	--	68.8	68	64.2	62.2	61.7	----	----	3235936.569
10	11/16/2023 16:26	00d 00:01:00.0	62.5	80.3	66.1	58	--	65.8	64.9	62	60.2	59	----	----	1778279.41
11	11/16/2023 16:27	00d 00:01:00.0	60	77.8	64.1	45.9	--	64	63.5	59.2	47.1	46.6	----	----	1000000
12	11/16/2023 16:28	00d 00:01:00.0	64.3	82.1	68	60.4	--	67.8	67.5	63.2	61.2	60.8	----	----	2691534.804
13	11/16/2023 16:29	00d 00:01:00.0	63.6	81.4	66.5	59.5	--	66.2	65.7	63.3	60.2	59.8	----	----	2290867.653
14	11/16/2023 16:30	00d 00:01:00.0	64.6	82.4	72.9	59	--	68.9	67.3	63.2	60	59.7	----	----	2884031.503
15	11/16/2023 16:31	00d 00:01:00.0	63.8	81.6	69.6	59.8	--	65.9	65.3	63.5	60.9	60.1	----	----	2398832.919
16	11/16/2023 16:32	00d 00:01:00.0	66.3	84.1	73	60.4	--	71.9	70.7	64.4	61.3	60.9	----	----	4265795.188
17	11/16/2023 16:33	00d 00:01:00.0	62.1	79.9	66.3	54.6	--	66.1	65.8	61.1	58	55.9	----	----	1621810.097
18	11/16/2023 16:34	00d 00:01:00.0	63.8	81.6	65.9	60.8	--	65.9	65.3	63.7	61.9	61.6	----	----	2398832.919
19	11/16/2023 16:35	00d 00:01:00.0	64	81.8	66.5	61	--	66.2	65.6	64.1	61.5	61.2	----	----	2511886.432
20	11/16/2023 16:36	00d 00:01:00.0	64.9	82.7	69.5	59.4	--	68.9	68	64.3	61.1	60.5	----	----	3090295.433
21	11/16/2023 16:37	00d 00:01:00.0	62.5	80.3	67.4	58.9	--	66	65.1	61.7	59.6	59.1	----	----	1778279.41
22	11/16/2023 16:38	00d 00:01:00.0	61.6	79.4	65.5	54.7	--	65.3	65	61.2	55.5	55.3	----	----	1445439.771
23	11/16/2023 16:39	00d 00:01:00.0	62.9	80.7	65	58.1	--	64.7	64.5	63.3	59.7	58.4	----	----	1949844.6
24	11/16/2023 16:40	00d 00:01:00.0	63.8	81.6	67.1	47.1	--	66.4	66.2	64.7	48	47.6	----	----	2398832.919
25	11/16/2023 16:41	00d 00:01:00.0	65.3	83.1	70.2	46.8	--	69.9	69.6	64.4	55.7	48.5	----	----	3388441.561
26	11/16/2023 16:42	00d 00:01:00.0	65.2	83	69.8	50.2	--	69.1	68.7	64.7	51.6	50.4	----	----	3311311.215
27	11/16/2023 16:43	00d 00:01:00.0	64.7	82.5	68.6	59.7	--	68.4	68.2	63.2	61.3	60.7	----	----	2951209.227
28	11/16/2023 16:44	00d 00:01:00.0	64.2	82	67.8	59.2	--	67.3	67.1	64	60.2	60	----	----	2630267.992
29	11/16/2023 16:45	00d 00:01:00.0	64.2	82	67.2	61	--	66.2	65.8	64	62.1	61.3	----	----	2630267.992
30	11/16/2023 16:46	00d 00:01:00.0	63.7	81.5	66.7	57.5	--	66.4	65.8	63.7	59.4	58.2	----	----	2344228.815
31	11/16/2023 16:47	00d 00:01:00.0	63.3	81.1	67	51.7	--	66.7	66.5	63.3	56.2	52.4	----	----	2137962.09
32	11/16/2023 16:48	00d 00:01:00.0	63.3	81.1	66.8	60.3	--	65.8	65.3	63.1	61.5	60.8	----	----	2137962.09
33	11/16/2023 16:49	00d 00:01:00.0	63	80.8	66.4	59.2	--	66	65.6	62.6	60.1	59.5	----	----	1995262.315
34	11/16/2023 16:50	00d 00:01:00.0	64.4	82.2	67.7	59	--	67.6	66.9	64.3	59.7	59.1	----	----	2754228.703
35	11/16/2023 16:51	00d 00:01:00.0	63.3	81.1	67.6	57.2	--	67.1	66.4	62.8	61.1	59.9	----	----	2137962.09
36	11/16/2023 16:52	00d 00:01:00.0	64.3	82.1	68.3	56.1	--	67.9	66.5	63.9	59.8	58	----	----	2691534.804
37	11/16/2023 16:53	00d 00:01:00.0	63.8	81.6	68.6	54.2	--	68	67.1	62.6	57.3	55.2	----	----	2398832.919
38	11/16/2023 16:54	00d 00:01:00.0	66.9	84.7	72.8	62	--	72.4	70.2	65.5	62.7	62.5	----	----	4897788.194
39	11/16/2023 16:55	00d 00:01:00.0	63	80.8	67.8	48.9	--	67.4	66.1	62.6	52.2	49.6	----	----	1995262.315
40	11/16/2023 16:56	00d 00:01:00.0	64.5	82.3	68.1	60.6	--	67.5	67	64.2	61.8	61.6	----	----	2818382.931
41	11/16/2023 16:57	00d 00:01:00.0	63.7	81.5	67	58.6	--	66.8	66.5	63.5	59.8	59.5	----	----	2344228.815
42	11/16/2023 16:58	00d 00:01:00.0	63.1	80.9	66.8	60	--	66.7	66	62.1	60.5	60.4	----	----	2041737.945
43	11/16/2023 16:59	00d 00:01:00.0	63.2	81	66.8	57.4	--	65.9	65.7	62.7	60.1	58.8	----	----	2089296.131
44	11/16/2023 17:00	00d 00:01:00.0	62.5	80.3	69	47.4	--	68.5	67.2	59.4	49.9	48.1	----	----	1778279.41
45	11/16/2023 17:01	00d 00:01:00.0	63.8	81.6	68.4	52.8	--	66.6	66.3	64.3	57.9	55.7	----	----	2398832.919
46	11/16/2023 17:02	00d 00:01:00.0	66	83.8	72.8	59.4	--	72.2	70.4	64.2	60.2	59.6	----	----	3981071.706

15 min Leq

64.1

Monitoring Site: ST-42

Address: 126 Tussey Meadow Lane

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 13:33	00d 00:00:30.0	56.5	71.3	60	53.3	--	58.6	58	56	54.6	54.2	----	----	446683.5922
2	5/1/2024 13:33	00d 00:00:30.0	56.1	70.9	59.9	52.4	--	59.4	59.1	55.2	52.9	52.6	----	----	407380.2778
3	5/1/2024 13:34	00d 00:00:30.0	57.2	72	60.7	48.4	--	60.8	60.2	57.8	49.2	48.2	----	----	524807.4602
4	5/1/2024 13:34	00d 00:00:30.0	55.3	70.1	59.2	51.7	--	58.7	57.1	55.4	52.1	51.6	----	----	338844.1561
5	5/1/2024 13:35	00d 00:00:30.0	55.9	70.7	59.1	53.4	--	58.7	58.4	55.7	53.6	53.3	----	----	389045.145
6	5/1/2024 13:35	00d 00:00:30.0	57.1	71.9	59	55.5	--	59	58.7	56.9	55.7	55.5	----	----	512861.384
7	5/1/2024 13:36	00d 00:00:30.0	57.7	72.5	60.5	55.2	--	59.9	59.8	57.5	55.8	55.2	----	----	588843.6554
8	5/1/2024 13:36	00d 00:00:30.0	55.2	70	58.9	52.4	--	58.3	57.8	54.6	53.8	52.9	----	----	331131.1215
9	5/1/2024 13:37	00d 00:00:30.0	54.4	69.2	57	52.8	--	56.5	56.5	54	52.9	52.7	----	----	275422.8703
10	5/1/2024 13:37	00d 00:00:30.0	57.7	72.5	63.2	52.9	--	62.6	61.5	56.3	54.6	54.1	----	----	588843.6554
11	5/1/2024 13:38	00d 00:00:30.0	58.6	73.4	63.1	52	--	62.5	62	55.6	52.6	51.9	----	----	724435.9601
12	5/1/2024 13:38	00d 00:00:30.0	52.5	67.3	54.8	49.2	--	55	54.6	52.1	50.1	49.1	----	----	177827.941
13	5/1/2024 13:39	00d 00:00:30.0	56.1	70.9	58.5	51.6	--	58.5	58.3	56.1	52.7	51.8	----	----	407380.2778
14	5/1/2024 13:39	00d 00:00:30.0	60	74.8	63	56.9	--	62	62	59.8	57.7	57.5	----	----	1000000
15	5/1/2024 13:40	00d 00:00:30.0	59.4	74.2	62	56.1	--	61.5	61.4	58.9	57.1	56.6	----	----	870963.59
16	5/1/2024 13:40	00d 00:00:30.0	56.6	71.4	59.3	51.2	--	59.3	59.2	56.8	52.9	50.9	----	----	457088.1896
17	5/1/2024 13:41	00d 00:00:30.0	65.1	79.9	69.5	58.1	--	69.9	69.3	63.6	58.4	58.1	----	----	3235936.569
18	5/1/2024 13:41	00d 00:00:30.0	59.1	73.9	66.3	54	--	66.1	64.4	56.8	54.4	54.2	----	----	812830.5162
19	5/1/2024 13:42	00d 00:00:30.0	56.6	71.4	59.3	55	--	58.1	58	56.6	55.1	54.6	----	----	457088.1896
20	5/1/2024 13:42	00d 00:00:30.0	54.5	69.3	57.3	51.1	--	57.9	57.2	54.4	51.7	51.3	----	----	281838.2931
21	5/1/2024 13:43	00d 00:00:30.0	55.2	70	60.1	47.3	--	59.1	58.3	54.2	47.9	47.6	----	----	331131.1215
22	5/1/2024 13:43	00d 00:00:30.0	52.7	67.5	57.8	47.8	--	57	55.3	51.3	48.6	48.3	----	----	186208.7137
23	5/1/2024 13:44	00d 00:00:30.0	57.1	71.9	62.3	52.7	--	60.4	59.2	56.7	53.9	53.6	----	----	512861.384
24	5/1/2024 13:44	00d 00:00:30.0	53.3	68.1	57.2	50.5	--	57.3	56.2	52.9	51.1	50.6	----	----	213796.209
25	5/1/2024 13:45	00d 00:00:30.0	53.8	68.6	55.9	50.3	--	55.6	55.2	53.8	52.3	51.9	----	----	239883.2919
26	5/1/2024 13:45	00d 00:00:30.0	55	69.8	59.5	48.5	--	59.4	57.5	54.6	51.5	48.5	----	----	316227.766
27	5/1/2024 13:46	00d 00:00:30.0	56	70.8	59.9	48	--	59.6	58.8	55.7	50.8	48.2	----	----	398107.1706
28	5/1/2024 13:46	00d 00:00:30.0	57.9	72.7	59.7	55.7	--	59.7	59.5	57.8	56	55.8	----	----	616595.0019
29	5/1/2024 13:47	00d 00:00:30.0	54.5	69.3	57.4	50.4	--	56.9	56.7	54.3	51.9	51	----	----	281838.2931
30	5/1/2024 13:47	00d 00:00:30.0	56.2	71	63.2	50.6	--	58.7	58.4	55.5	51.3	50.6	----	----	416869.3835
31	5/1/2024 13:48	00d 00:00:30.0	56.7	71.5	58.5	54.6	--	58.4	58.1	56.7	55	54.6	----	----	467735.1413
32	5/1/2024 13:48	00d 00:00:30.0	57.1	71.9	60.1	52.7	--	59.3	59	56.4	54.1	53.7	----	----	512861.384
33	5/1/2024 13:49	00d 00:00:30.0	55.5	70.3	59.1	48.7	--	58.2	57.7	55.6	51.7	48.7	----	----	354813.3892
34	5/1/2024 13:49	00d 00:00:30.0	55.5	70.3	59.4	48.5	--	59.6	58.8	53.6	51.4	51.1	----	----	354813.3892
35	5/1/2024 13:50	00d 00:00:30.0	61	75.8	64	55.5	--	64.1	63.8	61.2	55.8	55.5	----	----	1258925.412
36	5/1/2024 13:50	00d 00:00:30.0	53.7	68.5	57.2	50.4	--	57	56.9	52.8	50.9	50.6	----	----	234422.8815
37	5/1/2024 13:51	00d 00:00:30.0	57	71.8	61.2	53.9	--	60.1	59.8	56.5	54.5	53.8	----	----	501187.2336
38	5/1/2024 13:51	00d 00:00:30.0	56.3	71.1	61.5	52.2	--	61.2	59.7	54.8	51.9	51.8	----	----	426579.5188
39	5/1/2024 13:52	00d 00:00:30.0	55.7	70.5	61.7	52.2	--	58.8	58.1	55.4	52.7	52.6	----	----	371535.2291
40	5/1/2024 13:52	00d 00:00:30.0	55.7	70.5	59.6	51.5	--	59.7	59	54.5	51.9	51.5	----	----	371535.2291
41	5/1/2024 13:53	00d 00:00:30.0	58.3	73.1	60.8	54.7	--	60.6	60.5	57.5	56	54.8	----	----	676082.9754
42	5/1/2024 13:53	00d 00:00:30.0	59.7	74.5	63.3	57	--	63	62.4	58.9	57.4	56.5	----	----	933254.3008
43	5/1/2024 13:54	00d 00:00:30.0	66.3	81.1	70.4	58.4	--	70.1	69	66.2	59.8	58.8	----	----	4265795.188
44	5/1/2024 13:54	00d 00:00:30.0	57.6	72.4	62	53.5	--	62	61.6	55.6	54.4	53.6	----	----	575439.9373
45	5/1/2024 13:55	00d 00:00:30.0	57.9	72.7	61.2	53.7	--	60.9	60.6	57.2	54.1	53.6	----	----	616595.0019
46	5/1/2024 13:55	00d 00:00:30.0	58.7	73.5	62.5	55.2	--	62.2	62.1	57.9	55.9	55.6	----	----	741310.2413
47	5/1/2024 13:56	00d 00:00:30.0	53.6	68.4	57.8	50.3	--	55.9	55.8	53.4	51.2	50.7	----	----	229086.7653
48	5/1/2024 13:56	00d 00:00:30.0	56.4	71.2	58.4	54.2	--	58.2	58.2	56.2	54.7	54.5	----	----	436515.8322
49	5/1/2024 13:57	00d 00:00:30.0	59.1	73.9	63.7	53.5	--	63.4	63.1	57.4	54	53.2	----	----	812830.5162
50	5/1/2024 13:57	00d 00:00:30.0	58.2	73	61.4	52.9	--	61.1	60.4	58.2	54.4	54	----	----	660693.448
51	5/1/2024 13:58	00d 00:00:30.0	54.9	69.7	59.5	51.3	--	58.3	56.5	54.5	52.1	51.4	----	----	309029.5433

52	5/1/2024 13:58	00d 00:00:30.0	55.6	70.4	58.5	53.9	--	57.3	56.9	55.7	54.2	54	----	----	363078.0548
53	5/1/2024 13:59	00d 00:00:30.0	55.7	70.5	59.2	52.6	--	59.7	58.5	54.7	53.4	52.5	----	----	371535.2291
54	5/1/2024 13:59	00d 00:00:30.0	54.2	69	55.4	52.5	--	55.7	55.5	54.2	53.1	52.8	----	----	263026.7992
55	5/1/2024 14:00	00d 00:00:30.0	55.1	69.9	57.7	51.1	--	57.7	57.4	55.6	51.4	50.8	----	----	323593.6569
56	5/1/2024 14:00	00d 00:00:30.0	56.8	71.6	61.3	51.7	--	60.5	59.5	56.5	52.2	52.1	----	----	478630.0923
57	5/1/2024 14:01	00d 00:00:30.0	53.4	68.2	55.3	50.8	--	55.2	55	53.3	51.5	50.7	----	----	218776.1624
58	5/1/2024 14:01	00d 00:00:30.0	56.8	71.6	58.1	54.4	--	58.3	58.1	56.6	55.9	55.5	----	----	478630.0923
59	5/1/2024 14:02	00d 00:00:30.0	53.1	67.9	57.5	48.1	--	56.2	55.7	52.4	48.9	48	----	----	204173.7945
60	5/1/2024 14:02	00d 00:00:30.0	54	68.8	59.2	47.8	--	59.3	58.5	52.9	48.9	48	----	----	251188.6432
61	5/1/2024 14:03	00d 00:00:30.0	60.2	75	66	49.1	--	65.3	64.1	59	54.9	52.5	----	----	1047128.548
62	5/1/2024 14:03	00d 00:00:30.0	57.8	72.6	64.8	53.4	--	61.9	61.5	56.3	53.9	53.7	----	----	602559.5861
63	5/1/2024 14:04	00d 00:00:30.0	63.9	78.7	68.6	54.1	--	68.1	67.9	61.7	54.9	54.7	----	----	2454708.916
64	5/1/2024 14:04	00d 00:00:30.0	60.2	75	67.4	54.6	--	66.3	62.3	59.1	56.7	55.5	----	----	1047128.548
65	5/1/2024 14:05	00d 00:00:30.0	60.6	75.4	65.6	54.3	--	65.6	65	59	55.2	54.6	----	----	1148153.621
66	5/1/2024 14:05	00d 00:00:30.0	57.9	72.7	62.7	51	--	62.3	61.2	56.3	53.1	51	----	----	616595.0019
67	5/1/2024 14:06	00d 00:00:30.0	47.1	61.9	51	42.8	--	50.1	49.6	46.9	43.2	42.9	----	----	51286.1384
68	5/1/2024 14:06	00d 00:00:30.0	56.7	71.5	58.9	47.2	--	59	58.8	57.2	51.8	51.2	----	----	467735.1413
69	5/1/2024 14:07	00d 00:00:30.0	56.1	70.9	57.7	54.2	--	57.7	57.5	56.1	55	54.7	----	----	407380.2778
70	5/1/2024 14:07	00d 00:00:30.0	58.1	72.9	61.2	55.6	--	60.8	60.7	57.7	56.4	55.9	----	----	645654.229
71	5/1/2024 14:08	00d 00:00:30.0	55.1	69.9	61	47.6	--	60.9	58.7	53.5	48.4	47.4	----	----	323593.6569
72	5/1/2024 14:08	00d 00:00:30.0	58.4	73.2	63.8	47.8	--	62.7	62	57.4	50.6	48.3	----	----	691830.9709
73	5/1/2024 14:09	00d 00:00:30.0	61	75.8	66.3	55.1	--	66.5	64.5	59.4	55.9	55.7	----	----	1258925.412
74	5/1/2024 14:09	00d 00:00:30.0	59.6	74.4	65.2	52.7	--	64	63.9	57.2	53.7	53.6	----	----	912010.8394
75	5/1/2024 14:10	00d 00:00:30.0	53	67.8	55.6	50.2	--	55.8	55.2	53	50.4	50.2	----	----	199526.2315
76	5/1/2024 14:10	00d 00:00:30.0	55.7	70.5	59.3	50.4	--	59.3	58.6	55.4	51.1	49.6	----	----	371535.2291
77	5/1/2024 14:11	00d 00:00:30.0	55.8	70.6	60.3	48.4	--	58.7	58.5	55.5	49.3	48.7	----	----	380189.3963
78	5/1/2024 14:11	00d 00:00:30.0	58.1	72.9	61.8	54.3	--	61.8	61.4	57.5	55	53.7	----	----	645654.229
79	5/1/2024 14:12	00d 00:00:30.0	53.6	68.4	57.9	46.3	--	57.8	57.1	53.5	47.1	46.6	----	----	229086.7653
80	5/1/2024 14:12	00d 00:00:30.0	56	70.8	57.7	53.8	--	57.5	57.5	55.9	54.1	53.5	----	----	398107.1706
81	5/1/2024 14:13	00d 00:00:30.0	59.8	74.6	62	57.2	--	61.5	61.2	59.7	58.3	58.2	----	----	954992.586
82	5/1/2024 14:13	00d 00:00:30.0	59.9	74.7	62.3	57.1	--	62.1	62.1	59.7	58	57.6	----	----	977237.221
83	5/1/2024 14:14	00d 00:00:30.0	58	72.8	61.2	55.5	--	61.1	60.9	57.5	55.7	55.6	----	----	630957.3445
84	5/1/2024 14:14	00d 00:00:30.0	56	70.8	58.5	54.3	--	57.9	57.6	55.8	55	54.2	----	----	398107.1706
85	5/1/2024 14:15	00d 00:00:30.0	58.4	73.2	60.5	56.1	--	60.4	60.3	58.1	57	56.1	----	----	691830.9709
86	5/1/2024 14:15	00d 00:00:30.0	56.2	71	59.2	53.9	--	58.5	58.5	55.9	54.6	54.1	----	----	416869.3835
87	5/1/2024 14:16	00d 00:00:30.0	55.4	70.2	58.1	53.2	--	58.1	57.4	55.1	53.7	53.7	----	----	346736.8505
88	5/1/2024 14:16	00d 00:00:30.0	55.9	70.7	58.7	53.8	--	58.8	58.6	55.5	54.2	53.7	----	----	389045.145
89	5/1/2024 14:17	00d 00:00:30.0	58.3	73.1	60.7	54.3	--	60.5	60.5	58.6	55.1	54.7	----	----	676082.9754
90	5/1/2024 14:17	00d 00:00:30.0	58.3	73.1	60.5	57	--	60.3	59.7	58.2	57.2	56.9	----	----	676082.9754
91	5/1/2024 14:18	00d 00:00:30.0	58.8	73.6	61.4	55.2	--	60.3	60.2	58.8	57.4	55.4	----	----	758577.575
92	5/1/2024 14:18	00d 00:00:30.0	56	70.8	59.3	53.4	--	57.3	57.1	55.8	54.5	53.4	----	----	398107.1706
93	5/1/2024 14:19	00d 00:00:30.0	53.5	68.3	55.7	50.8	--	55.8	55.4	53.4	51.3	50.8	----	----	223872.1139
94	5/1/2024 14:19	00d 00:00:30.0	60.6	75.4	64.2	53.3	--	63.9	63.8	61.2	54.2	53.8	----	----	1148153.621
95	5/1/2024 14:20	00d 00:00:30.0	60.7	75.5	64.3	56.1	--	64.3	63.9	60.1	56.7	56.3	----	----	1174897.555
96	5/1/2024 14:20	00d 00:00:30.0	58.5	73.3	63.1	55.7	--	61.6	61.4	57.3	55.9	55.9	----	----	707945.7844
97	5/1/2024 14:21	00d 00:00:30.0	55.3	70.1	58.7	51.2	--	58.2	58	54.4	52.5	52	----	----	338844.1561
98	5/1/2024 14:21	00d 00:00:30.0	56.9	71.7	60.9	52.9	--	61.1	60.1	56	53.5	53	----	----	489778.8194
99	5/1/2024 14:22	00d 00:00:30.0	54.5	69.3	58	52.1	--	58.1	56.8	53.8	52.3	52	----	----	281838.2931
100	5/1/2024 14:22	00d 00:00:30.0	58.1	72.9	62	53.6	--	61.8	61.5	56.8	54.4	53.9	----	----	645654.229
101	5/1/2024 14:23	00d 00:00:30.0	58.7	73.5	61.4	56.1	--	61.2	60.8	57.8	56.7	56.3	----	----	741310.2413
102	5/1/2024 14:23	00d 00:00:30.0	58.4	73.2	60.5	56.2	--	60.2	60.1	58.3	56.3	55.5	----	----	691830.9709
103	5/1/2024 14:24	00d 00:00:30.0	58.5	73.3	60.8	56.1	--	61	61	58.3	56.5	56	----	----	707945.7844
104	5/1/2024 14:24	00d 00:00:30.0	69.3	84.1	78.3	56.5	--	77.4	77.2	60.5	56.7	56.4	----	----	8511380.382

105	5/1/2024 14:25	00d 00:00:30.0	60	74.8	62.4	57.7	--	62.3	62.3	59.6	58	57.6	----	----	1000000
106	5/1/2024 14:25	00d 00:00:30.0	57.3	72.1	59.5	54.8	--	59.3	59	57.1	55.1	54.6	----	----	537031.7964
107	5/1/2024 14:26	00d 00:00:30.0	56.4	71.2	59.1	54.6	--	59.1	57.9	56.1	54.8	54.4	----	----	436515.8322
108	5/1/2024 14:26	00d 00:00:30.0	58.1	72.9	61.9	55	--	60.6	60.6	57.5	55.6	55.5	----	----	645654.229
109	5/1/2024 14:27	00d 00:00:30.0	57.1	71.9	60.3	54.2	--	60	60	56.1	54.8	54.2	----	----	512861.384
110	5/1/2024 14:27	00d 00:00:30.0	54.7	69.5	57.7	51.5	--	57.6	57.1	54.5	52.1	51.2	----	----	295120.9227
111	5/1/2024 14:28	00d 00:00:30.0	53.8	68.6	58.1	46.6	--	58	57.8	53	48.1	47.1	----	----	239883.2919
112	5/1/2024 14:28	00d 00:00:30.0	52.5	67.3	57.5	47.5	--	57.3	55.5	51.5	48.2	47.9	----	----	177827.941
113	5/1/2024 14:29	00d 00:00:30.0	57	71.8	59.6	54.9	--	59.8	58.6	56.6	55.8	55.5	----	----	501187.2336
114	5/1/2024 14:29	00d 00:00:30.0	57.5	72.3	61.3	55	--	61.1	60.4	56.3	55.2	55.1	----	----	562341.3252
115	5/1/2024 14:30	00d 00:00:30.0	59.7	74.5	62.3	57.9	--	61.9	61.4	59.6	58	57.6	----	----	933254.3008
116	5/1/2024 14:30	00d 00:00:30.0	57.5	72.3	60.1	55	--	60.2	59	56.9	56	55.4	----	----	562341.3252
117	5/1/2024 14:31	00d 00:00:30.0	57.5	72.3	59.7	53.1	--	59.7	59.7	57.7	54.7	52.9	----	----	562341.3252
118	5/1/2024 14:31	00d 00:00:30.0	57.2	72	59.4	54	--	59.2	59.1	57.5	55	54.1	----	----	524807.4602
119	5/1/2024 14:32	00d 00:00:30.0	50.9	65.7	56.5	41.6	--	55.6	55.5	48	41.8	41.2	----	----	123026.8771
120	5/1/2024 14:32	00d 00:00:30.0	54.7	69.5	59.3	44	--	59.4	58.9	54.2	45.4	43.7	----	----	295120.9227
121	5/1/2024 14:33	00d 00:00:30.0	56.5	71.3	59.2	54.4	--	59	58.6	56.1	54.6	54.4	----	----	446683.5922
122	5/1/2024 14:33	00d 00:00:30.0	59.7	74.5	61.9	57.6	--	61.8	61.3	59.6	58.2	57.4	----	----	933254.3008
123	5/1/2024 14:34	00d 00:00:30.0	58.4	73.2	63.8	53.3	--	62.6	61.6	56.7	53.1	51.8	----	----	691830.9709
124	5/1/2024 14:34	00d 00:00:30.0	57.2	72	60.6	53.3	--	60.7	59.5	56.5	55	54.8	----	----	524807.4602
125	5/1/2024 14:35	00d 00:00:30.0	58.3	73.1	60.1	55.1	--	60.2	59.7	58.5	56.2	55.2	----	----	676082.9754
126	5/1/2024 14:35	00d 00:00:30.0	57.4	72.2	59.7	54.5	--	59.4	58.8	57.3	56.2	54.7	----	----	549540.8739
127	5/1/2024 14:36	00d 00:00:30.0	54	68.8	56.8	50.9	--	56.1	55.7	54.1	52	50.8	----	----	251188.6432
128	5/1/2024 14:36	00d 00:00:30.0	57.9	72.7	64.1	48.6	--	61.4	61.4	56.7	49.6	48.6	----	----	616595.0019
129	5/1/2024 14:37	00d 00:00:30.0	56.9	71.7	61.4	51.8	--	61	60.4	56.6	52.6	51.7	----	----	489778.8194
130	5/1/2024 14:37	00d 00:00:30.0	59.3	74.1	62.9	55.4	--	62.5	62.1	59.2	55.8	55.6	----	----	851138.0382
131	5/1/2024 14:38	00d 00:00:30.0	57.3	72.1	60.8	53.6	--	60.5	59.7	57	53.7	53.4	----	----	537031.7964
132	5/1/2024 14:38	00d 00:00:30.0	59.9	74.7	63.8	56.5	--	63.6	62.5	59.4	57	56.7	----	----	977237.221
133	5/1/2024 14:39	00d 00:00:30.0	57.6	72.4	60.6	54.1	--	60.3	59.5	57.9	54.5	54.3	----	----	575439.9373
134	5/1/2024 14:39	00d 00:00:30.0	63.5	78.3	70.2	52.4	--	69.8	69.1	58.3	53.1	52.9	----	----	2238721.139
135	5/1/2024 14:40	00d 00:00:30.0	56.8	71.6	60.3	53.4	--	59.6	58.8	56.7	54	52.9	----	----	478630.0923
136	5/1/2024 14:40	00d 00:00:30.0	57.3	72.1	60.7	55	--	60.5	58.5	57.2	55.5	55.4	----	----	537031.7964
137	5/1/2024 14:41	00d 00:00:30.0	59.4	74.2	63.4	54.9	--	62.8	62.1	59	55.7	55.2	----	----	870963.59
138	5/1/2024 14:41	00d 00:00:30.0	57	71.8	60.2	51.5	--	59.2	59.2	57.1	52.7	51.3	----	----	501187.2336
139	5/1/2024 14:42	00d 00:00:30.0	57.3	72.1	60.7	54.6	--	60.2	59.5	56.8	55.2	54.6	----	----	537031.7964
140	5/1/2024 14:42	00d 00:00:30.0	55.8	70.6	57.1	54.3	--	57.1	56.8	55.9	54.6	54.1	----	----	380189.3963
141	5/1/2024 14:43	00d 00:00:30.0	56.6	71.4	59.7	52.6	--	59	58.6	56.5	53	52.5	----	----	457088.1896
142	5/1/2024 14:43	00d 00:00:30.0	54.4	69.2	57.1	50.6	--	57.1	57	54.2	51.7	50.5	----	----	275422.8703
143	5/1/2024 14:44	00d 00:00:30.0	56.2	71	60	53.1	--	59.5	58.2	55.9	53.7	52.8	----	----	416869.3835
144	5/1/2024 14:44	00d 00:00:30.0	55.4	70.2	60.4	52.5	--	59.4	58.4	54.3	52.9	52.7	----	----	346736.8505
145	5/1/2024 14:45	00d 00:00:30.0	57.9	72.7	60.4	53.5	--	60.4	60.2	57.7	54.8	53.1	----	----	616595.0019
146	5/1/2024 14:45	00d 00:00:30.0	59.7	74.5	62.1	56.7	--	61.7	61.7	59.3	57.5	56.6	----	----	933254.3008
147	5/1/2024 14:46	00d 00:00:30.0	55.4	70.2	59.2	51.5	--	58.7	57.2	55.9	52.4	51.3	----	----	346736.8505
148	5/1/2024 14:46	00d 00:00:30.0	56.4	71.2	60	49.6	--	60.4	59.4	55	51	50	----	----	436515.8322
149	5/1/2024 14:47	00d 00:00:30.0	57	71.8	60.8	52.9	--	59.6	58.6	56.8	53.8	53.3	----	----	501187.2336
150	5/1/2024 14:47	00d 00:00:30.0	57.8	72.6	59.6	54.5	--	59.5	59.1	57.6	56	55.8	----	----	602559.5861
151	5/1/2024 14:48	00d 00:00:30.0	53.2	68	57.8	49.1	--	56.6	56.3	52.2	49.5	48.9	----	----	208929.6131
152	5/1/2024 14:48	00d 00:00:30.0	53.8	68.6	56.2	49.4	--	55.9	55.7	54.1	50.6	50.2	----	----	239883.2919
153	5/1/2024 14:49	00d 00:00:30.0	55.3	70.1	57.9	52	--	57.8	57.4	54.8	52.5	52.1	----	----	338844.1561
154	5/1/2024 14:49	00d 00:00:30.0	59.9	74.7	63.4	54.6	--	63.3	63.2	59.9	55.9	54.7	----	----	977237.221
155	5/1/2024 14:50	00d 00:00:30.0	58.2	73	64.8	53.7	--	64.4	62.8	56.1	54.3	54.1	----	----	660693.448
156	5/1/2024 14:50	00d 00:00:30.0	57.4	72.2	59.5	54.1	--	59.2	59.2	57.5	55	54.4	----	----	549540.8739

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57.5

157	5/1/2024 14:51	00d 00:00:30.0	58.4	73.2	60.1	56	--	60.3	59.8	58.1	56.6	56	----	----	691830.9709
158	5/1/2024 14:51	00d 00:00:30.0	60.2	75	62.8	56.7	--	62.9	62	60.2	57.5	57.2	----	----	1047128.548
159	5/1/2024 14:52	00d 00:00:30.0	59.1	73.9	64	54.5	--	63.7	63.3	57.9	55.9	54.6	----	----	812830.5162
160	5/1/2024 14:52	00d 00:00:30.0	57.5	72.3	58.6	54.5	--	58.5	58.5	57.8	56.2	55.8	----	----	562341.3252
161	5/1/2024 14:53	00d 00:00:30.0	57.4	72.2	60.4	55.6	--	60.4	59.6	57.3	55.8	55.7	----	----	549540.8739
162	5/1/2024 14:53	00d 00:00:30.0	55.3	70.1	58.2	52.6	--	57.9	57.6	55.2	52.9	52.2	----	----	338844.1561
163	5/1/2024 14:54	00d 00:00:30.0	55.1	69.9	57.8	52.7	--	57.2	57	55	53.4	52.5	----	----	323593.6569
164	5/1/2024 14:54	00d 00:00:30.0	56	70.8	58.5	53.3	--	58.3	58.1	55.7	53.8	53.5	----	----	398107.1706
165	5/1/2024 14:55	00d 00:00:30.0	54.9	69.7	57.9	51.8	--	57.7	57.7	54.5	52	51.8	----	----	309029.5433
166	5/1/2024 14:55	00d 00:00:30.0	58.8	73.6	65	51.5	--	64.4	64.2	55.9	52.7	51.5	----	----	758577.575
167	5/1/2024 14:56	00d 00:00:30.0	58.1	72.9	63.1	53.7	--	63	62.2	56.7	54.8	54.6	----	----	645654.229
168	5/1/2024 14:56	00d 00:00:30.0	53.8	68.6	58.1	49.9	--	58.1	56.8	52.7	50.7	50	----	----	239883.2919
169	5/1/2024 14:57	00d 00:00:30.0	62.2	77	65.5	56.2	--	65.3	65.1	62.2	56.6	56.4	----	----	1659586.907
170	5/1/2024 14:57	00d 00:00:30.0	57.9	72.7	63	53.8	--	62.2	61.9	56.5	54.1	54	----	----	616595.0019
171	5/1/2024 14:58	00d 00:00:30.0	56.2	71	58.7	54.1	--	58.1	57.3	55.9	55.2	54.7	----	----	416869.3835
172	5/1/2024 14:58	00d 00:00:30.0	56.9	71.7	61.5	53.2	--	61.5	59.8	55.9	54.2	53	----	----	489778.8194
173	5/1/2024 14:59	00d 00:00:30.0	57.1	71.9	60.5	53	--	59.3	58.6	57	53.8	53.6	----	----	512861.384
174	5/1/2024 14:59	00d 00:00:30.0	56.9	71.7	62.3	47.2	--	62.3	60.9	54	48.7	47.6	----	----	489778.8194
175	5/1/2024 15:00	00d 00:00:30.0	57.6	72.4	60.9	53.4	--	60.5	60.2	57.4	55.2	53.6	----	----	575439.9373
176	5/1/2024 15:00	00d 00:00:30.0	55.9	70.7	58.7	53.3	--	58.5	57.9	55.6	54.2	53.5	----	----	389045.145
177	5/1/2024 15:01	00d 00:00:30.0	57.3	72.1	60.1	54.3	--	59.5	59.5	56.9	54.8	54.2	----	----	537031.7964
178	5/1/2024 15:01	00d 00:00:30.0	57.1	71.9	59.5	54.8	--	59.4	59.3	56.6	55.3	54.6	----	----	512861.384
179	5/1/2024 15:02	00d 00:00:30.0	56.2	71	58.2	53.1	--	57.9	57.7	56.3	54.1	53.4	----	----	416869.3835
180	5/1/2024 15:02	00d 00:00:30.0	56.4	71.2	60.5	53.3	--	59.7	59	56.5	53.2	52.7	----	----	436515.8322
181	5/1/2024 15:03	00d 00:00:30.0	54.9	69.7	61.7	50.5	--	60.5	60.4	52.8	50.6	50.5	----	----	309029.5433
182	5/1/2024 15:03	00d 00:00:30.0	60.3	75.1	64	56.2	--	63.9	63.6	59.9	56.7	56.1	----	----	1071519.305
183	5/1/2024 15:04	00d 00:00:30.0	57.7	72.5	62	54.1	--	61.2	61	57.1	55.3	54.4	----	----	588843.6554
184	5/1/2024 15:04	00d 00:00:30.0	55.3	70.1	62.4	50.7	--	60.6	58.4	53.8	50.9	50.6	----	----	338844.1561
185	5/1/2024 15:05	00d 00:00:30.0	56.8	71.6	63.2	49.2	--	61.7	60.6	55.5	48.1	48	----	----	478630.0923
186	5/1/2024 15:05	00d 00:00:30.0	57.9	72.7	62.2	55.5	--	60.5	60.5	57.1	55.7	55.1	----	----	616595.0019
187	5/1/2024 15:06	00d 00:00:30.0	55.7	70.5	64.5	49.2	--	61.7	59.2	52.2	49.9	49.5	----	----	371535.2291
188	5/1/2024 15:06	00d 00:00:30.0	55.8	70.6	61.6	50.9	--	61.8	59.1	53.4	51.3	50.6	----	----	380189.3963
189	5/1/2024 15:07	00d 00:00:30.0	61.1	75.9	68.4	55.6	--	66.2	64.6	59.2	55.9	55.6	----	----	1288249.552
190	5/1/2024 15:07	00d 00:00:30.0	58.1	72.9	63.7	52.8	--	63.6	62.9	55.5	53.7	52.6	----	----	645654.229
191	5/1/2024 15:08	00d 00:00:30.0	59.1	73.9	64	53.6	--	63	62.1	58.6	55.8	55.1	----	----	812830.5162
192	5/1/2024 15:08	00d 00:00:30.0	55.7	70.5	59.4	51.3	--	58.5	58.1	55.1	53	52.5	----	----	371535.2291
193	5/1/2024 15:09	00d 00:00:30.0	55.6	70.4	62.3	50.2	--	60.7	59.6	54.5	50.3	48.9	----	----	363078.0548
194	5/1/2024 15:09	00d 00:00:30.0	59	73.8	65.7	48.5	--	64.2	64.1	54.6	50.5	49.7	----	----	794328.2347
195	5/1/2024 15:10	00d 00:00:30.0	62.1	76.9	67.6	54.2	--	67	66.8	60.3	55.7	54	----	----	1621810.097
196	5/1/2024 15:10	00d 00:00:30.0	59	73.8	66.3	52.6	--	64.9	64	57.8	54.1	52.7	----	----	794328.2347
197	5/1/2024 15:11	00d 00:00:12.7	59.6	70.7	63.9	56.2	--	64	61.3	59.9	55.6	55.4	----	----	912010.8394

Monitoring Site: ST-43

Address: 125 Colyer Estates Dr

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 13:52	00d 00:00:30.0	60.7	75.5	68.7	53.9	--	66	62.5	58.6	55.9	54.2	----	----	1174897.555
2	5/1/2024 13:52	00d 00:00:30.0	61	75.8	62.8	57.5	--	62.8	62.6	61.1	59.7	58.9	----	----	1258925.412
3	5/1/2024 13:53	00d 00:00:30.0	66.8	81.6	77.4	57.9	--	75.9	70.1	59.4	58.1	57.9	----	----	4786300.923
4	5/1/2024 13:53	00d 00:00:30.0	67.2	82	78.4	59.9	--	74.8	67.3	62.8	60.1	59.9	----	----	5248074.602
5	5/1/2024 13:54	00d 00:00:30.0	62.4	77.2	66.6	59.5	--	66.3	64.5	61.3	60.1	59.3	----	----	1737800.829
6	5/1/2024 13:54	00d 00:00:30.0	62.1	76.9	67	57.2	--	67	66.2	61.6	57.9	57.4	----	----	1621810.097
7	5/1/2024 13:55	00d 00:00:30.0	61.1	75.9	63.3	56.8	--	63.2	63.2	61	59	56.4	----	----	1288249.552
8	5/1/2024 13:55	00d 00:00:30.0	67.5	82.3	76.7	58.3	--	76.8	73	59.8	58.5	58	----	----	5623413.252
9	5/1/2024 13:56	00d 00:00:30.0	60.8	75.6	74.5	54.7	--	64.6	64.3	59.5	55.9	55.2	----	----	1202264.435
10	5/1/2024 13:56	00d 00:00:30.0	62.1	76.9	67.9	54.1	--	67.5	67.3	59.3	56.3	54.2	----	----	1621810.097
11	5/1/2024 13:57	00d 00:00:30.0	56.9	71.7	61.1	46.1	--	60.3	59.9	56.5	47.3	46.4	----	----	489778.8194
12	5/1/2024 13:57	00d 00:00:30.0	54	68.8	62	41.7	--	61	60.9	45.9	43.3	42.1	----	----	251188.6432
13	5/1/2024 13:58	00d 00:00:30.0	61.2	76	63.4	56.9	--	63.1	63.1	61.6	57.8	57.5	----	----	1318256.739
14	5/1/2024 13:58	00d 00:00:30.0	58.6	73.4	62.4	55	--	62	60.8	58.9	55.4	54.8	----	----	724435.9601
15	5/1/2024 13:59	00d 00:00:30.0	60.1	74.9	63.1	56.3	--	62.6	62.2	59.7	57.4	57.2	----	----	1023292.992
16	5/1/2024 13:59	00d 00:00:30.0	59.8	74.6	62.7	57.4	--	62.6	62.4	59.7	57.7	57.1	----	----	954992.586
17	5/1/2024 14:00	00d 00:00:30.0	58.6	73.4	61.1	55.8	--	60.9	60.5	57.8	57.2	55.8	----	----	724435.9601
18	5/1/2024 14:00	00d 00:00:30.0	58.3	73.1	61.6	55.7	--	60.8	59.8	57.5	56.1	55.7	----	----	676082.9754
19	5/1/2024 14:01	00d 00:00:30.0	59.9	74.7	65.2	54.3	--	64.8	64.2	58.8	55.2	54.2	----	----	977237.221
20	5/1/2024 14:01	00d 00:00:30.0	58	72.8	60.5	56.3	--	60.4	60	57.7	56.4	56	----	----	630957.3445
21	5/1/2024 14:02	00d 00:00:30.0	55.5	70.3	59.2	48.2	--	59.3	58.4	55.1	49.6	48	----	----	354813.3892
22	5/1/2024 14:02	00d 00:00:30.0	60.8	75.6	63.5	54.9	--	63.4	63	61.3	55.4	55.2	----	----	1202264.435
23	5/1/2024 14:03	00d 00:00:30.0	58.9	73.7	63.3	54	--	62.6	61.7	57.6	54.6	54.1	----	----	776247.1166
24	5/1/2024 14:03	00d 00:00:30.0	60.4	75.2	62.6	57.2	--	62.5	62.3	60	57.9	57.2	----	----	1096478.196
25	5/1/2024 14:04	00d 00:00:30.0	61.5	76.3	64.2	58.1	--	64.1	63.3	61.7	58.5	58.1	----	----	1412537.545
26	5/1/2024 14:04	00d 00:00:30.0	64.8	79.6	76.6	55.7	--	72.4	62.5	59.6	56.6	56	----	----	3019951.72
27	5/1/2024 14:05	00d 00:00:30.0	59.3	74.1	60.6	58.2	--	60.6	60.2	59.2	58.2	58.1	----	----	851138.0382
28	5/1/2024 14:05	00d 00:00:30.0	60.1	74.9	63.6	57.7	--	63.6	62.9	59.6	58	57.8	----	----	1023292.992
29	5/1/2024 14:06	00d 00:00:30.0	59.2	74	63.2	54.6	--	62.9	62.2	58.8	54.6	54	----	----	831763.7711
30	5/1/2024 14:06	00d 00:00:30.0	59.4	74.2	62	56.5	--	61.9	61.7	59	57.2	56.8	----	----	870963.59
31	5/1/2024 14:07	00d 00:00:30.0	60.3	75.1	63.6	56.4	--	63.3	63.2	59.9	56.8	56.3	----	----	1071519.305
32	5/1/2024 14:07	00d 00:00:30.0	58.1	72.9	60.3	56	--	59.9	59.9	58	56.2	55.4	----	----	645654.229
33	5/1/2024 14:08	00d 00:00:30.0	60.7	75.5	64.2	57.4	--	64.2	63.7	60.3	57.6	57.4	----	----	1174897.555
34	5/1/2024 14:08	00d 00:00:30.0	61.4	76.2	65.8	56.2	--	64.8	64.3	61	56.7	56.5	----	----	1380384.265
35	5/1/2024 14:09	00d 00:00:30.0	63.7	78.5	66.6	61	--	66.1	65.5	63.3	61.8	60.5	----	----	2344228.815
36	5/1/2024 14:09	00d 00:00:30.0	58.3	73.1	61.1	55.9	--	60.3	59.9	58.1	56.2	55.8	----	----	676082.9754
37	5/1/2024 14:10	00d 00:00:30.0	60.6	75.4	65	55.6	--	64.9	63.5	60	56.6	55.6	----	----	1148153.621
38	5/1/2024 14:10	00d 00:00:30.0	58.4	73.2	60.8	54.6	--	60.7	60.6	58.2	56.4	54.4	----	----	691830.9709
39	5/1/2024 14:11	00d 00:00:30.0	59.5	74.3	62.9	55.2	--	62.7	62.5	59.1	56.2	55.3	----	----	891250.9381
40	5/1/2024 14:11	00d 00:00:30.0	63.4	78.2	70.2	54.6	--	70.2	69.3	59.9	55.6	54.6	----	----	2187761.624
41	5/1/2024 14:12	00d 00:00:30.0	60.3	75.1	62.7	57.4	--	62.6	62.4	60.5	57.7	57.5	----	----	1071519.305
42	5/1/2024 14:12	00d 00:00:30.0	61.5	76.3	65.1	57.3	--	65	64.9	60.1	57.6	57.3	----	----	1412537.545
43	5/1/2024 14:13	00d 00:00:30.0	62.8	77.6	65	60.8	--	64.7	64.4	62.7	60.9	60.6	----	----	1905460.718
44	5/1/2024 14:13	00d 00:00:30.0	60.5	75.3	62.8	55.9	--	62.6	62.5	60.7	56.6	55.9	----	----	1122018.454
45	5/1/2024 14:14	00d 00:00:30.0	60	74.8	63.2	55.5	--	62.1	62	60.1	56.5	55.4	----	----	1000000
46	5/1/2024 14:14	00d 00:00:30.0	61.1	75.9	65.6	56.3	--	65.3	64.2	60.5	57.2	56.3	----	----	1288249.552
47	5/1/2024 14:15	00d 00:00:30.0	57.5	72.3	60.7	55.1	--	60.4	59.3	57	55.3	55.3	----	----	562341.3252
48	5/1/2024 14:15	00d 00:00:30.0	59	73.8	62.1	55.6	--	61.7	61.6	58.5	55.6	55.4	----	----	794328.2347
49	5/1/2024 14:16	00d 00:00:30.0	57.5	72.3	61.5	54.5	--	61.4	61	56.6	54.7	54.5	----	----	562341.3252
50	5/1/2024 14:16	00d 00:00:30.0	60.2	75	62.4	54.6	--	62.5	62.4	60.1	56.6	56.4	----	----	1047128.548
51	5/1/2024 14:17	00d 00:00:30.0	60.8	75.6	63.4	58.8	--	62.7	62.7	60.5	59	58.9	----	----	1202264.435

52	5/1/2024 14:17	00d 00:00:30.0	60.6	75.4	64.3	56.2	--	64	64	59.6	57.1	56.4	----	----	1148153.621
53	5/1/2024 14:18	00d 00:00:30.0	61.1	75.9	62.8	59.7	--	62.8	62.4	60.9	59.9	59.7	----	----	1288249.552
54	5/1/2024 14:18	00d 00:00:30.0	59.2	74	62.6	54.2	--	62.1	61.6	58.8	54.8	54	----	----	831763.7711
55	5/1/2024 14:19	00d 00:00:30.0	65.4	80.2	70.3	57.9	--	70.5	69.4	64.4	59.9	59.1	----	----	3467368.505
56	5/1/2024 14:19	00d 00:00:30.0	63.6	78.4	68.3	61.1	--	66.7	66.2	62.9	61.5	61.4	----	----	2290867.653
57	5/1/2024 14:20	00d 00:00:30.0	58.5	73.3	62.4	54.1	--	61.3	60.7	58.8	54.9	54.5	----	----	707945.7844
58	5/1/2024 14:20	00d 00:00:30.0	59.6	74.4	61.4	56.7	--	61.6	61.2	59.6	57.7	57	----	----	912010.8394
59	5/1/2024 14:21	00d 00:00:30.0	60.5	75.3	64.1	57.5	--	63.6	63.4	59.7	58.2	57.7	----	----	1122018.454
60	5/1/2024 14:21	00d 00:00:30.0	62.2	77	65	59.8	--	65	63.9	61.9	60.4	59.7	----	----	1659586.907
61	5/1/2024 14:22	00d 00:00:30.0	60.3	75.1	64.7	54.1	--	64.5	64.4	59.3	55.5	53.6	----	----	1071519.305
62	5/1/2024 14:22	00d 00:00:30.0	61.5	76.3	68.7	55.9	--	68.4	66	59.1	56.6	55.9	----	----	1412537.545
63	5/1/2024 14:23	00d 00:00:30.0	59.9	74.7	62	57.4	--	62	61.9	59.8	58.5	58.1	----	----	977237.221
64	5/1/2024 14:23	00d 00:00:30.0	61.1	75.9	64	58	--	63.8	63.4	60.5	58.6	57.8	----	----	1288249.552
65	5/1/2024 14:24	00d 00:00:30.0	62.3	77.1	64.8	58.7	--	64.7	64.5	62.2	60.2	59	----	----	1698243.652
66	5/1/2024 14:24	00d 00:00:30.0	63.6	78.4	65.9	59.8	--	66	65.9	63.4	61.2	59.8	----	----	2290867.653
67	5/1/2024 14:25	00d 00:00:30.0	64.2	79	72	57.4	--	71.9	69.2	60.6	57.7	57.4	----	----	2630267.992
68	5/1/2024 14:25	00d 00:00:30.0	58.7	73.5	61.7	54.7	--	61.7	61.3	58.8	54.8	54.6	----	----	741310.2413
69	5/1/2024 14:26	00d 00:00:30.0	59.3	74.1	62.4	53.5	--	62.6	61.8	59.7	55.2	54.7	----	----	851138.0382
70	5/1/2024 14:26	00d 00:00:30.0	59	73.8	60.8	56.8	--	60.6	60.6	58.9	57.8	57.4	----	----	794328.2347
71	5/1/2024 14:27	00d 00:00:30.0	58.4	73.2	60.8	53.5	--	60.6	60.3	58.3	55.2	54	----	----	691830.9709
72	5/1/2024 14:27	00d 00:00:30.0	58.6	73.4	61.9	55.1	--	61.8	61.6	58.1	55	54.9	----	----	724435.9601
73	5/1/2024 14:28	00d 00:00:30.0	55.8	70.6	58.4	49.9	--	58.2	57.8	56.1	51.7	49.9	----	----	380189.3963
74	5/1/2024 14:28	00d 00:00:30.0	51.2	66	55.3	45	--	54.9	54.2	50.4	45.8	44.8	----	----	131825.6739
75	5/1/2024 14:29	00d 00:00:30.0	60.1	74.9	63.6	55.3	--	63.2	63	59.1	56.2	55.8	----	----	1023292.992
76	5/1/2024 14:29	00d 00:00:30.0	63.8	78.6	66	61.8	--	65	64.9	64	62.7	61.9	----	----	2398832.919
77	5/1/2024 14:30	00d 00:00:30.0	62.2	77	64.9	60.4	--	64.7	64.2	62.1	60.4	60.1	----	----	1659586.907
78	5/1/2024 14:30	00d 00:00:30.0	61.9	76.7	64.9	59	--	64.8	64	61.4	60.2	59.6	----	----	1548816.619
79	5/1/2024 14:31	00d 00:00:30.0	57.1	71.9	60.2	51.7	--	60.1	59.5	56.8	53.1	51.8	----	----	512861.384
80	5/1/2024 14:31	00d 00:00:30.0	52.6	67.4	57.7	45.6	--	57.5	56.8	50.3	46	45.8	----	----	181970.0859
81	5/1/2024 14:32	00d 00:00:30.0	58.1	72.9	61.1	55.2	--	59.6	59.5	57.9	56.9	55.6	----	----	645654.229
82	5/1/2024 14:32	00d 00:00:30.0	56.7	71.5	61.8	51.8	--	61.7	61.5	55	52.2	52	----	----	467735.1413
83	5/1/2024 14:33	00d 00:00:30.0	61.5	76.3	64.3	59.3	--	64.4	63.7	61.2	59.8	59.4	----	----	1412537.545
84	5/1/2024 14:33	00d 00:00:30.0	58.5	73.3	60.8	56.5	--	60.9	60.5	58.1	56.7	56.6	----	----	707945.7844
85	5/1/2024 14:34	00d 00:00:30.0	60.1	74.9	62	58	--	62	61.9	59.8	58.3	58	----	----	1023292.992
86	5/1/2024 14:34	00d 00:00:30.0	59.2	74	62.4	56.7	--	62.3	61.9	58.7	56.8	56.8	----	----	831763.7711
87	5/1/2024 14:35	00d 00:00:30.0	58.5	73.3	60.7	55.7	--	60.5	60.3	58.6	56.3	55.9	----	----	707945.7844
88	5/1/2024 14:35	00d 00:00:30.0	60.1	74.9	62.6	57.6	--	61.9	61.7	59.9	58.3	58.3	----	----	1023292.992
89	5/1/2024 14:36	00d 00:00:30.0	60.4	75.2	62.6	57.3	--	62.4	62	60.4	57.8	57.5	----	----	1096478.196
90	5/1/2024 14:36	00d 00:00:30.0	56.5	71.3	59.9	50.1	--	60	59.6	55.8	50.6	50.3	----	----	446683.5922
91	5/1/2024 14:37	00d 00:00:30.0	59.3	74.1	61.9	52.1	--	61.9	61.8	58.8	56.9	56	----	----	851138.0382
92	5/1/2024 14:37	00d 00:00:30.0	61.9	76.7	65.4	58.9	--	65.4	65	61.5	59.4	58.8	----	----	1548816.619
93	5/1/2024 14:38	00d 00:00:30.0	61.8	76.6	68.4	53.7	--	67.1	66.4	59.2	54.3	54.1	----	----	1513561.248
94	5/1/2024 14:38	00d 00:00:30.0	58.9	73.7	63.3	53	--	63.6	63.3	58.4	53.4	53	----	----	776247.1166
95	5/1/2024 14:39	00d 00:00:30.0	61.9	76.7	65.9	58.3	--	65.9	64.4	61.1	59.4	58.3	----	----	1548816.619
96	5/1/2024 14:39	00d 00:00:30.0	63.7	78.5	67.6	59	--	67.3	66.9	62.3	60.1	59.2	----	----	2344228.815
97	5/1/2024 14:40	00d 00:00:30.0	64.8	79.6	71.6	50.8	--	71.6	70.1	59.9	51.8	50.8	----	----	3019951.72
98	5/1/2024 14:40	00d 00:00:30.0	59.7	74.5	62.3	56.7	--	62	61.9	59.1	57.8	57.5	----	----	933254.3008
99	5/1/2024 14:41	00d 00:00:30.0	60.3	75.1	63.4	57	--	63.4	63.3	60	57.8	56.9	----	----	1071519.305
100	5/1/2024 14:41	00d 00:00:30.0	60.8	75.6	65.2	58.2	--	63.2	62.2	60.3	58.5	58	----	----	1202264.435
101	5/1/2024 14:42	00d 00:00:30.0	58.3	73.1	61	55.4	--	60.6	60.6	57.9	55.6	55.1	----	----	676082.9754
102	5/1/2024 14:42	00d 00:00:30.0	61.1	75.9	63.2	59.7	--	62.9	62.8	60.8	59.9	59.4	----	----	1288249.552
103	5/1/2024 14:43	00d 00:00:30.0	60	74.8	61.9	57.2	--	61.9	61.8	60.1	58	56.7	----	----	1000000

15 min Leq

60.6

104	5/1/2024 14:43	00d 00:00:30.0	57.9	72.7	60.2	52.7	--	59.9	59.8	58.5	53.3	52.7	----	----	616595.0019
105	5/1/2024 14:44	00d 00:00:30.0	56.4	71.2	61.2	51	--	61.2	61	54.6	52.3	50.7	----	----	436515.8322
106	5/1/2024 14:44	00d 00:00:30.0	63.2	78	66.8	57	--	67	65.1	63.2	60.1	58.2	----	----	2089296.131
107	5/1/2024 14:45	00d 00:00:30.0	61	75.8	64.7	58	--	64.1	63.4	60.7	58.9	58.3	----	----	1258925.412
108	5/1/2024 14:45	00d 00:00:30.0	61.4	76.2	64.3	58.8	--	64	62.6	61.4	59.6	58.5	----	----	1380384.265
109	5/1/2024 14:46	00d 00:00:30.0	59.7	74.5	63.2	57.4	--	61.8	61.4	59.7	58	57.6	----	----	933254.3008
110	5/1/2024 14:46	00d 00:00:30.0	60	74.8	62.3	55.8	--	62.3	62.1	60.1	57.2	55.7	----	----	1000000
111	5/1/2024 14:47	00d 00:00:30.0	63.7	78.5	68	59.9	--	67.8	67.7	62.7	60.9	60.3	----	----	2344228.815
112	5/1/2024 14:47	00d 00:00:30.0	57.4	72.2	59.9	55.6	--	59.5	59.3	57.2	56	55.9	----	----	549540.8739
113	5/1/2024 14:48	00d 00:00:30.0	59.7	74.5	61.9	56.6	--	61.4	61.4	59.6	58.1	57.8	----	----	933254.3008
114	5/1/2024 14:48	00d 00:00:30.0	56.4	71.2	59.9	53.9	--	59.3	59	55.8	54.2	53.8	----	----	436515.8322
115	5/1/2024 14:49	00d 00:00:30.0	57.9	72.7	60.6	54.6	--	60.2	60.1	57.3	55.3	54.8	----	----	616595.0019
116	5/1/2024 14:49	00d 00:00:30.0	59.1	73.9	63.2	57.2	--	62.2	60.3	58.7	57.4	57.4	----	----	812830.5162
117	5/1/2024 14:50	00d 00:00:30.0	64.5	79.3	72.4	58.6	--	71.3	70.7	60	58.7	57.6	----	----	2818382.931
118	5/1/2024 14:50	00d 00:00:30.0	58.6	73.4	62.6	54	--	61.7	60.8	58.1	55.5	53.9	----	----	724435.9601
119	5/1/2024 14:51	00d 00:00:30.0	61.2	76	65.1	53.9	--	64.6	63.6	60.6	57.4	56.3	----	----	1318256.739
120	5/1/2024 14:51	00d 00:00:30.0	60.8	75.6	62.8	58.3	--	62.1	62.1	60.6	59.2	58.7	----	----	1202264.435
121	5/1/2024 14:52	00d 00:00:30.0	61.4	76.2	65	56.9	--	64.8	64.3	61.2	57.8	57.3	----	----	1380384.265
122	5/1/2024 14:52	00d 00:00:30.0	62.1	76.9	67.3	57.7	--	66.8	65.2	60.6	58.7	57.6	----	----	1621810.097
123	5/1/2024 14:53	00d 00:00:30.0	59.8	74.6	63.4	57.5	--	63.4	62.4	58.8	57.8	57.6	----	----	954992.586
124	5/1/2024 14:53	00d 00:00:30.0	59.9	74.7	63.4	56.2	--	63.4	62	59.9	56.6	56	----	----	977237.221
125	5/1/2024 14:54	00d 00:00:30.0	59.1	73.9	63.1	55.6	--	62.4	62.4	57.8	56.3	55.5	----	----	812830.5162
126	5/1/2024 14:54	00d 00:00:30.0	58.7	73.5	63.6	55.5	--	63.7	61.7	57.3	55.8	55.5	----	----	741310.2413
127	5/1/2024 14:55	00d 00:00:30.0	56.7	71.5	58.3	55.3	--	58.2	57.8	56.8	55.6	55	----	----	467735.1413
128	5/1/2024 14:55	00d 00:00:30.0	56.3	71.1	59	54	--	58.7	58.1	55.7	54.7	53.9	----	----	426579.5188
129	5/1/2024 14:56	00d 00:00:30.0	61	75.8	64.9	55.8	--	64.1	63.6	60.2	56.7	55.8	----	----	1258925.412
130	5/1/2024 14:56	00d 00:00:30.0	63.7	78.5	70.2	57.7	--	69.8	68.3	62.3	58.4	57.4	----	----	2344228.815
131	5/1/2024 14:57	00d 00:00:30.0	61.3	76.1	63.8	59.2	--	63.7	63.6	60.8	59.5	59.1	----	----	1348962.883
132	5/1/2024 14:57	00d 00:00:30.0	61.6	76.4	64.2	59	--	64.2	63.7	61.2	59.3	58.7	----	----	1445439.771
133	5/1/2024 14:58	00d 00:00:30.0	57.9	72.7	61	54.4	--	60.8	60.1	57.5	54.9	54.5	----	----	616595.0019
134	5/1/2024 14:58	00d 00:00:30.0	61.2	76	64.3	58.9	--	63.5	63.4	60.6	59.1	58.9	----	----	1318256.739
135	5/1/2024 14:59	00d 00:00:30.0	58.7	73.5	61.4	54.3	--	61.2	60.8	58.6	56.1	54.2	----	----	741310.2413
136	5/1/2024 14:59	00d 00:00:30.0	61.4	76.2	63.9	56.6	--	63.9	63.6	61.4	57.5	56.7	----	----	1380384.265
137	5/1/2024 15:00	00d 00:00:30.0	61	75.8	64.1	56.8	--	64.3	63.2	60.5	58.2	58	----	----	1258925.412
138	5/1/2024 15:00	00d 00:00:30.0	60.6	75.4	62.8	58.7	--	62.2	62	60.3	58.9	58.8	----	----	1148153.621
139	5/1/2024 15:01	00d 00:00:30.0	58.5	73.3	62.4	54.8	--	62.6	61.9	57.6	55	54.9	----	----	707945.7844
140	5/1/2024 15:01	00d 00:00:30.0	60.4	75.2	63.9	56.2	--	63.7	63.3	60	58.1	56.3	----	----	1096478.196
141	5/1/2024 15:02	00d 00:00:30.0	61.9	76.7	64.2	59.5	--	64.1	63.3	61.9	59.8	59.4	----	----	1548816.619
142	5/1/2024 15:02	00d 00:00:30.0	60.2	75	64.3	55.6	--	64.2	64.2	59.3	56.2	55.5	----	----	1047128.548
143	5/1/2024 15:03	00d 00:00:30.0	62.3	77.1	69	55.1	--	67.1	67.1	60.9	56.1	55.2	----	----	1698243.652
144	5/1/2024 15:03	00d 00:00:30.0	56.7	71.5	58.6	54.6	--	58.5	58.4	56.6	55.2	54.8	----	----	467735.1413
145	5/1/2024 15:04	00d 00:00:30.0	56.2	71	59.7	52.7	--	59.8	59.2	55.9	53.3	52.8	----	----	416869.3835
146	5/1/2024 15:04	00d 00:00:30.0	60	74.8	63	56.8	--	62.4	62.2	59.8	57.2	56.6	----	----	1000000
147	5/1/2024 15:05	00d 00:00:30.0	59.4	74.2	62.1	56.6	--	62.2	61.3	59.3	56.8	56.2	----	----	870963.59
148	5/1/2024 15:05	00d 00:00:30.0	56.9	71.7	61.3	51.7	--	61.2	61	54.5	52	51.8	----	----	489778.8194
149	5/1/2024 15:06	00d 00:00:30.0	59.4	74.2	61.4	56.5	--	61.3	61	59.5	56.9	56.4	----	----	870963.59
150	5/1/2024 15:06	00d 00:00:30.0	57.7	72.5	61.6	54	--	61.6	60.6	56.4	55.1	53.9	----	----	588843.6554
151	5/1/2024 15:07	00d 00:00:30.0	61.7	76.5	66.7	54.7	--	65	64.8	61.8	56.5	55	----	----	1479108.388
152	5/1/2024 15:07	00d 00:00:30.0	62.5	77.3	66	59.7	--	66.1	64.9	61.7	60.5	59.8	----	----	1778279.41
153	5/1/2024 15:08	00d 00:00:30.0	60.5	75.3	62.7	58.5	--	62.3	62.3	59.9	59	58.4	----	----	1122018.454
154	5/1/2024 15:08	00d 00:00:30.0	61.7	76.5	64.2	57.1	--	64.1	63.7	61.6	58.6	56.5	----	----	1479108.388
155	5/1/2024 15:09	00d 00:00:30.0	57.9	72.7	60.6	54.1	--	60.6	60.5	57.2	55.4	54.2	----	----	616595.0019

156	5/1/2024 15:09	00d 00:00:30.0	58.1	72.9	61	54.4	--	60.4	60.2	58	55.3	54	----	----	645654.229
157	5/1/2024 15:10	00d 00:00:30.0	61.7	76.5	66.8	52.5	--	66.8	65.8	60.3	55.3	53.1	----	----	1479108.388
158	5/1/2024 15:10	00d 00:00:30.0	60.9	75.7	63.7	57.5	--	63.8	63.3	60.3	58.3	57.5	----	----	1230268.771
159	5/1/2024 15:11	00d 00:00:30.0	59.7	74.5	61.7	56.8	--	61.7	61.4	59.6	57.4	57.4	----	----	933254.3008
160	5/1/2024 15:11	00d 00:00:30.0	59.3	74.1	64	52.5	--	63.8	63.3	58.4	53.7	53.4	----	----	851138.0382
161	5/1/2024 15:12	00d 00:00:30.0	46.8	61.6	52.6	43.2	--	51.1	50.2	45.3	43.4	42.9	----	----	47863.00923
162	5/1/2024 15:12	00d 00:00:30.0	58.8	73.6	61.3	45.9	--	60.9	60.9	59.2	50.6	48.5	----	----	758577.575
163	5/1/2024 15:13	00d 00:00:30.0	57.5	72.3	60.6	53.7	--	59.3	59.2	57.7	54.5	53.7	----	----	562341.3252
164	5/1/2024 15:13	00d 00:00:30.0	60.4	75.2	62.7	57.4	--	62.5	62	60.5	59	58.4	----	----	1096478.196
165	5/1/2024 15:14	00d 00:00:30.0	62.4	77.2	64.7	57	--	64.9	64.8	62.4	58.3	57.9	----	----	1737800.829
166	5/1/2024 15:14	00d 00:00:30.0	59.6	74.4	62	55.5	--	61.5	61.4	59.8	56.4	55.4	----	----	912010.8394
167	5/1/2024 15:15	00d 00:00:10.1	61.5	71.6	64.1	58.6	--	64.5	64.5	59.6	59	58.9	----	----	1412537.545

Monitoring Site: ST-44

Address: 112 Neff Road

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 13:41	00d 00:00:30.0	63.3	78.1	70.2	57.5	--	69.6	68.9	60.2	57.9	57.5	----	----	2137962.09
2	5/1/2024 13:42	00d 00:00:30.0	62.3	77.1	67.4	55.5	--	67.2	66.2	60.5	56.5	55.3	----	----	1698243.652
3	5/1/2024 13:42	00d 00:00:30.0	62.6	77.4	67.4	57.8	--	67.5	66.7	61.5	57.9	57.8	----	----	1819700.859
4	5/1/2024 13:43	00d 00:00:30.0	57.1	71.9	62.3	47.8	--	62.2	62	55.2	48.9	48.2	----	----	512861.384
5	5/1/2024 13:43	00d 00:00:30.0	59.6	74.4	65.9	46.4	--	65.1	63.8	56.6	47.5	46.4	----	----	912010.8394
6	5/1/2024 13:44	00d 00:00:30.0	60	74.8	65.1	48.8	--	65.2	64.7	58.1	55.1	53.2	----	----	1000000
7	5/1/2024 13:44	00d 00:00:30.0	63.4	78.2	70.1	55.1	--	69.6	68.1	61.7	56.1	55.3	----	----	2187761.624
8	5/1/2024 13:45	00d 00:00:30.0	60.5	75.3	65.2	55.2	--	65.2	64.4	60.1	54.9	54.6	----	----	1122018.454
9	5/1/2024 13:45	00d 00:00:30.0	60.3	75.1	66	54.8	--	65.4	64.7	57.7	55.3	55	----	----	1071519.305
10	5/1/2024 13:46	00d 00:00:30.0	61.1	75.9	66.4	52.2	--	65.4	65.1	57.8	53.3	52	----	----	1288249.552
11	5/1/2024 13:46	00d 00:00:30.0	59.6	74.4	62.5	54.1	--	62.8	62.6	59.4	54.4	54.2	----	----	912010.8394
12	5/1/2024 13:47	00d 00:00:30.0	61.8	76.6	66.7	58.3	--	66.1	64.8	60.9	59.5	59.2	----	----	1513561.248
13	5/1/2024 13:47	00d 00:00:30.0	64	78.8	69.9	56.3	--	69.4	67.2	63.3	57.1	56.1	----	----	2511886.432
14	5/1/2024 13:48	00d 00:00:30.0	62.1	76.9	66.8	58.9	--	64.4	64.2	61.7	59.3	58.9	----	----	1621810.097
15	5/1/2024 13:48	00d 00:00:30.0	58.3	73.1	62.7	54.5	--	61	60.8	57.7	56.4	55	----	----	676082.9754
16	5/1/2024 13:49	00d 00:00:30.0	65.2	80	69.8	54.2	--	69	68.9	63.9	60.1	55.3	----	----	3311311.215
17	5/1/2024 13:49	00d 00:00:30.0	57.5	72.3	63.8	46.4	--	62.3	61.1	57.3	47.1	46.5	----	----	562341.3252
18	5/1/2024 13:50	00d 00:00:30.0	59.3	74.1	65.5	46.2	--	64.2	64.2	57.8	48.9	47	----	----	851138.0382
19	5/1/2024 13:50	00d 00:00:30.0	49.5	64.3	57.6	43.8	--	56.1	54.7	46.3	44	43.9	----	----	89125.09381
20	5/1/2024 13:51	00d 00:00:30.0	62	76.8	65.9	48.2	--	65.9	65.5	61.9	52.3	50.7	----	----	1584893.192
21	5/1/2024 13:51	00d 00:00:30.0	60.8	75.6	64.2	58.2	--	64.2	64.1	59.7	58.5	58.3	----	----	1202264.435
22	5/1/2024 13:52	00d 00:00:30.0	61.1	75.9	65.7	48.6	--	65.8	65.4	58.4	49.1	48.6	----	----	1288249.552
23	5/1/2024 13:52	00d 00:00:30.0	61.8	76.6	66.5	56.7	--	64.8	64.6	61.8	57.6	55.8	----	----	1513561.248
24	5/1/2024 13:53	00d 00:00:30.0	65.3	80.1	73	54.6	--	70.9	70.7	57.3	55	54.7	----	----	3388441.561
25	5/1/2024 13:53	00d 00:00:30.0	61.7	76.5	69.8	54.7	--	66.4	65.1	60	56.4	54.8	----	----	1479108.388
26	5/1/2024 13:54	00d 00:00:30.0	61.9	76.7	67.2	56.6	--	66.8	66.2	60.2	57.4	56.6	----	----	1548816.619
27	5/1/2024 13:54	00d 00:00:30.0	61.7	76.5	66.2	52.3	--	65.8	65.7	60.1	55.5	53.1	----	----	1479108.388
28	5/1/2024 13:55	00d 00:00:30.0	63.3	78.1	69.2	53	--	68.9	68	62.2	53.9	53	----	----	2137962.09
29	5/1/2024 13:55	00d 00:00:30.0	61.4	76.2	65.5	56.9	--	65.4	64.9	59.6	57.4	56.7	----	----	1380384.265
30	5/1/2024 13:56	00d 00:00:30.0	62.4	77.2	70.9	48.5	--	69.8	69.8	56.7	49.3	48.4	----	----	1737800.829
31	5/1/2024 13:56	00d 00:00:30.0	62	76.8	68.3	55	--	68	67.5	59.6	55.2	54.9	----	----	1584893.192
32	5/1/2024 13:57	00d 00:00:30.0	57	71.8	64.6	41.9	--	64.6	62.4	45.4	42.1	41.9	----	----	501187.2336
33	5/1/2024 13:57	00d 00:00:30.0	62.9	77.7	68.1	41.3	--	68.2	68	58.9	42.2	41.3	----	----	1949844.6
34	5/1/2024 13:58	00d 00:00:30.0	62.9	77.7	66.6	57	--	66.3	65.7	62.1	58	57.3	----	----	1949844.6
35	5/1/2024 13:58	00d 00:00:30.0	60.6	75.4	63.4	56.9	--	62.8	62.6	60.8	57.5	56.1	----	----	1148153.621
36	5/1/2024 13:59	00d 00:00:30.0	63.4	78.2	65.7	57.2	--	65.7	65.6	63.1	58	57.3	----	----	2187761.624
37	5/1/2024 13:59	00d 00:00:30.0	63.2	78	66	59.4	--	66.1	65.6	62.9	60.4	59.5	----	----	2089296.131
38	5/1/2024 14:00	00d 00:00:30.0	61	75.8	65.2	54.1	--	65	64.9	60.3	56	53.8	----	----	1258925.412
39	5/1/2024 14:00	00d 00:00:30.0	61.6	76.4	66.6	54.5	--	66	65.3	60.9	55.5	53.8	----	----	1445439.771
40	5/1/2024 14:01	00d 00:00:30.0	62.9	77.7	68.6	56.8	--	68.3	67.5	60.9	56.4	55.6	----	----	1949844.6
41	5/1/2024 14:01	00d 00:00:30.0	62.3	77.1	64.5	59.5	--	64.3	64.2	62	60.5	59.6	----	----	1698243.652
42	5/1/2024 14:02	00d 00:00:30.0	58.6	73.4	63.7	46.6	--	63.1	62.3	56.9	46.7	45.2	----	----	724435.9601
43	5/1/2024 14:02	00d 00:00:30.0	65.6	80.4	68.4	58.6	--	68.5	67.9	65.4	61.4	61	----	----	3630780.548
44	5/1/2024 14:03	00d 00:00:30.0	60.8	75.6	64.9	52.9	--	64.8	64.7	59.2	53.4	52.9	----	----	1202264.435
45	5/1/2024 14:03	00d 00:00:30.0	68.3	83.1	75.1	53.9	--	74.8	74.2	66.3	55.7	54.6	----	----	6760829.754
46	5/1/2024 14:04	00d 00:00:30.0	64.5	79.3	69.1	57.7	--	68.3	67.9	63.7	59.3	57.3	----	----	2818382.931
47	5/1/2024 14:04	00d 00:00:30.0	64.2	79	68.8	60.3	--	67.8	67.5	62.8	60.4	58.8	----	----	2630267.992
48	5/1/2024 14:05	00d 00:00:30.0	62.2	77	65	59.1	--	64.8	64.5	62	59.6	59.2	----	----	1659586.907
49	5/1/2024 14:05	00d 00:00:30.0	63.9	78.7	68.7	59.5	--	68.7	68	63.2	59.8	59.5	----	----	2454708.916
50	5/1/2024 14:06	00d 00:00:30.0	62.7	77.5	66.9	53.1	--	67	66.8	61.2	55.5	52.4	----	----	1862087.137
51	5/1/2024 14:06	00d 00:00:30.0	61.9	76.7	69.9	50.1	--	67.1	67	59.3	51.1	50.2	----	----	1548816.619

52	5/1/2024 14:07	00d 00:00:30.0	62.3	77.1	69.9	54	--	67.2	67.1	60.5	55.2	54.6	----	----	1698243.652
53	5/1/2024 14:07	00d 00:00:30.0	59.3	74.1	62	54	--	61.6	61.4	59.6	54.9	54.3	----	----	851138.0382
54	5/1/2024 14:08	00d 00:00:30.0	65.5	80.3	70.1	56.3	--	69	68.5	65.6	59.8	56.1	----	----	3548133.892
55	5/1/2024 14:08	00d 00:00:30.0	66.2	81	70.4	55	--	70.3	70.2	65.8	55.7	55.2	----	----	4168693.835
56	5/1/2024 14:09	00d 00:00:30.0	63.7	78.5	67.3	59.2	--	66.7	66.4	63.3	59.7	58.8	----	----	2344228.815
57	5/1/2024 14:09	00d 00:00:30.0	60.3	75.1	65.1	52.8	--	64.9	63.8	59.3	54.2	52.9	----	----	1071519.305
58	5/1/2024 14:10	00d 00:00:30.0	60.5	75.3	65.1	55.9	--	64.4	63.6	59.6	57.2	56.8	----	----	1122018.454
59	5/1/2024 14:10	00d 00:00:30.0	63	77.8	66.3	58.9	--	66.2	66.2	61.7	59.9	59.7	----	----	1995262.315
60	5/1/2024 14:11	00d 00:00:30.0	61.5	76.3	67.6	50.2	--	66.2	65.9	59.4	51.3	50.4	----	----	1412537.545
61	5/1/2024 14:11	00d 00:00:30.0	63.6	78.4	69	56.2	--	68.8	68	62.5	59.2	57.4	----	----	2290867.653
62	5/1/2024 14:12	00d 00:00:30.0	60.8	75.6	65.1	54.5	--	64.8	64.4	60.5	56	54.8	----	----	1202264.435
63	5/1/2024 14:12	00d 00:00:30.0	64.6	79.4	68.7	56.8	--	68.3	67.3	63.4	58.8	57.5	----	----	2884031.503
64	5/1/2024 14:13	00d 00:00:30.0	65.2	80	69.5	59.6	--	69.6	68.5	64.5	60.9	59.4	----	----	3311311.215
65	5/1/2024 14:13	00d 00:00:30.0	62.8	77.6	66.2	55	--	66.4	65.9	62.5	57.2	54.9	----	----	1905460.718
66	5/1/2024 14:14	00d 00:00:30.0	63.5	78.3	66.8	60	--	66.3	65.3	63.4	60.1	59.6	----	----	2238721.139
67	5/1/2024 14:14	00d 00:00:30.0	61.5	76.3	66.7	50.4	--	66.5	66.4	58.9	50.9	50.4	----	----	1412537.545
68	5/1/2024 14:15	00d 00:00:30.0	62.6	77.4	65.3	59.2	--	65.2	65.1	62.2	59.3	59.2	----	----	1819700.859
69	5/1/2024 14:15	00d 00:00:30.0	62.6	77.4	67.1	58.9	--	66.4	66.3	62	59.5	58.9	----	----	1819700.859
70	5/1/2024 14:16	00d 00:00:30.0	61.6	76.4	66.5	55.7	--	66.2	66.1	60.7	56	55.9	----	----	1445439.771
71	5/1/2024 14:16	00d 00:00:30.0	64	78.8	66.3	60.3	--	65.8	65.8	64.1	60.8	60.5	----	----	2511886.432
72	5/1/2024 14:17	00d 00:00:30.0	62.5	77.3	65.8	56.4	--	65.6	65.5	62.5	57	56.7	----	----	1778279.41
73	5/1/2024 14:17	00d 00:00:30.0	64	78.8	68.8	56.5	--	68.5	67.8	62.6	57.6	56.1	----	----	2511886.432
74	5/1/2024 14:18	00d 00:00:30.0	64.5	79.3	67.1	60.2	--	67.1	66.7	64.5	61.2	60.1	----	----	2818382.931
75	5/1/2024 14:18	00d 00:00:30.0	60.4	75.2	65.7	53.3	--	65	62.7	59.8	55.8	53	----	----	1096478.196
76	5/1/2024 14:19	00d 00:00:30.0	66.5	81.3	73.2	56.1	--	71	69.6	63.3	58.3	56.6	----	----	4466835.922
77	5/1/2024 14:19	00d 00:00:30.0	64.2	79	71.1	52.8	--	70.8	69.5	61.3	56.2	53.8	----	----	2630267.992
78	5/1/2024 14:20	00d 00:00:30.0	57.1	71.9	59.4	52.2	--	59.1	58.7	57.4	54	51.9	----	----	512861.384
79	5/1/2024 14:20	00d 00:00:30.0	63.5	78.3	68.6	52.4	--	68.2	68.1	61.5	54.9	51.8	----	----	2238721.139
80	5/1/2024 14:21	00d 00:00:30.0	61.3	76.1	66.2	54.4	--	65.8	65.3	60.1	56.8	53.9	----	----	1348962.883
81	5/1/2024 14:21	00d 00:00:30.0	63.7	78.5	66.2	58.7	--	65.9	65.8	63.8	59.3	58.8	----	----	2344228.815
82	5/1/2024 14:22	00d 00:00:30.0	63	77.8	69.4	49.3	--	69	68.9	59.4	49.7	49.1	----	----	1995262.315
83	5/1/2024 14:22	00d 00:00:30.0	63	77.8	69.9	56.3	--	68.6	68.3	60.8	57.3	56.5	----	----	1995262.315
84	5/1/2024 14:23	00d 00:00:30.0	60.6	75.4	63.8	57.8	--	62.8	62.8	60.5	58.3	58	----	----	1148153.621
85	5/1/2024 14:23	00d 00:00:30.0	62.8	77.6	67	57.2	--	66.6	66.5	62	58	57.3	----	----	1905460.718
86	5/1/2024 14:24	00d 00:00:30.0	64.1	78.9	67.6	59.7	--	67.1	66.6	63.5	60.6	59.7	----	----	2570395.783
87	5/1/2024 14:24	00d 00:00:30.0	66.9	81.7	71.1	61.7	--	70.7	69.8	66.1	62	61.6	----	----	4897788.194
88	5/1/2024 14:25	00d 00:00:30.0	63.4	78.2	69.9	57.3	--	70	68.2	61.2	58.3	57.6	----	----	2187761.624
89	5/1/2024 14:25	00d 00:00:30.0	60.1	74.9	68.5	48.7	--	66.3	65.9	56.7	51.1	48.1	----	----	1023292.992
90	5/1/2024 14:26	00d 00:00:30.0	64.4	79.2	68.9	56.3	--	68.3	67.7	63.7	58.5	57	----	----	2754228.703
91	5/1/2024 14:26	00d 00:00:30.0	62.4	77.2	66.2	56.5	--	65.7	65.4	61.1	58.3	56.2	----	----	1737800.829
92	5/1/2024 14:27	00d 00:00:30.0	62.3	77.1	65.3	57.6	--	65	64.8	61.5	59.1	57.9	----	----	1698243.652
93	5/1/2024 14:27	00d 00:00:30.0	61.4	76.2	65	57.4	--	63.6	63.5	61.7	57.5	56.6	----	----	1380384.265
94	5/1/2024 14:28	00d 00:00:30.0	57.7	72.5	62.8	51.6	--	62.7	60.6	57.7	52.7	51.5	----	----	588843.6554
95	5/1/2024 14:28	00d 00:00:30.0	54.7	69.5	60.3	42.8	--	60.6	59.6	49.2	43.4	42.7	----	----	295120.9227
96	5/1/2024 14:29	00d 00:00:30.0	65.3	80.1	70.3	59.9	--	68.7	68.2	64.2	60.4	59.9	----	----	3388441.561
97	5/1/2024 14:29	00d 00:00:30.0	66.2	81	68.1	63.9	--	68.4	68.2	66	64.4	63.7	----	----	4168693.835
98	5/1/2024 14:30	00d 00:00:30.0	60.1	74.9	66.6	57.4	--	62.6	62.3	60.1	58.1	57.7	----	----	1023292.992
99	5/1/2024 14:30	00d 00:00:30.0	63.1	77.9	69.6	55.3	--	67.6	67.4	60.7	57.4	55.3	----	----	2041737.945
100	5/1/2024 14:31	00d 00:00:30.0	53.7	68.5	59.3	43.7	--	58.7	58.5	51.9	44.3	44.3	----	----	234422.8815
101	5/1/2024 14:31	00d 00:00:30.0	60.2	75	66.5	44.2	--	65.9	65.3	60	44.6	44.5	----	----	1047128.548
102	5/1/2024 14:32	00d 00:00:30.0	59.9	74.7	63.7	54.8	--	63.7	63.2	59.1	56.4	55	----	----	977237.221
103	5/1/2024 14:32	00d 00:00:30.0	62.1	76.9	67.9	48	--	67.9	67.9	59	48.7	47.7	----	----	1621810.097
104	5/1/2024 14:33	00d 00:00:30.0	63.5	78.3	67.9	57.8	--	67.3	66.4	62.5	59	57.7	----	----	2238721.139

105	5/1/2024 14:33	00d 00:00:30.0	64	78.8	70	59.4	--	69.7	67.5	61.9	59.5	59.4	----	----	2511886.432
106	5/1/2024 14:34	00d 00:00:30.0	61.2	76	66	57	--	64.5	64.2	60.5	57.3	57.2	----	----	1318256.739
107	5/1/2024 14:34	00d 00:00:30.0	59.8	74.6	65.3	54.2	--	64.7	63.9	58.4	54.1	53.2	----	----	954992.586
108	5/1/2024 14:35	00d 00:00:30.0	60.2	75	66.8	51.2	--	64.6	64.5	57	52.5	51.1	----	----	1047128.548
109	5/1/2024 14:35	00d 00:00:30.0	62.4	77.2	66.7	56.5	--	67	66.2	60.5	56.5	55.6	----	----	1737800.829
110	5/1/2024 14:36	00d 00:00:30.0	61.7	76.5	66.7	54.2	--	65.9	65.1	61.4	55	53.9	----	----	1479108.388
111	5/1/2024 14:36	00d 00:00:30.0	56.4	71.2	63.6	42.9	--	63.7	62.5	53	44.7	42.4	----	----	436515.8322
112	5/1/2024 14:37	00d 00:00:30.0	62.1	76.9	66.4	52.6	--	66.4	66.3	61.8	53.5	52.5	----	----	1621810.097
113	5/1/2024 14:37	00d 00:00:30.0	66.5	81.3	70.1	60.1	--	69.4	68.7	66.3	61.7	60.4	----	----	4466835.922
114	5/1/2024 14:38	00d 00:00:30.0	61.4	76.2	68.1	46.5	--	66.8	66.7	58.7	47	46.9	----	----	1380384.265
115	5/1/2024 14:38	00d 00:00:30.0	63.5	78.3	65.5	56.7	--	65.5	65.4	63.8	60.2	56.4	----	----	2238721.139
116	5/1/2024 14:39	00d 00:00:30.0	65.5	80.3	69.6	62.4	--	68.9	68.1	64.7	62.6	61.9	----	----	3548133.892
117	5/1/2024 14:39	00d 00:00:30.0	69.2	84	77.8	59.8	--	76.8	76.2	64.2	60.9	60.6	----	----	8317637.711
118	5/1/2024 14:40	00d 00:00:30.0	58	72.8	63.3	50.5	--	61.1	60.7	58.5	51.4	51	----	----	630957.3445
119	5/1/2024 14:40	00d 00:00:30.0	61.6	76.4	65	56.1	--	65.1	64.9	60.5	57.4	56	----	----	1445439.771
120	5/1/2024 14:41	00d 00:00:30.0	62.9	77.7	66.3	60.2	--	65.9	64.6	62.5	60.8	60.2	----	----	1949844.6
121	5/1/2024 14:41	00d 00:00:30.0	62.7	77.5	67.5	54	--	67.5	67.2	61.3	57.3	54.4	----	----	1862087.137
122	5/1/2024 14:42	00d 00:00:30.0	63.4	78.2	67.3	53.5	--	67.3	66.2	63.6	55.8	54	----	----	2187761.624
123	5/1/2024 14:42	00d 00:00:30.0	62.6	77.4	68	58.4	--	67.4	66	61.5	59.3	58.3	----	----	1819700.859
124	5/1/2024 14:43	00d 00:00:30.0	63.8	78.6	66.5	59.1	--	66.4	66.3	63.6	60.6	59.5	----	----	2398832.919
125	5/1/2024 14:43	00d 00:00:30.0	56.2	71	61.6	47.7	--	61.1	60.7	55.8	48.3	47	----	----	416869.3835
126	5/1/2024 14:44	00d 00:00:30.0	60.5	75.3	65.8	47.6	--	65.7	65.5	58.7	47.9	47.5	----	----	1122018.454
127	5/1/2024 14:44	00d 00:00:30.0	65.2	80	68.3	61.1	--	68.1	68	65	61.9	61.3	----	----	3311311.215
128	5/1/2024 14:45	00d 00:00:30.0	62.9	77.7	66.2	57.6	--	66.3	66.1	62.4	58.3	57.8	----	----	1949844.6
129	5/1/2024 14:45	00d 00:00:30.0	62.7	77.5	65.7	59.6	--	65.9	64.7	62.6	60.2	60.1	----	----	1862087.137
130	5/1/2024 14:46	00d 00:00:30.0	59.3	74.1	61.2	56.3	--	60.9	60.7	59.6	57.2	56.5	----	----	851138.0382
131	5/1/2024 14:46	00d 00:00:30.0	62.6	77.4	66	57.5	--	65.3	65	62.1	58.4	57.6	----	----	1819700.859
132	5/1/2024 14:47	00d 00:00:30.0	62.7	77.5	66.1	53.3	--	65.2	65.1	63.1	55.8	54.4	----	----	1862087.137
133	5/1/2024 14:47	00d 00:00:30.0	57.5	72.3	62.9	49	--	62.5	61.6	56.6	49.6	49	----	----	562341.3252
134	5/1/2024 14:48	00d 00:00:30.0	59.4	74.2	62.4	50.8	--	62.1	62	59.7	53.8	50.9	----	----	870963.59
135	5/1/2024 14:48	00d 00:00:30.0	56.9	71.7	61.5	51.1	--	61.1	60.8	55.6	51.9	51.7	----	----	489778.8194
136	5/1/2024 14:49	00d 00:00:30.0	61.9	76.7	65.8	54.8	--	65	64.9	61.2	57.1	55.4	----	----	1548816.619
137	5/1/2024 14:49	00d 00:00:30.0	62	76.8	67.7	57.2	--	67.3	66.7	60.6	57.9	57.2	----	----	1584893.192
138	5/1/2024 14:50	00d 00:00:30.0	62.2	77	67.7	57.4	--	66.3	66.2	60.9	57.8	57.3	----	----	1659586.907
139	5/1/2024 14:50	00d 00:00:30.0	60	74.8	65.7	46.2	--	65.8	65.2	57.2	47.3	46.1	----	----	1000000
140	5/1/2024 14:51	00d 00:00:30.0	64	78.8	66.8	56.4	--	67.1	66.6	64.2	58.9	56.4	----	----	2511886.432
141	5/1/2024 14:51	00d 00:00:30.0	63.4	78.2	66.1	58.8	--	66.2	65.6	63.1	59.4	58.9	----	----	2187761.624
142	5/1/2024 14:52	00d 00:00:30.0	64.7	79.5	68.6	58.8	--	68.2	66.9	64.2	60.7	60	----	----	2951209.227
143	5/1/2024 14:52	00d 00:00:30.0	61.7	76.5	64.2	58.4	--	64.5	64.3	61.2	58.6	58.5	----	----	1479108.388
144	5/1/2024 14:53	00d 00:00:30.0	64.1	78.9	67.8	57.1	--	67.6	67.5	63.2	58.3	57.3	----	----	2570395.783
145	5/1/2024 14:53	00d 00:00:30.0	62.3	77.1	67.9	59	--	65.5	65	61.7	59.5	59.2	----	----	1698243.652
146	5/1/2024 14:54	00d 00:00:30.0	63.3	78.1	68.1	53.8	--	67.4	67	62.4	55.3	53.2	----	----	2137962.09
147	5/1/2024 14:54	00d 00:00:30.0	61.5	76.3	63.2	59.8	--	63.2	62.8	61.6	60	59.5	----	----	1412537.545
148	5/1/2024 14:55	00d 00:00:30.0	60.9	75.7	63.3	58.4	--	63.3	63.2	60.5	58.8	58.7	----	----	1230268.771
149	5/1/2024 14:55	00d 00:00:30.0	58.3	73.1	60.7	52.4	--	60.6	60.6	58.4	53.8	52.7	----	----	676082.9754
150	5/1/2024 14:56	00d 00:00:30.0	64.3	79.1	70.2	52.1	--	70.3	69.7	62.5	58.5	53.1	----	----	2691534.804
151	5/1/2024 14:56	00d 00:00:30.0	64.7	79.5	69.5	59.4	--	69.5	67.8	63.2	60	59.1	----	----	2951209.227
152	5/1/2024 14:57	00d 00:00:30.0	63.8	78.6	66.1	60.3	--	66.2	65.9	64	60.9	60.1	----	----	2398832.919
153	5/1/2024 14:57	00d 00:00:30.0	63.5	78.3	67.9	54.6	--	67.8	66.3	63.3	54.9	53.8	----	----	2238721.139
154	5/1/2024 14:58	00d 00:00:30.0	62.8	77.6	68.1	53.2	--	67.9	67.1	61.4	54.7	53.9	----	----	1905460.718
155	5/1/2024 14:58	00d 00:00:30.0	64	78.8	67.4	59.4	--	67.5	67.2	62.5	60.7	59.4	----	----	2511886.432
156	5/1/2024 14:59	00d 00:00:30.0	62.6	77.4	67.2	57.8	--	67.1	66.2	61.4	58.6	58.1	----	----	1819700.859

15 min Leq

62.4

157	5/1/2024 14:59	00d 00:00:30.0	63.7	78.5	68.1	55.1	--	67.6	67.5	62	55.3	54.5	----	----	2344228.815
158	5/1/2024 15:00	00d 00:00:30.0	63.7	78.5	68.9	55.1	--	67.7	67.3	63.5	56.8	54.7	----	----	2344228.815
159	5/1/2024 15:00	00d 00:00:30.0	62.8	77.6	67.7	58.3	--	66.3	65.7	62.3	59.8	58.2	----	----	1905460.718
160	5/1/2024 15:01	00d 00:00:30.0	60.6	75.4	66.1	53.3	--	65.8	65.3	58.5	54.9	54.2	----	----	1148153.621
161	5/1/2024 15:01	00d 00:00:30.0	63.6	78.4	66.1	60.8	--	66.1	65.8	63.5	61.4	61.1	----	----	2290867.653

Monitoring Site: ST-45

Address: 250 Church Hill Road

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 14:28	00d 00:00:30.0	45.8	60.6	48.8	43.3	--	48.2	47.9	45.4	44.5	43.7	----	----	38018.93963
2	5/1/2024 14:29	00d 00:00:30.0	52.1	66.9	53.7	48.8	--	53.7	53.3	52.1	50.7	50	----	----	162181.0097
3	5/1/2024 14:29	00d 00:00:30.0	54.5	69.3	56.6	52.1	--	56.2	56.2	54.4	52.5	52.4	----	----	281838.2931
4	5/1/2024 14:30	00d 00:00:30.0	51.6	66.4	54	49.3	--	53.8	53.5	51.7	49.5	49.4	----	----	144543.9771
5	5/1/2024 14:30	00d 00:00:30.0	51.1	65.9	52.9	49.2	--	53	52.8	51	49.6	49.4	----	----	128824.9552
6	5/1/2024 14:31	00d 00:00:30.0	47.3	62.1	51	42.4	--	49.8	49.8	47.3	43.4	42.2	----	----	53703.17964
7	5/1/2024 14:31	00d 00:00:30.0	49	63.8	52.6	43.4	--	52.5	52.2	48.4	44.1	43.8	----	----	79432.82347
8	5/1/2024 14:32	00d 00:00:30.0	50.2	65	54.2	47.1	--	53.9	53.5	49.4	47.1	47.1	----	----	104712.8548
9	5/1/2024 14:32	00d 00:00:30.0	51.5	66.3	54.2	48.9	--	53.7	53.4	51.4	48.9	48.7	----	----	141253.7545
10	5/1/2024 14:33	00d 00:00:30.0	51	65.8	53.9	49.4	--	53.2	52.2	50.5	49.9	49.5	----	----	125892.5412
11	5/1/2024 14:33	00d 00:00:30.0	52.2	67	54.4	48.5	--	54.2	53.3	52.7	48.9	48.5	----	----	165958.6907
12	5/1/2024 14:34	00d 00:00:30.0	51.4	66.2	53.7	48.5	--	53	53	51.3	49.7	49.3	----	----	138038.4265
13	5/1/2024 14:34	00d 00:00:30.0	49.9	64.7	51.2	47.2	--	51.5	51.1	50.1	48.1	47.3	----	----	97723.7221
14	5/1/2024 14:35	00d 00:00:30.0	51.1	65.9	55.6	46.4	--	54.7	54.3	49.8	47.6	46.9	----	----	128824.9552
15	5/1/2024 14:35	00d 00:00:30.0	53.1	67.9	59.2	47	--	58.3	55	52.5	47.9	47.1	----	----	204173.7945
16	5/1/2024 14:36	00d 00:00:30.0	53	67.8	55.2	49.8	--	54.7	54.4	53.1	50.7	49.9	----	----	199526.2315
17	5/1/2024 14:36	00d 00:00:30.0	49.6	64.4	51.7	47.8	--	51.3	51.3	49.3	48.2	47.9	----	----	91201.08394
18	5/1/2024 14:37	00d 00:00:30.0	51.8	66.6	54.2	48.1	--	54.2	53.2	51.6	50.2	47.9	----	----	151356.1248
19	5/1/2024 14:37	00d 00:00:30.0	53.3	68.1	55.9	50.9	--	54.9	54.7	53.2	51.4	50.7	----	----	213796.209
20	5/1/2024 14:38	00d 00:00:30.0	50.2	65	52.9	44.9	--	52.9	52.3	50.8	46.2	45.2	----	----	104712.8548
21	5/1/2024 14:38	00d 00:00:30.0	50	64.8	52.8	43.6	--	52.9	52.9	50.2	44	43.6	----	----	100000
22	5/1/2024 14:39	00d 00:00:30.0	52.8	67.6	55.3	50.6	--	55.1	55	52.3	50.9	50.4	----	----	190546.0718
23	5/1/2024 14:39	00d 00:00:30.0	54.8	69.6	60.8	49.1	--	58.8	58.7	53.7	50.5	48.3	----	----	301995.172
24	5/1/2024 14:40	00d 00:00:30.0	53.2	68	58.6	48.6	--	58.4	58.1	50.7	48.6	48.4	----	----	208929.6131
25	5/1/2024 14:40	00d 00:00:30.0	50.4	65.2	52	48.3	--	52.1	51.8	50.3	49.1	48.8	----	----	109647.8196
26	5/1/2024 14:41	00d 00:00:30.0	51.7	66.5	56.1	49.6	--	53.7	53.7	51.2	50.2	49.6	----	----	147910.8388
27	5/1/2024 14:41	00d 00:00:30.0	51.7	66.5	54.6	46.7	--	54.5	54.2	51.8	47.4	47.1	----	----	147910.8388
28	5/1/2024 14:42	00d 00:00:30.0	52.2	67	55	50.4	--	55	53.9	51.7	50.5	50.4	----	----	165958.6907
29	5/1/2024 14:42	00d 00:00:30.0	52	66.8	53.9	50.1	--	53.8	52.9	52	51.1	50.1	----	----	158489.3192
30	5/1/2024 14:43	00d 00:00:30.0	51.2	66	52.8	48.6	--	52.8	52.5	51.3	49.5	48.5	----	----	131825.6739
31	5/1/2024 14:43	00d 00:00:30.0	48.2	63	50.6	45.9	--	50.5	49.7	48.3	46.7	45.8	----	----	66069.3448
32	5/1/2024 14:44	00d 00:00:30.0	51.5	66.3	57.4	46.7	--	57.2	56.6	50.1	47.6	46.7	----	----	141253.7545
33	5/1/2024 14:44	00d 00:00:30.0	55.6	70.4	57.5	53.2	--	58.1	57.5	55.2	53.5	52.8	----	----	363078.0548
34	5/1/2024 14:45	00d 00:00:30.0	52.6	67.4	55.8	50.2	--	55.4	55.1	52.1	50.7	50.2	----	----	181970.0859
35	5/1/2024 14:45	00d 00:00:30.0	51.8	66.6	53.8	50.8	--	54.2	52.8	51.7	50.7	50.5	----	----	151356.1248
36	5/1/2024 14:46	00d 00:00:30.0	52.6	67.4	55.4	50	--	55.5	54.6	52.3	50.6	50.3	----	----	181970.0859
37	5/1/2024 14:46	00d 00:00:30.0	52.5	67.3	57.3	48.7	--	56.8	55.2	52.2	49.7	48.9	----	----	177827.941
38	5/1/2024 14:47	00d 00:00:30.0	53	67.8	57.2	50	--	56	56	52.2	50.5	49.8	----	----	199526.2315
39	5/1/2024 14:47	00d 00:00:30.0	50	64.8	53.4	46.2	--	53.5	52.7	49.4	47.1	46.5	----	----	100000
40	5/1/2024 14:48	00d 00:00:30.0	51.6	66.4	54.3	49	--	53.8	53.7	51.3	49.9	49.1	----	----	144543.9771
41	5/1/2024 14:48	00d 00:00:30.0	48.1	62.9	55.6	43.3	--	54.1	50.5	46.5	43.9	43.6	----	----	64565.4229
42	5/1/2024 14:49	00d 00:00:30.0	48.5	63.3	52.7	44.7	--	52.8	51.3	47.6	44.8	44.6	----	----	70794.57844
43	5/1/2024 14:49	00d 00:00:30.0	49.6	64.4	52.6	46.9	--	51.6	51.6	49.1	47.7	47	----	----	91201.08394
44	5/1/2024 14:50	00d 00:00:30.0	51	65.8	54.2	47.1	--	54	53.6	50.4	48.5	47.1	----	----	125892.5412
45	5/1/2024 14:50	00d 00:00:30.0	49.5	64.3	52.8	43.8	--	52.8	52.1	48.6	45.4	43.9	----	----	89125.09381
46	5/1/2024 14:51	00d 00:00:30.0	49.2	64	51.5	47	--	51.6	51.3	48.5	47.5	47.2	----	----	83176.37711
47	5/1/2024 14:51	00d 00:00:30.0	50.1	64.9	52.1	47.6	--	51.6	51.5	50.1	48.2	47.9	----	----	102329.2992
48	5/1/2024 14:52	00d 00:00:30.0	52.9	67.7	57.9	49.4	--	57.5	57	51.4	49.9	49.5	----	----	194984.46
49	5/1/2024 14:52	00d 00:00:30.0	51.6	66.4	54.8	50.2	--	53	52.7	51.4	50.3	50.2	----	----	144543.9771
50	5/1/2024 14:53	00d 00:00:30.0	52.6	67.4	57	50.4	--	56.4	54.3	51.6	50.8	50.1	----	----	181970.0859

15 min Leg

51.0

51	5/1/2024 14:53	00d 00:00:30.0	51.3	66.1	53.9	48.9	--	53.7	53.7	50.9	49.3	48.5	----	----	134896.2883
52	5/1/2024 14:54	00d 00:00:30.0	48.8	63.6	52.9	46	--	52.4	51.8	47.5	46	46	----	----	75857.7575
53	5/1/2024 14:54	00d 00:00:30.0	46.8	61.6	48.6	45	--	48.3	48.2	46.8	45.2	45.1	----	----	47863.00923
54	5/1/2024 14:55	00d 00:00:30.0	46.4	61.2	49	45	--	47.6	47.5	46.3	45.1	44.9	----	----	43651.58322
55	5/1/2024 14:55	00d 00:00:30.0	47.2	62	50.5	42.1	--	50.7	49.7	46.9	42.8	41.9	----	----	52480.74602
56	5/1/2024 14:56	00d 00:00:30.0	51.8	66.6	57.8	46.8	--	57.8	55.6	49.9	47.3	47.3	----	----	151356.1248
57	5/1/2024 14:56	00d 00:00:30.0	50.7	65.5	53.9	48.6	--	52.8	51.6	50.6	49.7	48.8	----	----	117489.7555
58	5/1/2024 14:57	00d 00:00:30.0	50.2	65	51.4	48.5	--	51.3	51.2	50.3	49.2	48.6	----	----	104712.8548
59	5/1/2024 14:57	00d 00:00:30.0	50.1	64.9	52.2	47.7	--	51.8	51.7	49.9	48.6	48	----	----	102329.2992
60	5/1/2024 14:58	00d 00:00:30.0	50.6	65.4	52.9	48.6	--	52.9	52.6	50.1	48.7	48.5	----	----	114815.3621
61	5/1/2024 14:58	00d 00:00:30.0	51.4	66.2	52.8	49.4	--	53.2	52.7	51.4	50.2	49.6	----	----	138038.4265
62	5/1/2024 14:59	00d 00:00:30.0	50.4	65.2	52.7	47.6	--	52.2	51.9	50.6	48.5	47.8	----	----	109647.8196
63	5/1/2024 14:59	00d 00:00:30.0	53.2	68	56.3	47.3	--	56	55.6	52.8	50.6	48.1	----	----	208929.6131
64	5/1/2024 15:00	00d 00:00:30.0	51.9	66.7	56.6	47.6	--	54.9	54.7	51	48.6	47.7	----	----	154881.6619
65	5/1/2024 15:00	00d 00:00:30.0	49.7	64.5	51.2	48.4	--	51.4	51.1	49.5	48.7	48.4	----	----	93325.43008
66	5/1/2024 15:01	00d 00:00:30.0	50.3	65.1	52.3	48	--	52.4	51.8	49.9	48.2	47.9	----	----	107151.9305
67	5/1/2024 15:01	00d 00:00:30.0	50.2	65	53.2	47.1	--	53.4	52.5	49.8	47.5	47.1	----	----	104712.8548
68	5/1/2024 15:02	00d 00:00:30.0	48.4	63.2	50.8	46.5	--	50	49.8	48.4	46.6	46.6	----	----	69183.09709
69	5/1/2024 15:02	00d 00:00:30.0	49.3	64.1	51.8	44.8	--	51.8	51.8	49.3	45.5	44.8	----	----	85113.80382
70	5/1/2024 15:03	00d 00:00:30.0	45.1	59.9	46.6	43.4	--	46.6	46.4	45.4	43.8	43	----	----	32359.36569
71	5/1/2024 15:03	00d 00:00:30.0	44.6	59.4	47.1	43.2	--	46.8	46.8	44	43.1	43.1	----	----	28840.31503
72	5/1/2024 15:04	00d 00:00:30.0	47.2	62	51.7	43	--	51.2	50.6	47	44.1	43.3	----	----	52480.74602

Monitoring Site: ST-46

Address: 115 Black Walnut Lane

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 16:02	00d 00:00:30.0	62.6	77.4	66.7	54.6	--	66.4	66.2	61.6	56.2	54.4	----	----	1819700.859
2	5/1/2024 16:02	00d 00:00:30.0	59.1	73.9	64.9	50.2	--	64.4	64.3	57.3	53.3	50	----	----	812830.5162
3	5/1/2024 16:03	00d 00:00:30.0	52.1	66.9	57.1	47.5	--	56.3	55.9	50.3	47.8	47.4	----	----	162181.0097
4	5/1/2024 16:03	00d 00:00:30.0	56.4	71.2	61.3	48.7	--	60.7	60.4	55	50.1	49.2	----	----	436515.8322
5	5/1/2024 16:04	00d 00:00:30.0	59.4	74.2	63.4	51.7	--	62.8	62.8	59.2	52.9	51.7	----	----	870963.59
6	5/1/2024 16:04	00d 00:00:30.0	60.6	75.4	66	50.4	--	65.7	64.9	59.7	53.5	49.9	----	----	1148153.621
7	5/1/2024 16:05	00d 00:00:30.0	57	71.8	61	50.2	--	60	59.8	56.3	52.3	51.7	----	----	501187.2336
8	5/1/2024 16:05	00d 00:00:30.0	59.7	74.5	64	54	--	63.6	63.4	58.5	56.2	55.7	----	----	933254.3008
9	5/1/2024 16:06	00d 00:00:30.0	63.3	78.1	66.3	59.6	--	66.3	66.2	62.2	60.4	59.6	----	----	2137962.09
10	5/1/2024 16:06	00d 00:00:30.0	57.8	72.6	61.5	51.9	--	61.6	60.7	56.9	52.6	51.8	----	----	602559.5861
11	5/1/2024 16:07	00d 00:00:30.0	62.5	77.3	65.9	58.4	--	66	65.3	62.2	59	58.7	----	----	1778279.41
12	5/1/2024 16:07	00d 00:00:30.0	58.9	73.7	64.4	53.9	--	62.2	61.9	58.2	55.7	53.1	----	----	776247.1166
13	5/1/2024 16:08	00d 00:00:30.0	60.6	75.4	65.1	55.6	--	64.7	64.4	59.5	56.3	55.6	----	----	1148153.621
14	5/1/2024 16:08	00d 00:00:30.0	61.7	76.5	66	54.8	--	65.8	65.2	60.5	56	55	----	----	1479108.388
15	5/1/2024 16:09	00d 00:00:30.0	63.2	78	65.6	59.7	--	65.2	65.2	63.3	60.4	59.7	----	----	2089296.131
16	5/1/2024 16:09	00d 00:00:30.0	63.8	78.6	68.7	57.5	--	68.3	67.4	63.6	57.4	56.7	----	----	2398832.919
17	5/1/2024 16:10	00d 00:00:30.0	56.1	70.9	60.6	50.6	--	60.1	59.2	55.7	52.1	50.4	----	----	407380.2778
18	5/1/2024 16:10	00d 00:00:30.0	58.8	73.6	62.1	50.7	--	62.5	61.5	58.9	54	50.4	----	----	758577.575
19	5/1/2024 16:11	00d 00:00:30.0	62.8	77.6	66.6	57.6	--	66.9	66.3	61.9	58.6	57.5	----	----	1905460.718
20	5/1/2024 16:11	00d 00:00:30.0	61.3	76.1	67.2	56.6	--	66	63.3	60.3	57.7	57.1	----	----	1348962.883
21	5/1/2024 16:12	00d 00:00:30.0	56.8	71.6	63	45.4	--	61.6	61.5	52.7	46.3	45.7	----	----	478630.0923
22	5/1/2024 16:12	00d 00:00:30.0	57.2	72	65.4	47.9	--	64.1	62.8	53	48.3	48	----	----	524807.4602
23	5/1/2024 16:13	00d 00:00:30.0	64.8	79.6	67.3	60.4	--	67.3	67	65.2	61.1	59.6	----	----	3019951.72
24	5/1/2024 16:13	00d 00:00:30.0	63.3	78.1	67.4	60.6	--	65.7	65.5	63.3	60.9	60.4	----	----	2137962.09
25	5/1/2024 16:14	00d 00:00:30.0	61.5	76.3	66.6	51.2	--	66.5	66.1	59.2	52.5	51.2	----	----	1412537.545
26	5/1/2024 16:14	00d 00:00:30.0	60.2	75	63.8	54.2	--	63.9	63.2	59.3	57.1	54.3	----	----	1047128.548
27	5/1/2024 16:15	00d 00:00:30.0	60.8	75.6	65.3	54.2	--	64.4	64.2	60.5	56	54.3	----	----	1202264.435
28	5/1/2024 16:15	00d 00:00:30.0	61	75.8	64.2	56.9	--	63.8	63.4	60.7	58	55.7	----	----	1258925.412
29	5/1/2024 16:16	00d 00:00:30.0	65.5	80.3	71	59	--	70.6	70.6	62.7	59.4	59.2	----	----	3548133.892
30	5/1/2024 16:16	00d 00:00:30.0	58.5	73.3	63.2	48.9	--	61.1	60.9	59.2	50.7	48.2	----	----	707945.7844
31	5/1/2024 16:17	00d 00:00:30.0	59.5	74.3	64.5	54.2	--	64.6	63.8	57.9	55.8	54.5	----	----	891250.9381
32	5/1/2024 16:17	00d 00:00:30.0	58	72.8	61.4	51.1	--	61	60.8	57.8	53.9	52.1	----	----	630957.3445
33	5/1/2024 16:18	00d 00:00:30.0	61.2	76	67	49.8	--	66.7	65.8	59.2	51.5	49.6	----	----	1318256.739
34	5/1/2024 16:18	00d 00:00:30.0	59.9	74.7	64.5	55.7	--	61.6	61.3	60.6	56.8	55.7	----	----	977237.221
35	5/1/2024 16:19	00d 00:00:30.0	63.3	78.1	69.8	56.6	--	69.7	68.3	59.3	56.8	56.4	----	----	2137962.09
36	5/1/2024 16:19	00d 00:00:30.0	59.2	74	61.6	55.3	--	61.6	61.4	58.8	56	55.3	----	----	831763.7711
37	5/1/2024 16:20	00d 00:00:30.0	62.6	77.4	67.8	55.8	--	67.8	66.4	60.6	57.7	56.4	----	----	1819700.859
38	5/1/2024 16:20	00d 00:00:30.0	62.3	77.1	67.9	57.7	--	65	64.9	61.8	58.5	57.7	----	----	1698243.652
39	5/1/2024 16:21	00d 00:00:30.0	62.5	77.3	66.8	57.5	--	66.3	65.7	61.1	58.6	58	----	----	1778279.41
40	5/1/2024 16:21	00d 00:00:30.0	61.6	76.4	68.5	52.2	--	67.6	67.2	58.7	53.7	52.2	----	----	1445439.771
41	5/1/2024 16:22	00d 00:00:30.0	61.2	76	64.4	53	--	64.1	63.6	61.1	54.3	53.2	----	----	1318256.739
42	5/1/2024 16:22	00d 00:00:30.0	62.1	76.9	66.2	55.4	--	65.3	65	61.2	57.7	56.5	----	----	1621810.097
43	5/1/2024 16:23	00d 00:00:30.0	59.8	74.6	64.9	55.6	--	63.9	63.5	58.2	56.4	55.6	----	----	954992.586
44	5/1/2024 16:23	00d 00:00:30.0	60.3	75.1	65.5	50.8	--	64.4	64.3	59.7	51.3	50.5	----	----	1071519.305
45	5/1/2024 16:24	00d 00:00:30.0	62.5	77.3	66.7	51.4	--	66.5	66.4	61.7	51.8	51	----	----	1778279.41
46	5/1/2024 16:24	00d 00:00:30.0	62.5	77.3	68.3	57.2	--	67	66.9	61.2	58.6	57.5	----	----	1778279.41
47	5/1/2024 16:25	00d 00:00:30.0	61	75.8	63.8	58.3	--	63.6	62.1	60.9	59.3	58.4	----	----	1258925.412
48	5/1/2024 16:25	00d 00:00:30.0	61.5	76.3	65	54.5	--	63.8	63.7	61.9	55.1	54.5	----	----	1412537.545
49	5/1/2024 16:26	00d 00:00:30.0	63	77.8	66.8	54	--	66.6	66.1	63.4	56.8	53.7	----	----	1995262.315
50	5/1/2024 16:26	00d 00:00:30.0	63.1	77.9	66.8	57.5	--	66.1	65.9	62.5	57.8	57.7	----	----	2041737.945

15 min Leq

61.8

51	5/1/2024 16:27	00d 00:00:30.0	61.9	76.7	66.1	53.6	--	66.3	65.9	60.6	54.1	53.6	----	----	1548816.619
52	5/1/2024 16:27	00d 00:00:30.0	60	74.8	65.8	52.9	--	64.8	64.1	58	54.5	52.9	----	----	1000000
53	5/1/2024 16:28	00d 00:00:30.0	63.3	78.1	67.3	60.3	--	67.6	65.7	62.3	60.9	60.6	----	----	2137962.09
54	5/1/2024 16:28	00d 00:00:30.0	63	77.8	67.5	59.2	--	67.4	66.8	61.4	59.6	59.3	----	----	1995262.315
55	5/1/2024 16:29	00d 00:00:30.0	62.7	77.5	67.9	54.6	--	67.8	66.8	61.4	56.2	54.3	----	----	1862087.137
56	5/1/2024 16:29	00d 00:00:30.0	57.8	72.6	60.9	53.3	--	60.8	60.6	57.8	53.8	53.5	----	----	602559.5861
57	5/1/2024 16:30	00d 00:00:30.0	61.1	75.9	66.4	47.5	--	66	65.3	60.7	47.6	47.5	----	----	1288249.552
58	5/1/2024 16:30	00d 00:00:30.0	60.9	75.7	65.7	47.2	--	65.4	64.2	60.5	52.5	47.5	----	----	1230268.771
59	5/1/2024 16:31	00d 00:00:30.0	59.2	74	65.2	49.7	--	65.3	64.6	57.8	50.3	49.7	----	----	831763.7711
60	5/1/2024 16:31	00d 00:00:30.0	60.2	75	66.7	49	--	66.5	65.4	58.2	49.4	48.8	----	----	1047128.548
61	5/1/2024 16:32	00d 00:00:30.0	61.9	76.7	64.9	50.6	--	64.2	64	61.9	58.3	57.5	----	----	1548816.619
62	5/1/2024 16:32	00d 00:00:30.0	57.6	72.4	61	49	--	60.6	60.4	57.8	50.6	49.2	----	----	575439.9373
63	5/1/2024 16:33	00d 00:00:30.0	59.6	74.4	64.1	51.7	--	63.9	63.6	58.3	55.3	54.9	----	----	912010.8394
64	5/1/2024 16:33	00d 00:00:30.0	63.5	78.3	66.9	58.1	--	66.8	66.3	62.7	59.4	57.9	----	----	2238721.139
65	5/1/2024 16:34	00d 00:00:30.0	64.9	79.7	69.6	57.2	--	69.5	69.3	63.6	59.6	57.3	----	----	3090295.433
66	5/1/2024 16:34	00d 00:00:30.0	62.9	77.7	64.9	60.2	--	65.2	64.9	62.5	60.6	60.3	----	----	1949844.6
67	5/1/2024 16:35	00d 00:00:30.0	60.4	75.2	66.2	50.3	--	65.3	65.3	58.7	51.6	49.9	----	----	1096478.196
68	5/1/2024 16:35	00d 00:00:30.0	58.2	73	66.1	49.8	--	63.4	61	57.3	51.3	50.2	----	----	660693.448
69	5/1/2024 16:36	00d 00:00:30.0	58.1	72.9	61	49.7	--	60.8	60.5	57.5	56.2	52.8	----	----	645654.229
70	5/1/2024 16:36	00d 00:00:30.0	63.4	78.2	67.4	57.2	--	66.9	66.4	63.1	58.7	57.9	----	----	2187761.624
71	5/1/2024 16:37	00d 00:00:30.0	64.8	79.6	67.1	61.6	--	66.9	66.8	64.5	62	61.6	----	----	3019951.72
72	5/1/2024 16:37	00d 00:00:30.0	61.1	75.9	63.8	57.1	--	63.7	63.6	61	58.5	57.6	----	----	1288249.552
73	5/1/2024 16:38	00d 00:00:30.0	61	75.8	64.7	51.4	--	64.7	64.1	59.6	53.3	50.9	----	----	1258925.412
74	5/1/2024 16:38	00d 00:00:30.0	62.8	77.6	66.2	57.1	--	66.1	65.3	62.3	58.6	56.8	----	----	1905460.717
75	5/1/2024 16:39	00d 00:00:30.0	62.1	76.9	65.9	58	--	65.7	64.8	61.7	58.3	57.8	----	----	1621810.097
76	5/1/2024 16:39	00d 00:00:30.0	62	76.8	66.3	54.7	--	65.7	65.2	61.6	56	54.9	----	----	1584893.192
77	5/1/2024 16:40	00d 00:00:30.0	63	77.8	67.6	56.4	--	67.2	67.2	61.2	56.5	56.1	----	----	1995262.315
78	5/1/2024 16:40	00d 00:00:30.0	61.6	76.4	67.1	54.7	--	66.7	65.6	60.4	55	54.6	----	----	1445439.771
79	5/1/2024 16:41	00d 00:00:30.0	60.6	75.4	64.6	54.4	--	63.9	63.8	59.8	55	54.4	----	----	1148153.621
80	5/1/2024 16:41	00d 00:00:30.0	62.8	77.6	65.9	53.6	--	66	65.6	63.3	54.8	53.2	----	----	1905460.718
81	5/1/2024 16:42	00d 00:00:30.0	64.9	79.7	67.8	57.6	--	67.8	67.7	65.3	59.6	57.8	----	----	3090295.433
82	5/1/2024 16:42	00d 00:00:30.0	67.2	82	73.7	58.2	--	73.3	71.5	66.1	60	57.8	----	----	5248074.602
83	5/1/2024 16:43	00d 00:00:30.0	60.7	75.5	66.1	56.8	--	65.6	64.4	59.5	57.7	57	----	----	1174897.555
84	5/1/2024 16:43	00d 00:00:30.0	61.5	76.3	65.5	57.8	--	65.2	65.1	59.8	58.4	58.2	----	----	1412537.545
85	5/1/2024 16:44	00d 00:00:30.0	63	77.8	67	59.7	--	66.7	66.6	61.9	60.2	59.6	----	----	1995262.315
86	5/1/2024 16:44	00d 00:00:30.0	59.3	74.1	62.9	54.2	--	61.6	61.4	59.6	54.6	54.2	----	----	851138.0382
87	5/1/2024 16:45	00d 00:00:30.0	60.3	75.1	62.7	54.6	--	62.4	62.3	59.9	58.7	57.3	----	----	1071519.305
88	5/1/2024 16:45	00d 00:00:30.0	60.7	75.5	62.6	57.9	--	62.3	62.2	60.8	58.6	58	----	----	1174897.555

Monitoring Site: ST-47

Address: 109 Addleman Circle

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 16:12	00d 00:00:30.0	69.3	84.1	76.8	62.8	--	75	70.2	67.5	63.6	62.2	----	----	8511380.382
2	5/1/2024 16:12	00d 00:00:30.0	72.4	87.2	78	54.2	--	78.2	77.3	68.7	55.1	53.6	----	----	17378008.29
3	5/1/2024 16:13	00d 00:00:30.0	69.4	84.2	76.2	53.8	--	75.8	75.1	64.9	54.5	53.8	----	----	8709635.9
4	5/1/2024 16:13	00d 00:00:30.0	70.4	85.2	75.6	54.6	--	75.9	74.4	70.5	55.7	53.4	----	----	10964781.96
5	5/1/2024 16:14	00d 00:00:30.0	73.3	88.1	77.8	67.4	--	77.3	76.7	72.7	68.7	66.9	----	----	21379620.9
6	5/1/2024 16:14	00d 00:00:30.0	73.1	87.9	79.3	64.2	--	78.9	78	70.9	66	62.8	----	----	20417379.45
7	5/1/2024 16:15	00d 00:00:30.0	73	87.8	80.4	50.6	--	80.1	78.5	70.2	50.9	50	----	----	19952623.15
8	5/1/2024 16:15	00d 00:00:30.0	70.8	85.6	77.9	66.1	--	74.9	73.8	70.6	66.7	65.5	----	----	12022644.35
9	5/1/2024 16:16	00d 00:00:30.0	69	83.8	75.1	56.8	--	74.6	72.6	67.9	59.6	55.8	----	----	7943282.347
10	5/1/2024 16:16	00d 00:00:30.0	70.1	84.9	75.1	65.7	--	74.4	73.6	69.1	66.4	65.7	----	----	10232929.92
11	5/1/2024 16:17	00d 00:00:30.0	68.7	83.5	73	51.1	--	72.8	72.7	68.8	54.6	50.2	----	----	7413102.413
12	5/1/2024 16:17	00d 00:00:30.0	71.5	86.3	78.5	50	--	78.2	77	67.2	60.8	50.7	----	----	14125375.45
13	5/1/2024 16:18	00d 00:00:30.0	66.8	81.6	73	52.4	--	71.8	71.7	66.1	54	51.2	----	----	4786300.923
14	5/1/2024 16:18	00d 00:00:30.0	69.6	84.4	73	63.7	--	72.8	72.6	69.3	65	63.3	----	----	9120108.394
15	5/1/2024 16:19	00d 00:00:30.0	71	85.8	75.1	63.9	--	75.2	73	70.6	65.2	64.4	----	----	12589254.12
16	5/1/2024 16:19	00d 00:00:30.0	73.9	88.7	78.5	64.7	--	78.6	78.5	71.5	67.4	64.5	----	----	24547089.16
17	5/1/2024 16:20	00d 00:00:30.0	71.9	86.7	77.5	62.8	--	78	77.7	68.5	62.6	61.1	----	----	15488166.19
18	5/1/2024 16:20	00d 00:00:30.0	74.8	89.6	81.7	65.2	--	80.6	79.7	71.5	67.2	63	----	----	30199517.2
19	5/1/2024 16:21	00d 00:00:30.0	70.5	85.3	76.6	61.5	--	75.9	74.4	69.5	63.2	59.7	----	----	11220184.54
20	5/1/2024 16:21	00d 00:00:30.0	70.9	85.7	74.3	65.7	--	74	73.4	70.9	68.4	66.3	----	----	12302687.71
21	5/1/2024 16:22	00d 00:00:30.0	68.9	83.7	75.2	53.5	--	73.7	73.4	67.1	56	52.5	----	----	7762471.166
22	5/1/2024 16:22	00d 00:00:30.0	71.1	85.9	77.5	63.6	--	77.9	74.7	69.6	65.4	62.4	----	----	12882495.52
23	5/1/2024 16:23	00d 00:00:30.0	72.5	87.3	78.1	64.1	--	77.9	75.8	69.9	64.8	62.8	----	----	17782794.1
24	5/1/2024 16:23	00d 00:00:30.0	71.3	86.1	76.8	62.9	--	76.8	74.4	69.9	65.8	62.7	----	----	13489628.83
25	5/1/2024 16:24	00d 00:00:30.0	69	83.8	76.3	50.2	--	76.4	73.6	66.6	50.9	49.8	----	----	7943282.347
26	5/1/2024 16:24	00d 00:00:30.0	69.8	84.6	75.7	52	--	74.5	74.3	69	53.8	51	----	----	9549925.86
27	5/1/2024 16:25	00d 00:00:30.0	72.6	87.4	76.5	53.5	--	76.9	75.3	72.1	66.9	63.7	----	----	18197008.59
28	5/1/2024 16:25	00d 00:00:30.0	71.7	86.5	78.3	63.5	--	78.3	77	68.4	64.1	62.9	----	----	14791083.88
29	5/1/2024 16:26	00d 00:00:30.0	69.4	84.2	73.4	55.7	--	73.9	73.5	69.1	56.8	54.4	----	----	8709635.9
30	5/1/2024 16:26	00d 00:00:30.0	73.7	88.5	77.7	65.4	--	77.8	77.7	72.5	66.2	65.5	----	----	23442288.15
31	5/1/2024 16:27	00d 00:00:30.0	71.3	86.1	76.2	61.9	--	76.2	74.5	70	65.5	61.1	----	----	13489628.83
32	5/1/2024 16:27	00d 00:00:30.0	73.8	88.6	77.2	60.1	--	77	76.9	72.5	70.2	65.4	----	----	23988329.19
33	5/1/2024 16:28	00d 00:00:30.0	71.3	86.1	75.3	66.1	--	75.8	75.4	69.7	67.9	64.9	----	----	13489628.83
34	5/1/2024 16:28	00d 00:00:30.0	69.6	84.4	76.1	61.3	--	75.6	72.8	67.6	61.6	59.9	----	----	9120108.394
35	5/1/2024 16:29	00d 00:00:30.0	73.1	87.9	78	67.7	--	77.9	77.5	71.4	67.9	67.9	----	----	20417379.45
36	5/1/2024 16:29	00d 00:00:30.0	73.2	88	78	66.8	--	78.4	77.5	72	66.7	66	----	----	20892961.31
37	5/1/2024 16:30	00d 00:00:30.0	72.1	86.9	76.2	62.5	--	76.3	75.2	71.1	66.5	61.4	----	----	16218100.97
38	5/1/2024 16:30	00d 00:00:30.0	69.2	84	77.7	51.5	--	76	75.6	67.3	51.4	50	----	----	8317637.711
39	5/1/2024 16:31	00d 00:00:30.0	68.2	83	77.5	41.3	--	77.3	72.9	47.3	41.7	41.4	----	----	6606934.48
40	5/1/2024 16:31	00d 00:00:30.0	71.8	86.6	77.5	62.2	--	77.1	75.7	69.7	63.9	60.6	----	----	15135612.48
41	5/1/2024 16:32	00d 00:00:30.0	68.1	82.9	73.8	54.2	--	73.4	71	67.8	54.7	53	----	----	6456542.29
42	5/1/2024 16:32	00d 00:00:30.0	72.1	86.9	78.4	53.4	--	78.7	77.4	68.2	55.7	53	----	----	16218100.97
43	5/1/2024 16:33	00d 00:00:30.0	72.2	87	77.9	55.5	--	77.3	76.1	71.1	57.5	54.3	----	----	16595869.07
44	5/1/2024 16:33	00d 00:00:30.0	73.1	87.9	79.4	65.8	--	79.4	77	71.8	66.8	66.2	----	----	20417379.45
45	5/1/2024 16:34	00d 00:00:30.0	70.8	85.6	76.9	64.7	--	76.4	76.1	69.3	64.9	64.3	----	----	12022644.35
46	5/1/2024 16:34	00d 00:00:30.0	73.3	88.1	77.8	62.2	--	77.5	76.7	72.8	65.9	61.8	----	----	21379620.9
47	5/1/2024 16:35	00d 00:00:30.0	70.4	85.2	75.1	60.8	--	75.7	75.3	68.7	63.5	60.1	----	----	10964781.96
48	5/1/2024 16:35	00d 00:00:30.0	69.2	84	77.3	54.1	--	77.3	73.6	65	55.6	53.6	----	----	8317637.711
49	5/1/2024 16:36	00d 00:00:30.0	72.9	87.7	78.9	65.5	--	78	77.4	70.4	66.7	65.8	----	----	19498446
50	5/1/2024 16:36	00d 00:00:30.0	74.2	89	81.3	68.7	--	79.8	79.3	72.1	70	69.3	----	----	26302679.92

15 min Leg

72.1

51	5/1/2024 16:37	00d 00:00:30.0	67.9	82.7	71.3	65.3	--	71.4	70.9	67.4	65.6	65.4	----	----	6165950.019
52	5/1/2024 16:37	00d 00:00:30.0	72.9	87.7	78.8	60.3	--	78.8	77.6	70.5	62.1	59.6	----	----	19498446
53	5/1/2024 16:38	00d 00:00:30.0	75.4	90.2	83.5	69.4	--	83.1	77.2	72.5	71.2	70.2	----	----	34673685.05
54	5/1/2024 16:38	00d 00:00:30.0	68.9	83.7	72.8	64.3	--	72	71.1	68.5	64.9	63.8	----	----	7762471.166
55	5/1/2024 16:39	00d 00:00:30.0	74.9	89.7	78.9	64.6	--	79.3	78.4	73.6	70.4	67.6	----	----	30902954.33
56	5/1/2024 16:39	00d 00:00:30.0	73.4	88.2	78.9	65.8	--	78.4	78.2	71.5	68	65.4	----	----	21877616.24
57	5/1/2024 16:40	00d 00:00:30.0	72.1	86.9	79.2	67.7	--	77.4	76.7	70	68.1	67.8	----	----	16218100.97
58	5/1/2024 16:40	00d 00:00:30.0	71.7	86.5	77.2	60.1	--	77.3	74.3	70.8	65.2	58.4	----	----	14791083.88
59	5/1/2024 16:41	00d 00:00:30.0	71.5	86.3	76.3	62.3	--	76	75.8	70.3	63.4	60.5	----	----	14125375.45
60	5/1/2024 16:41	00d 00:00:30.0	77.5	92.3	85.5	59.9	--	85.2	81.8	73.7	67.7	60.3	----	----	56234132.52
61	5/1/2024 16:42	00d 00:00:30.0	71	85.8	79.6	56	--	76	73.9	70	57.5	54.5	----	----	12589254.12
62	5/1/2024 16:42	00d 00:00:30.0	70.2	85	76.3	54.9	--	76.2	74.9	68.1	54.2	54	----	----	10471285.48
63	5/1/2024 16:43	00d 00:00:30.0	73.4	88.2	77.4	67.2	--	77.6	77	72.9	69.2	66.1	----	----	21877616.24
64	5/1/2024 16:43	00d 00:00:30.0	72.3	87.1	76.8	66.2	--	76.8	75.3	71.9	67.6	66.7	----	----	16982436.52
65	5/1/2024 16:44	00d 00:00:30.0	69.4	84.2	72	66.6	--	71.9	71.6	69.5	67.1	65.8	----	----	8709635.9
66	5/1/2024 16:44	00d 00:00:30.0	71.8	86.6	76.1	64.2	--	76.2	75.5	71.2	66.8	63.4	----	----	15135612.48

Monitoring Site: ST-48

Address: 117 Young Lane

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 15:53	00d 00:00:30.0	61.1	75.9	63	58.7	--	62.7	62.4	61.2	60.2	58.5	----	----	1288249.552
2	5/1/2024 15:53	00d 00:00:30.0	64.3	79.1	68.9	59	--	68	67.9	63	59.8	59.2	----	----	2691534.804
3	5/1/2024 15:54	00d 00:00:30.0	60.5	75.3	63.3	55.6	--	62.9	62.8	60.9	56.1	55.9	----	----	1122018.454
4	5/1/2024 15:54	00d 00:00:30.0	58	72.8	63.2	52	--	62.4	62.4	56.3	52.7	52.4	----	----	630957.3445
5	5/1/2024 15:55	00d 00:00:30.0	59.7	74.5	63.6	56.3	--	62.3	62.2	59.8	56.5	56.1	----	----	933254.3008
6	5/1/2024 15:55	00d 00:00:30.0	58.6	73.4	60.2	57.1	--	59.8	59.7	58.7	57.7	57.6	----	----	724435.9601
7	5/1/2024 15:56	00d 00:00:30.0	57.7	72.5	59.3	56.2	--	59.1	58.6	57.6	56.6	56.1	----	----	588843.6554
8	5/1/2024 15:56	00d 00:00:30.0	58.9	73.7	61	55.3	--	60.9	60.7	59.5	55.8	55.3	----	----	776247.1166
9	5/1/2024 15:57	00d 00:00:30.0	64.1	78.9	71.6	59.7	--	68.9	68.4	62.3	60.6	60.3	----	----	2570395.783
10	5/1/2024 15:57	00d 00:00:30.0	57.7	72.5	61.5	53.7	--	61.1	61.1	57.2	54.1	54	----	----	588843.6554
11	5/1/2024 15:58	00d 00:00:30.0	56.6	71.4	59.2	52	--	59.4	58.4	56.7	53.7	52.7	----	----	457088.1896
12	5/1/2024 15:58	00d 00:00:30.0	57.1	71.9	59	50.3	--	59	58.8	57.7	51.4	50.5	----	----	512861.384
13	5/1/2024 15:59	00d 00:00:30.0	57.5	72.3	60.1	55.5	--	59.6	59.5	57.2	55.7	55.6	----	----	562341.3252
14	5/1/2024 15:59	00d 00:00:30.0	56.3	71.1	57.9	52.1	--	57.9	57.6	56.6	53.8	52.2	----	----	426579.5188
15	5/1/2024 16:00	00d 00:00:30.0	59.9	74.7	63.4	57.3	--	62.7	62.1	59.5	58.2	57.4	----	----	977237.221
16	5/1/2024 16:00	00d 00:00:30.0	61.1	75.9	65.1	58.8	--	63.2	62.9	60.7	59.4	58.8	----	----	1288249.552
17	5/1/2024 16:01	00d 00:00:30.0	60.5	75.3	62.7	57.8	--	61.6	61.6	60.8	58.6	58	----	----	1122018.454
18	5/1/2024 16:01	00d 00:00:30.0	61.9	76.7	63.8	59.1	--	63.7	63.7	61.9	59.5	59.5	----	----	1548816.619
19	5/1/2024 16:02	00d 00:00:30.0	60.3	75.1	63.1	58.3	--	63.1	62.7	59.5	58.7	58.3	----	----	1071519.305
20	5/1/2024 16:02	00d 00:00:30.0	59.4	74.2	62.7	55.7	--	62	61.3	58.9	56.2	55.8	----	----	870963.59
21	5/1/2024 16:03	00d 00:00:30.0	52	66.8	55.7	50.5	--	54.2	53.8	51.9	50.7	50.5	----	----	158489.3192
22	5/1/2024 16:03	00d 00:00:30.0	54.4	69.2	58.2	47.1	--	57.1	56.6	54.6	48.5	47	----	----	275422.8703
23	5/1/2024 16:04	00d 00:00:30.0	55.6	70.4	57.4	54	--	56.7	56.6	55.5	54.6	54.4	----	----	363078.0548
24	5/1/2024 16:04	00d 00:00:30.0	57.6	72.4	58.8	55.9	--	58.8	58.7	57.8	56.7	56	----	----	575439.9373
25	5/1/2024 16:05	00d 00:00:30.0	60.1	74.9	62.2	58.2	--	62	61.3	60	58.6	58.4	----	----	1023292.992
26	5/1/2024 16:05	00d 00:00:30.0	58.1	72.9	60.9	56.3	--	60.3	59.7	57.8	56.8	56.8	----	----	645654.229
27	5/1/2024 16:06	00d 00:00:30.0	57.6	72.4	60.5	54.9	--	60.8	60.3	56.9	55	54.9	----	----	575439.9373
28	5/1/2024 16:06	00d 00:00:30.0	60.1	74.9	62	55.2	--	61.9	61.7	60.3	57.6	56.7	----	----	1023292.992
29	5/1/2024 16:07	00d 00:00:30.0	58.6	73.4	61.9	54.4	--	61.5	61.4	58.4	55	54.4	----	----	724435.9601
30	5/1/2024 16:07	00d 00:00:30.0	59.7	74.5	61.5	55	--	61.3	61.3	60	56.9	56.3	----	----	933254.3008
31	5/1/2024 16:08	00d 00:00:30.0	58.9	73.7	61.8	56.4	--	61.8	61.1	58.7	56.6	56.3	----	----	776247.1166
32	5/1/2024 16:08	00d 00:00:30.0	60.9	75.7	64.2	58.2	--	63.8	63.7	60.6	58.5	58.2	----	----	1230268.771
33	5/1/2024 16:09	00d 00:00:30.0	59.6	74.4	63.3	54.4	--	63.4	62.8	58.3	54.8	54.2	----	----	912010.8394
34	5/1/2024 16:09	00d 00:00:30.0	61.7	76.5	65.5	57.9	--	64	63.6	61.5	58.5	58.3	----	----	1479108.388
35	5/1/2024 16:10	00d 00:00:30.0	62	76.8	65	60.3	--	64	63.6	61.4	60.5	60.2	----	----	1584893.192
36	5/1/2024 16:10	00d 00:00:30.0	60.4	75.2	62.7	59.1	--	61.7	61.4	60.5	59	58.5	----	----	1096478.196
37	5/1/2024 16:11	00d 00:00:30.0	59	73.8	61.5	54.6	--	60.9	60.9	59.2	55.3	54.7	----	----	794328.2347
38	5/1/2024 16:11	00d 00:00:30.0	57.9	72.7	59.7	54.4	--	59.6	59.4	58.1	55.2	54.9	----	----	616595.0019
39	5/1/2024 16:12	00d 00:00:30.0	59.8	74.6	62.4	56.3	--	62.2	61.6	59.8	57.4	56.5	----	----	954992.586
40	5/1/2024 16:12	00d 00:00:30.0	56.6	71.4	60	54.4	--	58.6	58.5	56.6	54.6	54.3	----	----	457088.1896
41	5/1/2024 16:13	00d 00:00:30.0	54.2	69	57.9	49	--	57.4	56.9	52.6	50.9	49.3	----	----	263026.7992
42	5/1/2024 16:13	00d 00:00:30.0	60.1	74.9	62.5	56.1	--	61.8	61.2	59.8	58.9	58.8	----	----	1023292.992
43	5/1/2024 16:14	00d 00:00:30.0	61	75.8	63.2	59.1	--	62.9	62.9	60.5	59.5	59.1	----	----	1258925.412
44	5/1/2024 16:14	00d 00:00:30.0	61.4	76.2	63.6	59.4	--	63.4	63.4	61.3	59.2	59	----	----	1380384.265
45	5/1/2024 16:15	00d 00:00:30.0	58.9	73.7	60.5	56.3	--	60.7	60.2	59	56.9	56.3	----	----	776247.1166
46	5/1/2024 16:15	00d 00:00:30.0	57.5	72.3	59.9	54.2	--	59.6	58.6	57.4	55.8	54.2	----	----	562341.3252
47	5/1/2024 16:16	00d 00:00:30.0	58.9	73.7	61.5	55.8	--	61.6	61	58.6	56.6	55.9	----	----	776247.1166
48	5/1/2024 16:16	00d 00:00:30.0	60	74.8	64.1	57.1	--	63.4	61.9	59.8	57.4	57.1	----	----	1000000
49	5/1/2024 16:17	00d 00:00:30.0	60.4	75.2	62.6	56	--	62.9	62.9	60.6	56.5	56.1	----	----	1096478.196
50	5/1/2024 16:17	00d 00:00:30.0	58.9	73.7	61.9	56	--	61.6	61.6	58.2	56.9	56.4	----	----	776247.1166
51	5/1/2024 16:18	00d 00:00:30.0	58.3	73.1	61.5	52.8	--	61.2	60.4	59.1	52.8	52.5	----	----	676082.9754

52	5/1/2024 16:18	00d 00:00:30.0	56.2	71	59.4	48.5	--	59.5	59.4	55.3	49	48.6	----	----	416869.3835
53	5/1/2024 16:19	00d 00:00:30.0	61.2	76	65.5	56.8	--	65	64.5	60.4	58.7	57.5	----	----	1318256.739
54	5/1/2024 16:19	00d 00:00:30.0	62	76.8	65.5	57	--	64.2	64	61.7	57.3	56.2	----	----	1584893.192
55	5/1/2024 16:20	00d 00:00:30.0	59.3	74.1	61.4	56.7	--	61.1	60.6	59.5	57.6	57.2	----	----	851138.0382
56	5/1/2024 16:20	00d 00:00:30.0	61.3	76.1	64.1	58.6	--	64	63.5	60.5	59.5	58.6	----	----	1348962.883
57	5/1/2024 16:21	00d 00:00:30.0	60.8	75.6	65.9	56.2	--	65.1	63.7	60.4	57	56.3	----	----	1202264.435
58	5/1/2024 16:21	00d 00:00:30.0	59.6	74.4	63.3	57	--	62.7	62.7	59.2	57.5	56.8	----	----	912010.8394
59	5/1/2024 16:22	00d 00:00:30.0	58	72.8	59.4	56.8	--	59.1	59.1	57.9	57.1	57	----	----	630957.3445
60	5/1/2024 16:22	00d 00:00:30.0	59.4	74.2	61.7	56.2	--	61.6	61.4	59.7	56.5	55.9	----	----	870963.59
61	5/1/2024 16:23	00d 00:00:30.0	59.1	73.9	61.4	55.6	--	61.3	61.1	58.7	56.5	56	----	----	812830.5162
62	5/1/2024 16:23	00d 00:00:30.0	61.3	76.1	64.2	58.9	--	64.4	63.6	60.7	59.5	58.8	----	----	1348962.883
63	5/1/2024 16:24	00d 00:00:30.0	57.3	72.1	59.4	54	--	59.1	59.1	57.8	54.3	54.1	----	----	537031.7964
64	5/1/2024 16:24	00d 00:00:30.0	56.8	71.6	61	50.4	--	60.8	59.8	55.7	51.8	50.3	----	----	478630.0923
65	5/1/2024 16:25	00d 00:00:30.0	59.2	74	61.1	56.4	--	60.8	60.8	59.3	57.1	56.9	----	----	831763.7711
66	5/1/2024 16:25	00d 00:00:30.0	59.6	74.4	61	58.1	--	61	60.4	59.6	58.6	58.2	----	----	912010.8394
67	5/1/2024 16:26	00d 00:00:30.0	58.7	73.5	61.7	53.8	--	61.6	61.6	58.5	54.2	54	----	----	741310.2413
68	5/1/2024 16:26	00d 00:00:30.0	60.5	75.3	62.4	56.4	--	62.2	62	60.8	57.2	57.1	----	----	1122018.454
69	5/1/2024 16:27	00d 00:00:30.0	61.2	76	65.6	55.1	--	63.4	63.3	60.5	55.9	55.5	----	----	1318256.739
70	5/1/2024 16:27	00d 00:00:30.0	60.9	75.7	63	58.5	--	62.9	62.6	60.6	58.8	58.5	----	----	1230268.771
71	5/1/2024 16:28	00d 00:00:30.0	60.8	75.6	66.3	54.3	--	65.1	64.8	60.4	55.7	54.2	----	----	1202264.435
72	5/1/2024 16:28	00d 00:00:30.0	59.4	74.2	61.9	54.2	--	60.9	60.8	59.5	56.5	55.8	----	----	870963.59
73	5/1/2024 16:29	00d 00:00:30.0	61.1	75.9	63.7	56.9	--	63	62.8	61.3	57.7	57.1	----	----	1288249.552
74	5/1/2024 16:29	00d 00:00:30.0	61.9	76.7	64	60	--	63.7	63.6	61.7	60.4	60	----	----	1548816.619
75	5/1/2024 16:30	00d 00:00:30.0	60.2	75	64.1	55.4	--	63	62.9	60.2	56.1	55.6	----	----	1047128.548
76	5/1/2024 16:30	00d 00:00:30.0	58.3	73.1	60.5	54.8	--	60.8	60.5	58.3	56.6	55	----	----	676082.9754
77	5/1/2024 16:31	00d 00:00:30.0	54.5	69.3	60.2	45.6	--	59.2	58.3	53.5	46.1	45.8	----	----	281838.2931
78	5/1/2024 16:31	00d 00:00:30.0	57.1	71.9	63.6	51.6	--	60	60	56.5	52	51.7	----	----	512861.384
79	5/1/2024 16:32	00d 00:00:30.0	57	71.8	59.2	53.8	--	59	58.5	56.6	55.7	55.4	----	----	501187.2336
80	5/1/2024 16:32	00d 00:00:30.0	59.4	74.2	62.2	54.8	--	62.3	61.9	59.3	55.6	54.6	----	----	870963.59
81	5/1/2024 16:33	00d 00:00:30.0	59	73.8	62.8	56.9	--	62.3	59.7	58.8	57.3	56.9	----	----	794328.2347
82	5/1/2024 16:33	00d 00:00:30.0	61.1	75.9	64.6	59.2	--	63.8	62	61.2	59.3	58.7	----	----	1288249.552
83	5/1/2024 16:34	00d 00:00:30.0	58.5	73.3	60.7	56.8	--	59.7	59.7	58.5	57.2	56.8	----	----	707945.7844
84	5/1/2024 16:34	00d 00:00:30.0	59.8	74.6	62.2	56.8	--	62.5	62.1	59.4	57.6	56.9	----	----	954992.586
85	5/1/2024 16:35	00d 00:00:30.0	60.7	75.5	65	58.4	--	64.2	63.9	59.9	58.6	58.1	----	----	1174897.555
86	5/1/2024 16:35	00d 00:00:30.0	57.6	72.4	61.2	50.6	--	61.3	60.7	57.1	51.8	50.6	----	----	575439.9373
87	5/1/2024 16:36	00d 00:00:30.0	61.2	76	63.1	59.2	--	63.3	62.6	61.2	60	59.5	----	----	1318256.739
88	5/1/2024 16:36	00d 00:00:30.0	59.2	74	60.9	57.9	--	60.5	60	59.1	58.1	57.6	----	----	831763.7711
89	5/1/2024 16:37	00d 00:00:30.0	59	73.8	60.2	57.3	--	60	59.8	59	57.8	57.5	----	----	794328.2347
90	5/1/2024 16:37	00d 00:00:30.0	60.8	75.6	63.6	59.4	--	63.7	62.2	60.5	59.7	59.5	----	----	1202264.435
91	5/1/2024 16:38	00d 00:00:30.0	60.5	75.3	62.8	58.8	--	62.6	62.2	60.2	59.1	58.8	----	----	1122018.454
92	5/1/2024 16:38	00d 00:00:30.0	59.5	74.3	62.2	56.7	--	61.6	61.4	59.6	56.8	56.7	----	----	891250.9381
93	5/1/2024 16:39	00d 00:00:30.0	61.3	76.1	63.8	59	--	63.7	63.5	60.8	59.2	58.9	----	----	1348962.883
94	5/1/2024 16:39	00d 00:00:30.0	61.4	76.2	62.7	60.5	--	62.8	62.6	61.3	60.4	60.2	----	----	1380384.265
95	5/1/2024 16:40	00d 00:00:30.0	60.6	75.4	62	58.7	--	61.9	61.9	60.6	59.8	58.8	----	----	1148153.621
96	5/1/2024 16:40	00d 00:00:30.0	59.1	73.9	61.9	56.7	--	61.7	61.4	58.8	57	56.8	----	----	812830.5162
97	5/1/2024 16:41	00d 00:00:30.0	60.4	75.2	61.2	58.5	--	61.3	61.2	60.4	59.7	59.3	----	----	1096478.196
98	5/1/2024 16:41	00d 00:00:30.0	60.6	75.4	62.3	59.1	--	62.3	61.9	60.6	59	58.8	----	----	1148153.621
99	5/1/2024 16:42	00d 00:00:30.0	59.8	74.6	62.9	56.9	--	63.1	62.3	59.4	57.3	56.6	----	----	954992.586
100	5/1/2024 16:42	00d 00:00:30.0	58.3	73.1	59.8	55.7	--	60.1	59.5	58.4	57.3	56.3	----	----	676082.9754
101	5/1/2024 16:43	00d 00:00:30.0	60.8	75.6	63	58.5	--	62	62	60.8	59.3	59	----	----	1202264.435

15 min Leq

59.9

Monitoring Site: ST-49

Address: 2452 General Potter Hwy, Centre Hall, PA 16828

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/1/2024 15:44	00d 00:00:30.0	64.6	79.4	67.6	62.2	--	66.8	66.7	64.2	62.5	62.4	----	----	2884031.503
2	5/1/2024 15:45	00d 00:00:30.0	61.9	76.7	64.9	56.8	--	64.8	64.4	61.7	58.1	57.6	----	----	1548816.619
3	5/1/2024 15:45	00d 00:00:30.0	64.5	79.3	67	60.9	--	66.8	66.4	64.5	62.2	60.9	----	----	2818382.931
4	5/1/2024 15:46	00d 00:00:30.0	64.9	79.7	66.9	61.1	--	66.4	66.4	65.3	62.2	61	----	----	3090295.433
5	5/1/2024 15:46	00d 00:00:30.0	66.7	81.5	69	63.2	--	68.9	68.9	66.7	63.5	63.4	----	----	4677351.413
6	5/1/2024 15:47	00d 00:00:30.0	68.8	83.6	72.3	63.6	--	72	71.8	68.2	63.8	63.5	----	----	7585775.75
7	5/1/2024 15:47	00d 00:00:30.0	64.6	79.4	68.9	62.2	--	68.4	67	64.4	62.6	62.3	----	----	2884031.503
8	5/1/2024 15:48	00d 00:00:30.0	64	78.8	66.4	58.3	--	66.3	66.3	63.8	60.8	60.6	----	----	2511886.432
9	5/1/2024 15:48	00d 00:00:30.0	62.5	77.3	70.2	54.7	--	67.7	67	59.2	55.4	54.9	----	----	1778279.41
10	5/1/2024 15:49	00d 00:00:30.0	71.8	86.6	78.8	63.8	--	78	77.8	67.1	64.2	63.9	----	----	15135612.48
11	5/1/2024 15:49	00d 00:00:30.0	70.9	85.7	77.7	61.7	--	77.6	77.6	66.7	62	61.8	----	----	12302687.71
12	5/1/2024 15:50	00d 00:00:30.0	69.1	83.9	72.1	62	--	72.1	71.9	67.9	65.8	63.4	----	----	8128305.162
13	5/1/2024 15:50	00d 00:00:30.0	66.7	81.5	68.1	64.4	--	67.9	67.8	66.8	65.7	64.6	----	----	4677351.413
14	5/1/2024 15:51	00d 00:00:30.0	66.3	81.1	70	62.1	--	70.1	70	64.9	62.8	62.1	----	----	4265795.188
15	5/1/2024 15:51	00d 00:00:30.0	64.9	79.7	67	62.2	--	66.9	66.6	64.4	63.6	63.4	----	----	3090295.433
16	5/1/2024 15:52	00d 00:00:30.0	61.3	76.1	63.8	59	--	63	62.9	61	59.3	58.8	----	----	1348962.883
17	5/1/2024 15:52	00d 00:00:30.0	64	78.8	67.4	58.7	--	66.8	66.7	63.5	60.9	59	----	----	2511886.432
18	5/1/2024 15:53	00d 00:00:30.0	67.2	82	70	64	--	70.3	69.8	67	64.4	64.2	----	----	5248074.602
19	5/1/2024 15:53	00d 00:00:30.0	70.4	85.2	75	63.2	--	75.1	74.8	68.3	64.7	63.5	----	----	10964781.96
20	5/1/2024 15:54	00d 00:00:30.0	64	78.8	68.8	57.1	--	68.2	66.8	64	58.5	58	----	----	2511886.432
21	5/1/2024 15:54	00d 00:00:30.0	66.3	81.1	69.8	58.3	--	69.9	69.5	66	61.1	59.3	----	----	4265795.188
22	5/1/2024 15:55	00d 00:00:30.0	64.1	78.9	67	60.4	--	66.4	66	64.2	60.7	60.3	----	----	2570395.783
23	5/1/2024 15:55	00d 00:00:30.0	65.7	80.5	66.7	63.9	--	66.8	66.6	65.7	64.5	64	----	----	3715352.291
24	5/1/2024 15:56	00d 00:00:30.0	63.8	78.6	66	60.5	--	65.9	65.9	64.3	60.7	60.4	----	----	2398832.919
25	5/1/2024 15:56	00d 00:00:30.0	66.1	80.9	67.9	62.8	--	67.9	67.7	66.2	64.1	63.9	----	----	4073802.778
26	5/1/2024 15:57	00d 00:00:30.0	71.6	86.4	78	64.4	--	77.9	77.8	67	65.1	64.9	----	----	14454397.71
27	5/1/2024 15:57	00d 00:00:30.0	61.5	76.3	65.8	58.8	--	63.2	62.7	61.5	59.6	58.7	----	----	1412537.545
28	5/1/2024 15:58	00d 00:00:30.0	61.3	76.1	63.6	53.2	--	63	62.8	61.8	56.3	52.7	----	----	1348962.883
29	5/1/2024 15:58	00d 00:00:30.0	65.5	80.3	67.9	61.5	--	68	67.9	65.5	63.4	63.4	----	----	3548133.892
30	5/1/2024 15:59	00d 00:00:30.0	62.8	77.6	65.1	61	--	64.2	64.2	62.9	61.4	60.9	----	----	1905460.718
31	5/1/2024 15:59	00d 00:00:30.0	61.5	76.3	64.7	56.9	--	64.9	64.4	61	57.4	57.3	----	----	1412537.545
32	5/1/2024 16:00	00d 00:00:30.0	66.3	81.1	72.3	62.1	--	71.2	70.5	64.5	62.2	61.9	----	----	4265795.188
33	5/1/2024 16:00	00d 00:00:30.0	65.7	80.5	71.8	60.7	--	69.8	69.2	64.2	61	60.5	----	----	3715352.291
34	5/1/2024 16:01	00d 00:00:30.0	67.1	81.9	70.7	63.2	--	70.1	69.7	66.6	64	63.9	----	----	5128613.84
35	5/1/2024 16:01	00d 00:00:30.0	67.2	82	70.2	64.8	--	70.1	69.5	66.2	65.1	64.8	----	----	5248074.602
36	5/1/2024 16:02	00d 00:00:30.0	63.8	78.6	67.5	61.2	--	67	65.7	63.3	62	61.6	----	----	2398832.919
37	5/1/2024 16:02	00d 00:00:30.0	65.2	80	70.7	58	--	69.8	69.7	62.8	58.4	58.1	----	----	3311311.215
38	5/1/2024 16:03	00d 00:00:30.0	57.5	72.3	61	50.7	--	60.9	60.8	56.7	51.2	50.4	----	----	562341.3252
39	5/1/2024 16:03	00d 00:00:30.0	60.5	75.3	63.2	55.5	--	62.7	62.5	60.4	58.2	57.2	----	----	1122018.454
40	5/1/2024 16:04	00d 00:00:30.0	61.5	76.3	63.9	59	--	63.8	63.2	61.4	59.6	59.2	----	----	1412537.545
41	5/1/2024 16:04	00d 00:00:30.0	64.6	79.4	68.9	61.7	--	68.8	67.8	63.8	62.4	61.8	----	----	2884031.503
42	5/1/2024 16:05	00d 00:00:30.0	67.1	81.9	70.7	63.5	--	70	69.7	66.2	64.2	63.7	----	----	5128613.84
43	5/1/2024 16:05	00d 00:00:30.0	63.4	78.2	67.7	61	--	66.6	66.1	62.8	61.5	61.1	----	----	2187761.624
44	5/1/2024 16:06	00d 00:00:30.0	63.5	78.3	67.6	59.6	--	66.6	66	62.9	60.4	59.6	----	----	2238721.139
45	5/1/2024 16:06	00d 00:00:30.0	67.4	82.2	69.8	62.9	--	69.9	69.7	67.5	64.1	63	----	----	5495408.739
46	5/1/2024 16:07	00d 00:00:30.0	63.3	78.1	69	58.4	--	65.7	65.6	63.3	59.1	58.4	----	----	2137962.09
47	5/1/2024 16:07	00d 00:00:30.0	66.7	81.5	68.5	63.7	--	68.7	68.4	66.5	64.8	64.1	----	----	4677351.413
48	5/1/2024 16:08	00d 00:00:30.0	65.8	80.6	69.3	62	--	69.1	68.9	64.9	62.2	62	----	----	3801893.963
49	5/1/2024 16:08	00d 00:00:30.0	67.3	82.1	70.4	63.1	--	70.1	70	66.7	63.6	63	----	----	5370317.964
50	5/1/2024 16:09	00d 00:00:30.0	61	75.8	63.2	55	--	63.3	63.2	61.5	55.7	54.9	----	----	1258925.412
51	5/1/2024 16:09	00d 00:00:30.0	67.6	82.4	71.7	63.1	--	71.8	70	67.3	63.9	63.1	----	----	5754399.373

52	5/1/2024 16:10	00d 00:00:30.0	66.9	81.7	71	63.9	--	70.8	68.3	66.6	64.4	63.8	----	----	4897788.194
53	5/1/2024 16:10	00d 00:00:30.0	65.7	80.5	68.7	62.2	--	68.7	68.7	65	62.8	62.6	----	----	3715352.291
54	5/1/2024 16:11	00d 00:00:30.0	63.3	78.1	65.5	60.9	--	65.4	65.1	63.2	61.2	60.8	----	----	2137962.09
55	5/1/2024 16:11	00d 00:00:30.0	66.7	81.5	71.7	62.9	--	71.5	71.3	64.7	63.4	63	----	----	4677351.413
56	5/1/2024 16:12	00d 00:00:30.0	65.4	80.2	67.3	62.3	--	67.4	67.4	65.4	63.5	62.6	----	----	3467368.505
57	5/1/2024 16:12	00d 00:00:30.0	64.1	78.9	67.9	56.3	--	67.6	67.1	63.4	61.5	55.3	----	----	2570395.783
58	5/1/2024 16:13	00d 00:00:30.0	62.6	77.4	69.4	45.7	--	69.4	68.5	54.2	46.1	45.9	----	----	1819700.859
59	5/1/2024 16:13	00d 00:00:30.0	66.1	80.9	68.5	63.9	--	68.5	68.3	65.5	64.1	63.9	----	----	4073802.778
60	5/1/2024 16:14	00d 00:00:30.0	67	81.8	70.2	63.5	--	70.1	69.5	66.6	64	63.5	----	----	5011872.336
61	5/1/2024 16:14	00d 00:00:30.0	65.7	80.5	69.2	63.1	--	69.2	69	64.9	63.2	63	----	----	3715352.291
62	5/1/2024 16:15	00d 00:00:30.0	64.8	79.6	68.5	60.4	--	68.4	68.3	63.4	61.2	60.2	----	----	3019951.72
63	5/1/2024 16:15	00d 00:00:30.0	63.8	78.6	65.4	61.4	--	65.4	65.3	63.8	61.9	61.5	----	----	2398832.919
64	5/1/2024 16:16	00d 00:00:30.0	63.3	78.1	67.2	60.9	--	65.7	65.3	63.1	61.3	60.6	----	----	2137962.09
65	5/1/2024 16:16	00d 00:00:30.0	66.8	81.6	70.1	62.5	--	70.1	69.9	66.3	63.5	62.7	----	----	4786300.923
66	5/1/2024 16:17	00d 00:00:30.0	66.6	81.4	68.6	63	--	68.6	68.4	66.7	63.9	63.1	----	----	4570881.896
67	5/1/2024 16:17	00d 00:00:30.0	64.9	79.7	69.2	60.5	--	69	68.2	64.4	61.1	60.6	----	----	3090295.433
68	5/1/2024 16:18	00d 00:00:30.0	60.9	75.7	65.9	54.2	--	64.7	64.7	59.5	54.4	54.2	----	----	1230268.771
69	5/1/2024 16:18	00d 00:00:30.0	64.3	79.1	67	59.3	--	66.8	66.8	64.2	61.7	60.4	----	----	2691534.804
70	5/1/2024 16:19	00d 00:00:30.0	64.3	79.1	67.5	58.6	--	67.3	67.2	64	60.7	58.6	----	----	2691534.804
71	5/1/2024 16:19	00d 00:00:30.0	68.4	83.2	71.9	62	--	71.5	71.4	68	63	62.6	----	----	6918309.709
72	5/1/2024 16:20	00d 00:00:30.0	65.2	80	68.8	62.3	--	67.3	67.2	65.2	63	62.7	----	----	3311311.215
73	5/1/2024 16:20	00d 00:00:30.0	67.3	82.1	70.1	62.5	--	70.2	70	67.2	62.8	62.6	----	----	5370317.964
74	5/1/2024 16:21	00d 00:00:30.0	65.9	80.7	68.5	63.4	--	68	67.8	65.3	64.2	63.6	----	----	3890451.45
75	5/1/2024 16:21	00d 00:00:30.0	64.5	79.3	69.1	61.9	--	66	66	64.5	62.1	61.8	----	----	2818382.931
76	5/1/2024 16:22	00d 00:00:30.0	63.3	78.1	65.2	62.1	--	64.6	64.6	63.1	62.1	62.1	----	----	2137962.09
77	5/1/2024 16:22	00d 00:00:30.0	64.6	79.4	66.9	60.5	--	66.8	66.6	64.7	61.1	60.6	----	----	2884031.503
78	5/1/2024 16:23	00d 00:00:30.0	66.8	81.6	70.3	60.7	--	70.1	69.7	66.4	63.8	62.7	----	----	4786300.923
79	5/1/2024 16:23	00d 00:00:30.0	66.4	81.2	69.9	62.5	--	69	68.6	65.9	63.7	62.4	----	----	4365158.322
80	5/1/2024 16:24	00d 00:00:30.0	63	77.8	65.8	60.2	--	65.4	65	62.8	61.4	60.3	----	----	1995262.315
81	5/1/2024 16:24	00d 00:00:30.0	64.5	79.3	67.6	57.5	--	67.7	67.4	64.8	58.3	57.6	----	----	2818382.931
82	5/1/2024 16:25	00d 00:00:30.0	65.6	80.4	69	60	--	69.2	68.7	65.3	61	60.1	----	----	3630780.548
83	5/1/2024 16:25	00d 00:00:30.0	65.3	80.1	68.5	62.6	--	68.3	68	64.8	63.1	62.8	----	----	3388441.561
84	5/1/2024 16:26	00d 00:00:30.0	65.5	80.3	68.4	59	--	67.9	67.7	66.4	59.3	59	----	----	3548133.892
85	5/1/2024 16:26	00d 00:00:30.0	65.8	80.6	68.8	59.7	--	68.5	68.3	66.4	60.2	59.9	----	----	3801893.963
86	5/1/2024 16:27	00d 00:00:30.0	68.6	83.4	73	64.7	--	73.1	73	66.9	65.3	65.1	----	----	7244359.601
87	5/1/2024 16:27	00d 00:00:30.0	66.8	81.6	71	63.1	--	70.2	69.9	65.9	63.5	63.2	----	----	4786300.923
88	5/1/2024 16:28	00d 00:00:30.0	63.2	78	68	58.6	--	66.6	66	62.5	59.6	58.6	----	----	2089296.131
89	5/1/2024 16:28	00d 00:00:30.0	64.3	79.1	68.1	59.2	--	68.1	67	63.6	60	59.4	----	----	2691534.804
90	5/1/2024 16:29	00d 00:00:30.0	68.3	83.1	71.4	62	--	71.3	71	67.7	65.5	64.2	----	----	6760829.754
91	5/1/2024 16:29	00d 00:00:30.0	68	82.8	70.3	64.4	--	70.5	70.2	68.2	65.6	64.6	----	----	6309573.445
92	5/1/2024 16:30	00d 00:00:30.0	63.4	78.2	66.6	60	--	66.4	66	62.7	60.9	60.1	----	----	2187761.624
93	5/1/2024 16:30	00d 00:00:30.0	64.4	79.2	69.3	55.9	--	69.2	67.8	62.4	57.9	55.9	----	----	2754228.703
94	5/1/2024 16:31	00d 00:00:30.0	66.3	81.1	71.8	54.6	--	71.2	70.7	65.1	56.1	54.8	----	----	4265795.188
95	5/1/2024 16:31	00d 00:00:30.0	62.8	77.6	67.3	58	--	66.9	66.1	62.6	58.9	58.5	----	----	1905460.718
96	5/1/2024 16:32	00d 00:00:30.0	63.4	78.2	67.7	61	--	67.4	67.1	62.5	61.3	60.9	----	----	2187761.624
97	5/1/2024 16:32	00d 00:00:30.0	66.4	81.2	70.2	61.4	--	70.3	68.9	66.5	62	61.4	----	----	4365158.322
98	5/1/2024 16:33	00d 00:00:30.0	65.6	80.4	70.7	62.4	--	70.6	69.7	64	63	62.8	----	----	3630780.548
99	5/1/2024 16:33	00d 00:00:30.0	64.8	79.6	67	60.5	--	67	66.9	64.6	61.3	60.5	----	----	3019951.72
100	5/1/2024 16:34	00d 00:00:30.0	62.9	77.7	64.3	61.1	--	64.2	64.2	62.8	61.3	61.2	----	----	1949844.6
101	5/1/2024 16:34	00d 00:00:30.0	68	82.8	73.2	62.9	--	72.9	72.2	66.3	63.4	63	----	----	6309573.445
102	5/1/2024 16:35	00d 00:00:30.0	65.1	79.9	67.5	62.5	--	67.1	66.9	65.3	62.9	62.6	----	----	3235936.569
103	5/1/2024 16:35	00d 00:00:30.0	66.3	81.1	70.6	58.5	--	70.6	70.6	65.6	59.6	58.2	----	----	4265795.188

15 min Leq

65.9

104	5/1/2024 16:36	00d 00:00:30.0	66.8	81.6	70.2	65.6	--	69	68.3	66.6	66	65.7	----	----	4786300.923
105	5/1/2024 16:36	00d 00:00:30.0	64	78.8	66.9	61.3	--	66.9	66.3	63.1	61.7	61.2	----	----	2511886.432
106	5/1/2024 16:37	00d 00:00:30.0	64.2	79	66.2	62	--	66.1	66.1	63.9	62.4	62.4	----	----	2630267.992
107	5/1/2024 16:37	00d 00:00:30.0	66.2	81	69.1	62	--	69.1	69	65.6	62.7	62	----	----	4168693.835
108	5/1/2024 16:38	00d 00:00:30.0	64.7	79.5	67.6	62.4	--	67.3	66.2	64.7	62.8	62.6	----	----	2951209.227
109	5/1/2024 16:38	00d 00:00:30.0	65.1	79.9	68.6	62	--	68	68	65	62.3	62.1	----	----	3235936.569
110	5/1/2024 16:39	00d 00:00:30.0	68	82.8	70.4	66.6	--	70.1	69.5	67.9	66.6	66.4	----	----	6309573.445
111	5/1/2024 16:39	00d 00:00:30.0	67.1	81.9	68.3	65.6	--	68.4	68.2	67	66.1	65.9	----	----	5128613.84
112	5/1/2024 16:40	00d 00:00:30.0	67.4	82.2	69.5	64.7	--	69.7	69.6	67.1	65.1	64.7	----	----	5495408.739
113	5/1/2024 16:40	00d 00:00:30.0	64.4	79.2	67.1	61.6	--	66.9	66.8	63.5	62.4	61.5	----	----	2754228.703
114	5/1/2024 16:41	00d 00:00:30.0	67.4	82.2	69.5	65.3	--	69.2	68.8	67.6	65.8	65.5	----	----	5495408.739
115	5/1/2024 16:41	00d 00:00:30.0	65.6	80.4	68.5	60.7	--	68.7	68.5	65.2	61.8	60.7	----	----	3630780.548
116	5/1/2024 16:42	00d 00:00:30.0	65.8	80.6	68.7	62.5	--	68.8	68.1	65.4	63.9	62.3	----	----	3801893.963
117	5/1/2024 16:42	00d 00:00:30.0	66	80.8	70.6	61.9	--	69.4	68.6	65.4	62.6	62	----	----	3981071.706
118	5/1/2024 16:43	00d 00:00:30.0	67.3	82.1	69.3	63.8	--	69.4	69.3	67	64.6	63.8	----	----	5370317.964

Monitoring Site: ST-50

Address: 329 Dogtown Road

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 13:59	00d 00:00:30.0	51.4	66.2	54	48.9	--	53.9	53.8	51.2	49	48.7	----	----	138038.4265
2	5/2/2024 13:59	00d 00:00:30.0	54.1	68.9	55.5	51.7	--	55.9	55.3	53.8	52.8	52.6	----	----	257039.5783
3	5/2/2024 14:00	00d 00:00:30.0	51.7	66.5	54.4	48.9	--	54.2	54.1	51.6	49.3	48.8	----	----	147910.8388
4	5/2/2024 14:00	00d 00:00:30.0	55.6	70.4	59.6	52.7	--	59.2	58.2	54.9	53	52.9	----	----	363078.0548
5	5/2/2024 14:01	00d 00:00:30.0	54.6	69.4	58.8	49	--	58.1	57.6	53.2	50.3	49.4	----	----	288403.1503
6	5/2/2024 14:01	00d 00:00:30.0	49.9	64.7	52	47.2	--	51.6	51.6	50.1	47.9	47.1	----	----	97723.7221
7	5/2/2024 14:02	00d 00:00:30.0	53.3	68.1	55.7	49.5	--	55.6	54.9	53.1	50	49.4	----	----	213796.209
8	5/2/2024 14:02	00d 00:00:30.0	49.4	64.2	53.5	46.5	--	52.8	52.6	48.9	46.6	46.4	----	----	87096.359
9	5/2/2024 14:03	00d 00:00:30.0	53.2	68	55.3	49.2	--	55.1	54.9	53.7	50.3	49.9	----	----	208929.6131
10	5/2/2024 14:03	00d 00:00:30.0	56.7	71.5	63	52.6	--	62.7	59.9	55	53.7	52.8	----	----	467735.1413
11	5/2/2024 14:04	00d 00:00:30.0	54.5	69.3	57.8	52.4	--	57.2	57	54.2	52.7	52.5	----	----	281838.2931
12	5/2/2024 14:04	00d 00:00:30.0	53.6	68.4	56.7	50.3	--	56.6	56.5	53.2	50.7	50.3	----	----	229086.7653
13	5/2/2024 14:05	00d 00:00:30.0	52	66.8	54.8	49	--	54.6	54.4	51.7	49.7	49.2	----	----	158489.3192
14	5/2/2024 14:05	00d 00:00:30.0	52.8	67.6	56	50.7	--	55.4	55.2	52.4	51.1	50.6	----	----	190546.0718
15	5/2/2024 14:06	00d 00:00:30.0	51.4	66.2	56	48.1	--	55.2	54.3	50.4	48.1	48.1	----	----	138038.4265
16	5/2/2024 14:06	00d 00:00:30.0	50.6	65.4	52.2	48.6	--	52.1	52	50.3	49.2	48.6	----	----	114815.3621
17	5/2/2024 14:07	00d 00:00:30.0	50.5	65.3	53.1	48	--	52.9	52.4	50.6	48.3	47.9	----	----	112201.8454
18	5/2/2024 14:07	00d 00:00:30.0	53.3	68.1	55.2	50.7	--	55.2	54.9	53.1	51.5	51.2	----	----	213796.209
19	5/2/2024 14:08	00d 00:00:30.0	50.4	65.2	54.5	47	--	52.7	52.4	50	47.9	47.3	----	----	109647.8196
20	5/2/2024 14:08	00d 00:00:30.0	53.3	68.1	56.2	50.2	--	55.9	55.7	52.8	50.7	50.6	----	----	213796.209
21	5/2/2024 14:09	00d 00:00:30.0	54.6	69.4	59.7	49.7	--	58.7	56.7	54.3	51	50.3	----	----	288403.1503
22	5/2/2024 14:09	00d 00:00:30.0	48.3	63.1	51.6	46.1	--	49.8	49.7	48.6	46.2	45.8	----	----	67608.29754
23	5/2/2024 14:10	00d 00:00:30.0	50.5	65.3	53	46	--	52.4	52.3	50.3	47.6	46.8	----	----	112201.8454
24	5/2/2024 14:10	00d 00:00:30.0	52.1	66.9	54.7	49.9	--	54.9	54.4	51.4	50.1	49.9	----	----	162181.0097
25	5/2/2024 14:11	00d 00:00:30.0	51.2	66	54	49.3	--	52.5	52.3	50.9	49.8	49.5	----	----	131825.6739
26	5/2/2024 14:11	00d 00:00:30.0	51.8	66.6	53.9	49.5	--	53.9	53	51.7	50.4	49.9	----	----	151356.1248
27	5/2/2024 14:12	00d 00:00:30.0	50.8	65.6	52.4	47.4	--	52.5	52.5	51.3	48.1	47.6	----	----	120226.4435
28	5/2/2024 14:12	00d 00:00:30.0	49.8	64.6	52.1	47.3	--	51.3	51.3	49.7	48.2	47.7	----	----	95499.2586
29	5/2/2024 14:13	00d 00:00:30.0	49.3	64.1	52.9	47	--	51.8	51.4	48.8	47.6	47.1	----	----	85113.80382
30	5/2/2024 14:13	00d 00:00:30.0	50.5	65.3	54.3	46.1	--	53.3	52.4	50.2	47.8	45.9	----	----	112201.8454
31	5/2/2024 14:14	00d 00:00:30.0	53.5	68.3	56.6	49.4	--	56.4	56.4	53.4	51.5	49.7	----	----	223872.1139
32	5/2/2024 14:14	00d 00:00:30.0	51.7	66.5	54.8	49.6	--	54	53.9	51.4	49.7	49.7	----	----	147910.8388
33	5/2/2024 14:15	00d 00:00:30.0	52.3	67.1	54.4	50.7	--	54.6	54.4	52	51	50.8	----	----	169824.3652
34	5/2/2024 14:15	00d 00:00:30.0	50.2	65	54	47.2	--	53.5	52.6	49.6	47.5	47.4	----	----	104712.8548
35	5/2/2024 14:16	00d 00:00:30.0	51.9	66.7	57.2	47	--	56.2	55.7	50.1	47.7	47.1	----	----	154881.6619
36	5/2/2024 14:16	00d 00:00:30.0	54.1	68.9	59.4	51.7	--	56.6	56.5	53.3	52.2	51.8	----	----	257039.5783
37	5/2/2024 14:17	00d 00:00:30.0	52.7	67.5	55.6	50.2	--	54.4	54.4	52.9	50.7	50.3	----	----	186208.7137
38	5/2/2024 14:17	00d 00:00:30.0	54.8	69.6	56.3	52.4	--	56.4	56.1	55.2	52.6	52.5	----	----	301995.172
39	5/2/2024 14:18	00d 00:00:30.0	52.4	67.2	54.5	50.6	--	54.5	54.2	52.3	51	50.3	----	----	173780.0829
40	5/2/2024 14:18	00d 00:00:30.0	50.4	65.2	54.5	46.5	--	53.5	53.5	49.8	47.1	46.2	----	----	109647.8196
41	5/2/2024 14:19	00d 00:00:30.0	48.4	63.2	53.1	43.7	--	52.8	52.6	47.5	43.9	43.4	----	----	69183.09709
42	5/2/2024 14:19	00d 00:00:30.0	51.4	66.2	56.7	47.3	--	56.3	54	49.5	48.6	48.2	----	----	138038.4265
43	5/2/2024 14:20	00d 00:00:30.0	55.2	70	60.5	47.1	--	59.9	59.7	53.8	48.7	46.7	----	----	331131.1215
44	5/2/2024 14:20	00d 00:00:30.0	51.7	66.5	55.5	43.9	--	55.4	55.4	50.2	44.7	44.2	----	----	147910.8388
45	5/2/2024 14:21	00d 00:00:30.0	54.5	69.3	57.3	51.9	--	56.8	56.8	54.3	52.7	51.5	----	----	281838.2931
46	5/2/2024 14:21	00d 00:00:30.0	51.7	66.5	54.3	50	--	53.5	53.3	51.4	50.3	50.2	----	----	147910.8388
47	5/2/2024 14:22	00d 00:00:30.0	54.2	69	57.9	50.5	--	58.1	56.5	53.9	50.9	50.8	----	----	263026.7992
48	5/2/2024 14:22	00d 00:00:30.0	53.4	68.2	58.5	48.2	--	57	56.9	51.9	48.9	48.5	----	----	218776.1624
49	5/2/2024 14:23	00d 00:00:30.0	53.4	68.2	56.6	50.8	--	56.8	55.6	53.2	51.3	50.9	----	----	218776.1624
50	5/2/2024 14:23	00d 00:00:30.0	49.7	64.5	53.5	44.9	--	52.2	51.9	49.8	45.7	44.9	----	----	93325.43008
51	5/2/2024 14:24	00d 00:00:30.0	53.2	68	55.4	50	--	55.5	55.1	53	50.7	49.6	----	----	208929.6131

52	5/2/2024 14:24	00d 00:00:30.0	54.3	69.1	56.1	51.8	--	56.1	56	54.7	52.2	51.8	----	----	269153.4804
53	5/2/2024 14:25	00d 00:00:30.0	54	68.8	59	48.3	--	58.6	57.9	50.6	48.9	48.4	----	----	251188.6432
54	5/2/2024 14:25	00d 00:00:30.0	54	68.8	58.3	51.2	--	56.5	55.7	53.7	52.4	51.7	----	----	251188.6432
55	5/2/2024 14:26	00d 00:00:30.0	50.6	65.4	55.1	45.4	--	54.3	54.1	49.4	45.7	45.5	----	----	114815.3621
56	5/2/2024 14:26	00d 00:00:30.0	52.8	67.6	57.1	50.6	--	54.7	54.7	52.3	51	50.7	----	----	190546.0718
57	5/2/2024 14:27	00d 00:00:30.0	47.5	62.3	51.3	44.6	--	50.3	50.3	47.3	45	44.7	----	----	56234.13252
58	5/2/2024 14:27	00d 00:00:30.0	52.4	67.2	55.4	48.2	--	55.2	54.8	51.7	49.6	49.1	----	----	173780.0829
59	5/2/2024 14:28	00d 00:00:30.0	50.1	64.9	54.9	46.1	--	53.5	53	48.9	46.3	46	----	----	102329.2992
60	5/2/2024 14:28	00d 00:00:30.0	46.6	61.4	49.2	45	--	48.7	47.9	46.4	45.3	45	----	----	45708.81896
61	5/2/2024 14:29	00d 00:00:30.0	51.9	66.7	55.8	47.6	--	55.7	55.6	51.2	49.3	48.8	----	----	154881.6619
62	5/2/2024 14:29	00d 00:00:30.0	53.7	68.5	57	50.4	--	57.2	56.4	53.5	50.7	50.4	----	----	234422.8815
63	5/2/2024 14:30	00d 00:00:30.0	50.9	65.7	55.3	47.4	--	54.5	54.5	50.1	48.1	47.5	----	----	123026.8771
64	5/2/2024 14:30	00d 00:00:30.0	57.2	72	63.4	48.5	--	63.2	62.7	55.1	51.5	48.9	----	----	524807.4602
65	5/2/2024 14:31	00d 00:00:30.0	53.5	68.3	61.2	46.6	--	58.5	56.4	52.9	47.6	46.7	----	----	223872.1139
66	5/2/2024 14:31	00d 00:00:30.0	52.6	67.4	55.4	47.2	--	54.1	54.1	52.6	50.4	49	----	----	181970.0859
67	5/2/2024 14:32	00d 00:00:30.0	54	68.8	57.2	51.7	--	56.2	56.1	53.6	52.2	52	----	----	251188.6432
68	5/2/2024 14:32	00d 00:00:30.0	55.3	70.1	58.6	52.9	--	58.4	57.9	54.6	53.2	52.9	----	----	338844.1561
69	5/2/2024 14:33	00d 00:00:30.0	51.7	66.5	56.4	47.1	--	55.6	53.4	51	48.5	47.4	----	----	147910.8388
70	5/2/2024 14:33	00d 00:00:30.0	49.6	64.4	52.4	46.2	--	52	51.6	49.6	46.7	46	----	----	91201.08394
71	5/2/2024 14:34	00d 00:00:30.0	51.4	66.2	53.3	49.1	--	53.3	52.5	51.6	50.1	49.1	----	----	138038.4265
72	5/2/2024 14:34	00d 00:00:30.0	52.8	67.6	56.5	49.5	--	55.5	55	51.7	50.1	49.8	----	----	190546.0718
73	5/2/2024 14:35	00d 00:00:30.0	58.7	73.5	63.8	51.6	--	62.9	62.6	57.1	52.3	51.9	----	----	741310.2413
74	5/2/2024 14:35	00d 00:00:30.0	56.4	71.2	62.8	51	--	61.1	60.2	54.9	52.7	50.9	----	----	436515.8322
75	5/2/2024 14:36	00d 00:00:30.0	52.1	66.9	54.1	50.3	--	53.9	53.8	52	50.6	50.4	----	----	162181.0097
76	5/2/2024 14:36	00d 00:00:30.0	51.6	66.4	55.5	46.1	--	54	53.8	51.6	46.6	46.1	----	----	144543.9771
77	5/2/2024 14:37	00d 00:00:30.0	51.1	65.9	53.9	48.2	--	53.9	53.2	50.6	48.4	48.1	----	----	128824.9552
78	5/2/2024 14:37	00d 00:00:30.0	53.1	67.9	56.5	48.2	--	56	55.7	52.6	49.9	49.8	----	----	204173.7945
79	5/2/2024 14:38	00d 00:00:30.0	52.8	67.6	55.8	50.5	--	55.2	55	52.3	50.6	50.6	----	----	190546.0718
80	5/2/2024 14:38	00d 00:00:30.0	51.9	66.7	57.2	49.5	--	55.8	54.7	51.2	49.5	49.3	----	----	154881.6619
81	5/2/2024 14:39	00d 00:00:30.0	53.1	67.9	58.7	49.7	--	58.4	56.4	51.1	49.9	49.6	----	----	204173.7945
82	5/2/2024 14:39	00d 00:00:30.0	52.3	67.1	54.8	49.4	--	54.1	54.1	52.4	50.1	49.4	----	----	169824.3652
83	5/2/2024 14:40	00d 00:00:30.0	49.1	63.9	52.9	45.1	--	52.5	52.2	48.7	46.3	44.8	----	----	81283.05162
84	5/2/2024 14:40	00d 00:00:30.0	47.2	62	50.1	45.6	--	49	48.6	46.7	46.1	46	----	----	52480.74602
85	5/2/2024 14:41	00d 00:00:30.0	49	63.8	53.4	45.2	--	53	51.5	48.7	46.1	45.2	----	----	79432.82347
86	5/2/2024 14:41	00d 00:00:30.0	51.5	66.3	55.6	45.2	--	54.2	53.8	51.3	47.9	46.5	----	----	141253.7545
87	5/2/2024 14:42	00d 00:00:30.0	53.7	68.5	56	51.5	--	56.1	55.4	53.1	51.8	51.7	----	----	234422.8815
88	5/2/2024 14:42	00d 00:00:30.0	50.9	65.7	53.8	49.1	--	53.1	52.6	50.6	49.7	48.9	----	----	123026.8771
89	5/2/2024 14:43	00d 00:00:30.0	52.4	67.2	55.9	50	--	55.5	54.4	51.8	50.8	50.5	----	----	173780.0829
90	5/2/2024 14:43	00d 00:00:30.0	50.3	65.1	52.3	48.6	--	51.6	51.5	50.3	48.9	48.8	----	----	107151.9305
91	5/2/2024 14:44	00d 00:00:30.0	52	66.8	54.5	49.8	--	54	53.5	52	50.4	49.7	----	----	158489.3192
92	5/2/2024 14:44	00d 00:00:30.0	50.7	65.5	55	48.6	--	54.3	54.1	49.8	48.6	48.5	----	----	117489.7555
93	5/2/2024 14:45	00d 00:00:30.0	53.9	68.7	57.4	49.5	--	57.6	57	52.4	50.9	49.7	----	----	245470.8916
94	5/2/2024 14:45	00d 00:00:30.0	51.6	66.4	53.6	50.4	--	53.2	53.1	51.5	50.6	50.4	----	----	144543.9771
95	5/2/2024 14:46	00d 00:00:30.0	53.4	68.2	58	50.4	--	58.2	57.3	52.4	51	50.2	----	----	218776.1624
96	5/2/2024 14:46	00d 00:00:30.0	54.3	69.1	59.8	49.1	--	59.9	58.2	52.7	50.1	49.1	----	----	269153.4804
97	5/2/2024 14:47	00d 00:00:30.0	52.3	67.1	55.3	48.5	--	55.5	55.3	52.2	49.1	48.5	----	----	169824.3652
98	5/2/2024 14:47	00d 00:00:30.0	55.9	70.7	59.5	52.8	--	57.6	57.5	55.4	53.6	53.4	----	----	389045.145
99	5/2/2024 14:48	00d 00:00:30.0	50.7	65.5	59	46	--	54.6	53.7	49.5	47.2	45.6	----	----	117489.7555
100	5/2/2024 14:48	00d 00:00:30.0	52.2	67	55	47.5	--	54.2	54	52.1	48.8	47.9	----	----	165958.6907
101	5/2/2024 14:49	00d 00:00:30.0	52.2	67	55.4	48.1	--	55.1	54.9	52.1	49.2	48.6	----	----	165958.6907
102	5/2/2024 14:49	00d 00:00:30.0	53.6	68.4	58.1	50.3	--	57.7	56.3	52.9	51.1	50.4	----	----	229086.7653
103	5/2/2024 14:50	00d 00:00:30.0	59	73.8	64.7	50.4	--	64.9	63.1	57.4	51.4	50.1	----	----	794328.2347

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53.9

104	5/2/2024 14:50	00d 00:00:30.0	49.9	64.7	54.4	46.6	--	53.7	53.2	49	47.1	46.5	----	----	97723.7221
105	5/2/2024 14:51	00d 00:00:30.0	54.8	69.6	57.2	51.7	--	57.3	56.8	54.5	51.9	51.8	----	----	301995.172
106	5/2/2024 14:51	00d 00:00:30.0	51.9	66.7	56.3	45.2	--	56	55.4	49.7	46.5	45.1	----	----	154881.6619
107	5/2/2024 14:52	00d 00:00:30.0	47.2	62	51	44.4	--	50.1	49.7	46.9	44.4	44.3	----	----	52480.74602
108	5/2/2024 14:52	00d 00:00:30.0	51.2	66	53.9	45.1	--	53.5	53.3	50.9	46.7	46.3	----	----	131825.6739
109	5/2/2024 14:53	00d 00:00:30.0	52.4	67.2	54.6	49.9	--	54.6	54.5	52.4	50.1	49.9	----	----	173780.0829
110	5/2/2024 14:53	00d 00:00:30.0	53.6	68.4	55.9	50.8	--	56.1	56.1	53.2	51.2	50.9	----	----	229086.7653
111	5/2/2024 14:54	00d 00:00:30.0	54.7	69.5	57.4	52	--	56.9	56.6	54.4	52.6	51.4	----	----	295120.9227
112	5/2/2024 14:54	00d 00:00:30.0	53.8	68.6	57.2	49.7	--	56.9	56.2	53.5	50.5	50.4	----	----	239883.2919
113	5/2/2024 14:55	00d 00:00:30.0	54.4	69.2	58.2	48.9	--	57.3	56.8	53.9	49.8	49.2	----	----	275422.8703
114	5/2/2024 14:55	00d 00:00:30.0	57.5	72.3	62.8	51.3	--	61.9	60.7	56.7	52.5	51.1	----	----	562341.3252
115	5/2/2024 14:56	00d 00:00:30.0	54.2	69	56.4	52.3	--	56.3	56.1	53.6	52.7	52.5	----	----	263026.7992
116	5/2/2024 14:56	00d 00:00:30.0	51.7	66.5	59.6	46	--	56.6	54.7	49.3	46.3	45.9	----	----	147910.8388
117	5/2/2024 14:57	00d 00:00:30.0	53.6	68.4	59.3	48.6	--	57	56.7	52.5	48.8	48.4	----	----	229086.7653
118	5/2/2024 14:57	00d 00:00:30.0	54.8	69.6	56.9	53.1	--	56.6	56.3	54.7	53.3	53.2	----	----	301995.172
119	5/2/2024 14:58	00d 00:00:30.0	54.7	69.5	57.1	52.3	--	57.2	57	53.9	52.6	52.4	----	----	295120.9227
120	5/2/2024 14:58	00d 00:00:30.0	53.9	68.7	56.6	50.5	--	56.7	55.7	53.8	50.9	50.6	----	----	245470.8916
121	5/2/2024 14:59	00d 00:00:30.0	54.1	68.9	58.1	50.3	--	55.9	55.6	53.9	52.3	51.8	----	----	257039.5783
122	5/2/2024 14:59	00d 00:00:30.0	53.9	68.7	56.2	51.9	--	55.8	55.8	53.6	51.9	51.6	----	----	245470.8916
123	5/2/2024 15:00	00d 00:00:30.0	52.5	67.3	57.1	49.9	--	57	55.3	51.6	50.3	50.1	----	----	177827.941
124	5/2/2024 15:00	00d 00:00:30.0	51	65.8	55.3	48	--	54.8	53.8	50	48.4	48.2	----	----	125892.5412
125	5/2/2024 15:01	00d 00:00:30.0	51.6	66.4	56.7	49.5	--	54.9	54.3	50.8	49.8	49.4	----	----	144543.9771
126	5/2/2024 15:01	00d 00:00:30.0	57	71.8	64.2	49.6	--	62.9	58.9	55	52.6	50	----	----	501187.2336
127	5/2/2024 15:02	00d 00:00:30.0	54.1	68.9	56.4	51.7	--	56.3	56.3	54	51.9	51.8	----	----	257039.5783
128	5/2/2024 15:02	00d 00:00:30.0	51.7	66.5	56.2	45.6	--	54.2	54	51.9	46.4	45.8	----	----	147910.8388
129	5/2/2024 15:03	00d 00:00:30.0	53.6	68.4	56.4	50.3	--	55.8	55.7	53.4	51.3	50.4	----	----	229086.7653
130	5/2/2024 15:03	00d 00:00:30.0	49	63.8	51.8	46	--	51.9	51.6	48.7	46.9	46.3	----	----	79432.82347

Monitoring Site: ST-51

Address: 397 Mountain Back Rd

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 13:45	00d 00:00:30.0	55.9	70.7	83.3	44.7	--	61.5	61	50.6	45	44.8	----	----	389045.145
2	5/2/2024 13:45	00d 00:00:30.0	51	65.8	56.9	46.1	--	55.3	54.1	50	47.3	45.6	----	----	125892.5412
3	5/2/2024 13:46	00d 00:00:30.0	50.1	64.9	54.1	46.1	--	53	51.9	49.7	46.5	46.3	----	----	102329.2992
4	5/2/2024 13:46	00d 00:00:30.0	50.2	65	55.3	43.9	--	54.8	54.3	48.6	44.7	43.5	----	----	104712.8548
5	5/2/2024 13:47	00d 00:00:30.0	46.3	61.1	50.4	42.1	--	49.4	49.4	45.5	42.4	42.1	----	----	42657.95188
6	5/2/2024 13:47	00d 00:00:30.0	44.3	59.1	46.7	41.5	--	46	45.9	44.4	41.9	41.5	----	----	26915.34804
7	5/2/2024 13:48	00d 00:00:30.0	51.5	66.3	56.8	41.9	--	55.2	54.2	50.7	47.8	47.1	----	----	141253.7545
8	5/2/2024 13:48	00d 00:00:30.0	50.9	65.7	56	44.7	--	55.3	55.2	49.1	45.2	44.6	----	----	123026.8771
9	5/2/2024 13:49	00d 00:00:30.0	51.8	66.6	58.6	47.1	--	56.2	55.5	49.7	47.4	46.1	----	----	151356.1248
10	5/2/2024 13:49	00d 00:00:30.0	57.3	72.1	63.9	51.5	--	62.6	61.9	54.7	51.7	51.4	----	----	537031.7964
11	5/2/2024 13:50	00d 00:00:30.0	59.3	74.1	66.3	47.9	--	65.7	64.2	55.8	48.2	48	----	----	851138.0382
12	5/2/2024 13:50	00d 00:00:30.0	50	64.8	54.3	44.9	--	54.4	53.8	48.5	45.8	45	----	----	100000
13	5/2/2024 13:51	00d 00:00:30.0	50.3	65.1	54.5	46.6	--	54	52.1	50	47.1	46.8	----	----	107151.9305
14	5/2/2024 13:51	00d 00:00:30.0	49.6	64.4	53	46.2	--	52.7	51.2	49.7	47.1	46.7	----	----	91201.08394
15	5/2/2024 13:52	00d 00:00:30.0	48.7	63.5	51.8	44.9	--	51.7	50.9	48.6	46.4	45.6	----	----	74131.02413
16	5/2/2024 13:52	00d 00:00:30.0	47.4	62.2	51.4	44.2	--	50.6	50	46.9	44.9	44.4	----	----	54954.08739
17	5/2/2024 13:53	00d 00:00:30.0	46.3	61.1	52.5	42.9	--	49.2	48.3	45.3	43.8	43	----	----	42657.95188
18	5/2/2024 13:53	00d 00:00:30.0	45.3	60.1	48.7	43.5	--	48.3	46.5	44.8	43.9	43.7	----	----	33884.41561
19	5/2/2024 13:54	00d 00:00:30.0	46.1	60.9	49.7	43.5	--	49.1	48.3	45.7	43.8	43.5	----	----	40738.02778
20	5/2/2024 13:54	00d 00:00:30.0	45.6	60.4	48.5	43.9	--	48.3	47.2	45.4	44	43.8	----	----	36307.80548
21	5/2/2024 13:55	00d 00:00:30.0	44	58.8	45.3	42.6	--	45.3	45.1	43.9	42.9	42.5	----	----	25118.86432
22	5/2/2024 13:55	00d 00:00:30.0	44.3	59.1	46.7	42.6	--	46	45.9	44.3	42.8	42.5	----	----	26915.34804
23	5/2/2024 13:56	00d 00:00:30.0	46.4	61.2	49.1	43.5	--	49.1	48.9	46.4	43.7	43.4	----	----	43651.58322
24	5/2/2024 13:56	00d 00:00:30.0	56.7	71.5	65.4	46.9	--	64.1	61.2	51.7	47.6	47.4	----	----	467735.1413
25	5/2/2024 13:57	00d 00:00:30.0	46.2	61	50.9	42.4	--	50.5	48.6	45.6	43.4	42.4	----	----	41686.93835
26	5/2/2024 13:57	00d 00:00:30.0	47.8	62.6	51.2	43.5	--	50.9	50.7	46.9	43.9	43.5	----	----	60255.95861
27	5/2/2024 13:58	00d 00:00:30.0	51.4	66.2	55	47.1	--	54.3	53.3	50.8	47.9	47.1	----	----	138038.4265
28	5/2/2024 13:58	00d 00:00:30.0	51.4	66.2	54.6	46.4	--	54.3	54.2	50.9	47.1	46.5	----	----	138038.4265
29	5/2/2024 13:59	00d 00:00:30.0	50.2	65	52.8	48.4	--	51.8	51.7	50	48.5	48.2	----	----	104712.8548
30	5/2/2024 13:59	00d 00:00:30.0	50.9	65.7	53.8	48.5	--	53.5	53.1	50.8	48.7	48.3	----	----	123026.8771
31	5/2/2024 14:00	00d 00:00:30.0	50.3	65.1	54.9	46.8	--	54.4	54.4	49.1	47.6	47.2	----	----	107151.9305
32	5/2/2024 14:00	00d 00:00:30.0	51.1	65.9	56.8	47.1	--	54.4	53.9	48.9	47.3	47.2	----	----	128824.9552
33	5/2/2024 14:01	00d 00:00:30.0	50.7	65.5	58.1	46.3	--	57.4	52.4	48.4	46.4	46.3	----	----	117489.7555
34	5/2/2024 14:01	00d 00:00:30.0	50.8	65.6	57.5	48	--	54.9	53.5	50	48.2	47.9	----	----	120226.4435
35	5/2/2024 14:02	00d 00:00:30.0	47.6	62.4	50.3	44	--	50.2	49.1	47.6	45.3	44	----	----	57543.99373
36	5/2/2024 14:02	00d 00:00:30.0	47.4	62.2	49.7	44	--	49.1	49	47.5	45.8	45.3	----	----	54954.08739
37	5/2/2024 14:03	00d 00:00:30.0	46.5	61.3	51.6	43.8	--	48.9	48.3	45.8	44.3	43.7	----	----	44668.35922
38	5/2/2024 14:03	00d 00:00:30.0	46.9	61.7	49.6	44.8	--	49	48.5	46.8	45	45	----	----	48977.88194
39	5/2/2024 14:04	00d 00:00:30.0	50.1	64.9	55.2	44.7	--	55.3	53.5	48.4	44.8	44.6	----	----	102329.2992
40	5/2/2024 14:04	00d 00:00:30.0	48.7	63.5	52.7	45.3	--	52.2	51.3	48.3	46.3	45.6	----	----	74131.02413
41	5/2/2024 14:05	00d 00:00:30.0	48.8	63.6	53.6	44.6	--	53.3	53	46.9	44.8	44.6	----	----	75857.7575
42	5/2/2024 14:05	00d 00:00:30.0	47.3	62.1	51.6	44.3	--	49.8	49.2	46.8	44.4	44.3	----	----	53703.17964
43	5/2/2024 14:06	00d 00:00:30.0	50.7	65.5	58	43.4	--	56.9	54.9	48	43.9	43.6	----	----	117489.7555
44	5/2/2024 14:06	00d 00:00:30.0	47.4	62.2	50.6	44.9	--	49.9	49.7	46.9	45.8	45.1	----	----	54954.08739
45	5/2/2024 14:07	00d 00:00:30.0	49.5	64.3	53.4	44.7	--	53	52.8	48.5	45.6	44.5	----	----	89125.09381
46	5/2/2024 14:07	00d 00:00:30.0	49.3	64.1	55.1	42.1	--	54.3	53.6	47.2	42.6	42	----	----	85113.80382
47	5/2/2024 14:08	00d 00:00:30.0	46.9	61.7	50.5	41.7	--	50.4	50.2	47.2	42.1	41.7	----	----	48977.88194
48	5/2/2024 14:08	00d 00:00:30.0	49.7	64.5	54.8	41.9	--	53.5	52.7	48.5	44.2	42.9	----	----	93325.43008
49	5/2/2024 14:09	00d 00:00:30.0	49.8	64.6	54	44.6	--	52.6	52.3	49.1	45.5	44.7	----	----	95499.2586
50	5/2/2024 14:09	00d 00:00:30.0	46.8	61.6	50.3	44.6	--	49.1	48.4	46.5	44.8	44.4	----	----	47863.00923
51	5/2/2024 14:10	00d 00:00:30.0	47.6	62.4	50.3	41	--	50.6	49.7	47.5	42.1	41.1	----	----	57543.99373

52	5/2/2024 14:10	00d 00:00:30.0	44	58.8	46.9	39.7	--	46.7	46.6	43.7	40.3	39.8	----	----	25118.86432
53	5/2/2024 14:11	00d 00:00:30.0	44.6	59.4	45.9	42.4	--	45.9	45.9	44.9	43.1	42.7	----	----	28840.31503
54	5/2/2024 14:11	00d 00:00:30.0	42.8	57.6	46.1	40.5	--	45.7	45.5	42.6	40.5	40	----	----	19054.60718
55	5/2/2024 14:12	00d 00:00:30.0	43.3	58.1	45.2	41.5	--	45.3	44.5	43.4	42	41.5	----	----	21379.6209
56	5/2/2024 14:12	00d 00:00:30.0	44.7	59.5	47.8	41.3	--	47.9	47.4	44	41.6	41.4	----	----	29512.09227
57	5/2/2024 14:13	00d 00:00:30.0	45.5	60.3	47.2	43.5	--	46.8	46.7	45.7	43.7	43.3	----	----	35481.33892
58	5/2/2024 14:13	00d 00:00:30.0	45	59.8	49.6	42.5	--	49.1	46.2	44.4	42.7	42.4	----	----	31622.7766
59	5/2/2024 14:14	00d 00:00:30.0	44.5	59.3	45.9	43.2	--	45.8	45.6	44.2	43.7	43.6	----	----	28183.82931
60	5/2/2024 14:14	00d 00:00:30.0	47.8	62.6	52.5	43.6	--	51.6	51.3	45.7	43.7	43.6	----	----	60255.95861
61	5/2/2024 14:15	00d 00:00:30.0	51.5	66.3	59.1	46.8	--	57.1	56	47.9	47	46.7	----	----	141253.7545
62	5/2/2024 14:15	00d 00:00:30.0	49.1	63.9	54.4	45.3	--	52.2	52.2	48.3	46.5	45.4	----	----	81283.05162
63	5/2/2024 14:16	00d 00:00:30.0	45.1	59.9	47.5	42.8	--	46.8	46.7	45.1	43.3	42.8	----	----	32359.36569
64	5/2/2024 14:16	00d 00:00:30.0	48.4	63.2	52.6	44.6	--	51.9	51.8	47.5	45.1	45.1	----	----	69183.09709
65	5/2/2024 14:17	00d 00:00:30.0	44.3	59.1	46.7	42.2	--	46.6	45.8	44.3	42.8	42.1	----	----	26915.34804
66	5/2/2024 14:17	00d 00:00:30.0	46.7	61.5	51.3	41.6	--	51.9	51.1	44.7	42.9	42.2	----	----	46773.51413
67	5/2/2024 14:18	00d 00:00:30.0	45.6	60.4	48.5	41.9	--	48.7	48.6	45	42.2	42.1	----	----	36307.80548
68	5/2/2024 14:18	00d 00:00:30.0	47	61.8	49.9	42.7	--	49.7	49.3	46.7	43.4	42.7	----	----	50118.72336
69	5/2/2024 14:19	00d 00:00:30.0	49.8	64.6	54.4	43.4	--	53.3	52.8	48.3	45.4	43.8	----	----	95499.2586
70	5/2/2024 14:19	00d 00:00:30.0	45.2	60	50.3	40.7	--	49.9	49.8	42.5	41.3	40.8	----	----	33113.11215
71	5/2/2024 14:20	00d 00:00:30.0	46.5	61.3	48.2	45.3	--	48.2	48.1	46.1	45.6	45.3	----	----	44668.35922
72	5/2/2024 14:20	00d 00:00:30.0	49.2	64	53.3	45.3	--	52.4	51.5	48.4	45.9	45.4	----	----	83176.37711
73	5/2/2024 14:21	00d 00:00:30.0	55.7	70.5	62.1	44.7	--	60.9	60.8	53.7	44.8	44.1	----	----	371535.2291
74	5/2/2024 14:21	00d 00:00:30.0	45.6	60.4	48.9	43.2	--	48.1	47.7	45.5	43.3	43	----	----	36307.80548
75	5/2/2024 14:22	00d 00:00:30.0	43.8	58.6	46.2	40.4	--	45.6	45.5	43.4	41.9	40.5	----	----	23988.32919
76	5/2/2024 14:22	00d 00:00:30.0	44.9	59.7	47.6	42.5	--	47.5	47.5	44.4	43.3	43.1	----	----	30902.95433
77	5/2/2024 14:23	00d 00:00:30.0	46.5	61.3	49.8	42.5	--	49.3	48.9	46.6	42.7	42.5	----	----	44668.35922
78	5/2/2024 14:23	00d 00:00:30.0	47.2	62	52.9	42	--	52.1	50	46.2	42.9	42.1	----	----	52480.74602
79	5/2/2024 14:24	00d 00:00:30.0	46.8	61.6	51.1	43.6	--	50.4	50	45.3	44	43.7	----	----	47863.00923
80	5/2/2024 14:24	00d 00:00:30.0	44.4	59.2	49	41.5	--	46.8	46.7	43.9	41.9	41.1	----	----	27542.28703
81	5/2/2024 14:25	00d 00:00:30.0	49.3	64.1	54.7	44.3	--	54.1	53.1	48.2	46	45.9	----	----	85113.80382
82	5/2/2024 14:25	00d 00:00:30.0	47.7	62.5	51.5	41.4	--	51.9	51.9	46.8	42	41.5	----	----	58884.36554
83	5/2/2024 14:26	00d 00:00:30.0	49.1	63.9	52.8	45.1	--	53	52	48.4	46.3	44.9	----	----	81283.05162
84	5/2/2024 14:26	00d 00:00:30.0	46.3	61.1	51.5	44	--	50.6	48.8	45.8	44	43.8	----	----	42657.95188
85	5/2/2024 14:27	00d 00:00:30.0	47.4	62.2	50.1	44.4	--	49.3	49	47.6	45.3	44.4	----	----	54954.08739
86	5/2/2024 14:27	00d 00:00:30.0	45.5	60.3	49.3	43.4	--	48.9	47.6	45.1	43.6	43.3	----	----	35481.33892
87	5/2/2024 14:28	00d 00:00:30.0	46.6	61.4	48.6	44.4	--	48.5	48.2	46.8	44.8	44.3	----	----	45708.81896
88	5/2/2024 14:28	00d 00:00:30.0	47.8	62.6	49.7	44.8	--	49.3	49.1	47.6	46.4	46.1	----	----	60255.95861
89	5/2/2024 14:29	00d 00:00:30.0	48.5	63.3	51.1	44.3	--	51	50.3	48.8	44.7	44.4	----	----	70794.57844
90	5/2/2024 14:29	00d 00:00:30.0	45.1	59.9	48.1	41.3	--	47.7	47.4	44.7	42	41.7	----	----	32359.36569
91	5/2/2024 14:30	00d 00:00:30.0	46	60.8	49.6	42.1	--	49.3	48.7	45	42.6	42.2	----	----	39810.71706
92	5/2/2024 14:30	00d 00:00:30.0	52.1	66.9	56.8	48	--	56.5	56.5	50.8	48.4	47.9	----	----	162181.0097
93	5/2/2024 14:31	00d 00:00:30.0	48.6	63.4	53.6	44.3	--	53.3	51.6	47.9	45.7	45.1	----	----	72443.59601
94	5/2/2024 14:31	00d 00:00:30.0	43.6	58.4	46.4	42	--	46.2	45	43.3	42.3	42.1	----	----	22908.67653
95	5/2/2024 14:32	00d 00:00:30.0	46.9	61.7	50.5	41.9	--	50.3	49.9	45.4	42.6	41.9	----	----	48977.88194
96	5/2/2024 14:32	00d 00:00:30.0	43.9	58.7	46.8	41.1	--	46.2	45.6	43.5	41.9	41.4	----	----	24547.08916
97	5/2/2024 14:33	00d 00:00:30.0	47.8	62.6	52.6	44.4	--	51.3	49.7	47.3	46.4	45.8	----	----	60255.95861
98	5/2/2024 14:33	00d 00:00:30.0	45.8	60.6	48.4	44	--	47.5	47.2	45.4	44.5	44.1	----	----	38018.93963
99	5/2/2024 14:34	00d 00:00:30.0	46.4	61.2	50.2	44	--	48.5	48.2	46.2	44.4	43.9	----	----	43651.58322
100	5/2/2024 14:34	00d 00:00:30.0	43.9	58.7	46.9	42.5	--	45.8	45.5	43.6	42.8	42.5	----	----	24547.08916
101	5/2/2024 14:35	00d 00:00:30.0	46.5	61.3	51.3	43	--	50.5	48.8	45.6	43.8	43.6	----	----	44668.35922
102	5/2/2024 14:35	00d 00:00:30.0	46.8	61.6	49.5	43.5	--	49.4	49.2	46.7	45.3	44.3	----	----	47863.00923
103	5/2/2024 14:36	00d 00:00:30.0	51.6	66.4	57.4	45.6	--	55.8	55.5	51	46.4	45.7	----	----	144543.9771
104	5/2/2024 14:36	00d 00:00:30.0	49.5	64.3	56.2	43.3	--	56	54.4	45.9	44.1	43.8	----	----	89125.09381

105	5/2/2024 14:37	00d 00:00:30.0	48	62.8	51.9	46.4	--	49.7	49.4	47.5	46.6	46.3	----	----	63095.73445
106	5/2/2024 14:37	00d 00:00:30.0	48.5	63.3	53.5	45.2	--	51	50.8	47.4	45.9	45.5	----	----	70794.57844
107	5/2/2024 14:38	00d 00:00:30.0	48.5	63.3	54.1	46	--	52	50.9	47.5	46.6	46.3	----	----	70794.57844
108	5/2/2024 14:38	00d 00:00:30.0	47.7	62.5	52.3	45.4	--	50.5	50.4	47.1	45.6	45.4	----	----	58884.36554
109	5/2/2024 14:39	00d 00:00:30.0	47.2	62	51	45	--	49.4	48.2	47.2	45.6	45.4	----	----	52480.74602
110	5/2/2024 14:39	00d 00:00:30.0	49.2	64	52.1	45.2	--	51.9	51.9	49.6	45.7	45.5	----	----	83176.37711
111	5/2/2024 14:40	00d 00:00:30.0	51.7	66.5	56.2	48.3	--	56	54.5	50.5	48.3	47.9	----	----	147910.8388
112	5/2/2024 14:40	00d 00:00:30.0	50.2	65	54.7	43	--	54.1	53.8	50.1	43.4	42.6	----	----	104712.8548
113	5/2/2024 14:41	00d 00:00:30.0	46	60.8	48.8	43.4	--	48.6	48.6	45.4	44.5	44	----	----	39810.71706
114	5/2/2024 14:41	00d 00:00:30.0	44.8	59.6	47.9	41.8	--	47.4	46.8	44.7	42.5	42.1	----	----	30199.5172
115	5/2/2024 14:42	00d 00:00:30.0	44.3	59.1	48.3	41.5	--	48.3	48.1	43.3	41.8	41.6	----	----	26915.34804
116	5/2/2024 14:42	00d 00:00:30.0	47	61.8	50.5	43.4	--	51	49.7	46.4	43.8	43	----	----	50118.72336
117	5/2/2024 14:43	00d 00:00:30.0	47.3	62.1	49.8	44.3	--	50.1	49.5	47.1	45.2	44.6	----	----	53703.17964
118	5/2/2024 14:43	00d 00:00:30.0	52.1	66.9	59.5	46.1	--	58.7	54.7	49.6	46.5	46.4	----	----	162181.0097
119	5/2/2024 14:44	00d 00:00:30.0	50.6	65.4	53.4	49.5	--	52.3	51.7	50.2	49.7	49.5	----	----	114815.3621
120	5/2/2024 14:44	00d 00:00:30.0	49.3	64.1	51.8	46.8	--	51.7	51.2	48.8	47.1	46.8	----	----	85113.80382
121	5/2/2024 14:45	00d 00:00:30.0	47.7	62.5	49.5	44.8	--	49.6	49.5	47.5	46	45.1	----	----	58884.36554
122	5/2/2024 14:45	00d 00:00:30.0	45.4	60.2	49	42.5	--	48.7	47.7	45.1	42.8	42.6	----	----	34673.68505
123	5/2/2024 14:46	00d 00:00:30.0	51.9	66.7	56	44.3	--	55.7	55.4	51.3	46.1	45.6	----	----	154881.6619
124	5/2/2024 14:46	00d 00:00:30.0	46.4	61.2	49.9	43	--	49.3	48.8	46.7	43.2	43.2	----	----	43651.58322
125	5/2/2024 14:47	00d 00:00:30.0	46.8	61.6	50.2	42.3	--	50.7	47.9	46.5	45.2	42.7	----	----	47863.00923
126	5/2/2024 14:47	00d 00:00:30.0	50.9	65.7	54	48.2	--	53.9	53.6	50.5	48.5	48.4	----	----	123026.8771
127	5/2/2024 14:48	00d 00:00:30.0	49.7	64.5	54.1	45.1	--	53.8	53.3	48.5	45.4	45.2	----	----	93325.43008
128	5/2/2024 14:48	00d 00:00:30.0	46	60.8	48.3	43.8	--	48.3	48.2	46	44.6	43.5	----	----	39810.71706
129	5/2/2024 14:49	00d 00:00:30.0	50.5	65.3	55.4	44	--	54.7	54.5	49.6	44.8	44.1	----	----	112201.8454
130	5/2/2024 14:49	00d 00:00:30.0	48.6	63.4	51.2	43.8	--	51.4	51.3	48.5	44.1	43.9	----	----	72443.59601
131	5/2/2024 14:50	00d 00:00:30.0	47.6	62.4	49.4	45.9	--	49.5	49	47.4	46	45.9	----	----	57543.99373
132	5/2/2024 14:50	00d 00:00:30.0	47.7	62.5	49.9	45	--	49.5	49.2	47.7	45.6	45.3	----	----	58884.36554
133	5/2/2024 14:51	00d 00:00:30.0	50.6	65.4	57.1	44.4	--	55.7	54.3	48	44.6	44.2	----	----	114815.3621
134	5/2/2024 14:51	00d 00:00:30.0	51.9	66.7	57.8	46.7	--	57.6	57.1	49.8	46.7	46.4	----	----	154881.6619
135	5/2/2024 14:52	00d 00:00:30.0	51.6	66.4	57.7	47.6	--	55.8	55.3	49.9	47.8	47.6	----	----	144543.9771
136	5/2/2024 14:52	00d 00:00:30.0	51	65.8	55.3	47.3	--	54.5	54.3	50.3	48.3	47.5	----	----	125892.5412
137	5/2/2024 14:53	00d 00:00:30.0	45.1	59.9	48.5	43.2	--	48.5	47.4	44.4	43.6	43.2	----	----	32359.36569
138	5/2/2024 14:53	00d 00:00:30.0	46.5	61.3	49.6	43.4	--	49.2	48.6	46.5	43.7	43.5	----	----	44668.35922
139	5/2/2024 14:54	00d 00:00:30.0	49.3	64.1	57.4	44.2	--	56.9	52.2	47.2	44.4	44.3	----	----	85113.80382
140	5/2/2024 14:54	00d 00:00:30.0	47.7	62.5	52.2	43.9	--	51	50.2	47.1	44.3	43.9	----	----	58884.36554
141	5/2/2024 14:55	00d 00:00:30.0	47.7	62.5	53.4	44.8	--	50.1	49.7	47	45.2	45	----	----	58884.36554
142	5/2/2024 14:55	00d 00:00:30.0	49.6	64.4	52.7	47.6	--	52.5	51.3	49	47.9	47.6	----	----	91201.08394
143	5/2/2024 14:56	00d 00:00:30.0	51.2	66	55	47.3	--	55.5	54.6	50.2	47.6	47.2	----	----	131825.6739
144	5/2/2024 14:56	00d 00:00:30.0	53.2	68	59.8	47.5	--	58.7	57.6	51.4	48.9	48.6	----	----	208929.6131
145	5/2/2024 14:57	00d 00:00:30.0	48.5	63.3	52	46.1	--	51.8	51.3	47.8	46.6	46.2	----	----	70794.57844
146	5/2/2024 14:57	00d 00:00:30.0	51	65.8	54.6	46.6	--	54.1	53.4	51.1	47.4	47	----	----	125892.5412
147	5/2/2024 14:58	00d 00:00:30.0	47.3	62.1	49	45.3	--	48.9	48.8	47.2	45.8	45.7	----	----	53703.17964
148	5/2/2024 14:58	00d 00:00:30.0	48.4	63.2	51.6	44.3	--	51.7	51.2	47.9	44.8	44.4	----	----	69183.09709
149	5/2/2024 14:59	00d 00:00:30.0	47.7	62.5	50.7	44.2	--	50	49.7	47.6	45	44.5	----	----	58884.36554
150	5/2/2024 14:59	00d 00:00:30.0	50.3	65.1	53.5	46.9	--	53.5	52.6	50	47.3	46.9	----	----	107151.9305
151	5/2/2024 15:00	00d 00:00:30.0	52.5	67.3	58.6	47.2	--	55.9	55.3	51.1	48.8	47	----	----	177827.941
152	5/2/2024 15:00	00d 00:00:30.0	50.4	65.2	53.8	44.8	--	53.7	53.7	49.4	45.1	44.9	----	----	109647.8196
153	5/2/2024 15:01	00d 00:00:30.0	53.4	68.2	60.8	47.5	--	58.5	56.9	50.7	48.7	48.1	----	----	218776.1624

15 min Leq

49.4

Monitoring Site: ST-52

Address: 108 Cider Press Road

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 14:15	00d 00:00:30.0	61.3	76.1	64.4	57.1	--	63.8	63.6	60.9	58.8	56.8	----	----	1348962.883
2	5/2/2024 14:15	00d 00:00:30.0	61.2	76	65.8	57.8	--	65.7	63.7	59.7	58.1	57.6	----	----	1318256.739
3	5/2/2024 14:16	00d 00:00:30.0	68	82.8	76.4	58.1	--	75.8	75.5	62.4	58.7	58	----	----	6309573.445
4	5/2/2024 14:16	00d 00:00:30.0	64.2	79	69.5	57.6	--	68.7	68.3	63	58.7	57.3	----	----	2630267.992
5	5/2/2024 14:17	00d 00:00:30.0	63.5	78.3	68.8	58.4	--	68.8	68.2	62	59.6	58.7	----	----	2238721.139
6	5/2/2024 14:17	00d 00:00:30.0	62.6	77.4	66.4	56.1	--	66.4	64.9	62.8	57.5	56.3	----	----	1819700.859
7	5/2/2024 14:18	00d 00:00:30.0	62.5	77.3	66.1	59.8	--	65.5	64.7	62.2	60.1	59.8	----	----	1778279.41
8	5/2/2024 14:18	00d 00:00:30.0	58.3	73.1	63.6	52.8	--	63.2	63.1	55.8	53.1	52.7	----	----	676082.9754
9	5/2/2024 14:19	00d 00:00:30.0	55.7	70.5	59.7	51.2	--	58.5	57.8	55.9	51.2	51	----	----	371535.2291
10	5/2/2024 14:19	00d 00:00:30.0	60.3	75.1	65.3	53.1	--	65.1	65	57.4	54	53.3	----	----	1071519.305
11	5/2/2024 14:20	00d 00:00:30.0	66.2	81	73.2	54	--	70.7	70.4	63.3	54.8	53.6	----	----	4168693.835
12	5/2/2024 14:20	00d 00:00:30.0	62.4	77.2	68	57.8	--	67	66.3	61.6	58.6	58.1	----	----	1737800.829
13	5/2/2024 14:21	00d 00:00:30.0	63.9	78.7	66.8	60.2	--	66.6	66.6	63.4	60.6	59.6	----	----	2454708.916
14	5/2/2024 14:21	00d 00:00:30.0	62.1	76.9	65	57	--	64.6	64.5	62.4	59	57.2	----	----	1621810.097
15	5/2/2024 14:22	00d 00:00:30.0	63.4	78.2	66.1	57.3	--	66.2	65.3	63.5	59.9	59.3	----	----	2187761.624
16	5/2/2024 14:22	00d 00:00:30.0	62.4	77.2	66.3	59.4	--	65.7	64.7	61.5	60.5	60	----	----	1737800.829
17	5/2/2024 14:23	00d 00:00:30.0	58.5	73.3	63.8	54.8	--	63.7	61.6	57.6	55	54.9	----	----	707945.7844
18	5/2/2024 14:23	00d 00:00:30.0	60.5	75.3	63.6	57.6	--	63.1	63	60.2	58	57.3	----	----	1122018.454
19	5/2/2024 14:24	00d 00:00:30.0	62	76.8	64.7	56.8	--	64.7	64.4	61.9	58.3	57	----	----	1584893.192
20	5/2/2024 14:24	00d 00:00:30.0	63.7	78.5	70	56.6	--	68.8	68.1	60.5	57.8	56.8	----	----	2344228.815
21	5/2/2024 14:25	00d 00:00:30.0	64.1	78.9	70.7	58.5	--	69.6	69.2	61.1	59.6	59.1	----	----	2570395.783
22	5/2/2024 14:25	00d 00:00:30.0	62.5	77.3	66.2	57.4	--	65.1	64.7	62.7	58.1	57.5	----	----	1778279.41
23	5/2/2024 14:26	00d 00:00:30.0	62.1	76.9	65	57.7	--	64.8	64.6	61.9	58.6	58	----	----	1621810.097
24	5/2/2024 14:26	00d 00:00:30.0	51.9	66.7	58.3	47.3	--	56	55.6	49.1	48.2	47.2	----	----	154881.6619
25	5/2/2024 14:27	00d 00:00:30.0	63.3	78.1	70.4	49.1	--	69	68	62.2	54.4	51.2	----	----	2137962.09
26	5/2/2024 14:27	00d 00:00:30.0	59.9	74.7	61.8	58.1	--	61.7	61.6	59.7	58.7	58.5	----	----	977237.221
27	5/2/2024 14:28	00d 00:00:30.0	60.9	75.7	65.2	55.4	--	64.4	64.1	59.1	56.4	55.2	----	----	1230268.771
28	5/2/2024 14:28	00d 00:00:30.0	55.5	70.3	57.6	53.2	--	57.7	57.6	55.1	53.6	53.2	----	----	354813.3892
29	5/2/2024 14:29	00d 00:00:30.0	58.9	73.7	63.4	51.7	--	63.5	61.8	58.8	52.7	51.5	----	----	776247.1166
30	5/2/2024 14:29	00d 00:00:30.0	61.6	76.4	66.4	54.9	--	65.5	64.9	61.1	56.8	55	----	----	1445439.771
31	5/2/2024 14:30	00d 00:00:30.0	62.8	77.6	66.2	57.5	--	65.8	65.1	62.1	59.1	58.6	----	----	1905460.718
32	5/2/2024 14:30	00d 00:00:30.0	61	75.8	67.1	54.1	--	65.9	65.6	60.1	56.4	55.1	----	----	1258925.412
33	5/2/2024 14:31	00d 00:00:30.0	60	74.8	66.8	50.6	--	66.3	65.6	57.6	51.2	51.1	----	----	1000000
34	5/2/2024 14:31	00d 00:00:30.0	60.5	75.3	66.2	55.5	--	65.2	64.2	59.2	56	55.2	----	----	1122018.454
35	5/2/2024 14:32	00d 00:00:30.0	64.8	79.6	68.1	61.2	--	68.2	66.6	64.6	63	61.2	----	----	3019951.72
36	5/2/2024 14:32	00d 00:00:30.0	60.6	75.4	63.8	58	--	62.5	62.1	60.8	58.5	58.1	----	----	1148153.621
37	5/2/2024 14:33	00d 00:00:30.0	59.5	74.3	61.8	56.4	--	61.3	61.2	59.7	56.8	56.6	----	----	891250.9381
38	5/2/2024 14:33	00d 00:00:30.0	61	75.8	66.8	56.9	--	66.4	66.2	59.2	57.6	56.9	----	----	1258925.412
39	5/2/2024 14:34	00d 00:00:30.0	61.8	76.6	63.8	58.3	--	63.9	63.6	61.9	59.3	58.5	----	----	1513561.248
40	5/2/2024 14:34	00d 00:00:30.0	61.7	76.5	64.1	59.5	--	63.5	63.3	61.9	59.7	59.6	----	----	1479108.388
41	5/2/2024 14:35	00d 00:00:30.0	63	77.8	66	59.9	--	66.3	66.2	62.3	61.4	61.1	----	----	1995262.315
42	5/2/2024 14:35	00d 00:00:30.0	61.8	76.6	65.3	58.9	--	65.3	64.4	61	59.6	59.2	----	----	1513561.248
43	5/2/2024 14:36	00d 00:00:30.0	62.6	77.4	68.7	57.6	--	68.4	67.2	61	58	57.4	----	----	1819700.859
44	5/2/2024 14:36	00d 00:00:30.0	61.3	76.1	64.2	58.3	--	64	64	61	58.7	58.5	----	----	1348962.883
45	5/2/2024 14:37	00d 00:00:30.0	61	75.8	65.3	56.2	--	65	64.7	58.6	57.2	56.3	----	----	1258925.412
46	5/2/2024 14:37	00d 00:00:30.0	59.4	74.2	66.8	51.3	--	65.3	62	58.1	52.2	51.7	----	----	870963.59
47	5/2/2024 14:38	00d 00:00:30.0	61.9	76.7	65.6	57.9	--	65.2	64	61.8	58.5	58.3	----	----	1548816.619
48	5/2/2024 14:38	00d 00:00:30.0	60.9	75.7	63.7	57.5	--	63.4	63.3	60.4	58.9	57.4	----	----	1230268.771
49	5/2/2024 14:39	00d 00:00:30.0	59.9	74.7	62.7	57.5	--	63	62.7	59.3	57.8	57	----	----	977237.221
50	5/2/2024 14:39	00d 00:00:30.0	62.1	76.9	66.4	58.9	--	66.5	65.5	61	59.1	59	----	----	1621810.097
51	5/2/2024 14:40	00d 00:00:30.0	57.1	71.9	61.3	52.4	--	60.9	60.1	56	52.7	52.2	----	----	512861.384

52	5/2/2024 14:40	00d 00:00:30.0	58	72.8	63.1	52.2	--	62	60.5	57.4	53.5	52.7	----	----	630957.3445
53	5/2/2024 14:41	00d 00:00:30.0	58.5	73.3	64.5	49.1	--	63.9	63.3	56.5	49.5	49.1	----	----	707945.7844
54	5/2/2024 14:41	00d 00:00:30.0	59.4	74.2	63.3	56.4	--	61.9	61.2	59.1	57.1	56.5	----	----	870963.59
55	5/2/2024 14:42	00d 00:00:30.0	59.7	74.5	61.6	56.6	--	61.4	61	59.8	57.6	56.7	----	----	933254.3008
56	5/2/2024 14:42	00d 00:00:30.0	59.8	74.6	61.5	57.4	--	61.8	61.6	59.7	57.9	57.8	----	----	954992.586
57	5/2/2024 14:43	00d 00:00:30.0	62.1	76.9	63	61.1	--	63.1	62.6	62.2	61.5	61.1	----	----	1621810.097
58	5/2/2024 14:43	00d 00:00:30.0	66.7	81.5	70.3	59.2	--	70.4	70.1	66.2	60.5	59.3	----	----	4677351.413
59	5/2/2024 14:44	00d 00:00:30.0	69.7	84.5	72.9	64.3	--	72.9	72.6	68.7	65.9	64.6	----	----	9332543.008
60	5/2/2024 14:44	00d 00:00:30.0	66.8	81.6	71.4	60.7	--	70.6	69.6	65.9	62.9	61.1	----	----	4786300.923
61	5/2/2024 14:45	00d 00:00:30.0	66	80.8	67.2	64.1	--	67.4	67.1	66.2	64.5	64	----	----	3981071.706
62	5/2/2024 14:45	00d 00:00:30.0	66	80.8	67.4	63.9	--	67.4	67.3	66.1	64.5	63.9	----	----	3981071.706
63	5/2/2024 14:46	00d 00:00:30.0	64.9	79.7	67.4	55.6	--	67.5	67.2	65.1	56.6	55.1	----	----	3090295.433
64	5/2/2024 14:46	00d 00:00:30.0	68.1	82.9	71.3	55.5	--	71.4	71.1	67.7	58	56.7	----	----	6456542.29
65	5/2/2024 14:47	00d 00:00:30.0	70.5	85.3	74.8	59.6	--	74.5	74.3	70.8	62	59.5	----	----	11220184.54
66	5/2/2024 14:47	00d 00:00:30.0	58.7	73.5	61.6	51.4	--	61	61	58.7	52.4	51.6	----	----	741310.2413
67	5/2/2024 14:48	00d 00:00:30.0	63.9	78.7	71.9	51.6	--	68.3	67.8	62.1	54	52.5	----	----	2454708.916
68	5/2/2024 14:48	00d 00:00:30.0	59.4	74.2	63.5	55.7	--	63.2	62.6	58.5	56.1	55.9	----	----	870963.59
69	5/2/2024 14:49	00d 00:00:30.0	60.3	75.1	62.9	55.9	--	63.1	62.7	60	58	57	----	----	1071519.305
70	5/2/2024 14:49	00d 00:00:30.0	59.3	74.1	61.1	55.6	--	60.9	60.8	59.8	56.4	56.4	----	----	851138.0382
71	5/2/2024 14:50	00d 00:00:30.0	60.5	75.3	63.8	58.4	--	63.9	63.2	59.9	58.7	58.3	----	----	1122018.454
72	5/2/2024 14:50	00d 00:00:30.0	63.7	78.5	67.2	60.1	--	67	66.3	63.3	60.4	60.1	----	----	2344228.815
73	5/2/2024 14:51	00d 00:00:30.0	60.7	75.5	65.9	50.9	--	65.5	65.3	59.6	52	51.1	----	----	1174897.555
74	5/2/2024 14:51	00d 00:00:30.0	64	78.8	69	59.8	--	68.4	68.4	62.4	60.1	59.7	----	----	2511886.432
75	5/2/2024 14:52	00d 00:00:30.0	70.8	85.6	74.2	67	--	74.3	73.8	69.6	68.1	66.8	----	----	12022644.35
76	5/2/2024 14:52	00d 00:00:30.0	69.8	84.6	74	65.1	--	74	72.9	68.4	66.3	65.7	----	----	9549925.86
77	5/2/2024 14:53	00d 00:00:30.0	70.5	85.3	75	60	--	74.7	74.6	68.7	60.7	60	----	----	11220184.54
78	5/2/2024 14:53	00d 00:00:30.0	62.6	77.4	65.8	57.8	--	65.9	65.8	61.7	58.2	58.1	----	----	1819700.859
79	5/2/2024 14:54	00d 00:00:30.0	59.5	74.3	62.7	53.8	--	61.9	61.5	59.5	55	53.7	----	----	891250.9381
80	5/2/2024 14:54	00d 00:00:30.0	60	74.8	65.4	52.1	--	64.8	63.5	60	52.7	52.2	----	----	1000000
81	5/2/2024 14:55	00d 00:00:30.0	61	75.8	65.6	58.1	--	64.1	63.7	60.2	58.3	58.2	----	----	1258925.412
82	5/2/2024 14:55	00d 00:00:30.0	62.9	77.7	65.9	59.1	--	66.1	65.3	62.5	60.7	58.8	----	----	1949844.6
83	5/2/2024 14:56	00d 00:00:30.0	59.5	74.3	66.7	50.5	--	66.9	64.7	56.5	51.3	50.9	----	----	891250.9381
84	5/2/2024 14:56	00d 00:00:30.0	64.4	79.2	67.8	62.5	--	67.6	66.9	64	62.7	62.5	----	----	2754228.703
85	5/2/2024 14:57	00d 00:00:30.0	72.9	87.7	75.9	64.8	--	75.9	75.8	73.3	67.1	66.7	----	----	19498446
86	5/2/2024 14:57	00d 00:00:30.0	69.6	84.4	73.8	66	--	72.8	72.3	68.3	66.6	66.4	----	----	9120108.394
87	5/2/2024 14:58	00d 00:00:30.0	71.2	86	73.6	67.2	--	73.6	73.4	71.3	67.8	67.3	----	----	13182567.39
88	5/2/2024 14:58	00d 00:00:30.0	73.4	88.2	76.5	67.4	--	76.2	76.2	73.6	68.8	67.9	----	----	21877616.24
89	5/2/2024 14:59	00d 00:00:30.0	64.5	79.3	68	55.8	--	68	67.9	63	57.7	56.9	----	----	2818382.931
90	5/2/2024 14:59	00d 00:00:30.0	60.9	75.7	65.4	56.9	--	63.7	63.3	60.5	57.6	56.9	----	----	1230268.771
91	5/2/2024 15:00	00d 00:00:30.0	66.7	81.5	69.2	62.3	--	69.2	69.1	66.6	62.9	62.6	----	----	4677351.413
92	5/2/2024 15:00	00d 00:00:30.0	73.7	88.5	77.1	68.7	--	77.1	77	73	68.8	68.7	----	----	23442288.15
93	5/2/2024 15:01	00d 00:00:30.0	74.4	89.2	78	66.9	--	78	77.8	74.1	67.1	66.9	----	----	27542287.03
94	5/2/2024 15:01	00d 00:00:30.0	67.6	82.4	72.4	65.2	--	70.6	69.6	67.5	65.7	65	----	----	5754399.373

15 min Leq

67.1

Monitoring Site: ST-53

Address: 2606 General Potter Hwy

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 14:31	00d 00:00:30.0	70	84.8	75.6	60.2	--	75.6	75	67.5	61.5	60.3	----	----	10000000
2	5/2/2024 14:32	00d 00:00:30.0	64.8	79.6	70.4	56.5	--	70.3	69	62.6	57.1	56.9	----	----	3019951.72
3	5/2/2024 14:32	00d 00:00:30.0	68.2	83	72.5	63.1	--	72.4	71.6	67.3	63.7	63.3	----	----	6606934.48
4	5/2/2024 14:33	00d 00:00:30.0	68.6	83.4	73.6	64.4	--	73.6	71.6	66.9	64.4	64.3	----	----	7244359.601
5	5/2/2024 14:33	00d 00:00:30.0	66.4	81.2	70.5	60.1	--	70.2	69.4	65.7	62.1	60.3	----	----	4365158.322
6	5/2/2024 14:34	00d 00:00:30.0	64.1	78.9	69.6	58.9	--	69.6	66	63.5	60.3	58.7	----	----	2570395.783
7	5/2/2024 14:34	00d 00:00:30.0	66.7	81.5	70.5	61.6	--	69.8	69.3	66.4	62.3	60.9	----	----	4677351.413
8	5/2/2024 14:35	00d 00:00:30.0	67.1	81.9	71.1	59	--	71	70.9	66.4	61.9	58.4	----	----	5128613.84
9	5/2/2024 14:35	00d 00:00:30.0	68.5	83.3	73.6	64	--	73.8	72.9	67.1	65	64.8	----	----	7079457.844
10	5/2/2024 14:36	00d 00:00:30.0	70.9	85.7	78.2	63.2	--	76.7	75.2	68.3	64.9	63.6	----	----	12302687.71
11	5/2/2024 14:36	00d 00:00:30.0	68.4	83.2	72.6	62.6	--	72.5	70.7	67.4	64.4	62.4	----	----	6918309.709
12	5/2/2024 14:37	00d 00:00:30.0	65.9	80.7	71.5	61.1	--	70.4	67.4	65.3	63.1	61.9	----	----	3890451.45
13	5/2/2024 14:37	00d 00:00:30.0	66.9	81.7	70.8	59.7	--	70.9	70.3	66.2	61.1	59.5	----	----	4897788.194
14	5/2/2024 14:38	00d 00:00:30.0	63.1	77.9	69.8	54.1	--	67.2	66.9	62.4	55.5	53.8	----	----	2041737.945
15	5/2/2024 14:38	00d 00:00:30.0	68.3	83.1	70.9	65.1	--	71.1	70.7	68.1	65.5	64.9	----	----	6760829.754
16	5/2/2024 14:39	00d 00:00:30.0	68.7	83.5	72	64.9	--	71.4	71.2	68.2	65.7	65.2	----	----	7413102.413
17	5/2/2024 14:39	00d 00:00:30.0	66.6	81.4	72.1	56.8	--	72.1	71	65.2	58.6	55.7	----	----	4570881.896
18	5/2/2024 14:40	00d 00:00:30.0	69.1	83.9	74.7	59.5	--	74.8	74.8	65.9	60.2	59.6	----	----	8128305.162
19	5/2/2024 14:40	00d 00:00:30.0	64.6	79.4	69.1	52.9	--	68.6	68.6	64	53.2	53	----	----	2884031.503
20	5/2/2024 14:41	00d 00:00:30.0	64.7	79.5	68.1	60.2	--	67.7	67.3	63.9	60.9	60.3	----	----	2951209.227
21	5/2/2024 14:41	00d 00:00:30.0	62.9	77.7	66.7	54.7	--	66.6	66.2	62.4	56.1	54.7	----	----	1949844.6
22	5/2/2024 14:42	00d 00:00:30.0	62.4	77.2	69.8	54.5	--	67.6	66.2	60	54.3	53.9	----	----	1737800.829
23	5/2/2024 14:42	00d 00:00:30.0	65.2	80	71.4	57.4	--	68.8	67.2	64.4	59.8	57.4	----	----	3311311.215
24	5/2/2024 14:43	00d 00:00:30.0	65.7	80.5	69.6	61.8	--	69	68.8	64.8	63	62.6	----	----	3715352.291
25	5/2/2024 14:43	00d 00:00:30.0	68.1	82.9	72.7	63.2	--	73	71.8	67.3	63.9	63.6	----	----	6456542.29
26	5/2/2024 14:44	00d 00:00:30.0	70	84.8	75.1	65.1	--	74.7	74.1	67.7	65.7	64.8	----	----	10000000
27	5/2/2024 14:44	00d 00:00:30.0	67.8	82.6	70.1	64.9	--	70	69.8	67.5	65.9	65.7	----	----	6025595.861
28	5/2/2024 14:45	00d 00:00:30.0	66.8	81.6	72.2	56.2	--	71.6	71.2	66.2	57.1	55.9	----	----	4786300.923
29	5/2/2024 14:45	00d 00:00:30.0	63	77.8	66.3	55.4	--	66.5	66	62.4	57.5	55.4	----	----	1995262.315
30	5/2/2024 14:46	00d 00:00:30.0	67.9	82.7	73.3	61.6	--	72.7	72.6	65.6	64.1	63.6	----	----	6165950.019
31	5/2/2024 14:46	00d 00:00:30.0	68.4	83.2	73.7	59.8	--	73.3	73	65.6	60.1	59.6	----	----	6918309.709
32	5/2/2024 14:47	00d 00:00:30.0	68.8	83.6	73.5	58.6	--	73.2	72.8	65.1	59.7	58.4	----	----	7585775.75
33	5/2/2024 14:47	00d 00:00:30.0	69.7	84.5	74.5	63.6	--	74.3	73.3	68.5	65.9	63.5	----	----	9332543.008
34	5/2/2024 14:48	00d 00:00:30.0	66.9	81.7	69.8	60.6	--	69.8	69.5	66.8	62	60.3	----	----	4897788.194
35	5/2/2024 14:48	00d 00:00:30.0	70	84.8	75.7	57.4	--	75.3	74.1	68.1	58.2	57	----	----	10000000
36	5/2/2024 14:49	00d 00:00:30.0	65.6	80.4	70.6	58.8	--	70.8	69.9	65	59.2	58.8	----	----	3630780.548
37	5/2/2024 14:49	00d 00:00:30.0	65.1	79.9	71.7	56	--	71.9	69.2	63.7	58.5	56.1	----	----	3235936.569
38	5/2/2024 14:50	00d 00:00:30.0	67.1	81.9	70.7	64	--	70.5	69.4	66.8	64.7	63.8	----	----	5128613.84
39	5/2/2024 14:50	00d 00:00:30.0	64.5	79.3	67.7	58.3	--	67.9	67.2	64.4	58.9	58.5	----	----	2818382.931
40	5/2/2024 14:51	00d 00:00:30.0	71.9	86.7	81.6	65.2	--	76.1	75.3	67.6	65.7	65.4	----	----	15488166.19
41	5/2/2024 14:51	00d 00:00:30.0	68.1	82.9	73.3	53.4	--	73.7	73.4	65.9	55.1	52.9	----	----	6456542.29
42	5/2/2024 14:52	00d 00:00:30.0	70.1	84.9	75.6	61.3	--	75.7	75.4	67.3	62.4	61.5	----	----	10232929.92
43	5/2/2024 14:52	00d 00:00:30.0	65.4	80.2	70.2	56.8	--	68.8	68.3	65.2	58.8	56.2	----	----	3467368.505
44	5/2/2024 14:53	00d 00:00:30.0	67.7	82.5	72	56.7	--	71.8	71.6	66.2	57.3	56.2	----	----	5888436.554
45	5/2/2024 14:53	00d 00:00:30.0	67.5	82.3	73	57.6	--	72	71.8	65.5	59	58.4	----	----	5623413.252
46	5/2/2024 14:54	00d 00:00:30.0	66.4	81.2	70.7	56.5	--	70.5	69.2	67	59.8	56.9	----	----	4365158.322
47	5/2/2024 14:54	00d 00:00:30.0	67.7	82.5	71	63.9	--	71	70.8	67.4	65.3	63.8	----	----	5888436.554
48	5/2/2024 14:55	00d 00:00:30.0	67	81.8	72.4	60.4	--	71.6	70.3	65.2	61.7	59.9	----	----	5011872.336
49	5/2/2024 14:55	00d 00:00:30.0	67.6	82.4	73.1	61.5	--	73	72.1	65.2	62.7	61.3	----	----	5754399.373
50	5/2/2024 14:56	00d 00:00:30.0	71.8	86.6	78.1	62.1	--	78.4	76.4	68.8	63.8	60.8	----	----	15135612.48

15 min Leq

68.4

51	5/2/2024 14:56	00d 00:00:30.0	71	85.8	75.8	64.8	--	75.9	75.3	69.8	65.3	64.7	----	----	12589254.12
52	5/2/2024 14:57	00d 00:00:30.0	69.7	84.5	74.7	59.2	--	74.7	74.5	68.7	60.7	59.2	----	----	9332543.008
53	5/2/2024 14:57	00d 00:00:30.0	63.5	78.3	68.6	53.5	--	68.6	67.9	62.9	55.1	53.2	----	----	2238721.139
54	5/2/2024 14:58	00d 00:00:30.0	69	83.8	73.6	58.3	--	73.6	72.8	68.6	60.2	57.9	----	----	7943282.347
55	5/2/2024 14:58	00d 00:00:30.0	66.7	81.5	72.1	63.4	--	69.8	69.7	65.9	63.7	63.6	----	----	4677351.413
56	5/2/2024 14:59	00d 00:00:30.0	69.8	84.6	74.9	63.8	--	74	73.9	68.4	63.5	63.3	----	----	9549925.86
57	5/2/2024 14:59	00d 00:00:30.0	69.8	84.6	74.4	57.2	--	74.2	73.8	68.9	61.1	57.1	----	----	9549925.86
58	5/2/2024 15:00	00d 00:00:30.0	61.3	76.1	69.9	50.4	--	65	64.2	61.3	51.5	50.7	----	----	1348962.883
59	5/2/2024 15:00	00d 00:00:30.0	70.7	85.5	76.5	53.9	--	76.5	75.7	69	56.7	53.3	----	----	11748975.55
60	5/2/2024 15:01	00d 00:00:30.0	70.5	85.3	77.5	62.5	--	76.8	76.2	66.6	63.1	62.8	----	----	11220184.54
61	5/2/2024 15:01	00d 00:00:30.0	67.1	81.9	72.2	61.5	--	72	71.7	64.5	62	61	----	----	5128613.84
62	5/2/2024 15:02	00d 00:00:30.0	67.9	82.7	70.9	64.3	--	70.7	70.4	67.4	64.5	64.2	----	----	6165950.019

Monitoring Site: ST-54

Address: 2643 General Potter Hwy

Sound Level Meter: Rion #4

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 15:45	00d 00:00:30.0	57.2	72	65.9	55.2	--	60.3	58.5	56.9	55.7	55.3	----	----	524807.4602
2	5/2/2024 15:45	00d 00:00:30.0	57.1	71.9	58.7	55.2	--	58.8	58.5	56.7	55.8	55.4	----	----	512861.384
3	5/2/2024 15:46	00d 00:00:30.0	73.1	87.9	81.5	57.4	--	81.5	80	60.5	57.5	57	----	----	20417379.45
4	5/2/2024 15:46	00d 00:00:30.0	57.1	71.9	59.6	54.3	--	59.4	59.1	57.2	54.7	54.3	----	----	512861.384
5	5/2/2024 15:47	00d 00:00:30.0	58.7	73.5	61.6	55.8	--	61.6	61.2	58.3	56.3	55.7	----	----	741310.2413
6	5/2/2024 15:47	00d 00:00:30.0	56.9	71.7	61.1	53.4	--	60.4	60.1	55.6	53.5	52.3	----	----	489778.8194
7	5/2/2024 15:48	00d 00:00:30.0	62.1	76.9	66.8	52.7	--	66.7	66.3	60.9	53.3	52.4	----	----	1621810.097
8	5/2/2024 15:48	00d 00:00:30.0	61.2	76	65	58.3	--	63.5	63.1	61.1	60	58	----	----	1318256.739
9	5/2/2024 15:49	00d 00:00:30.0	56.8	71.6	60.2	51.7	--	59	58.6	57.1	51.8	51.8	----	----	478630.0923
10	5/2/2024 15:49	00d 00:00:30.0	64.2	79	70.3	54.1	--	69.6	69.2	63	54.3	54.2	----	----	2630267.992
11	5/2/2024 15:50	00d 00:00:30.0	64.2	79	69.4	57.6	--	69.4	68.5	62.3	57.9	57.7	----	----	2630267.992
12	5/2/2024 15:50	00d 00:00:30.0	61.3	76.1	67.3	58.9	--	64	63.6	60.8	59.7	59	----	----	1348962.883
13	5/2/2024 15:51	00d 00:00:30.0	60.6	75.4	63	58.1	--	62.9	62.7	60.5	59.2	58.4	----	----	1148153.621
14	5/2/2024 15:51	00d 00:00:30.0	54.5	69.3	58.1	51.5	--	56.8	56.6	54.5	51.7	51.5	----	----	281838.2931
15	5/2/2024 15:52	00d 00:00:30.0	57.7	72.5	62.7	48.7	--	62.4	61.9	54.8	49.5	48.9	----	----	588843.6554
16	5/2/2024 15:52	00d 00:00:30.0	61.2	76	65.3	56.4	--	65.4	64.8	60.4	57.4	56.5	----	----	1318256.739
17	5/2/2024 15:53	00d 00:00:30.0	59.7	74.5	62.2	57.5	--	61.9	61.5	59.4	57.6	57.5	----	----	933254.3008
18	5/2/2024 15:53	00d 00:00:30.0	55.7	70.5	58.6	49.1	--	58.4	58.4	55.8	50.9	49.5	----	----	371535.2291
19	5/2/2024 15:54	00d 00:00:30.0	58.8	73.6	62.3	54.4	--	62	62	58.5	55	54.4	----	----	758577.575
20	5/2/2024 15:54	00d 00:00:30.0	55.7	70.5	59.9	54.4	--	56.8	56.8	55.6	54.9	54.7	----	----	371535.2291
21	5/2/2024 15:55	00d 00:00:30.0	71.7	86.5	78.5	55.4	--	77	76.4	65.3	56.9	56.6	----	----	14791083.88
22	5/2/2024 15:55	00d 00:00:30.0	70.8	85.6	78.2	58.9	--	78.1	78.1	65.4	59.3	58.6	----	----	12022644.35
23	5/2/2024 15:56	00d 00:00:30.0	71	85.8	78.7	57.6	--	78.7	78.1	60.2	58.3	57.5	----	----	12589254.12
24	5/2/2024 15:56	00d 00:00:30.0	57.3	72.1	58.8	55.3	--	58.7	58.6	57.2	55.9	55.3	----	----	537031.7964
25	5/2/2024 15:57	00d 00:00:30.0	56.3	71.1	59	49.2	--	59.1	58.8	56.8	49.6	49.2	----	----	426579.5188
26	5/2/2024 15:57	00d 00:00:30.0	58.3	73.1	62.2	53.4	--	62.2	61.7	56.7	55.5	55.1	----	----	676082.9754
27	5/2/2024 15:58	00d 00:00:30.0	58.4	73.2	62	55.7	--	61.3	60.5	57.7	56	55.8	----	----	691830.9709
28	5/2/2024 15:58	00d 00:00:30.0	58.7	73.5	62	55.2	--	61.9	61.5	57.6	55.5	55.2	----	----	741310.2413
29	5/2/2024 15:59	00d 00:00:30.0	58.2	73	61.9	52	--	61.4	61.2	58.1	53.2	52.2	----	----	660693.448
30	5/2/2024 15:59	00d 00:00:30.0	62.1	76.9	68.6	54.4	--	68.6	68.1	58.2	55.6	54.4	----	----	1621810.097
31	5/2/2024 16:00	00d 00:00:30.0	52.2	67	54.4	47.2	--	54	54	52.7	48.6	47.2	----	----	165958.6907
32	5/2/2024 16:00	00d 00:00:30.0	58	72.8	60.1	52.6	--	60	59.8	58.3	55.3	54.9	----	----	630957.3445
33	5/2/2024 16:01	00d 00:00:30.0	54.5	69.3	58.6	49.9	--	58.3	57	54	50.4	50.1	----	----	281838.2931
34	5/2/2024 16:01	00d 00:00:30.0	58.1	72.9	59.7	55.2	--	59.8	59.4	58.3	56.5	55.3	----	----	645654.229
35	5/2/2024 16:02	00d 00:00:30.0	60.7	75.5	66.2	56.3	--	66.3	64.6	58.3	56.6	56.4	----	----	1174897.555
36	5/2/2024 16:02	00d 00:00:30.0	57.2	72	59.9	55.4	--	59	58.6	57.1	55.6	55.5	----	----	524807.4602
37	5/2/2024 16:03	00d 00:00:30.0	59.3	74.1	61.9	55.9	--	61.7	61	59.4	56.7	56	----	----	851138.0382
38	5/2/2024 16:03	00d 00:00:30.0	55.8	70.6	60.8	49.9	--	59.5	59	54.4	50.3	49.7	----	----	380189.3963
39	5/2/2024 16:04	00d 00:00:30.0	53.4	68.2	56.1	50.3	--	56	54.8	53.1	51.6	50.5	----	----	218776.1624
40	5/2/2024 16:04	00d 00:00:30.0	57.3	72.1	59	53.3	--	58.8	58.6	57.4	55.4	54.9	----	----	537031.7964
41	5/2/2024 16:05	00d 00:00:30.0	57.6	72.4	62.2	55.6	--	61.9	60.5	56.4	55.8	55.6	----	----	575439.9373
42	5/2/2024 16:05	00d 00:00:30.0	57.1	71.9	60.7	52.8	--	60.1	59.5	56.8	54.4	52.9	----	----	512861.384
43	5/2/2024 16:06	00d 00:00:30.0	55.5	70.3	58.8	51.1	--	58.7	58.5	54.4	51.4	51.1	----	----	354813.3892
44	5/2/2024 16:06	00d 00:00:30.0	70.1	84.9	78.3	56.1	--	76.6	76	61.9	56.9	56.1	----	----	10232929.92
45	5/2/2024 16:07	00d 00:00:30.0	55.1	69.9	56.8	53.5	--	56.6	56.4	55.1	53.7	53.6	----	----	323593.6569
46	5/2/2024 16:07	00d 00:00:30.0	58.7	73.5	63.3	50.5	--	63.2	63.1	56.8	51.2	50.2	----	----	741310.2413
47	5/2/2024 16:08	00d 00:00:30.0	55	69.8	58.5	51.9	--	57.5	57.1	54.4	52.1	52.1	----	----	316227.766
48	5/2/2024 16:08	00d 00:00:30.0	57.3	72.1	61.1	52.2	--	60.9	60.5	56.1	53.4	52.2	----	----	537031.7964
49	5/2/2024 16:09	00d 00:00:30.0	60	74.8	62.9	57.9	--	62.4	61.7	59.4	58.3	57.8	----	----	1000000
50	5/2/2024 16:09	00d 00:00:30.0	59.4	74.2	62.2	56.4	--	62.3	62.2	58.8	57.4	56.7	----	----	870963.59
51	5/2/2024 16:10	00d 00:00:30.0	66.8	81.6	78	55	--	75	68	59.4	55.9	55.1	----	----	4786300.923

52	5/2/2024 16:10	00d 00:00:30.0	70	84.8	82.4	52	--	74.4	72	57.7	52.7	52	----	10000000
53	5/2/2024 16:11	00d 00:00:30.0	60.4	75.2	66.9	52.9	--	66.3	65.4	56.3	53.9	53.2	----	1096478.196
54	5/2/2024 16:11	00d 00:00:30.0	59.6	74.4	64.5	48	--	64.5	64.4	56.4	48.5	47.9	----	912010.8394
55	5/2/2024 16:12	00d 00:00:30.0	58.3	73.1	60.2	55.9	--	60.2	60.2	58.4	56.3	56	----	676082.9754
56	5/2/2024 16:12	00d 00:00:30.0	58.5	73.3	61	55.9	--	61	60.9	57.9	56.2	55.9	----	707945.7844
57	5/2/2024 16:13	00d 00:00:30.0	60.9	75.7	64.5	57.8	--	63.7	63.1	60.8	59.1	58.4	----	1230268.771
58	5/2/2024 16:13	00d 00:00:30.0	67.3	82.1	73.2	56.9	--	73	72	63.1	57.2	57	----	5370317.964
59	5/2/2024 16:14	00d 00:00:30.0	60.1	74.9	62.3	58.2	--	62.1	62	60.1	58.4	58.3	----	1023292.992
60	5/2/2024 16:14	00d 00:00:30.0	61.2	76	65.2	57.6	--	65.3	63.4	60.7	58.5	57.6	----	1318256.739
61	5/2/2024 16:15	00d 00:00:30.0	58.5	73.3	65.1	55.2	--	62.3	61	57.7	55.7	55	----	707945.7844
62	5/2/2024 16:15	00d 00:00:30.0	56.7	71.5	59.5	53.4	--	59.5	59.5	55.9	53.9	53.4	----	467735.1413
63	5/2/2024 16:16	00d 00:00:30.0	56.4	71.2	60	52.2	--	59.4	59.4	55.3	52.7	52.4	----	436515.8322
64	5/2/2024 16:16	00d 00:00:30.0	60.2	75	64.9	55.3	--	64	64	59	56.5	56.2	----	1047128.548
65	5/2/2024 16:17	00d 00:00:30.0	56.6	71.4	59.4	53.9	--	59.1	59.1	56.5	54.2	54	----	457088.1896
66	5/2/2024 16:17	00d 00:00:30.0	54.8	69.6	59.7	50	--	59.5	57.1	55	51	50	----	301995.172
67	5/2/2024 16:18	00d 00:00:30.0	58	72.8	65.1	44.4	--	64.4	63.8	53.9	45.1	44.4	----	630957.3445
68	5/2/2024 16:18	00d 00:00:30.0	55.5	70.3	60	47.5	--	58.7	58.7	55.2	48.5	47.5	----	354813.3892
69	5/2/2024 16:19	00d 00:00:30.0	58	72.8	62.4	52.7	--	61.8	61.2	57.7	53.9	52.9	----	630957.3445
70	5/2/2024 16:19	00d 00:00:30.0	61.7	76.5	65.5	58.7	--	65.6	64.5	61.1	58.8	58.7	----	1479108.388
71	5/2/2024 16:20	00d 00:00:30.0	57.7	72.5	59.8	56	--	59.5	59.2	57.2	56.3	56	----	588843.6554
72	5/2/2024 16:20	00d 00:00:30.0	56.1	70.9	59.8	52.3	--	59.9	59.5	54.6	53	52.4	----	407380.2778
73	5/2/2024 16:21	00d 00:00:30.0	56.4	71.2	57.8	54.8	--	57.6	57.5	56.2	55.5	55.5	----	436515.8322
74	5/2/2024 16:21	00d 00:00:30.0	56	70.8	58.5	54.4	--	58.1	57.3	55.8	55	54.4	----	398107.1706
75	5/2/2024 16:22	00d 00:00:30.0	58.2	73	61	56.4	--	60.2	60.1	57.5	56.7	56.5	----	660693.448
76	5/2/2024 16:22	00d 00:00:30.0	60.5	75.3	62.8	55.3	--	62.5	62.4	60.2	57.1	56.2	----	1122018.454
77	5/2/2024 16:23	00d 00:00:30.0	57.2	72	60.3	52.5	--	59.8	59.6	57.1	53.2	52.5	----	524807.4602
78	5/2/2024 16:23	00d 00:00:30.0	58.8	73.6	61.4	55.2	--	61.4	60.7	58.4	56.8	55.5	----	758577.575
79	5/2/2024 16:24	00d 00:00:30.0	55.9	70.7	58.2	52.1	--	57.6	57.6	55.6	52.5	52.1	----	389045.145
80	5/2/2024 16:24	00d 00:00:30.0	56.2	71	60.6	48.5	--	60.6	59.5	55.8	49.2	48.7	----	416869.3835
81	5/2/2024 16:25	00d 00:00:30.0	63.9	78.7	70.8	49.1	--	70.9	69.9	56.3	51.5	50.6	----	2454708.916
82	5/2/2024 16:25	00d 00:00:30.0	59.5	74.3	67.9	51.5	--	64.6	63.9	59	51.9	51.6	----	891250.9381
83	5/2/2024 16:26	00d 00:00:30.0	58.1	72.9	60.8	55.4	--	60.7	60.6	57.5	56	55.7	----	645654.229
84	5/2/2024 16:26	00d 00:00:30.0	67.4	82.2	75	55.5	--	74.7	74.3	60.4	55.7	55.5	----	5495408.739
85	5/2/2024 16:27	00d 00:00:30.0	64.7	79.5	71.4	54.3	--	71.3	71.2	56.2	54.5	54.4	----	2951209.227
86	5/2/2024 16:27	00d 00:00:30.0	58.3	73.1	63.6	56.7	--	59.3	59.2	58.3	57.2	56.9	----	676082.9754
87	5/2/2024 16:28	00d 00:00:30.0	58.8	73.6	63.6	56.6	--	62.8	61.2	58.2	56.9	56.5	----	758577.575
88	5/2/2024 16:28	00d 00:00:30.0	56.1	70.9	60.8	49.1	--	60.7	60.6	55.4	49.7	49.2	----	407380.2778
89	5/2/2024 16:29	00d 00:00:30.0	61.3	76.1	65.5	57.8	--	65.3	64.8	60	58.5	57.9	----	1348962.883
90	5/2/2024 16:29	00d 00:00:30.0	61	75.8	64.3	58.2	--	64.5	63.3	60.6	58.3	58.2	----	1258925.412
91	5/2/2024 16:30	00d 00:00:30.0	59.2	74	65.5	53.5	--	65	64.2	56.5	53.7	53.6	----	831763.7711
92	5/2/2024 16:30	00d 00:00:30.0	58.7	73.5	61.6	56.9	--	61.4	60.7	58.7	57.3	56.7	----	741310.2413
93	5/2/2024 16:31	00d 00:00:30.0	59	73.8	63.6	55.1	--	62.8	62	58.2	55.9	55.3	----	794328.2347
94	5/2/2024 16:31	00d 00:00:30.0	59.3	74.1	62.3	57.3	--	62	61.9	58.9	57.8	57.3	----	851138.0382
95	5/2/2024 16:32	00d 00:00:30.0	67.9	82.7	74.1	58	--	74.2	74.1	61.6	58.2	57.9	----	6165950.019
96	5/2/2024 16:32	00d 00:00:30.0	57.9	72.7	60	55.5	--	59.8	59.7	57.7	56.1	55.7	----	616595.0019
97	5/2/2024 16:33	00d 00:00:30.0	57.5	72.3	59.7	55	--	59.5	59.4	57.4	55.7	55.1	----	562341.3252
98	5/2/2024 16:33	00d 00:00:30.0	61.3	76.1	66.3	56.9	--	65.6	65.4	59.7	58.5	57.1	----	1348962.883
99	5/2/2024 16:34	00d 00:00:30.0	58.4	73.2	60.2	55	--	60.3	59.9	58.5	55.3	55.1	----	691830.9709
100	5/2/2024 16:34	00d 00:00:30.0	58.6	73.4	61.5	54.9	--	61.5	61.3	58	55.6	55.2	----	724435.9601
101	5/2/2024 16:35	00d 00:00:30.0	64.4	79.2	69.9	57.3	--	69.9	68.9	61.7	57.8	57.2	----	2754228.703
102	5/2/2024 16:35	00d 00:00:30.0	59	73.8	62.3	55.2	--	61.6	60.8	59.7	55.5	55.4	----	794328.2347
103	5/2/2024 16:36	00d 00:00:30.0	61.4	76.2	65.2	57.3	--	64.9	63.7	60.6	58.2	58.2	----	1380384.265

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61.7

104	5/2/2024 16:36	00d 00:00:30.0	59.6	74.4	65.2	57.6	--	61.8	61.7	59	58.2	58	----	----	912010.8394
105	5/2/2024 16:37	00d 00:00:30.0	64.7	79.5	69.4	57.5	--	69.3	68.7	63	59	58.5	----	----	2951209.227
106	5/2/2024 16:37	00d 00:00:30.0	62.5	77.3	65.8	58.3	--	65.6	65.3	61.8	58.8	58.2	----	----	1778279.41
107	5/2/2024 16:38	00d 00:00:30.0	58.2	73	61.8	55	--	61.4	61	57.5	55.8	55.4	----	----	660693.448
108	5/2/2024 16:38	00d 00:00:30.0	58.6	73.4	60.6	57.1	--	60	59.9	58.6	57.3	57.1	----	----	724435.9601
109	5/2/2024 16:39	00d 00:00:30.0	65.1	79.9	70	58.8	--	70.1	69.6	62.6	60	59.4	----	----	3235936.569
110	5/2/2024 16:39	00d 00:00:30.0	61.8	76.6	65.6	56.7	--	65.5	65.4	60.2	57.4	56.8	----	----	1513561.248
111	5/2/2024 16:40	00d 00:00:30.0	65.9	80.7	73.8	56.9	--	73.7	72.8	59.5	57.2	56.9	----	----	3890451.45
112	5/2/2024 16:40	00d 00:00:30.0	67.1	81.9	75.1	52.9	--	74.1	74	58.2	53.9	52.7	----	----	5128613.84
113	5/2/2024 16:41	00d 00:00:30.0	61.4	76.2	72.9	57.4	--	66.5	64.7	59.3	57.7	57.4	----	----	1380384.265
114	5/2/2024 16:41	00d 00:00:30.0	58.3	73.1	60.8	56.4	--	60.7	59.7	58.3	56.6	56.5	----	----	676082.9754
115	5/2/2024 16:42	00d 00:00:30.0	60.4	75.2	62.1	56.4	--	61.9	61.7	60.6	58.4	57.7	----	----	1096478.196
116	5/2/2024 16:42	00d 00:00:30.0	58.3	73.1	61.2	52.7	--	60.8	60.8	58.9	53.1	52.8	----	----	676082.9754
117	5/2/2024 16:43	00d 00:00:30.0	62.4	77.2	66.6	57.2	--	66.5	66.4	60.8	58.9	58.6	----	----	1737800.829
118	5/2/2024 16:43	00d 00:00:30.0	64.3	79.1	70	53	--	69.4	68.3	62.1	53.7	52.6	----	----	2691534.804
119	5/2/2024 16:44	00d 00:00:30.0	59.7	74.5	61.9	54.9	--	61.5	61.4	60.1	56	55	----	----	933254.3008
120	5/2/2024 16:44	00d 00:00:30.0	55.6	70.4	56.5	54.5	--	56.5	56.4	55.7	54.7	54.7	----	----	363078.0548
121	5/2/2024 16:45	00d 00:00:30.0	58.9	73.7	61.1	56	--	61.1	60.7	59	56.9	56.3	----	----	776247.1166
122	5/2/2024 16:45	00d 00:00:30.0	59.6	74.4	67.5	52.7	--	66.2	63.4	57.4	53.6	53.1	----	----	912010.8394
123	5/2/2024 16:46	00d 00:00:30.0	60.5	75.3	65.3	51.9	--	65.1	65.1	57.8	53.6	52.1	----	----	1122018.454
124	5/2/2024 16:46	00d 00:00:30.0	56	70.8	59	51.4	--	58.9	58.8	55.7	51.8	51.5	----	----	398107.1706
125	5/2/2024 16:47	00d 00:00:30.0	54.7	69.5	57	52.5	--	56.8	56.8	54	53	52.6	----	----	295120.9227
126	5/2/2024 16:47	00d 00:00:30.0	59.9	74.7	63.1	54.7	--	63.2	62.9	59.8	55.4	54.9	----	----	977237.221
127	5/2/2024 16:48	00d 00:00:30.0	61	75.8	66.3	57	--	65.8	63.9	59.4	57.3	56.9	----	----	1258925.412
128	5/2/2024 16:48	00d 00:00:30.0	61.8	76.6	68.4	55.3	--	67.5	67.4	57.6	55.5	55.3	----	----	1513561.248
129	5/2/2024 16:49	00d 00:00:30.0	55.9	70.7	57.4	53	--	57.1	57.1	56.1	53.2	53	----	----	389045.145
130	5/2/2024 16:49	00d 00:00:30.0	61.8	76.6	68.7	53.3	--	67.9	67	56.4	53.8	53.5	----	----	1513561.248
131	5/2/2024 16:50	00d 00:00:30.0	58.5	73.3	62.7	56.7	--	60.8	60.8	58.2	57.2	56.9	----	----	707945.7844
132	5/2/2024 16:50	00d 00:00:30.0	59.6	74.4	63.5	55.2	--	62.9	62.6	58.5	55.5	55.3	----	----	912010.8394
133	5/2/2024 16:51	00d 00:00:30.0	58.2	73	60.5	56.9	--	59.6	59.5	58.3	57	56.8	----	----	660693.448
134	5/2/2024 16:51	00d 00:00:30.0	58.4	73.2	59.8	56.1	--	59.7	59.6	58.8	56.4	56.3	----	----	691830.9709
135	5/2/2024 16:52	00d 00:00:30.0	58.2	73	61.3	53.6	--	61.3	61	57.8	54.8	53.5	----	----	660693.448
136	5/2/2024 16:52	00d 00:00:30.0	60.5	75.3	65.1	53.5	--	65.1	64.5	59.8	54.2	54	----	----	1122018.454
137	5/2/2024 16:53	00d 00:00:30.0	57.7	72.5	60.3	52.9	--	60	60	57.7	53.6	53.2	----	----	588843.6554
138	5/2/2024 16:53	00d 00:00:30.0	60.6	75.4	62.7	57.9	--	62.5	62.2	60.9	58.6	57.8	----	----	1148153.621
139	5/2/2024 16:54	00d 00:00:30.0	57.9	72.7	61	55.9	--	60.3	60.3	57.5	56.2	55.7	----	----	616595.0019
140	5/2/2024 16:54	00d 00:00:30.0	59.7	74.5	63.3	56.2	--	63.1	62.5	58.7	56.9	56.6	----	----	933254.3008

Monitoring Site: ST-55

Address: 422 Mountain Back Rd

Sound Level Meter: Rion #2

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 15:25	00d 00:00:30.0	54.3	69.1	57.9	46	--	58.1	57.3	54.9	47.4	45.9	----	----	269153.4804
2	5/2/2024 15:25	00d 00:00:30.0	60.3	75.1	64.7	53.4	--	64.4	63.3	60.4	53.6	52.7	----	----	1071519.305
3	5/2/2024 15:26	00d 00:00:30.0	59.6	74.4	63.6	57	--	62.5	62.5	59	57.4	56.9	----	----	912010.8394
4	5/2/2024 15:26	00d 00:00:30.0	59.6	74.4	62.3	57.8	--	61.7	61.6	59.4	57.5	57.3	----	----	912010.8394
5	5/2/2024 15:27	00d 00:00:30.0	59	73.8	61.8	55.2	--	61.8	61.7	58	55.9	55.3	----	----	794328.2347
6	5/2/2024 15:27	00d 00:00:30.0	61.1	75.9	62.8	57.7	--	63	62.8	61	58.4	57.8	----	----	1288249.552
7	5/2/2024 15:28	00d 00:00:30.0	58.6	73.4	63.6	53.9	--	63.1	62.7	56.5	54.6	54	----	----	724435.9601
8	5/2/2024 15:28	00d 00:00:30.0	55.4	70.2	59.2	51.9	--	58.6	57.3	55	52.3	51.9	----	----	346736.8505
9	5/2/2024 15:29	00d 00:00:30.0	56.2	71	59.2	54	--	58.3	58.1	55.8	54.8	54.6	----	----	416869.3835
10	5/2/2024 15:29	00d 00:00:30.0	60.4	75.2	62.5	54.4	--	62.5	62.4	60.3	58.5	57.7	----	----	1096478.196
11	5/2/2024 15:30	00d 00:00:30.0	59.8	74.6	66.6	53.3	--	66.8	66.7	57.2	54.1	53.3	----	----	954992.586
12	5/2/2024 15:30	00d 00:00:30.0	62.2	77	68.3	57.4	--	66.7	66.5	60	57.6	57.2	----	----	1659586.907
13	5/2/2024 15:31	00d 00:00:30.0	55.4	70.2	57.5	53.2	--	56.8	56.7	55.4	53.6	53.4	----	----	346736.8505
14	5/2/2024 15:31	00d 00:00:30.0	57.9	72.7	62.1	53.1	--	61	60.8	57.1	53.6	52.9	----	----	616595.0019
15	5/2/2024 15:32	00d 00:00:30.0	59.5	74.3	63.1	56.1	--	62.2	61.3	59.3	56.5	56.2	----	----	891250.9381
16	5/2/2024 15:32	00d 00:00:30.0	56.1	70.9	59.7	52.1	--	59.6	59.3	55.5	52.5	52.3	----	----	407380.2778
17	5/2/2024 15:33	00d 00:00:30.0	61.4	76.2	64.7	58.7	--	64.2	63.8	61.1	58.8	58.5	----	----	1380384.265
18	5/2/2024 15:33	00d 00:00:30.0	58.9	73.7	63	52.6	--	62.2	62.1	58	53.3	53.2	----	----	776247.1166
19	5/2/2024 15:34	00d 00:00:30.0	56.7	71.5	61.8	51	--	60.1	59.9	56.3	51	50.6	----	----	467735.1413
20	5/2/2024 15:34	00d 00:00:30.0	57.2	72	60.8	53.5	--	59.9	58.8	57.2	54.1	53.8	----	----	524807.4602
21	5/2/2024 15:35	00d 00:00:30.0	56.3	71.1	59.1	51.6	--	57.9	57.9	56.9	52.6	51.5	----	----	426579.5188
22	5/2/2024 15:35	00d 00:00:30.0	56.5	71.3	61.6	54	--	60.5	59.2	55.2	54.3	54	----	----	446683.5922
23	5/2/2024 15:36	00d 00:00:30.0	62.4	77.2	67.4	56.1	--	65.7	65.6	61.4	56.7	56.2	----	----	1737800.829
24	5/2/2024 15:36	00d 00:00:30.0	58.8	73.6	60.7	56.8	--	60.6	60.3	58.6	57.6	57	----	----	758577.575
25	5/2/2024 15:37	00d 00:00:30.0	57.6	72.4	60	55.4	--	60.5	60	57.2	56.1	56	----	----	575439.9373
26	5/2/2024 15:37	00d 00:00:30.0	59.4	74.2	62.4	55.3	--	62.2	62	59.1	56.4	55.9	----	----	870963.59
27	5/2/2024 15:38	00d 00:00:30.0	58.3	73.1	61.5	56.7	--	60	59.6	58	57.1	57	----	----	676082.9754
28	5/2/2024 15:38	00d 00:00:30.0	60.2	75	65.4	57.4	--	62.7	62.1	59.5	57.7	57.7	----	----	1047128.548
29	5/2/2024 15:39	00d 00:00:30.0	60.2	75	65	55.8	--	64.3	64	58	56.1	55.9	----	----	1047128.548
30	5/2/2024 15:39	00d 00:00:30.0	60.6	75.4	64.4	56	--	63.4	63.2	60.5	56.9	56.4	----	----	1148153.621
31	5/2/2024 15:40	00d 00:00:30.0	58.6	73.4	62.7	54.6	--	63	62	56.7	55.2	54.3	----	----	724435.9601
32	5/2/2024 15:40	00d 00:00:30.0	56.7	71.5	60.6	54.8	--	59.2	59	56.2	54.9	54.8	----	----	467735.1413
33	5/2/2024 15:41	00d 00:00:30.0	58	72.8	61.1	54.9	--	61.5	59.9	57.3	56	55.6	----	----	630957.3445
34	5/2/2024 15:41	00d 00:00:30.0	58.7	73.5	60.5	56.6	--	60.5	60.4	58.7	56.5	56.2	----	----	741310.2413
35	5/2/2024 15:42	00d 00:00:30.0	55	69.8	59	51.9	--	57.4	56.9	54.8	52.3	52	----	----	316227.766
36	5/2/2024 15:42	00d 00:00:30.0	58.7	73.5	61.8	51.2	--	61.6	61.6	58.6	52.5	51.1	----	----	741310.2413
37	5/2/2024 15:43	00d 00:00:30.0	65.9	80.7	73.9	57.8	--	72.2	71.8	60.3	58.5	58.3	----	----	3890451.45
38	5/2/2024 15:43	00d 00:00:30.0	58.3	73.1	60.3	56.2	--	60.2	60.1	58.2	56.7	56.2	----	----	676082.9754
39	5/2/2024 15:44	00d 00:00:30.0	57.3	72.1	59.2	55.8	--	59.2	59.1	57.1	56.1	55.7	----	----	537031.7964
40	5/2/2024 15:44	00d 00:00:30.0	59.5	74.3	61.9	56.9	--	61.5	61.4	59.2	57.2	56.7	----	----	891250.9381
41	5/2/2024 15:45	00d 00:00:30.0	57.4	72.2	61.9	55.7	--	59.1	58.7	56.8	56	55.5	----	----	549540.8739
42	5/2/2024 15:45	00d 00:00:30.0	66.7	81.5	71.7	55.9	--	71.8	71.7	65.5	56.7	55.9	----	----	4677351.413
43	5/2/2024 15:46	00d 00:00:30.0	61.7	76.5	66.9	58.3	--	65.2	64.4	60.3	59.1	58.8	----	----	1479108.388
44	5/2/2024 15:46	00d 00:00:30.0	59.6	74.4	62.7	55	--	62.9	62.6	59.5	56.1	55.2	----	----	912010.8394
45	5/2/2024 15:47	00d 00:00:30.0	55.6	70.4	60.5	52.6	--	57.3	57.1	55	52.6	52.5	----	----	363078.0548
46	5/2/2024 15:47	00d 00:00:30.0	54.6	69.4	56.6	50.3	--	56.7	56.5	54.7	51.8	50.2	----	----	288403.1503
47	5/2/2024 15:48	00d 00:00:30.0	54.6	69.4	58.1	47.3	--	57.3	56.7	55	49	47.8	----	----	288403.1503
48	5/2/2024 15:48	00d 00:00:30.0	61.8	76.6	67.8	55.8	--	67.5	66.5	59.9	56.7	56.1	----	----	1513561.248
49	5/2/2024 15:49	00d 00:00:30.0	62.2	77	67.4	55.8	--	67	66	60.7	57.1	56.1	----	----	1659586.907
50	5/2/2024 15:49	00d 00:00:30.0	61.5	76.3	65	56	--	64.4	64.3	61.1	57.5	56.1	----	----	1412537.545
51	5/2/2024 15:50	00d 00:00:30.0	61.1	75.9	63.2	59.8	--	63	62.1	60.8	60.1	60.1	----	----	1288249.552

52	5/2/2024 15:50	00d 00:00:30.0	61	75.8	63.8	58.6	--	63.6	63.6	60.9	58.7	57.9	----	----	1258925.412
53	5/2/2024 15:51	00d 00:00:30.0	60.5	75.3	64.5	58.3	--	62.7	62.4	59.9	58.8	58.4	----	----	1122018.454
54	5/2/2024 15:51	00d 00:00:30.0	56.3	71.1	60.4	49.8	--	59.9	59.8	55.5	51.9	50.2	----	----	426579.5188
55	5/2/2024 15:52	00d 00:00:30.0	59.1	73.9	61.2	54.9	--	61.5	60.9	59	57	56.7	----	----	812830.5162
56	5/2/2024 15:52	00d 00:00:30.0	60.1	74.9	63.2	56.5	--	63.4	63.1	59.6	57.2	56.6	----	----	1023292.992
57	5/2/2024 15:53	00d 00:00:30.0	56.3	71.1	59.8	52.6	--	58.7	58.5	56.4	53.3	52.6	----	----	426579.5188
58	5/2/2024 15:53	00d 00:00:30.0	58.4	73.2	61.2	56.4	--	60.8	60.5	58.2	56.4	56.3	----	----	691830.9709
59	5/2/2024 15:54	00d 00:00:30.0	62.9	77.7	69.2	55.5	--	69.1	68	61.3	56	55.6	----	----	1949844.6
60	5/2/2024 15:54	00d 00:00:30.0	66.1	80.9	76.2	54.1	--	72	68.4	61	55.8	54.4	----	----	4073802.778
61	5/2/2024 15:55	00d 00:00:30.0	68.9	83.7	75.8	58.3	--	74.8	73.8	62.3	58.8	58.4	----	----	7762471.166
62	5/2/2024 15:55	00d 00:00:30.0	59.8	74.6	62.7	57.7	--	62.3	62	59.3	58	57.8	----	----	954992.586
63	5/2/2024 15:56	00d 00:00:30.0	61.8	76.6	65.3	57.2	--	65	64.9	61.1	58.3	57.1	----	----	1513561.248
64	5/2/2024 15:56	00d 00:00:30.0	60.2	75	62.8	56.5	--	62.9	62.7	60.3	57.3	57.3	----	----	1047128.548
65	5/2/2024 15:57	00d 00:00:30.0	59.4	74.2	62.4	55.9	--	62.1	61.1	59.6	55.9	55.8	----	----	870963.59
66	5/2/2024 15:57	00d 00:00:30.0	58.7	73.5	62.8	55.7	--	60.9	60.7	58	56	55.8	----	----	741310.2413
67	5/2/2024 15:58	00d 00:00:30.0	58	72.8	60.5	56.2	--	60.3	60.1	57.7	56.5	56.4	----	----	630957.3445
68	5/2/2024 15:58	00d 00:00:30.0	60.6	75.4	66.5	56.2	--	64.8	63.7	59.8	56.4	56.1	----	----	1148153.621
69	5/2/2024 15:59	00d 00:00:30.0	60.3	75.1	65.9	55.3	--	63.7	63	58.8	55.8	55.7	----	----	1071519.305
70	5/2/2024 15:59	00d 00:00:30.0	59.4	74.2	64.5	55.2	--	64.1	61.9	58.3	55.8	55	----	----	870963.59
71	5/2/2024 16:00	00d 00:00:30.0	54.8	69.6	58.1	49.7	--	57.4	57.3	54.6	51.4	49.4	----	----	301995.172
72	5/2/2024 16:00	00d 00:00:30.0	55	69.8	60.9	48.7	--	59.3	57.7	54.5	49.7	49	----	----	316227.766
73	5/2/2024 16:01	00d 00:00:30.0	58.8	73.6	64.4	54	--	62.8	62.4	56.8	54.5	54.2	----	----	758577.575
74	5/2/2024 16:01	00d 00:00:30.0	57.3	72.1	59.9	55.4	--	60	59.6	57.1	55.3	55.2	----	----	537031.7964
75	5/2/2024 16:02	00d 00:00:30.0	59.1	73.9	61.9	57.3	--	61.6	61.1	58.4	57.5	57.2	----	----	812830.5162
76	5/2/2024 16:02	00d 00:00:30.0	56.9	71.7	58.3	55.5	--	58.1	57.9	56.9	55.8	55.4	----	----	489778.8194
77	5/2/2024 16:03	00d 00:00:30.0	59.5	74.3	63.3	55.9	--	62.8	62.1	58.4	56.4	55.6	----	----	891250.9381
78	5/2/2024 16:03	00d 00:00:30.0	57.6	72.4	64.1	51.6	--	63.5	62.7	55.3	52.5	51.4	----	----	575439.9373
79	5/2/2024 16:04	00d 00:00:30.0	54.5	69.3	57.2	51.3	--	56.9	56.8	54.2	52.1	51.3	----	----	281838.2931
80	5/2/2024 16:04	00d 00:00:30.0	58	72.8	61.9	53.8	--	61.5	60.9	57.4	55.6	55.1	----	----	630957.3445
81	5/2/2024 16:05	00d 00:00:30.0	58.4	73.2	60.8	55.4	--	60.4	60.4	58.1	56.1	55.6	----	----	691830.9709
82	5/2/2024 16:05	00d 00:00:30.0	56.8	71.6	59.7	54.4	--	59.3	59.1	56.3	54.7	54.4	----	----	478630.0923
83	5/2/2024 16:06	00d 00:00:30.0	62.2	77	68.3	55.1	--	66.4	66.3	58.8	55.7	55.2	----	----	1659586.907
84	5/2/2024 16:06	00d 00:00:30.0	59.9	74.7	63	55.4	--	62.8	62.7	59.7	56.8	56.1	----	----	977237.221
85	5/2/2024 16:07	00d 00:00:30.0	57.7	72.5	60.3	55.2	--	59.8	59.5	57.1	55.8	55.1	----	----	588843.6554
86	5/2/2024 16:07	00d 00:00:30.0	60.7	75.5	65.2	56.3	--	65.7	64.7	57.9	56.7	56.5	----	----	1174897.555
87	5/2/2024 16:08	00d 00:00:30.0	58	72.8	63.5	54.6	--	62.8	62.6	57.1	55	54.5	----	----	630957.3445
88	5/2/2024 16:08	00d 00:00:30.0	58.2	73	61.6	56.1	--	60.8	60.7	57.5	56.7	55.7	----	----	660693.448
89	5/2/2024 16:09	00d 00:00:30.0	57.5	72.3	61.1	54.1	--	60.6	60.1	57.2	54.8	54	----	----	562341.3252
90	5/2/2024 16:09	00d 00:00:30.0	60.2	75	62.8	57.2	--	63.1	62.2	60	57.6	57.2	----	----	1047128.548
91	5/2/2024 16:10	00d 00:00:30.0	59.6	74.4	63.2	56.1	--	63.1	61.7	59.5	57.3	55.8	----	----	912010.8394
92	5/2/2024 16:10	00d 00:00:30.0	61.3	76.1	64.2	56	--	63.6	63.4	61.2	59	57.1	----	----	1348962.883
93	5/2/2024 16:11	00d 00:00:30.0	55.8	70.6	62.5	47.4	--	60.7	59.1	55	48.3	47.4	----	----	380189.3963
94	5/2/2024 16:11	00d 00:00:30.0	55.9	70.7	59.6	48	--	59.4	59.1	54.7	50.8	49.8	----	----	389045.145
95	5/2/2024 16:12	00d 00:00:30.0	58.9	73.7	62.2	54.5	--	61.4	61.2	58.5	55.4	54.4	----	----	776247.1166
96	5/2/2024 16:12	00d 00:00:30.0	58.8	73.6	62.7	54.6	--	62.2	61.5	58.1	55.1	55	----	----	758577.575
97	5/2/2024 16:13	00d 00:00:30.0	58.6	73.4	61	56.5	--	60.4	60.3	58.1	56.9	56.7	----	----	724435.9601
98	5/2/2024 16:13	00d 00:00:30.0	58	72.8	60.7	55	--	60.2	59.6	58	55.5	55	----	----	630957.3445
99	5/2/2024 16:14	00d 00:00:30.0	58.7	73.5	60.4	56.3	--	60.4	60.2	58.5	57.3	56.6	----	----	741310.2413
100	5/2/2024 16:14	00d 00:00:30.0	57.5	72.3	61.7	53.1	--	61.5	60.7	56.8	53.8	53.1	----	----	562341.3252
101	5/2/2024 16:15	00d 00:00:30.0	56.5	71.3	58.9	51.9	--	59	57.9	56.4	54	51.9	----	----	446683.5922
102	5/2/2024 16:15	00d 00:00:30.0	54.9	69.7	57.3	51.9	--	57.1	56.7	55	52.9	52.5	----	----	309029.5433
103	5/2/2024 16:16	00d 00:00:30.0	56.7	71.5	59.6	52.1	--	59.5	59.1	56.4	53.3	51.7	----	----	467735.1413
104	5/2/2024 16:16	00d 00:00:30.0	56.6	71.4	58.8	55	--	58	58	56.4	55.3	55.1	----	----	457088.1896

105	5/2/2024 16:17	00d 00:00:30.0	57.3	72.1	59.3	54.4	--	59	59	57.4	54.9	54.5	----	----	537031.7964
106	5/2/2024 16:17	00d 00:00:30.0	56.4	71.2	58.1	52.3	--	58.2	58.1	57	52.9	52.4	----	----	436515.8322
107	5/2/2024 16:18	00d 00:00:30.0	54.8	69.6	60.6	48.6	--	59.8	59.8	51.9	49.3	48.6	----	----	301995.172
108	5/2/2024 16:18	00d 00:00:30.0	57.2	72	61.2	50.8	--	60.1	60	56.6	52.5	51.8	----	----	524807.4602
109	5/2/2024 16:19	00d 00:00:30.0	59.7	74.5	65.1	51.9	--	64.7	63.9	58	53	51.9	----	----	933254.3008
110	5/2/2024 16:19	00d 00:00:30.0	59.1	73.9	63.3	52.4	--	62.9	62.8	58.2	53.8	53.5	----	----	812830.5162
111	5/2/2024 16:20	00d 00:00:30.0	56.6	71.4	58.7	53	--	58.7	58.4	56.9	53.7	53.1	----	----	457088.1896
112	5/2/2024 16:20	00d 00:00:30.0	56.1	70.9	59.1	53.4	--	58.9	58.8	55.8	54.4	53.2	----	----	407380.2778
113	5/2/2024 16:21	00d 00:00:30.0	54.4	69.2	55.9	53.2	--	55.9	55.8	54.3	53.4	53.2	----	----	275422.8703
114	5/2/2024 16:21	00d 00:00:30.0	55.5	70.3	57	53.6	--	57.2	56.6	55.5	54.6	53.6	----	----	354813.3892
115	5/2/2024 16:22	00d 00:00:30.0	58.1	72.9	61.6	55.5	--	61.1	61	57.5	56.2	55.9	----	----	645654.229
116	5/2/2024 16:22	00d 00:00:30.0	57.5	72.3	58.8	55.6	--	58.8	58.6	57.6	55.9	55.7	----	----	562341.3252
117	5/2/2024 16:23	00d 00:00:30.0	55.2	70	57.7	52.1	--	57.9	57.6	54.8	52.9	52.4	----	----	331131.1215
118	5/2/2024 16:23	00d 00:00:30.0	55.8	70.6	57	54.3	--	56.9	56.9	55.7	54.8	54.4	----	----	380189.3963
119	5/2/2024 16:24	00d 00:00:30.0	55.1	69.9	60.3	47.8	--	58.6	58.5	54.5	49.2	47.9	----	----	323593.6569
120	5/2/2024 16:24	00d 00:00:30.0	55.1	69.9	58.2	53.4	--	56.9	56.8	54.7	54	53.3	----	----	323593.6569
121	5/2/2024 16:25	00d 00:00:30.0	58.3	73.1	61.5	55.9	--	61.1	60.9	58.3	56.3	56.2	----	----	676082.9754
122	5/2/2024 16:25	00d 00:00:30.0	60.5	75.3	64.2	52.8	--	64.1	63	60.8	54.2	52.4	----	----	1122018.454
123	5/2/2024 16:26	00d 00:00:30.0	59.4	74.2	62.4	52.8	--	62.3	62.2	59.1	55.8	55.1	----	----	870963.59
124	5/2/2024 16:26	00d 00:00:30.0	55.7	70.5	57.8	53.5	--	57.8	57.6	55.5	53.9	53.6	----	----	371535.2291
125	5/2/2024 16:27	00d 00:00:30.0	58.3	73.1	61.2	54.6	--	61.6	60.7	58	55.2	54.7	----	----	676082.9754
126	5/2/2024 16:27	00d 00:00:30.0	59.7	74.5	63.9	55.8	--	63.8	63.2	58.8	56.4	55.9	----	----	933254.3008
127	5/2/2024 16:28	00d 00:00:30.0	58.2	73	61	56.2	--	60	60	58	56.5	56.2	----	----	660693.448
128	5/2/2024 16:28	00d 00:00:30.0	55	69.8	58	49.9	--	57.9	57.1	54.9	51.8	51	----	----	316227.766
129	5/2/2024 16:29	00d 00:00:30.0	59.9	74.7	62.1	57.1	--	61.8	61.8	60	57.9	57.1	----	----	977237.221
130	5/2/2024 16:29	00d 00:00:30.0	60	74.8	62.7	55.5	--	62.8	62.4	59.5	56.4	55.7	----	----	1000000
131	5/2/2024 16:30	00d 00:00:30.0	58.8	73.6	61.2	55.3	--	61	60.9	58	57.1	56	----	----	758577.575
132	5/2/2024 16:30	00d 00:00:30.0	59.2	74	62.9	53.4	--	63.1	62.1	58	54.2	53.8	----	----	831763.7711
133	5/2/2024 16:31	00d 00:00:30.0	58.3	73.1	62.3	53.7	--	61.9	60.6	57.9	55.9	53.9	----	----	676082.9754
134	5/2/2024 16:31	00d 00:00:30.0	59.4	74.2	62.7	57.1	--	62.2	61.9	58.7	57.4	57.3	----	----	870963.59
135	5/2/2024 16:32	00d 00:00:30.0	58.2	73	62.7	53.6	--	61.7	61.2	57.1	53.9	53.6	----	----	660693.448
136	5/2/2024 16:32	00d 00:00:30.0	58	72.8	60.2	55.9	--	60.2	60	57.8	56.4	56.1	----	----	630957.3445
137	5/2/2024 16:33	00d 00:00:30.0	59.2	74	61.4	56.4	--	61.2	61.1	59	57.7	56.5	----	----	831763.7711
138	5/2/2024 16:33	00d 00:00:30.0	54.8	69.6	58.2	52.4	--	57.5	57.4	54.6	52.8	52.5	----	----	301995.172
139	5/2/2024 16:34	00d 00:00:30.0	55.9	70.7	58.1	53.4	--	57.7	57.7	55.7	53.9	53.3	----	----	389045.145
140	5/2/2024 16:34	00d 00:00:30.0	55.3	70.1	59.8	48.6	--	59.3	59	54.5	49.6	48.6	----	----	338844.1561
141	5/2/2024 16:35	00d 00:00:30.0	57	71.8	58.6	54.6	--	58.8	58.6	57.2	54.8	54.5	----	----	501187.2336
142	5/2/2024 16:35	00d 00:00:30.0	60.9	75.7	63.4	57.8	--	63.7	63.5	60.5	58.4	58.2	----	----	1230268.771
143	5/2/2024 16:36	00d 00:00:30.0	58.5	73.3	61.5	56.5	--	60.1	60.1	58.5	57.1	56	----	----	707945.7844
144	5/2/2024 16:36	00d 00:00:30.0	59.6	74.4	62.3	57	--	62	62	59.2	57.5	56.9	----	----	912010.8394
145	5/2/2024 16:37	00d 00:00:30.0	56	70.8	61.2	51.2	--	60.2	59.7	55.3	51.4	50.8	----	----	398107.1706
146	5/2/2024 16:37	00d 00:00:30.0	58	72.8	62	53.7	--	60.7	60.6	57.8	54.3	53.9	----	----	630957.3445
147	5/2/2024 16:38	00d 00:00:30.0	58	72.8	60.7	55.7	--	60.6	60.4	57.6	55.9	55.6	----	----	630957.3445
148	5/2/2024 16:38	00d 00:00:30.0	58.6	73.4	61.1	54.8	--	61	60.6	58.2	57.3	55.7	----	----	724435.9601
149	5/2/2024 16:39	00d 00:00:30.0	59.6	74.4	63.4	56.7	--	62.9	62.4	58.9	57.1	56.9	----	----	912010.8394
150	5/2/2024 16:39	00d 00:00:30.0	63.7	78.5	69.3	60.2	--	67.8	65.2	62.6	60.4	60.3	----	----	2344228.815
151	5/2/2024 16:40	00d 00:00:30.0	59.1	73.9	64.7	51.9	--	62.9	62.6	57.3	53.9	52.9	----	----	812830.5162
152	5/2/2024 16:40	00d 00:00:30.0	55.2	70	62.3	49.5	--	61.3	58.4	53.5	50.1	49.6	----	----	331131.1215
153	5/2/2024 16:41	00d 00:00:30.0	61.1	75.9	67.6	54.4	--	65.8	65.3	57.5	54.9	54.5	----	----	1288249.552
154	5/2/2024 16:41	00d 00:00:30.0	58	72.8	60.8	54.6	--	60.8	60.8	57.5	55.2	54.5	----	----	630957.3445
155	5/2/2024 16:42	00d 00:00:30.0	58.6	73.4	60.5	56	--	60.5	60.3	58.4	56.6	56.1	----	----	724435.9601
156	5/2/2024 16:42	00d 00:00:30.0	58.8	73.6	61.8	56.3	--	60.8	60.5	58.6	56.1	55.7	----	----	758577.575

15 min Leq

59.1

157	5/2/2024 16:43	00d 00:00:30.0	60.6	75.4	66.4	54.2	--	66	64.7	58.5	55.2	54.4	----	----	1148153.621
158	5/2/2024 16:43	00d 00:00:30.0	59.9	74.7	63.5	57.1	--	62.8	61.5	59.4	57.7	57.1	----	----	977237.221
159	5/2/2024 16:44	00d 00:00:30.0	58.8	73.6	63.2	54.9	--	62.6	62.4	58.3	56	54.8	----	----	758577.575
160	5/2/2024 16:44	00d 00:00:30.0	56.6	71.4	57.8	54.9	--	57.8	57.8	56.8	55.2	54.8	----	----	457088.1896
161	5/2/2024 16:45	00d 00:00:30.0	58	72.8	61.4	55.2	--	61.2	60.4	57.4	55.7	55.2	----	----	630957.3445
162	5/2/2024 16:45	00d 00:00:30.0	57.4	72.2	59.2	55.5	--	59.6	59.3	56.9	56.2	55.6	----	----	549540.8739
163	5/2/2024 16:46	00d 00:00:30.0	56.7	71.5	60.2	53.1	--	59.6	59.5	56	54.2	53.7	----	----	467735.1413
164	5/2/2024 16:46	00d 00:00:30.0	52.7	67.5	55.7	47.2	--	55	55	52.2	49	47.4	----	----	186208.7137
165	5/2/2024 16:47	00d 00:00:30.0	57.7	72.5	60.2	54	--	60.3	60.1	57.1	54.7	54	----	----	588843.6554
166	5/2/2024 16:47	00d 00:00:30.0	61	75.8	64.7	57.9	--	63.7	63.6	60.2	58.8	58.4	----	----	1258925.412
167	5/2/2024 16:48	00d 00:00:30.0	60.1	74.9	64.4	56	--	63.9	62.9	59.3	57.1	56.3	----	----	1023292.992
168	5/2/2024 16:48	00d 00:00:30.0	59.3	74.1	62.1	54.8	--	61.9	61.7	59.1	55.8	54.8	----	----	851138.0382
169	5/2/2024 16:49	00d 00:00:30.0	57.5	72.3	62.3	52.9	--	62	62	54.9	53.9	53	----	----	562341.3252
170	5/2/2024 16:49	00d 00:00:30.0	60.5	75.3	63.2	57	--	62.9	62.5	60.5	57.4	57.1	----	----	1122018.454
171	5/2/2024 16:50	00d 00:00:30.0	59.1	73.9	62.1	55.4	--	61.7	61.7	58.6	55.8	55.6	----	----	812830.5162
172	5/2/2024 16:50	00d 00:00:30.0	59	73.8	61.8	57.2	--	61	60.2	58.7	57.5	57.5	----	----	794328.2347
173	5/2/2024 16:51	00d 00:00:30.0	59.9	74.7	65.9	54.3	--	63.9	63.7	57.9	54.7	54.4	----	----	977237.221
174	5/2/2024 16:51	00d 00:00:30.0	60.2	75	64.8	55.1	--	64.4	62.7	59.9	56.7	56.2	----	----	1047128.548
175	5/2/2024 16:52	00d 00:00:30.0	60.2	75	65.6	53.4	--	66.1	64.3	58.8	54.3	53.1	----	----	1047128.548
176	5/2/2024 16:52	00d 00:00:30.0	58.8	73.6	64.1	51.5	--	64.3	62.6	54.4	51.6	51.4	----	----	758577.575
177	5/2/2024 16:53	00d 00:00:30.0	59.9	74.7	62.2	56.2	--	62	61.9	59.8	56.6	56.3	----	----	977237.221

Monitoring Site: ST-56

Address: 106 Skyview Drive

Sound Level Meter: Rion #1

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 16:31	00d 00:00:30.0	62.2	77	68.9	54.6	--	68.6	67.9	57.2	54.7	54.6	----	----	1659586.907
2	5/2/2024 16:32	00d 00:00:30.0	55.2	70	56.8	52.8	--	56.9	56.7	55.3	53.1	52.8	----	----	331131.1215
3	5/2/2024 16:32	00d 00:00:30.0	56.3	71.1	59.5	51.4	--	59.6	59.5	56	52.7	52.1	----	----	426579.5188
4	5/2/2024 16:33	00d 00:00:30.0	58.9	73.7	61	56.2	--	60.9	60.8	58.8	57.2	56.3	----	----	776247.1166
5	5/2/2024 16:33	00d 00:00:30.0	56.3	71.1	58.5	53.9	--	58.7	58.1	56.3	54.3	53.8	----	----	426579.5188
6	5/2/2024 16:34	00d 00:00:30.0	54.4	69.2	56.4	52.2	--	56.4	56.2	54.5	52.4	52	----	----	275422.8703
7	5/2/2024 16:34	00d 00:00:30.0	53.8	68.6	60	49.7	--	59.7	55.7	52.2	50	49.8	----	----	239883.2919
8	5/2/2024 16:35	00d 00:00:30.0	56.4	71.2	62.1	51.7	--	60.5	58.6	55.7	51.9	51.6	----	----	436515.8322
9	5/2/2024 16:35	00d 00:00:30.0	58.1	72.9	59.9	54.8	--	59.9	59.9	57.9	55.6	54.7	----	----	645654.229
10	5/2/2024 16:36	00d 00:00:30.0	62.1	76.9	66.7	56.2	--	66.4	65.5	61	57.7	56.7	----	----	1621810.097
11	5/2/2024 16:36	00d 00:00:30.0	59.6	74.4	62.4	56.1	--	62	61.6	59.7	56.4	56	----	----	912010.8394
12	5/2/2024 16:37	00d 00:00:30.0	57.4	72.2	62	54.5	--	60.7	60.5	56.2	54.8	54.5	----	----	549540.8739
13	5/2/2024 16:37	00d 00:00:30.0	56.4	71.2	58.1	53.9	--	58.2	58	56.3	54.9	54	----	----	436515.8322
14	5/2/2024 16:38	00d 00:00:30.0	60.4	75.2	65.3	55.6	--	64.9	64.8	57.2	56	55.9	----	----	1096478.196
15	5/2/2024 16:38	00d 00:00:30.0	60.3	75.1	64.9	57.5	--	63	62.9	59.6	57.4	57.1	----	----	1071519.305
16	5/2/2024 16:39	00d 00:00:30.0	56.1	70.9	59.3	53.9	--	58	57.8	56	54.4	54.1	----	----	407380.2778
17	5/2/2024 16:39	00d 00:00:30.0	64.5	79.3	71	55.5	--	71.1	70.7	60.3	57.2	55.7	----	----	2818382.931
18	5/2/2024 16:40	00d 00:00:30.0	67.9	82.7	72	60.6	--	71.8	71.6	67.2	60.6	60.2	----	----	6165950.019
19	5/2/2024 16:40	00d 00:00:30.0	58.1	72.9	61.9	55	--	60.7	60.6	57.3	55.4	55.2	----	----	645654.229
20	5/2/2024 16:41	00d 00:00:30.0	54.2	69	57.2	50.3	--	56.6	56.6	54.1	50.9	50.3	----	----	263026.7992
21	5/2/2024 16:41	00d 00:00:30.0	67.3	82.1	72.5	56	--	72.8	72.7	64.3	59.4	57.8	----	----	5370317.964
22	5/2/2024 16:42	00d 00:00:30.0	61.3	76.1	67.1	56.4	--	67.3	65	60	57.3	56.8	----	----	1348962.883
23	5/2/2024 16:42	00d 00:00:30.0	59.5	74.3	62.6	55.5	--	62.7	62	59.2	56.1	55.5	----	----	891250.9381
24	5/2/2024 16:43	00d 00:00:30.0	62.1	76.9	66	57.2	--	65.5	65.2	61.8	57.7	57.3	----	----	1621810.097
25	5/2/2024 16:43	00d 00:00:30.0	60.3	75.1	64.2	56.5	--	63.6	62.7	59.8	56.6	56.3	----	----	1071519.305
26	5/2/2024 16:44	00d 00:00:30.0	55	69.8	56.9	53.3	--	56.6	56.5	55	53.7	53.3	----	----	316227.766
27	5/2/2024 16:44	00d 00:00:30.0	59.2	74	63.1	55.1	--	61.5	61.4	58.6	56.6	56.3	----	----	831763.7711
28	5/2/2024 16:45	00d 00:00:30.0	59.9	74.7	64.2	55.5	--	63.7	63.5	58.9	56.6	55.5	----	----	977237.221
29	5/2/2024 16:45	00d 00:00:30.0	59.3	74.1	63.4	55	--	63.5	63	58.3	57.4	55.9	----	----	851138.0382
30	5/2/2024 16:46	00d 00:00:30.0	58.5	73.3	62	56.6	--	61	59.8	58.2	57.1	56.6	----	----	707945.7844
31	5/2/2024 16:46	00d 00:00:30.0	56.8	71.6	60.1	52.7	--	59.9	59.7	55.7	52.9	52.8	----	----	478630.0923
32	5/2/2024 16:47	00d 00:00:30.0	56.3	71.1	60.8	50.6	--	60.8	60.1	54.2	52.3	50.8	----	----	426579.5188
33	5/2/2024 16:47	00d 00:00:30.0	59.7	74.5	64.7	56.1	--	64.4	64.3	58.1	55.8	55.3	----	----	933254.3008
34	5/2/2024 16:48	00d 00:00:30.0	58.1	72.9	61.9	55.5	--	59.5	59.3	58.1	55.9	55.6	----	----	645654.229
35	5/2/2024 16:48	00d 00:00:30.0	59.6	74.4	64.6	54.4	--	64.7	63.8	58.7	54.5	54.4	----	----	912010.8394
36	5/2/2024 16:49	00d 00:00:30.0	62.2	77	67.8	54.5	--	67.2	67.1	59.9	56	55.6	----	----	1659586.907
37	5/2/2024 16:49	00d 00:00:30.0	56.4	71.2	60.7	53.8	--	60	58.6	56	54	53.6	----	----	436515.8322
38	5/2/2024 16:50	00d 00:00:30.0	58.3	73.1	61.4	54.2	--	61.6	61	57.9	55.2	54.4	----	----	676082.9754
39	5/2/2024 16:50	00d 00:00:30.0	57.8	72.6	60.1	55.7	--	60.5	60	57.6	56	55.1	----	----	602559.5861
40	5/2/2024 16:51	00d 00:00:30.0	57.9	72.7	62.3	55.4	--	61.7	60.2	57.4	55.8	55.1	----	----	616595.0019
41	5/2/2024 16:51	00d 00:00:30.0	57.9	72.7	62.9	52.9	--	62.9	61.1	57.3	53.2	52.9	----	----	616595.0019
42	5/2/2024 16:52	00d 00:00:30.0	58.3	73.1	64.3	53.5	--	64.2	61.6	56.1	54.3	53.6	----	----	676082.9754

15 min Leq

60.9

Monitoring Site: ST-57

Address: 115 Miller Road

Sound Level Meter: Rion #3

Address	Start Time	Measurement Time	Leq	LE	Lmax	Lmin	Ly	LN1	LN2	LN3	LN4	LN5	Over	Under	
1	5/2/2024 16:11	00d 00:00:30.0	60.3	75.1	65.6	50.5	--	64.7	64.6	56.2	50.7	50.2	----	----	1071519.305
2	5/2/2024 16:12	00d 00:00:30.0	61.7	76.5	65.7	56	--	65.2	64.1	61.7	58.5	57.9	----	----	1479108.388
3	5/2/2024 16:12	00d 00:00:30.0	60.9	75.7	66.7	55.8	--	66.7	64.5	59.8	56.7	55.8	----	----	1230268.771
4	5/2/2024 16:13	00d 00:00:30.0	60	74.8	63.2	55.5	--	63.3	62.6	58.8	56.4	56.1	----	----	1000000
5	5/2/2024 16:13	00d 00:00:30.0	59.1	73.9	61.8	55.1	--	61.5	61.3	58.9	56.4	54.5	----	----	812830.5162
6	5/2/2024 16:14	00d 00:00:30.0	58.7	73.5	63.3	52.5	--	62.9	61.1	58.1	53.7	52.4	----	----	741310.2413
7	5/2/2024 16:14	00d 00:00:30.0	59.2	74	67.8	53.9	--	64.8	63.3	57.1	54.1	53.4	----	----	831763.7711
8	5/2/2024 16:15	00d 00:00:30.0	55.7	70.5	64.6	50.3	--	58	57.8	52.7	50.5	50.3	----	----	371535.2291
9	5/2/2024 16:15	00d 00:00:30.0	56	70.8	65.4	52.4	--	58.8	57.6	54.7	52.9	52.7	----	----	398107.1706
10	5/2/2024 16:16	00d 00:00:30.0	55.4	70.2	62.3	52.3	--	60.8	56.6	54.4	53.1	52.7	----	----	346736.8505
11	5/2/2024 16:16	00d 00:00:30.0	52	66.8	54.7	48.6	--	54.1	54	52	49	48.8	----	----	158489.3192
12	5/2/2024 16:17	00d 00:00:30.0	56.4	71.2	60.5	52.2	--	59.6	59.5	55.1	52.7	52.2	----	----	436515.8322
13	5/2/2024 16:17	00d 00:00:30.0	56.1	70.9	58.7	52.2	--	58.8	58.8	55.9	52.5	52.1	----	----	407380.2778
14	5/2/2024 16:18	00d 00:00:30.0	60.6	75.4	64.1	56.9	--	63.9	63.6	60	57.5	57	----	----	1148153.621
15	5/2/2024 16:18	00d 00:00:30.0	64.4	79.2	69.5	52.9	--	69.4	68.8	60.3	53.4	53	----	----	2754228.703
16	5/2/2024 16:19	00d 00:00:30.0	68.2	83	79.1	53.5	--	78.2	76.6	55.1	53.8	53.4	----	----	6606934.48
17	5/2/2024 16:19	00d 00:00:30.0	55.7	70.5	75.5	48.2	--	62.5	61.1	53.7	48.4	48.2	----	----	371535.2291
18	5/2/2024 16:20	00d 00:00:30.0	52.3	67.1	56.3	47.6	--	55.9	55.7	52.2	48.3	47.5	----	----	169824.3652
19	5/2/2024 16:20	00d 00:00:30.0	56.4	71.2	58.9	52.9	--	58.9	58.9	56.2	53.5	52.3	----	----	436515.8322
20	5/2/2024 16:21	00d 00:00:30.0	56.1	70.9	58.4	53.9	--	58.1	57.9	55.6	54.1	54	----	----	407380.2778
21	5/2/2024 16:21	00d 00:00:30.0	57.4	72.2	59.7	53.5	--	59.2	59.2	57.4	54.5	53.1	----	----	549540.8739
22	5/2/2024 16:22	00d 00:00:30.0	54.1	68.9	57.9	52	--	57.3	55.7	53.4	52.5	52.3	----	----	257039.5783
23	5/2/2024 16:22	00d 00:00:30.0	56.5	71.3	58.4	52.9	--	58.3	58	56.5	54.9	54.2	----	----	446683.5922
24	5/2/2024 16:23	00d 00:00:30.0	56	70.8	58.6	51.8	--	58.6	58.4	56	53.1	52.3	----	----	398107.1706
25	5/2/2024 16:23	00d 00:00:30.0	54.9	69.7	59.4	46.9	--	59.7	59.4	52.4	47.7	46.9	----	----	309029.5433
26	5/2/2024 16:24	00d 00:00:30.0	56.2	71	59.5	49	--	59.7	59.2	55.4	51.3	50.5	----	----	416869.3835
27	5/2/2024 16:24	00d 00:00:30.0	53.4	68.2	56.2	48.7	--	55.9	55.6	53.3	49.7	48.7	----	----	218776.1624
28	5/2/2024 16:25	00d 00:00:30.0	55.9	70.7	62.8	50	--	63	59.8	53.6	50.2	49.6	----	----	389045.145
29	5/2/2024 16:25	00d 00:00:30.0	59.2	74	66.1	51.6	--	65.3	63.7	55.6	53	51.8	----	----	831763.7711
30	5/2/2024 16:26	00d 00:00:30.0	59.4	74.2	64.6	51.5	--	64.5	64.4	56.3	52.3	51.9	----	----	870963.59
31	5/2/2024 16:26	00d 00:00:30.0	55.4	70.2	57.5	52.7	--	57.2	57.1	55.3	53.4	53	----	----	346736.8505
32	5/2/2024 16:27	00d 00:00:30.0	55.7	70.5	59.9	50.7	--	59.4	58.9	54.7	51.3	51	----	----	371535.2291
33	5/2/2024 16:27	00d 00:00:30.0	52	66.8	56.3	49.4	--	55.6	54.7	51.4	49.7	49.3	----	----	158489.3192
34	5/2/2024 16:28	00d 00:00:30.0	60.8	75.6	64.6	50	--	64.5	63.9	59.4	55.2	53	----	----	1202264.435
35	5/2/2024 16:28	00d 00:00:30.0	56.3	71.1	58.3	53.2	--	58.2	57.9	56.3	53.5	53.2	----	----	426579.5188
36	5/2/2024 16:29	00d 00:00:30.0	52.1	66.9	55.2	46.9	--	55.2	55	51.8	48	47.1	----	----	162181.0097
37	5/2/2024 16:29	00d 00:00:30.0	58.3	73.1	60.9	49	--	61.2	60.5	58.1	55.7	52.5	----	----	676082.9754
38	5/2/2024 16:30	00d 00:00:30.0	58.4	73.2	62.2	54.2	--	61.2	61.2	58.3	54.4	54.2	----	----	691830.9709
39	5/2/2024 16:30	00d 00:00:30.0	57.5	72.3	59.6	54.8	--	59.3	58.9	57.5	55.4	54.7	----	----	562341.3252
40	5/2/2024 16:31	00d 00:00:30.0	59.6	74.4	64.2	52.9	--	63.5	63.4	58.8	54.1	53.2	----	----	912010.8394
41	5/2/2024 16:31	00d 00:00:30.0	50.5	65.3	56.1	47.4	--	53.8	53.2	50.4	47.5	46.9	----	----	112201.8454
42	5/2/2024 16:32	00d 00:00:30.0	54.2	69	57.7	48.2	--	57.7	57.2	53	51	50.1	----	----	263026.7992
43	5/2/2024 16:32	00d 00:00:30.0	58	72.8	61.3	54.5	--	60.9	60.8	57.1	55.2	54.7	----	----	630957.3445
44	5/2/2024 16:33	00d 00:00:30.0	57.7	72.5	63.8	53.3	--	63.9	61.1	56.4	54.6	53.7	----	----	588843.6554
45	5/2/2024 16:33	00d 00:00:30.0	54.3	69.1	56.9	50	--	57.1	56.5	54.3	51.1	50.7	----	----	269153.4804
46	5/2/2024 16:34	00d 00:00:30.0	54.4	69.2	58.1	49.9	--	57.6	57.5	53.8	50.5	49.8	----	----	275422.8703
47	5/2/2024 16:34	00d 00:00:30.0	56.1	70.9	62.2	47.9	--	62.3	62	54.3	48.1	47.7	----	----	407380.2778
48	5/2/2024 16:35	00d 00:00:30.0	58.1	72.9	62.5	53.4	--	61.1	60.8	58	53.7	53.6	----	----	645654.229
49	5/2/2024 16:35	00d 00:00:30.0	63.5	78.3	70.6	56.4	--	69.3	68.6	60.4	57.2	57	----	----	2238721.139
50	5/2/2024 16:36	00d 00:00:30.0	61.9	76.7	65.9	54.8	--	64.6	64.2	62.2	56.9	54.4	----	----	1548816.619

15 min Leq

59.6

51	5/2/2024 16:36	00d 00:00:30.0	52.2	67	54.8	49.6	--	53.9	53.8	52.3	50	49.7	----	----	165958.6907
52	5/2/2024 16:37	00d 00:00:30.0	54.3	69.1	56.3	52.5	--	56.2	55.8	53.7	53.2	52.8	----	----	269153.4804
53	5/2/2024 16:37	00d 00:00:30.0	54.5	69.3	56.5	51.8	--	56.4	56.3	54.6	52.1	51.9	----	----	281838.2931
54	5/2/2024 16:38	00d 00:00:30.0	57.5	72.3	61	53.3	--	60.6	60.1	56.6	54.5	54.3	----	----	562341.3252
55	5/2/2024 16:38	00d 00:00:30.0	58.9	73.7	62.2	54.5	--	60.9	60.8	59.3	55.1	55	----	----	776247.1166
56	5/2/2024 16:39	00d 00:00:30.0	61.5	76.3	65.4	55.2	--	64.8	64.7	60.9	55.8	55.2	----	----	1412537.545
57	5/2/2024 16:39	00d 00:00:30.0	55.2	70	58.3	53.1	--	57.7	57.6	54.6	53.5	52.7	----	----	331131.1215
58	5/2/2024 16:40	00d 00:00:30.0	62	76.8	66.3	55	--	66.3	65.1	61.1	55.9	55	----	----	1584893.192
59	5/2/2024 16:40	00d 00:00:30.0	60.8	75.6	67.3	51.1	--	66.8	66.2	53.5	51.8	50.7	----	----	1202264.435
60	5/2/2024 16:41	00d 00:00:30.0	55.5	70.3	58.8	49	--	58.7	58.5	53.5	49.7	49.1	----	----	354813.3892
61	5/2/2024 16:41	00d 00:00:30.0	64.4	79.2	69.9	55.2	--	69.4	69.3	61.6	55.6	55.4	----	----	2754228.703
62	5/2/2024 16:42	00d 00:00:30.0	61	75.8	68	52.7	--	66.8	66.3	59.5	53	52.7	----	----	1258925.412
63	5/2/2024 16:42	00d 00:00:30.0	64.9	79.7	68.6	59.2	--	68.8	68.5	63.6	59.5	59.4	----	----	3090295.433
64	5/2/2024 16:43	00d 00:00:30.0	61.7	76.5	67.7	55.9	--	64.8	64.7	60.7	57.5	56.3	----	----	1479108.388
65	5/2/2024 16:43	00d 00:00:30.0	55.1	69.9	58.6	51.8	--	57.9	57.6	54.4	52.1	51.9	----	----	323593.6569
66	5/2/2024 16:44	00d 00:00:30.0	54.9	69.7	57.8	51.8	--	57.2	57	54.3	52.8	52.1	----	----	309029.5433
67	5/2/2024 16:44	00d 00:00:30.0	56.4	71.2	58.9	53.7	--	58.8	58.7	55.8	54.7	54.2	----	----	436515.8322
68	5/2/2024 16:45	00d 00:00:30.0	54.7	69.5	59.2	51.1	--	58	57.5	53.9	51.7	51	----	----	295120.9227
69	5/2/2024 16:45	00d 00:00:30.0	54.9	69.7	59.7	51.2	--	59.3	58.2	53.8	51.6	51.2	----	----	309029.5433
70	5/2/2024 16:46	00d 00:00:30.0	55.1	69.9	58.4	51.9	--	58.3	58.2	54.5	52.3	51.9	----	----	323593.6569
71	5/2/2024 16:46	00d 00:00:30.0	56.6	71.4	58.9	52.9	--	58.7	58.6	56.5	54	52.9	----	----	457088.1896
72	5/2/2024 16:47	00d 00:00:30.0	63.4	78.2	72.2	54.3	--	70.5	69.7	58.9	55	54.4	----	----	2187761.624
73	5/2/2024 16:47	00d 00:00:30.0	56.8	71.6	59.8	54.1	--	59.8	59.5	56.4	55.1	54.1	----	----	478630.0923
74	5/2/2024 16:48	00d 00:00:30.0	56	70.8	58.3	53.9	--	57.8	57.7	56.1	54.3	54.1	----	----	398107.1706
75	5/2/2024 16:48	00d 00:00:30.0	58.5	73.3	60.5	55.8	--	60.1	60	58.6	56.8	56.1	----	----	707945.7844
76	5/2/2024 16:49	00d 00:00:30.0	58.4	73.2	61.3	54	--	61.2	60.7	58.3	55.2	54.1	----	----	691830.9709
77	5/2/2024 16:49	00d 00:00:30.0	57	71.8	60.3	54.2	--	60.5	59.6	56.5	54.6	53.9	----	----	501187.2336
78	5/2/2024 16:50	00d 00:00:30.0	56.4	71.2	58.3	54.1	--	58	57.7	56.1	55.4	55.3	----	----	436515.8322
79	5/2/2024 16:50	00d 00:00:30.0	55.9	70.7	57.8	53.8	--	57.9	57.7	55.6	53.9	53.8	----	----	389045.145
80	5/2/2024 16:51	00d 00:00:30.0	55.8	70.6	58	53.3	--	57.9	57.5	55.9	53.4	53.2	----	----	380189.3963
81	5/2/2024 16:51	00d 00:00:30.0	54.3	69.1	56.9	50.2	--	56.3	56.3	54.4	52.2	50.2	----	----	269153.4804
82	5/2/2024 16:52	00d 00:00:30.0	57.4	72.2	62.2	49.2	--	61.5	61.4	56.8	50.8	49.3	----	----	549540.8739
83	5/2/2024 16:52	00d 00:00:30.0	58.3	73.1	59.5	57	--	59.5	59.2	58.4	57.3	57	----	----	676082.9754

**Appendix E –
Noise Meter
Calibration Certificates**

West Caldwell Calibration Laboratories Inc.
Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 00520911
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -1

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520911
ID No.: XXXX

Calibration results:

Before data: After data:

Before & after data same: ...X...

Reading with mic.: Pass
Level Accuracy: Pass
Attenuator accuracy: Pass
Meter linearity: Pass
Frequency Response: Pass
Frequency Response w/ Mic.: Pass
Inherent noise level: Pass
Crest Factor: Pass
Time Constant: Pass
Functions: Pass
All tests: Pass

Ambient Temperature: 20.5 °C
Ambient Humidity: 36.8 % RH
Ambient Pressure: 99.754 kPa
Calibration Date: 21-Aug-2023
Calibration Due: 21-Aug-2024
Report Number: 34381 -1
Control Number: 34381

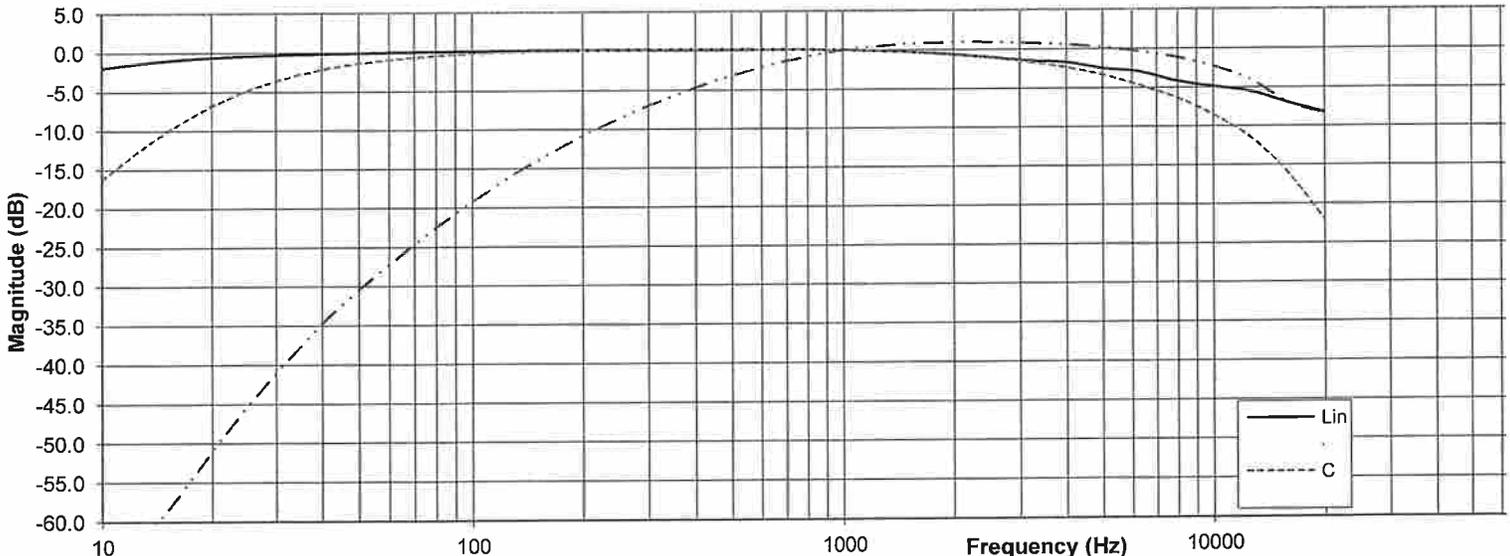
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

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Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu
James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Sound Level Meter
 Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520911

Frequency Response (Reference = 0 dB @ 1000Hz)

Freq. (Hz) [Hz]	Linear	C Weighting		A Weighting	
	Response Lin.	Frequency [Hz]	Response [dB]	Frequency [Hz]	Response [dB]
10.00	-1.94	10.00	-16.29	10.00	-67.28
12.59	-1.32	12.59	-12.59	12.59	-62.87
15.85	-0.91	15.85	-9.45	15.85	-57.23
19.95	-0.62	19.95	-6.87	19.95	-51.10
25.12	-0.42	25.12	-4.84	25.12	-45.22
31.62	-0.27	31.62	-3.30	31.62	-39.83
39.81	-0.16	39.81	-2.19	39.81	-34.86
50.12	-0.08	50.12	-1.40	50.12	-30.42
63.10	-0.02	63.10	-0.87	63.10	-26.33
79.43	0.03	79.43	-0.50	79.43	-22.60
100.00	0.07	100.00	-0.26	100.00	-19.20
125.89	0.11	125.89	-0.09	125.89	-16.12
158.49	0.14	158.49	0.02	158.49	-13.35
199.53	0.16	199.53	0.10	199.53	-10.84
251.19	0.18	251.19	0.15	251.19	-8.58
316.23	0.19	316.23	0.18	316.23	-6.55
398.11	0.19	398.11	0.19	398.11	-4.73
501.19	0.18	501.19	0.18	501.19	-3.16
630.96	0.15	630.96	0.15	630.96	-1.84
794.33	0.09	794.33	0.10	794.33	-0.78
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.12	1258.93	-0.15	1258.93	0.53
1584.89	-0.33	1584.89	-0.37	1584.89	0.84
1995.26	-0.63	1995.26	-0.69	1995.26	0.96
2511.89	-1.04	2511.89	-1.08	2511.89	0.94
3162.28	-1.50	3162.28	-1.64	3162.28	0.80
3981.07	-1.69	3981.07	-2.35	3981.07	0.58
5011.87	-2.50	5011.87	-3.33	5011.87	0.21
6309.57	-2.97	6309.57	-4.71	6309.57	-0.35
7943.28	-4.18	7943.28	-6.31	7943.28	-1.11
10000.00	-4.88	10000.00	-8.55	10000.00	-2.26
12589.25	-5.50	12589.25	-11.44	12589.25	-4.00
15848.93	-6.93	15848.93	-15.91	15848.93	-6.84
19952.62	-8.24	19952.62	-22.02	19952.62	-8.42

Instruments used for calibration:	Date of Cal.	Traceability No.	Cal. Due Date
HP 34401A S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær 4226 S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520911
 S/N: 11758
 S/N: 21286

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL		93.5	94.5	La	93.8	
			93.5	94.5	Lc	93.9	
			93.5	94.5	Lp	93.9	
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	93.9	
			103.5	104.5	104dB	103.9	
			113.5	114.5	114dB	113.9	
		30 -120dB	93.5	94.5	94dB	93.9	
			103.5	104.5	104dB	103.9	
			113.5	114.5	114dB	113.9	
		20 -110dB	93.5	94.5	94dB	93.9	
	103.5	104.5	104dB	103.9			
	20 -100dB	93.5	94.5	94dB	93.9		
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
	20 -80dB	77.49	78.5		78.0		
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
			49.5	50.5		50.0	
	39.5	40.5		40.0			
,8	LP L EQ. L E L MAX L MIN Pause / Cont. Start / Stop		93.5	94.5		93.8	
			93.5	94.5		93.8	
			103.4	104.4		104.0	
			93.5	94.5		93.9	
			93.5	94.5		93.8	
						Pass	
						Pass	

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520911
 S/N: 11758
 S/N: 21286

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	87.3		
		83.7	92.7	12.5kHz	90.3		
		89.9	94.4	8kHz	92.6		
		94.0	96.0	4kHz	94.1		
		94.2	96.2	2kHz	94.7		
		93.0	95.0	1kHz	93.8		
		89.8	91.8	500Hz	90.8		
		84.4	86.4	250Hz	85.5		
		76.9	78.9	125Hz	77.8		
		66.8	68.8	63Hz	68.1		
		53.1	56.1	31.5Hz	54.8		
		C Weighting	0.0	88.5	16kHz	86.2	
			81.8	90.8	12.5kHz	88.8	
			88.0	92.5	8kHz	91.0	
	92.2		94.2	4kHz	92.5		
	92.8		94.8	2kHz	93.5		
	93.0		95.0	1kHz	93.9		
	93.0		95.0	500Hz	94.1		
	93.0		95.0	250Hz	94.2		
	92.8		94.8	125Hz	93.8		
	92.2		94.2	63Hz	93.5		
	89.5		92.5	31.5Hz	91.2		
	Lin		0.0	97.0	16kHz	95.2	
			88.0	97.0	12.5kHz	95.1	
			91.0	95.5	8kHz	93.8	
		93.0	95.0	4kHz	93.3		
		93.0	95.0	2kHz	93.6		
		93.0	95.0	1kHz	93.9		
		93.0	95.0	500Hz	94.1		
		93.0	95.0	250Hz	94.2		
93.0		95.0	125Hz	94.2			
93.0		95.0	63Hz	94.2			
92.5		95.5	31.5Hz	94.1			
,5		Inherent noise level				10.0	
					12.8		
					16.4		
,6	Crest Factor	89.5	90.5	Fast	90.1		
		89.5	90.5	Slow	90.0		
,7	Time Constant	88.0	89.5	Fast	88.7		
		84.0	88.0	Slow	85.7		

,8

1/3 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
20	90.5	94.0	90.2	
25	90.5	94.1	90.2	
31.5	90.5	94.0	90.3	
40	90.5	94.0	90.7	
50	90.5	94.1	90.2	
63	90.5	94.1	90.3	
80	90.4	94.1	90.3	
100	90.4	94.1	90.0	
125	90.6	94.0	90.2	
160	90.5	94.1	90.2	
200	90.5	94.1	90.1	
250	90.5	94.0	90.2	
315	90.5	94.0	90.3	
400	90.4	94.0	90.1	
500	90.4	94.0	90.3	
630	90.4	94.0	90.2	
800	90.4	94.0	90.1	
1K	90.4	94.0	90.0	
1.25K	90.5	93.9	90.0	
1.6K	90.4	93.9	89.9	
2K	90.3	93.8	89.9	
2.5k	90.2	93.7	89.9	
3.15k	90.1	93.7	89.9	
4k	90.0	93.7	89.9	
5k	90.1	93.7	90.0	
6.3k	90.1	93.8	90.0	
8k	90.2	93.9	90.2	
10k	90.4	94.1	90.2	
12.5k	90.7	94.1	89.9	
16k	90.3	94.0	88.4	
20k	90.2	94.2	88.4	

,9

1/1 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
31.5	90.9	94.0	90.7	
63	90.9	94.0	90.8	
125	90.8	94.1	90.8	
250	90.8	94.0	90.8	
500	90.9	94.0	90.8	
1K	90.8	94.0	90.7	
2K	90.7	93.8	90.5	
4k	90.6	93.7	90.6	
8k	90.5	93.9	90.9	
16k	90.0	94.1	90.2	

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

MICROPHONE

Manufactured by: RION
Model No: UC-59
Serial No: 21286
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -7

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.



REPORT OF CALIBRATION

Rion Microphone for Model No.: UC-59 Serial No.: 21286

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-27.54 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
41.96 mV/Pascal		Report Number: 34381 -7	
1.54 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

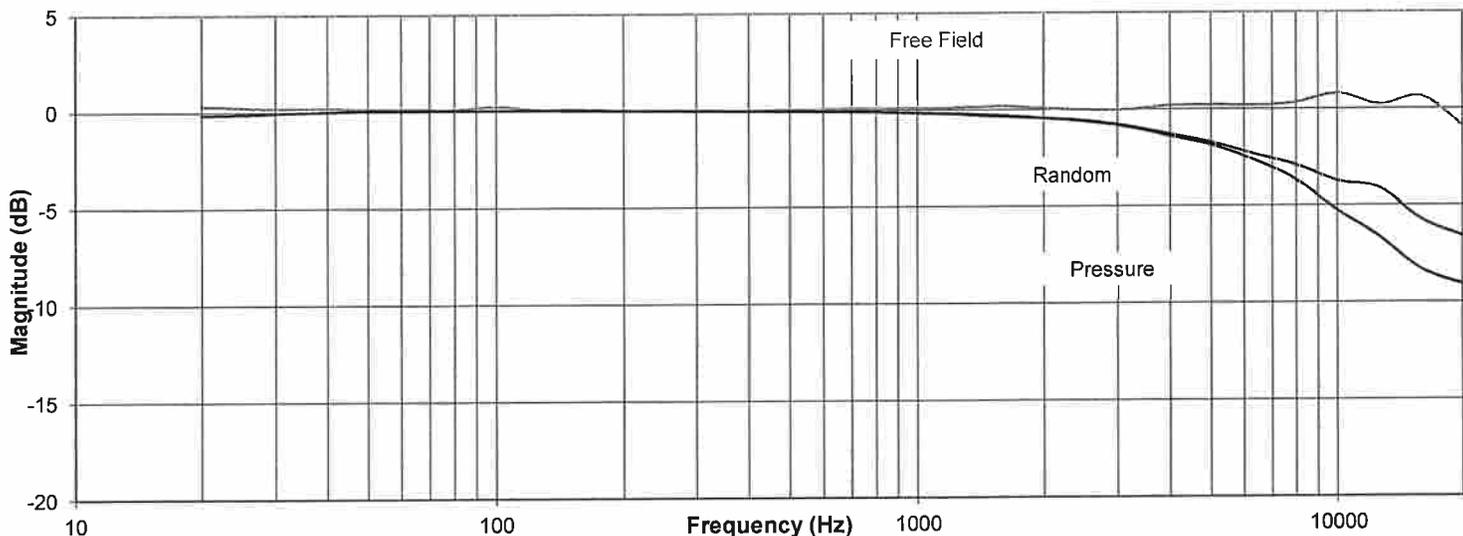
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704

The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.

The pressure response recorded with electroacoustic method.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION
 Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Calibrated on WCCL system type 9700

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Measurements performed by:

James Zhu

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

Rion Microphone
 Company: Skelly & Loy, Inc.

for
 Model No.: UC-59

Serial No.: 21286
 I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	-0.16	0.30	-0.16
25.12	-0.12	0.22	-0.12
31.62	-0.04	0.17	-0.04
39.81	0.01	0.17	0.01
50.12	0.05	0.12	0.05
63.10	0.06	0.13	0.06
79.43	0.05	0.10	0.05
100.00	0.05	0.24	0.05
125.89	0.04	0.06	0.04
158.49	0.03	0.11	0.03
199.53	0.02	0.02	0.02
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.03	-0.01	-0.03
501.19	-0.05	0.03	-0.05
630.96	-0.07	0.06	-0.07
794.33	-0.11	0.09	-0.11
1000.00	-0.15	0.09	-0.17
1258.93	-0.21	0.10	-0.24
1584.89	-0.30	0.16	-0.35
1995.26	-0.44	0.06	-0.45
2511.89	-0.61	-0.03	-0.58
3162.28	-0.90	-0.03	-0.87
3981.07	-1.38	0.17	-1.29
5011.87	-1.87	0.20	-1.73
6309.57	-2.64	0.17	-2.32
7943.28	-3.64	0.30	-2.89
10000.00	-5.26	0.76	-3.73
12589.25	-6.61	0.20	-4.11
15848.93	-8.30	0.61	-5.71
19952.62	-9.07	-0.91	-6.59

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
 20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:	Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær 4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær 3560 S/N 2241893	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US370447	26-Jun-2023	,682636	26-Jun-2024
HP 34401A S/N US360942	26-Jun-2023	,682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.
Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 00520912
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -2

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564

ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520912
ID No.: XXXX

Calibration results:

Before data: After data:

Before & after data same: ...X...

Reading with mic.: Pass
Level Accuracy: Pass
Attenuator accuracy: Pass
Meter linearity: Pass
Frequency Response: Pass
Frequency Response w/ Mic.: Pass
Inherent noise level: Pass
Crest Factor: Pass
Time Constant: Pass
Functions: Pass
All tests: Pass

Ambient Temperature: 20.5 °C
Ambient Humidity: 36.8 % RH
Ambient Pressure: 99.754 kPa
Calibration Date: 21-Aug-2023
Calibration Due: 21-Aug-2024
Report Number: 34381 -2
Control Number: 34381

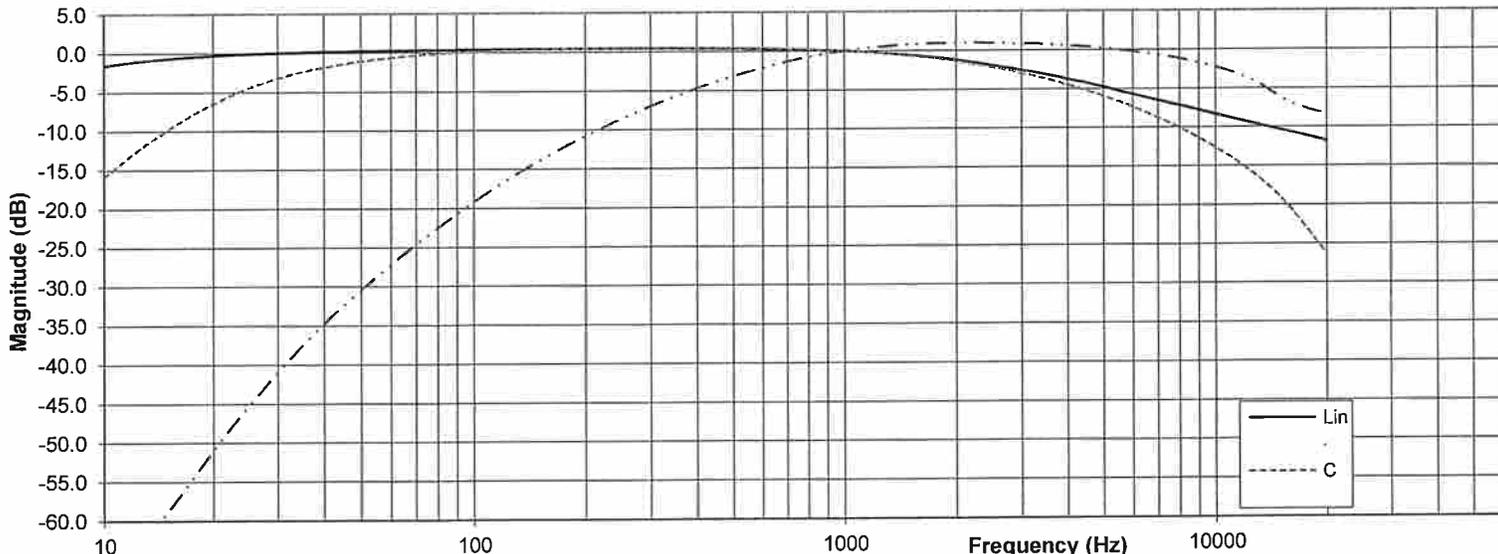
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Sound Level Meter
 Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520912

Frequency Response (Reference = 0 dB @ 1000Hz)

Freq. (Hz) [Hz]	Linear	C Weighting		A Weighting	
	Response Lin.	Frequency [Hz]	Response [dB]	Frequency [Hz]	Response [dB]
10.00	-1.58	10.00	-15.91	10.00	-67.25
12.59	-0.97	12.59	-12.22	12.59	-62.86
15.85	-0.56	15.85	-9.09	15.85	-57.22
19.95	-0.28	19.95	-6.51	19.95	-51.08
25.12	-0.08	25.12	-4.48	25.12	-45.20
31.62	0.06	31.62	-2.95	31.62	-39.82
39.81	0.16	39.81	-1.84	39.81	-34.85
50.12	0.24	50.12	-1.06	50.12	-30.41
63.10	0.30	63.10	-0.52	63.10	-26.32
79.43	0.34	79.43	-0.16	79.43	-22.59
100.00	0.38	100.00	0.08	100.00	-19.20
125.89	0.41	125.89	0.25	125.89	-16.12
158.49	0.44	158.49	0.35	158.49	-13.34
199.53	0.45	199.53	0.42	199.53	-10.84
251.19	0.46	251.19	0.46	251.19	-8.58
316.23	0.45	316.23	0.48	316.23	-6.54
398.11	0.43	398.11	0.47	398.11	-4.74
501.19	0.39	501.19	0.43	501.19	-3.16
630.96	0.31	630.96	0.35	630.96	-1.84
794.33	0.19	794.33	0.21	794.33	-0.78
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.29	1258.93	-0.32	1258.93	0.53
1584.89	-0.69	1584.89	-0.76	1584.89	0.84
1995.26	-1.23	1995.26	-1.38	1995.26	0.96
2511.89	-1.91	2511.89	-2.20	2511.89	0.93
3162.28	-2.74	3162.28	-3.21	3162.28	0.80
3981.07	-3.68	3981.07	-4.46	3981.07	0.58
5011.87	-4.76	5011.87	-5.96	5011.87	0.21
6309.57	-5.96	6309.57	-7.81	6309.57	-0.35
7943.28	-7.13	7943.28	-10.00	7943.28	-1.11
10000.00	-8.35	10000.00	-12.66	10000.00	-2.26
12589.25	-9.53	12589.25	-15.90	12589.25	-4.00
15848.93	-10.61	15848.93	-20.28	15848.93	-6.84
19952.62	-11.81	19952.62	-26.36	19952.62	-8.42

Instruments used for calibration:	Date of Cal.	Traceability No.	Cal. Due Date
HP 34401A S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær 4226 S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520912
 S/N: 11759
 S/N: 21292

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL	93.5	94.5	La	93.9		
		93.5	94.5	Lc	93.9		
		93.5	94.5	Lp	94.0		
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	113.9	
		30 -120dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	113.9	
		20 -110dB	93.5	94.5	94dB	94.0	
	103.5	104.5	104dB	104.0			
	20 -100dB	93.5	94.5	94dB	94.0		
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
	20 -80dB	77.49	78.5		78.0		
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
			49.5	50.5		50.0	
	39.5	40.5		40.0			
,8	LP L _{EQ} L _E L _{MAX} L _{MIN} Pause / Cont. Start / Stop	93.5	94.5		93.9		
		93.5	94.5		93.9		
		103.4	104.4		104.0		
		93.5	94.5		94.0		
		93.5	94.5		93.9		
					Pass		
					Pass		

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520912
 S/N: 11759
 S/N: 21292

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	87.2		
		83.7	92.7	12.5kHz	90.4		
		89.9	94.4	8kHz	92.8		
		94.0	96.0	4kHz	94.3		
		94.2	96.2	2kHz	94.8		
		93.0	95.0	1kHz	93.8		
		89.8	91.8	500Hz	90.8		
		84.4	86.4	250Hz	85.5		
		76.9	78.9	125Hz	78.0		
		66.8	68.8	63Hz	67.9		
		53.1	56.1	31.5Hz	55.7		
		C Weighting	0.0	88.5	16kHz	88.0	
			81.8	90.8	12.5kHz	90.2	
			88.0	92.5	8kHz	92.1	
			92.2	94.2	4kHz	93.0	
	92.8		94.8	2kHz	93.7		
	93.0		95.0	1kHz	93.9		
	93.0		95.0	500Hz	94.3		
	93.0		95.0	250Hz	94.4		
	92.8		94.8	125Hz	93.8		
	92.2		94.2	63Hz	93.7		
	89.5		92.5	31.5Hz	91.5		
	Lin		0.0	97.0	16kHz	95.2	
			88.0	97.0	12.5kHz	95.1	
			91.0	95.5	8kHz	93.9	
			93.0	95.0	4kHz	93.5	
		93.0	95.0	2kHz	93.9		
		93.0	95.0	1kHz	94.0		
		93.0	95.0	500Hz	94.2		
		93.0	95.0	250Hz	94.2		
93.0		95.0	125Hz	94.1			
93.0		95.0	63Hz	94.2			
92.5	95.5	31.5Hz	94.1				
,5	Inherent noise level				10.3		
					12.5		
					17.5		
,6	Crest Factor	89.5	90.5	Fast	90.3		
		89.5	90.5	Slow	90.0		
,7	Time Constant	88.0	89.5	Fast	89.2		
		84.0	88.0	Slow	86.6		

,8

1/3 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
20	90.6	94.0	90.1	
25	90.6	94.0	90.2	
31.5	90.5	94.0	90.3	
40	90.5	94.0	90.7	
50	90.5	94.1	90.2	
63	90.5	94.1	90.3	
80	90.4	94.1	90.3	
100	90.4	94.1	90.0	
125	90.6	94.0	90.2	
160	90.5	94.1	90.2	
200	90.5	94.1	90.1	
250	90.5	94.0	90.2	
315	90.5	94.0	90.3	
400	90.4	94.0	90.1	
500	90.4	94.0	90.3	
630	90.4	94.0	90.2	
800	90.4	94.0	90.1	
1K	90.4	94.0	90.0	
1.25K	90.5	93.9	90.0	
1.6K	90.4	93.9	90.0	
2K	90.3	93.9	90.0	
2.5k	90.2	93.9	89.9	
3.15k	90.1	93.7	89.9	
4k	90.0	93.7	89.9	
5k	90.1	93.9	90.0	
6.3k	90.1	93.8	90.0	
8k	90.2	93.9	90.2	
10k	90.4	94.1	90.2	
12.5k	90.7	94.0	89.9	
16k	90.3	94.0	88.4	
20k	90.2	94.1	88.4	

,9

1/1 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
31.5	91.0	94.0	90.7	
63	90.9	94.0	90.8	
125	90.8	94.1	90.8	
250	90.8	94.0	90.8	
500	90.9	94.0	90.8	
1K	90.9	94.0	90.7	
2K	90.7	93.9	90.5	
4k	90.6	93.7	90.6	
8k	90.5	93.9	90.7	
16k	90.3	94.0	90.2	

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

MICROPHONE

Manufactured by: RION
Model No: UC-59
Serial No: 21292
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -8

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

Rion Microphone for Model No.: UC-59 Serial No.: 21292

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-27.80 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
40.73 mV/Pascal		Report Number: 34381 -8	
1.80 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

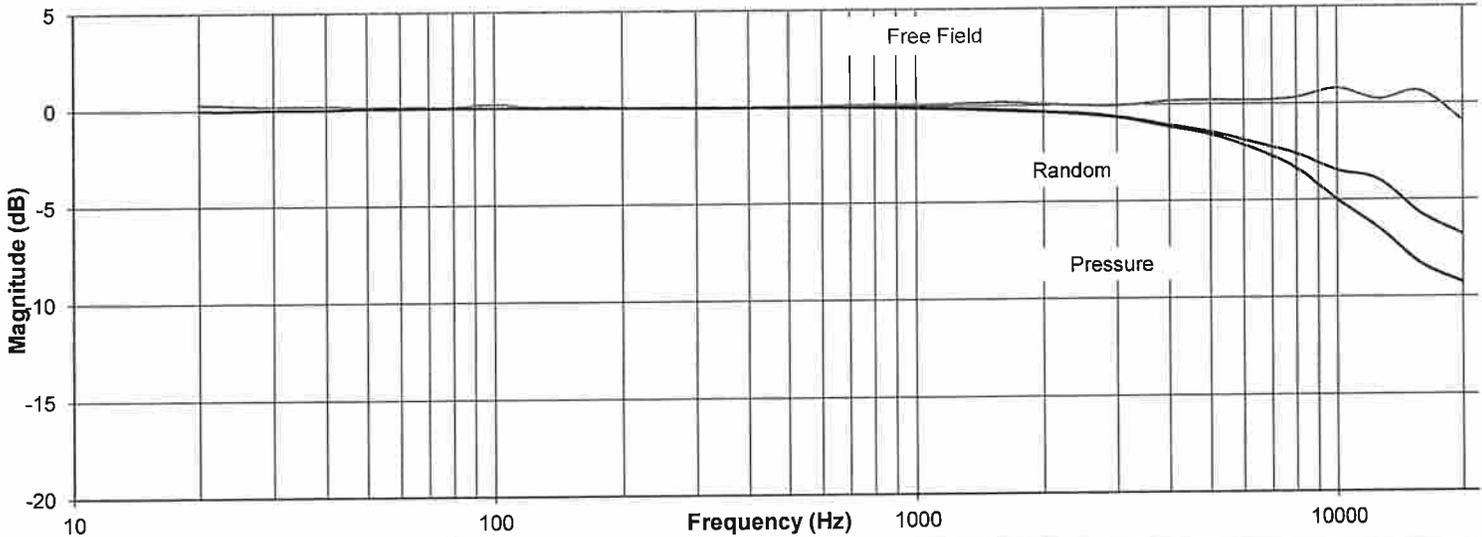
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704

The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.

The pressure response recorded with electroacoustic method.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Microphone
 Company: Skelly & Loy, Inc.

Model No.: UC-59

Serial No.: 21292
 I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	-0.02	0.30	-0.02
25.12	-0.03	0.22	-0.03
31.62	0.01	0.17	0.01
39.81	0.00	0.17	0.00
50.12	0.06	0.12	0.06
63.10	0.06	0.13	0.06
79.43	0.05	0.10	0.05
100.00	0.04	0.24	0.04
125.89	0.03	0.06	0.03
158.49	0.02	0.11	0.02
199.53	0.01	0.02	0.01
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.02	-0.01	-0.02
501.19	-0.03	0.03	-0.03
630.96	-0.04	0.06	-0.04
794.33	-0.06	0.09	-0.06
1000.00	-0.10	0.09	-0.12
1258.93	-0.14	0.10	-0.17
1584.89	-0.21	0.16	-0.26
1995.26	-0.34	0.06	-0.34
2511.89	-0.47	-0.03	-0.44
3162.28	-0.71	-0.03	-0.68
3981.07	-1.15	0.17	-1.06
5011.87	-1.59	0.20	-1.45
6309.57	-2.32	0.17	-2.00
7943.28	-3.32	0.30	-2.57
10000.00	-5.00	0.76	-3.47
12589.25	-6.46	0.20	-3.96
15848.93	-8.29	0.61	-5.71
19952.62	-9.27	-0.91	-6.79

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
 20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:	Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær 4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær 3560 S/N 2241893	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US370447	26-Jun-2023	,682636	26-Jun-2024
HP 34401A S/N US360942	26-Jun-2023	,682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 01010801
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NC SL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -3

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 01010801
ID No.: XXXX

Calibration results:

Before data: After data:

Before & after data same: ...X...

Reading with mic.: Pass
Level Accuracy: Pass
Attenuator accuracy: Pass
Meter linearity: Pass
Frequency Response: Pass
Frequency Response w/ Mic.: Pass
Inherent noise level: Pass
Crest Factor: Pass
Time Constant: Pass
Functions: Pass
All tests: Pass

Ambient Temperature: 20.5 °C
Ambient Humidity: 36.8 % RH
Ambient Pressure: 99.754 kPa
Calibration Date: 21-Aug-2023
Calibration Due: 21-Aug-2024
Report Number: 34381 -3
Control Number: 34381

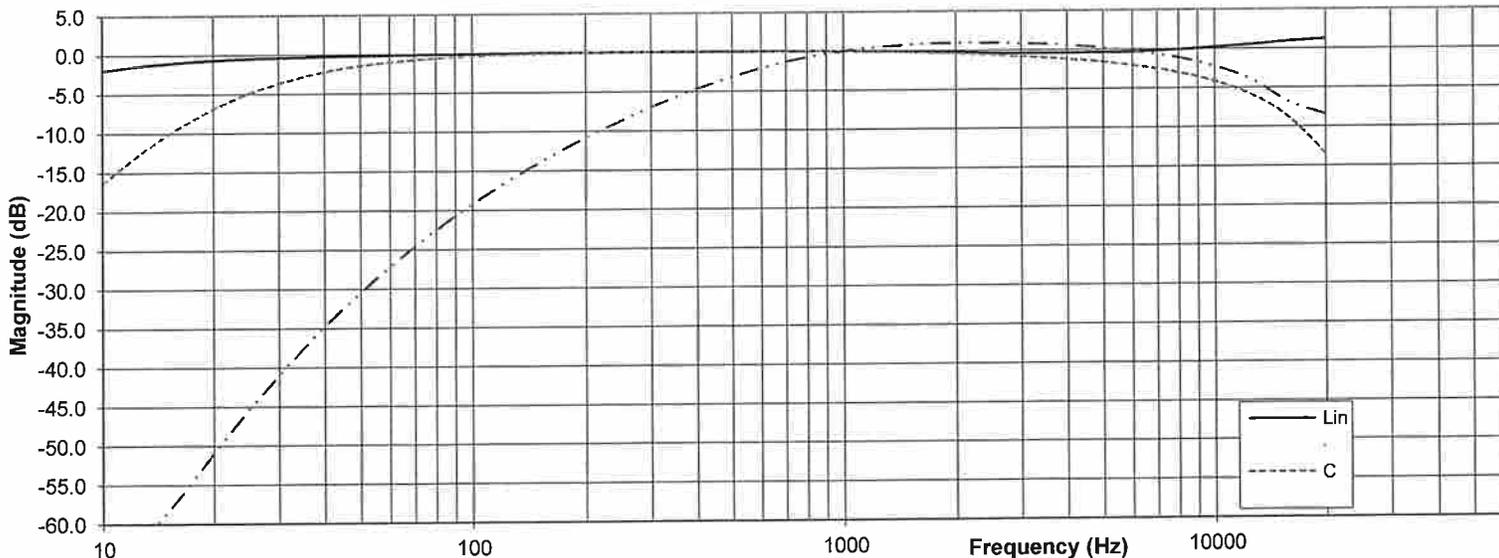
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu
James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Model No.: NL-52

Serial No.: 01010801

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Frequency Response (Reference = 0 dB @ 1000Hz)

Freq. (Hz) [Hz]	Linear	C Weighting		A Weighting	
	Response Lin.	Frequency [Hz]	Response [dB]	Frequency [Hz]	Response [dB]
10.00	-1.98	10.00	-16.32	10.00	-66.34
12.59	-1.38	12.59	-12.63	12.59	-62.39
15.85	-0.97	15.85	-9.50	15.85	-57.07
19.95	-0.69	19.95	-6.93	19.95	-51.04
25.12	-0.50	25.12	-4.90	25.12	-45.19
31.62	-0.36	31.62	-3.37	31.62	-39.81
39.81	-0.26	39.81	-2.26	39.81	-34.82
50.12	-0.19	50.12	-1.48	50.12	-30.40
63.10	-0.13	63.10	-0.95	63.10	-26.32
79.43	-0.08	79.43	-0.59	79.43	-22.59
100.00	-0.04	100.00	-0.34	100.00	-19.19
125.89	-0.01	125.89	-0.18	125.89	-16.12
158.49	0.02	158.49	-0.07	158.49	-13.34
199.53	0.04	199.53	0.01	199.53	-10.84
251.19	0.06	251.19	0.06	251.19	-8.58
316.23	0.07	316.23	0.09	316.23	-6.54
398.11	0.08	398.11	0.11	398.11	-4.73
501.19	0.08	501.19	0.11	501.19	-3.16
630.96	0.07	630.96	0.09	630.96	-1.84
794.33	0.04	794.33	0.06	794.33	-0.78
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.06	1258.93	-0.09	1258.93	0.53
1584.89	-0.15	1584.89	-0.23	1584.89	0.84
1995.26	-0.25	1995.26	-0.41	1995.26	0.96
2511.89	-0.35	2511.89	-0.64	2511.89	0.94
3162.28	-0.42	3162.28	-0.90	3162.28	0.80
3981.07	-0.42	3981.07	-1.21	3981.07	0.58
5011.87	-0.39	5011.87	-1.63	5011.87	0.21
6309.57	-0.30	6309.57	-2.23	6309.57	-0.35
7943.28	-0.09	7943.28	-3.01	7943.28	-1.11
10000.00	0.19	10000.00	-4.18	10000.00	-2.26
12589.25	0.54	12589.25	-5.92	12589.25	-4.00
15848.93	0.94	15848.93	-8.77	15848.93	-6.84
19952.62	1.21	19952.62	-13.45	19952.62	-8.42

Instruments used for calibration:	Date of Cal.	Traceability No.	Cal. Due Date
HP 34401A S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær 4226 S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 01010801
 S/N: 11449
 S/N: 20433

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL	93.5	94.5	La	93.8		
		93.5	94.5	Lc	93.8		
		93.5	94.5	Lp	93.8		
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	93.8	
			103.5	104.5	104dB	103.8	
			113.5	114.5	114dB	113.8	
		30 -120dB	93.5	94.5	94dB	93.8	
			103.5	104.5	104dB	103.8	
			113.5	114.5	114dB	113.8	
		20 -110dB	93.5	94.5	94dB	93.8	
			103.5	104.5	104dB	103.8	
	93.5	94.5	94dB	93.8			
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
	20 -80dB	77.49	78.5		78.0		
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
			49.5	50.5		50.0	
	39.5	40.5		40.0			
,8	L _P L _{EQ} L _E L _{MAX} L _{MIN} Pause / Cont. Start / Stop	93.5	94.5		93.8		
		93.5	94.5		93.8		
		103.4	104.4		103.7		
		93.5	94.5		93.8		
		93.5	94.5		93.7		
					Pass		
					Pass		

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 01010801
 S/N: 11449
 S/N: 20433

Company: Skelly & Loy, Inc.

Test	Function	Tolerance		Measured values		
		Min.	Max.	Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	85.4	
		83.7	92.7	12.5kHz	89.0	
		89.9	94.4	8kHz	92.3	
		94.0	96.0	4kHz	94.2	
		94.2	96.2	2kHz	94.7	
		93.0	95.0	1kHz	93.8	
		89.8	91.8	500Hz	90.7	
		84.4	86.4	250Hz	85.4	
		76.9	78.9	125Hz	77.9	
		66.8	68.8	63Hz	67.9	
		53.1	56.1	31.5Hz	55.4	
		C Weighting	0.0	88.5	16kHz	83.5
	81.8		90.8	12.5kHz	87.0	
	88.0		92.5	8kHz	90.4	
	92.2		94.2	4kHz	92.5	
	92.8		94.8	2kHz	93.3	
	93.0		95.0	1kHz	93.8	
	93.0		95.0	500Hz	93.9	
	93.0		95.0	250Hz	94.0	
	92.8		94.8	125Hz	93.8	
	92.2		94.2	63Hz	93.3	
	89.5		92.5	31.5Hz	90.9	
	Lin		0.0	97.0	16kHz	93.1
		88.0	97.0	12.5kHz	93.5	
		91.0	95.5	8kHz	93.3	
		93.0	95.0	4kHz	93.2	
		93.0	95.0	2kHz	93.5	
		93.0	95.0	1kHz	93.8	
		93.0	95.0	500Hz	93.9	
		93.0	95.0	250Hz	94.0	
93.0		95.0	125Hz	94.0		
93.0		95.0	63Hz	94.1		
92.5		95.5	31.5Hz	93.9		
,5		Inherent noise level				9.1
					11.6	
					16.8	
,6	Crest Factor	89.5	90.5	Fast	90.1	
		89.5	90.5	Slow	90.0	
,7	Time Constant	88.0	89.5	Fast	88.9	
		84.0	88.0	Slow	87.6	

,8

1/3 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
20	90.7	94.0	90.0	
25	90.6	94.1	90.2	
31.5	90.5	94.0	90.3	
40	90.5	94.0	90.7	
50	90.5	94.0	90.2	
63	90.5	94.0	90.3	
80	90.4	94.0	90.3	
100	90.4	94.1	90.0	
125	90.6	94.0	90.2	
160	90.5	94.1	90.2	
200	90.5	94.0	90.1	
250	90.5	94.0	90.2	
315	90.5	94.0	90.3	
400	90.4	94.0	90.1	
500	90.4	94.0	90.3	
630	90.4	94.0	90.2	
800	90.4	94.0	90.1	
1K	90.4	94.0	90.0	
1.25K	90.5	94.0	90.0	
1.6K	90.4	93.9	89.9	
2K	90.3	93.8	89.9	
2.5k	90.2	93.8	89.9	
3.15k	90.1	93.8	89.9	
4k	90.0	93.8	89.9	
5k	90.1	93.8	90.0	
6.3k	90.1	93.8	90.0	
8k	90.2	93.9	90.2	
10k	90.3	94.0	90.2	
12.5k	90.6	94.1	89.9	
16k	90.3	94.0	88.7	
20k	90.2	94.0	88.4	

,9

1/1 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
31.5	90.9	94.0	90.7	
63	90.9	94.0	90.8	
125	90.8	94.1	90.6	
250	90.8	94.0	90.6	
500	90.9	94.0	90.6	
1K	90.8	94.0	90.6	
2K	90.7	94.0	90.5	
4k	90.6	93.8	90.6	
8k	90.5	93.9	90.9	
16k	90.2	94.1	90.2	

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.
Certificate of Calibration

for

MICROPHONE

Manufactured by: **RION**
Model No: **UC-59**
Serial No: **20433**
Calibration Recall No: **34381**

Submitted By:

Customer: **ALAN J. DUNAY**
Company: **SKELLY & LOY, INC.**
Address: **449 EISENHOWER BLVD., STE. 300**
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. **UC-59 RION**

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NC SL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: **21-Aug-23**
Certificate Issue Date: **22-Aug-23**
Certificate No: **34381 -9**

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:


James Zhu

Quality Manager

ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

West Caldwell Calibration Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.



REPORT OF CALIBRATION

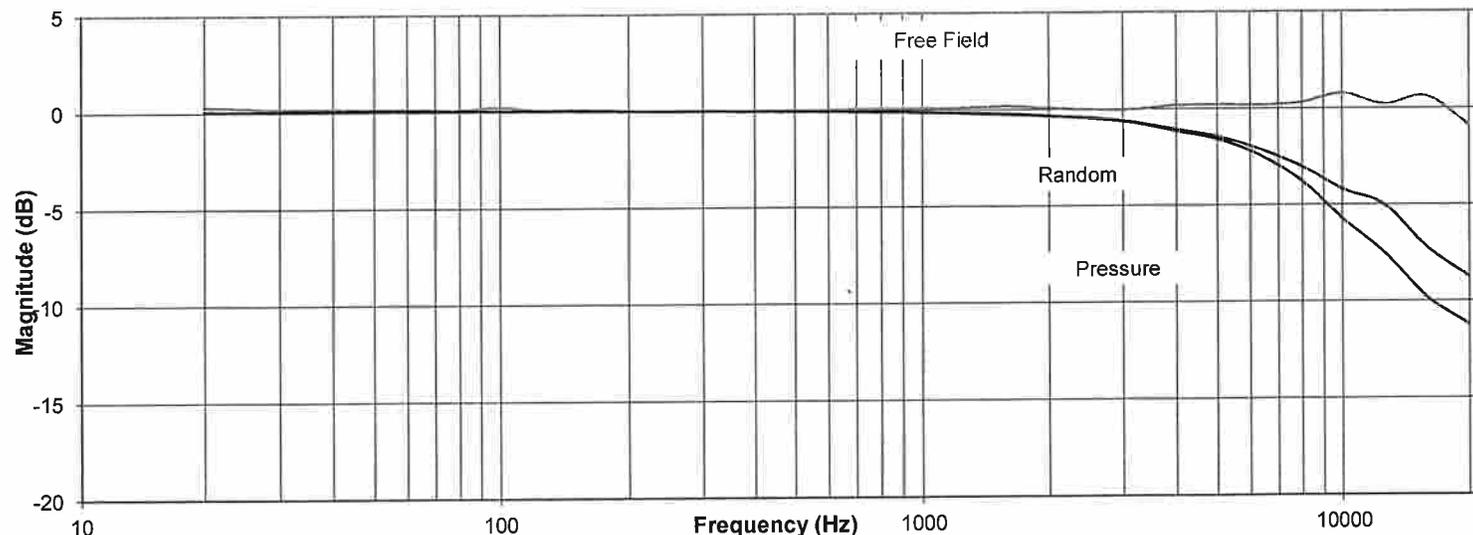
Rion Microphone for Model No.: UC-59 Serial No.: 20433

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-26.71 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
46.17 mV/Pascal		Report Number: 34381 -9	
0.71 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

The above listed instrument meets or exceeds the tested manufacturer's specifications.
 This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704
 The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.
 The pressure response recorded with electroacoustic method.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION
 Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NC SL Z540-1, ISO 9001, and ISO 17025.

Calibrated on WCCL system type 9700

Measurements performed by: 
James Zhu

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Microphone
 Company: Skelly & Loy, Inc.

Model No.: UC-59

Serial No.: 20433
 I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	0.07	0.30	0.07
25.12	0.06	0.22	0.06
31.62	0.07	0.17	0.07
39.81	0.07	0.17	0.07
50.12	0.11	0.12	0.11
63.10	0.09	0.13	0.09
79.43	0.07	0.10	0.07
100.00	0.07	0.24	0.07
125.89	0.05	0.06	0.05
158.49	0.03	0.11	0.03
199.53	0.02	0.02	0.02
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.03	-0.01	-0.03
501.19	-0.04	0.03	-0.04
630.96	-0.05	0.06	-0.05
794.33	-0.08	0.09	-0.08
1000.00	-0.12	0.09	-0.14
1258.93	-0.15	0.10	-0.19
1584.89	-0.22	0.16	-0.27
1995.26	-0.34	0.06	-0.34
2511.89	-0.47	-0.03	-0.43
3162.28	-0.70	-0.03	-0.67
3981.07	-1.14	0.17	-1.05
5011.87	-1.59	0.20	-1.45
6309.57	-2.43	0.17	-2.11
7943.28	-3.76	0.30	-3.01
10000.00	-5.73	0.76	-4.20
12589.25	-7.50	0.20	-4.99
15848.93	-9.78	0.61	-7.20
19952.62	-11.23	-0.91	-8.75

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
 20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:	Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær 4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær 3560 S/N 2241893	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US370447	26-Jun-2023	,682636	26-Jun-2024
HP 34401A S/N US360942	26-Jun-2023	,682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 01010837
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -4

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 01010837
ID No.: XXXX

Calibration results:

Before data: After data:

Before & after data same: ...X...

- Reading with mic.: Pass
- Level Accuracy: Pass
- Attenuator accuracy: Pass
- Meter linearity: Pass
- Frequency Response: Pass
- Frequency Response w/ Mic.: Pass
- Inherent noise level: Pass
- Crest Factor: Pass
- Time Constant: Pass
- Functions: Pass
- All tests: Pass

Ambient Temperature: 20.5 °C
 Ambient Humidity: 36.8 % RH
 Ambient Pressure: 99.754 kPa
 Calibration Date: 21-Aug-2023
 Calibration Due: 21-Aug-2024
 Report Number: 34381 -4
 Control Number: 34381

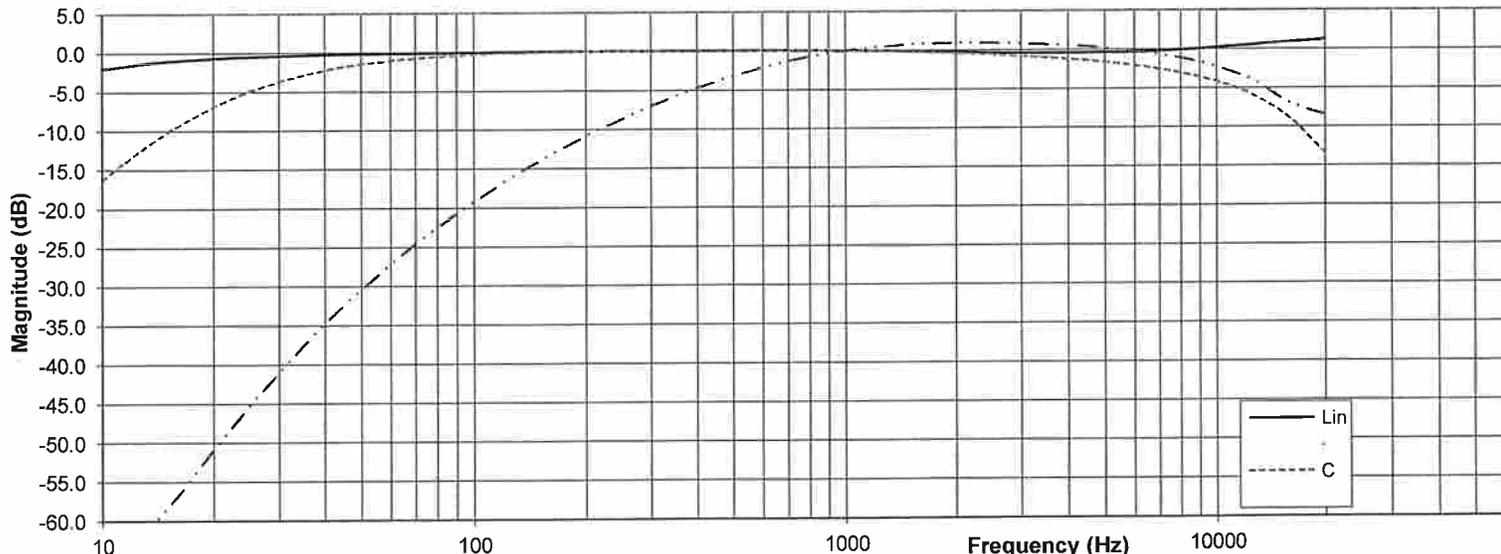
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu

Calibrated on WCCL system type 9700

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

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West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

for
Model No.: NL-52

Serial No.: 01010837

Frequency Response (Reference = 0 dB @ 1000Hz)

Linear		C Weighting		A Weighting	
Freq. (Hz)	Response	Frequency	Response	Frequency	Response
[Hz]	Lin.	[Hz]	[dB]	[Hz]	[dB]
10.00	-1.98	10.00	-16.32	10.00	-66.22
12.59	-1.38	12.59	-12.63	12.59	-62.33
15.85	-0.97	15.85	-9.50	15.85	-57.05
19.95	-0.69	19.95	-6.93	19.95	-51.03
25.12	-0.49	25.12	-4.90	25.12	-45.18
31.62	-0.36	31.62	-3.36	31.62	-39.80
39.81	-0.26	39.81	-2.26	39.81	-34.81
50.12	-0.18	50.12	-1.48	50.12	-30.39
63.10	-0.12	63.10	-0.94	63.10	-26.31
79.43	-0.08	79.43	-0.58	79.43	-22.59
100.00	-0.04	100.00	-0.34	100.00	-19.19
125.89	-0.01	125.89	-0.18	125.89	-16.11
158.49	0.02	158.49	-0.07	158.49	-13.34
199.53	0.04	199.53	0.01	199.53	-10.84
251.19	0.06	251.19	0.06	251.19	-8.58
316.23	0.07	316.23	0.09	316.23	-6.54
398.11	0.08	398.11	0.11	398.11	-4.73
501.19	0.08	501.19	0.11	501.19	-3.15
630.96	0.07	630.96	0.10	630.96	-1.84
794.33	0.04	794.33	0.06	794.33	-0.78
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.06	1258.93	-0.09	1258.93	0.53
1584.89	-0.15	1584.89	-0.23	1584.89	0.84
1995.26	-0.25	1995.26	-0.41	1995.26	0.96
2511.89	-0.35	2511.89	-0.64	2511.89	0.93
3162.28	-0.42	3162.28	-0.91	3162.28	0.80
3981.07	-0.42	3981.07	-1.21	3981.07	0.58
5011.87	-0.39	5011.87	-1.64	5011.87	0.21
6309.57	-0.31	6309.57	-2.23	6309.57	-0.35
7943.28	-0.09	7943.28	-3.01	7943.28	-1.11
10000.00	0.18	10000.00	-4.18	10000.00	-2.26
12589.25	0.53	12589.25	-5.92	12589.25	-4.00
15848.93	0.94	15848.93	-8.77	15848.93	-6.84
19952.62	1.20	19952.62	-13.45	19952.62	-8.42

Instruments used for calibration:			Date of Cal.	Traceability No.	Cal. Due Date
HP	34401A	S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP	33120A	S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær	4226	S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 01010837
 S/N: 11485
 S/N: 21245

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL	93.5	94.5	La	93.8		
		93.5	94.5	Lc	93.8		
		93.5	94.5	Lp	93.9		
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	93.9	
			103.5	104.5	104dB	103.9	
			113.5	114.5	114dB	113.8	
		30 -120dB	93.5	94.5	94dB	93.9	
			103.5	104.5	104dB	103.9	
			113.5	114.5	114dB	113.8	
	20 -110dB	93.5	94.5	94dB	93.9		
		103.5	104.5	104dB	103.9		
	20 -100dB	93.5	94.5	94dB	93.9		
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
	20 -80dB	77.49	78.5		78.0		
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
	49.5	50.5		50.0			
	39.5	40.5		40.0			
,8	LP L EQ. L E L MAX L MIN Pause / Cont. Start / Stop	93.5	94.5		93.8		
		93.5	94.5		93.8		
		103.4	104.4		103.8		
		93.5	94.5		93.9		
		93.5	94.5		93.8		
					Pass		
					Pass		

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 01010837
 S/N: 11485
 S/N: 21245

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	86.3		
		83.7	92.7	12.5kHz	89.3		
		89.9	94.4	8kHz	92.0		
		94.0	96.0	4kHz	94.0		
		94.2	96.2	2kHz	94.6		
		93.0	95.0	1kHz	93.8		
		89.8	91.8	500Hz	90.7		
		84.4	86.4	250Hz	85.4		
		76.9	78.9	125Hz	78.0		
		66.8	68.8	63Hz	67.9		
		53.1	56.1	31.5Hz	55.1		
		C Weighting	0.0	88.5	16kHz	84.5	
			81.8	90.8	12.5kHz	87.4	
			88.0	92.5	8kHz	90.2	
			92.2	94.2	4kHz	92.3	
	92.8		94.8	2kHz	93.3		
	93.0		95.0	1kHz	93.8		
	93.0		95.0	500Hz	94.0		
	93.0		95.0	250Hz	94.0		
	92.8		94.8	125Hz	93.9		
	92.2		94.2	63Hz	93.2		
	89.5		92.5	31.5Hz	90.9		
	Lin		0.0	97.0	16kHz	94.5	
			88.0	97.0	12.5kHz	93.9	
			91.0	95.5	8kHz	93.0	
			93.0	95.0	4kHz	93.0	
		93.0	95.0	2kHz	93.4		
		93.0	95.0	1kHz	93.9		
		93.0	95.0	500Hz	93.9		
		93.0	95.0	250Hz	94.0		
93.0		95.0	125Hz	94.0			
93.0		95.0	63Hz	94.1			
,5	Inherent noise level				8.9		
					11.6		
					16.0		
,6	Crest Factor	89.5	90.5	Fast	90.1		
		89.5	90.5	Slow	89.9		
,7	Time Constant	88.0	89.5	Fast	89.0		
		84.0	88.0	Slow	87.2		

,8

1/3 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
20	90.6	94.0	90.2	
25	90.5	94.1	90.2	
31.5	90.5	94.0	90.3	
40	90.5	94.0	90.4	
50	90.5	94.0	90.2	
63	90.5	94.1	90.3	
80	90.4	94.0	90.3	
100	90.4	94.1	90.1	
125	90.6	94.0	90.2	
160	90.5	94.0	90.2	
200	90.5	94.1	90.1	
250	90.5	94.0	90.2	
315	90.5	94.0	90.3	
400	90.4	94.0	90.1	
500	90.4	94.0	90.3	
630	90.4	94.0	90.2	
800	90.4	94.0	90.1	
1K	90.4	94.0	90.0	
1.25K	90.3	93.9	90.0	
1.6K	90.3	93.9	89.9	
2K	90.3	93.8	89.9	
2.5k	90.2	93.8	89.9	
3.15k	90.1	93.8	89.9	
4k	90.0	93.8	89.9	
5k	90.1	93.8	90.0	
6.3k	90.1	93.9	90.0	
8k	90.2	94.0	90.2	
10k	90.4	94.0	90.1	
12.5k	90.4	94.1	89.9	
16k	90.1	94.0	88.7	
20k	90.0	94.2	88.5	

,9

1/1 Octave Filter Test

Filter Hz	88.3 to 92.8	93.5 to 94.5	88.3 to 92.8	Out
31.5	90.9	94.0	90.7	
63	90.9	94.0	90.7	
125	90.8	94.1	90.8	
250	90.8	94.0	90.8	
500	90.9	94.0	90.8	
1K	90.8	94.0	90.7	
2K	90.8	93.9	90.5	
4k	90.6	93.8	90.6	
8k	90.6	94.0	90.5	
16k	90.4	94.0	90.2	

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

This document shall not be reproduced except in full without the written approval from West Caldwell Cal. Labs. Inc.

Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.
Certificate of Calibration

for

MICROPHONE

Manufactured by: **RION**
Model No: **UC-59**
Serial No: **21245**
Calibration Recall No: **34381**

Submitted By:

Customer: **ALAN J. DUNAY**
Company: **SKELLY & LOY, INC.**
Address: **449 EISENHOWER BLVD., STE. 300**
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. **UC-59** RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: **21-Aug-23**
Certificate Issue Date: **22-Aug-23**
Certificate No: **34381 -10**


James Zhu
Quality Manager

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

ISO/IEC 17025

West Caldwell Calibration Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.



Calibration Lab. Cert. # 1533.01



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

Rion Microphone for Model No.: UC-59 Serial No.: 21245

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-26.40 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
47.84 mV/Pascal		Report Number: 34381 -10	
0.40 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

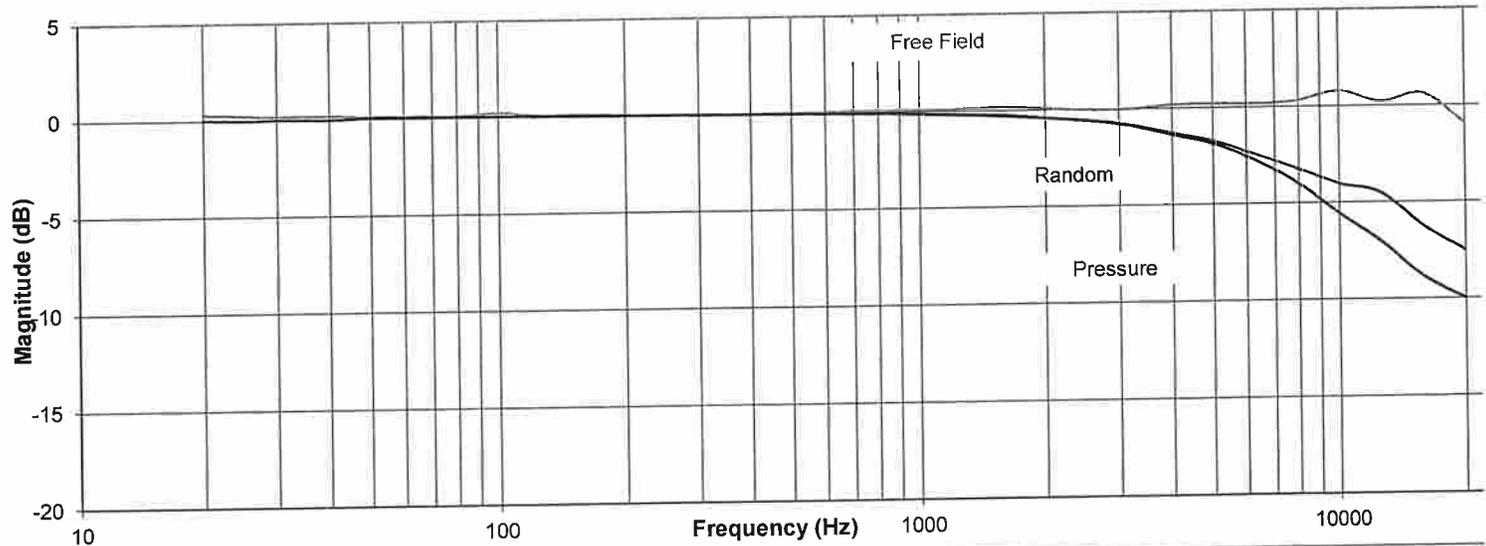
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704

The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.

The pressure response recorded with electroacoustic method.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION
 Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:
James Zhu
 Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

Calibrated on WCCL system type 9700
 This document shall not be reproduced, except in full, without the written approval from West Caldwell Cal. Labs. Inc.

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Microphone
 Company: Skelly & Loy, Inc.

Model No.: UC-59

Serial No.: 21245
 I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	0.02	0.30	0.02
25.12	-0.02	0.22	-0.02
31.62	0.01	0.17	0.01
39.81	-0.02	0.17	-0.02
50.12	0.07	0.12	0.07
63.10	0.06	0.13	0.06
79.43	0.06	0.10	0.06
100.00	0.06	0.24	0.06
125.89	0.03	0.06	0.03
158.49	0.02	0.11	0.02
199.53	0.01	0.02	0.01
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.02	-0.01	-0.02
501.19	-0.03	0.03	-0.03
630.96	-0.05	0.06	-0.05
794.33	-0.08	0.09	-0.08
1000.00	-0.12	0.09	-0.14
1258.93	-0.18	0.10	-0.21
1584.89	-0.25	0.16	-0.30
1995.26	-0.41	0.06	-0.41
2511.89	-0.59	-0.03	-0.55
3162.28	-0.87	-0.03	-0.84
3981.07	-1.37	0.17	-1.28
5011.87	-1.89	0.20	-1.75
6309.57	-2.79	0.17	-2.47
7943.28	-3.99	0.30	-3.24
10000.00	-5.56	0.76	-4.03
12589.25	-7.02	0.20	-4.51
15848.93	-8.83	0.61	-6.25
19952.62	-10.00	-0.91	-7.52

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
 20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:		Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær	4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær	3560 S/N 2241893	26-Jun-2023	,682636	26-Jun-2024
HP	33120A S/N US370447	26-Jun-2023	,682636	26-Jun-2024
HP	34401A S/N US360942	26-Jun-2023	,682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

This document shall not be reproduced except in full without the written approval from West Caldwell Cal. Labs. Inc.

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.
Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 00520984
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -5

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell Calibration Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564

ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520984
ID No.: XXXX

Calibration results:

Before data: After data:
 Before & after data same: ...X...
 Reading with mic.: **Pass**
 Level Accuracy: **Pass**
 Attenuator accuracy: **Pass**
 Meter linearity: **Pass**
 Frequency Response: **Pass**
 Frequency Response w/ Mic.: **Pass**
 Inherent noise level: **Pass**
 Crest Factor: **Pass**
 Time Constant: **Pass**
 Functions: **Pass**
 All tests: **Pass**

Ambient Temperature: **20.5** °C
 Ambient Humidity: **36.8** % RH
 Ambient Pressure: **99.754** kPa
 Calibration Date: **21-Aug-2023**
 Calibration Due: **21-Aug-2024**
 Report Number: **34381 -5**
 Control Number: **34381**

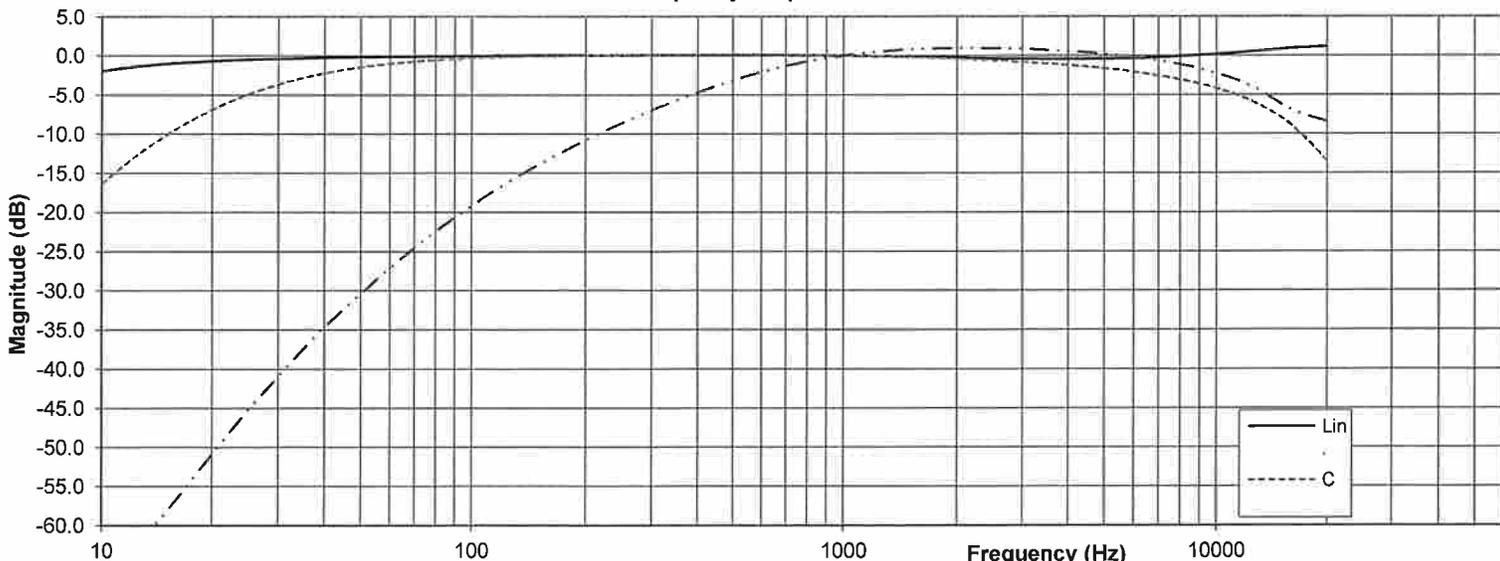
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520984

Frequency Response (Reference = 0 dB @ 1000Hz)

Linear		C Weighting		A Weighting	
Freq. (Hz)	Response	Frequency	Response	Frequency	Response
[Hz]	Lin.	[Hz]	[dB]	[Hz]	[dB]
10.00	-1.95	10.00	-16.29	10.00	-66.30
12.59	-1.35	12.59	-12.61	12.59	-62.34
15.85	-0.95	15.85	-9.48	15.85	-57.04
19.95	-0.67	19.95	-6.91	19.95	-51.02
25.12	-0.48	25.12	-4.88	25.12	-45.17
31.62	-0.35	31.62	-3.35	31.62	-39.79
39.81	-0.25	39.81	-2.25	39.81	-34.80
50.12	-0.17	50.12	-1.47	50.12	-30.38
63.10	-0.12	63.10	-0.93	63.10	-26.31
79.43	-0.07	79.43	-0.57	79.43	-22.58
100.00	-0.03	100.00	-0.33	100.00	-19.18
125.89	0.00	125.89	-0.17	125.89	-16.11
158.49	0.03	158.49	-0.06	158.49	-13.33
199.53	0.05	199.53	0.01	199.53	-10.83
251.19	0.06	251.19	0.06	251.19	-8.57
316.23	0.08	316.23	0.09	316.23	-6.54
398.11	0.08	398.11	0.11	398.11	-4.73
501.19	0.08	501.19	0.11	501.19	-3.15
630.96	0.07	630.96	0.10	630.96	-1.84
794.33	0.04	794.33	0.06	794.33	-0.78
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.06	1258.93	-0.09	1258.93	0.53
1584.89	-0.15	1584.89	-0.23	1584.89	0.84
1995.26	-0.25	1995.26	-0.41	1995.26	0.96
2511.89	-0.35	2511.89	-0.64	2511.89	0.93
3162.28	-0.42	3162.28	-0.91	3162.28	0.80
3981.07	-0.43	3981.07	-1.22	3981.07	0.58
5011.87	-0.39	5011.87	-1.64	5011.87	0.21
6309.57	-0.31	6309.57	-2.24	6309.57	-0.36
7943.28	-0.10	7943.28	-3.02	7943.28	-1.12
10000.00	0.18	10000.00	-4.19	10000.00	-2.27
12589.25	0.52	12589.25	-5.93	12589.25	-4.01
15848.93	0.92	15848.93	-8.79	15848.93	-6.85
19952.62	1.19	19952.62	-13.47	19952.62	-8.44

Instruments used for calibration:			Date of Cal.	Traceability No.	Cal. Due Date
HP	34401A	S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP	33120A	S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær	4226	S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52

S/N: 00520984

Mic Model No.: NH-25

S/N: 11831

Preamp Model No.: UC-59

S/N: 21384

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL		93.5	94.5	La	94.0	
			93.5	94.5	Lc	94.0	
			93.5	94.5	Lp	94.0	
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	114.0	
		30 -120dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	114.0	
		20 -110dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
		20 -100dB	93.5	94.5	94dB	94.0	
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
		20 -80dB	77.49	78.5		78.0	
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
			49.5	50.5		50.0	
	39.5	40.5		40.0			
,8	L _P L _{EQ} L _E L _{MAX} L _{MIN} Pause / Cont. Start / Stop		93.5	94.5		94.0	
			93.5	94.5		94.0	
			103.4	104.4		104.0	
			93.5	94.5		94.0	
			93.5	94.5		93.9	
						Pass	
						Pass	

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520984
 S/N: 11831
 S/N: 21384

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	86.1		
		83.7	92.7	12.5kHz	89.4		
		89.9	94.4	8kHz	92.2		
		94.0	96.0	4kHz	94.2		
		94.2	96.2	2kHz	94.8		
		93.0	95.0	1kHz	94.0		
		89.8	91.8	500Hz	90.9		
		84.4	86.4	250Hz	85.6		
		76.9	78.9	125Hz	78.1		
		66.8	68.8	63Hz	68.1		
		53.1	56.1	31.5Hz	55.1		
		C Weighting	0.0	88.5	16kHz	84.2	
			81.8	90.8	12.5kHz	87.6	
			88.0	92.5	8kHz	90.3	
	92.2		94.2	4kHz	92.4		
	92.8		94.8	2kHz	93.5		
	93.0		95.0	1kHz	94.0		
	93.0		95.0	500Hz	94.2		
	93.0		95.0	250Hz	94.2		
	92.8		94.8	125Hz	94.0		
	92.2		94.2	63Hz	93.5		
	89.5		92.5	31.5Hz	91.2		
	Lin		0.0	97.0	16kHz	93.8	
			88.0	97.0	12.5kHz	94.0	
			91.0	95.5	8kHz	93.2	
		93.0	95.0	4kHz	93.2		
		93.0	95.0	2kHz	93.6		
		93.0	95.0	1kHz	94.0		
		93.0	95.0	500Hz	94.1		
		93.0	95.0	250Hz	94.2		
		93.0	95.0	125Hz	94.4		
		93.0	95.0	63Hz	94.3		
		92.5	95.5	31.5Hz	94.0		
,5		Inherent noise level				8.5	
						11.5	
						16.2	
,6	Crest Factor	89.5	90.5	Fast	90.1		
		89.5	90.5	Slow	90.0		
,7	Time Constant	88.0	89.5	Fast	89.0		
		84.0	88.0	Slow	86.9		

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

MICROPHONE

Manufactured by: RION
Model No: UC-59
Serial No: 21384
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -11

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

Rion Microphone for Model No.: UC-59 Serial No.: 21384

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-26.20 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
48.98 mV/Pascal		Report Number: 34381 -11	
0.20 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

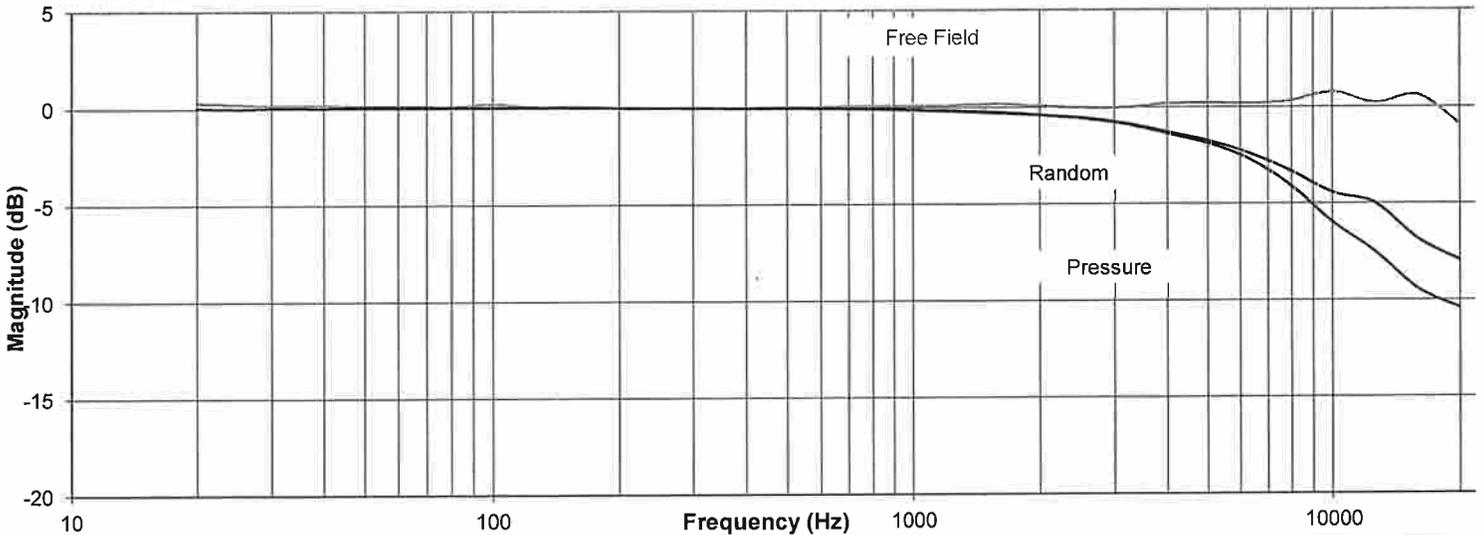
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704

The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.

The pressure response recorded with electroacoustic method.

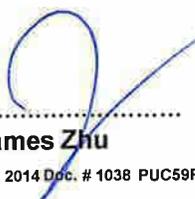
Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION
 Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NC SL Z540-1, ISO 9001, and ISO 17025.

Calibrated on WCCL system type 9700

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Measurements performed by: 
James Zhu
 Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Microphone
Company: Skelly & Loy, Inc.

Model No.: UC-59

Serial No.: 21384
I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	0.03	0.30	0.03
25.12	-0.01	0.22	-0.01
31.62	0.04	0.17	0.04
39.81	0.03	0.17	0.03
50.12	0.08	0.12	0.08
63.10	0.07	0.13	0.07
79.43	0.06	0.10	0.06
100.00	0.06	0.24	0.06
125.89	0.05	0.06	0.05
158.49	0.02	0.11	0.02
199.53	0.01	0.02	0.01
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.02	-0.01	-0.02
501.19	-0.03	0.03	-0.03
630.96	-0.05	0.06	-0.05
794.33	-0.08	0.09	-0.08
1000.00	-0.12	0.09	-0.14
1258.93	-0.17	0.10	-0.21
1584.89	-0.26	0.16	-0.32
1995.26	-0.41	0.06	-0.42
2511.89	-0.58	-0.03	-0.54
3162.28	-0.87	-0.03	-0.83
3981.07	-1.37	0.17	-1.28
5011.87	-1.88	0.20	-1.74
6309.57	-2.72	0.17	-2.40
7943.28	-4.07	0.30	-3.32
10000.00	-5.96	0.76	-4.43
12589.25	-7.48	0.20	-4.97
15848.93	-9.39	0.61	-6.81
19952.62	-10.41	-0.91	-7.93

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:	Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær 4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær 3560 S/N 2241893	26-Jun-2023	682636	26-Jun-2024
HP 33120A S/N US370447	26-Jun-2023	682636	26-Jun-2024
HP 34401A S/N US360942	26-Jun-2023	682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

SOUND LEVEL METER

Manufactured by: RION
Model No: NL-52
Serial No: 00520983
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. NL-52 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -6

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



1575 State Route 96, Victor NY 14564

ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

REPORT OF CALIBRATION

for

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

Model No.: NL-52

Serial No.: 00520983
ID No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before data:	After data:	Ambient Humidity: 36.8 % RH	
Before & after data same: ...X...		Ambient Pressure: 99.754 kPa	
Reading with mic.:	Pass	Calibration Date: 21-Aug-2023	
Level Accuracy:	Pass	Calibration Due: 21-Aug-2024	
Attenuator accuracy:	Pass	Report Number: 34381 -6	
Meter linearity:	Pass	Control Number: 34381	
Frequency Response:	Pass		
Frequency Response w/ Mic.:	Pass		
Inherent noise level:	Pass		
Crest Factor:	Pass		
Time Constant:	Pass		
Functions:	Pass		
All tests:	Pass		

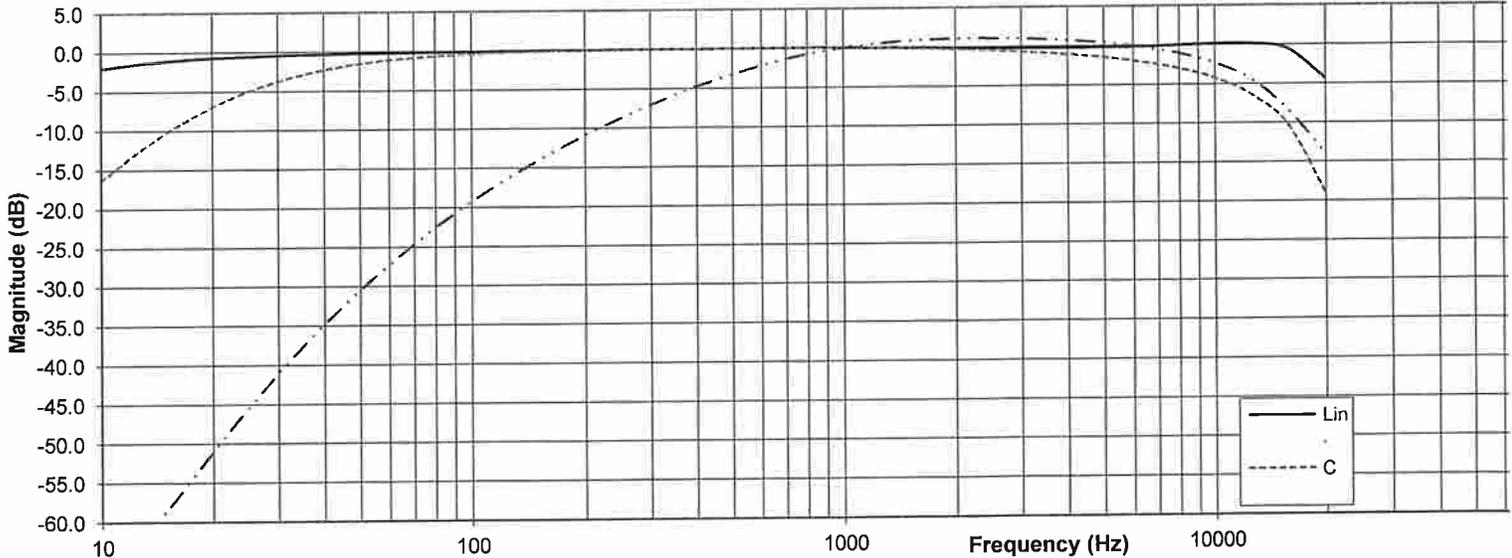
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: ,682636

The absolute uncertainty of calibration: See last page. Unless otherwise noted, the reported values are both "as found" and "as left" data.

The curve is the response recorded with direct input.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure :

Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by:

James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

Rion Sound Level Meter
Company: Skelly & Loy, Inc.

for
Model No.: NL-52

Serial No.: 00520983

Frequency Response (Reference = 0 dB @ 1000Hz)

Linear		C Weighting		A Weighting	
Freq. (Hz)	Response	Frequency	Response	Frequency	Response
[Hz]	Lin.	[Hz]	[dB]	[Hz]	[dB]
10.00	-2.03	10.00	-16.37	10.00	-66.55
12.59	-1.43	12.59	-12.68	12.59	-62.51
15.85	-1.03	15.85	-9.56	15.85	-57.14
19.95	-0.76	19.95	-6.99	19.95	-51.11
25.12	-0.57	25.12	-4.96	25.12	-45.25
31.62	-0.43	31.62	-3.44	31.62	-39.88
39.81	-0.33	39.81	-2.33	39.81	-34.89
50.12	-0.26	50.12	-1.55	50.12	-30.47
63.10	-0.20	63.10	-1.02	63.10	-26.39
79.43	-0.16	79.43	-0.66	79.43	-22.67
100.00	-0.12	100.00	-0.42	100.00	-19.27
125.89	-0.09	125.89	-0.26	125.89	-16.20
158.49	-0.06	158.49	-0.15	158.49	-13.42
199.53	-0.04	199.53	-0.07	199.53	-10.92
251.19	-0.02	251.19	-0.02	251.19	-8.66
316.23	0.00	316.23	0.01	316.23	-6.62
398.11	0.01	398.11	0.04	398.11	-4.80
501.19	0.02	501.19	0.05	501.19	-3.22
630.96	0.02	630.96	0.05	630.96	-1.89
794.33	0.01	794.33	0.03	794.33	-0.81
1000.00	0.00	1000.00	0.00	1000.00	0.00
1258.93	-0.03	1258.93	-0.06	1258.93	0.57
1584.89	-0.07	1584.89	-0.15	1584.89	0.91
1995.26	-0.13	1995.26	-0.30	1995.26	1.07
2511.89	-0.21	2511.89	-0.50	2511.89	1.08
3162.28	-0.25	3162.28	-0.74	3162.28	0.97
3981.07	-0.25	3981.07	-1.04	3981.07	0.75
5011.87	-0.22	5011.87	-1.47	5011.87	0.38
6309.57	-0.16	6309.57	-2.09	6309.57	-0.21
7943.28	0.00	7943.28	-2.92	7943.28	-1.02
10000.00	0.14	10000.00	-4.23	10000.00	-2.31
12589.25	0.12	12589.25	-6.34	12589.25	-4.41
15848.93	-0.57	15848.93	-10.28	15848.93	-8.35
19952.62	-4.35	19952.62	-19.02	19952.62	-13.98

Instruments used for calibration:			Date of Cal.	Traceability No.	Cal. Due Date
HP	34401A	S/N US360641	26-Jun-2023	,682636	26-Jun-2024
HP	33120A	S/N US360437	26-Jun-2023	,682636	26-Jun-2024
Brüel & Kjær	4226	S/N 1939599	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

Calibrated on WCCL system type 9700

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 NL52RION

Rion Sound Level Meter

Model No.: NL-52

S/N: 00520983

Mic Model No.: NH-25

S/N: 11830

Preamp Model No.: UC-59

S/N: 21382

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,0	Reading with 94dB SPL		93.5	94.5	La	94.0	
			93.5	94.5	Lc	94.0	
			93.5	94.5	Lp	94.0	
,1	Level Accuracy	Range					
		40 -130dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	114.0	
		30 -120dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
			113.5	114.5	114dB	114.0	
		20 -110dB	93.5	94.5	94dB	94.0	
			103.5	104.5	104dB	104.0	
	20 -100dB	93.5	94.5	94dB	94.0		
,2	Attenuator accuracy	Range					
		40 -130dB	127.49	128.5		128.0	
		30 -120dB	117.49	118.5		118.0	
		20 -110dB	107.49	108.51		108.0	
		20 -100dB	97.49	98.5		98.0	
		20 -90dB	87.49	88.51		88.0	
	20 -80dB	77.49	78.5		78.0		
,3	Linearity	Range					
		40 -130dB	129.5	130.5		129.9	
			119.5	120.5		120.0	
			109.5	110.5		110.0	
			99.5	100.5		100.0	
			89.5	90.5		90.0	
			79.5	80.5		80.0	
			69.5	70.5		70.0	
			59.5	60.5		60.0	
			49.5	50.5		50.0	
	39.5	40.5		40.0			
,8	L _P L _{EQ} L _E L _{MAX} L _{MIN} Pause / Cont. Start / Stop		93.5	94.5		94.0	
			93.5	94.5		94.0	
			103.4	104.4		104.0	
			93.5	94.5		94.0	
			93.5	94.5		94.0	
						Pass	
						Pass	

Rion Sound Level Meter

Model No.: NL-52
 Mic Model No.: NH-25
 Preamp Model No.: UC-59

S/N: 00520983
 S/N: 11830
 S/N: 21382

Company: Skelly & Loy, Inc.

Test	Function	Tolerance			Measured values		
		Min.	Max.		Reading	Out	
,4	Frequency Response A Weighting	0.0	90.4	16kHz	84.8		
		83.7	92.7	12.5kHz	89.1		
		89.9	94.4	8kHz	92.2		
		94.0	96.0	4kHz	94.3		
		94.2	96.2	2kHz	94.9		
		93.0	95.0	1kHz	94.0		
		89.8	91.8	500Hz	90.9		
		84.4	86.4	250Hz	85.6		
		76.9	78.9	125Hz	78.2		
		66.8	68.8	63Hz	68.1		
		53.1	56.1	31.5Hz	55.2		
		C Weighting	0.0	88.5	16kHz	82.9	
			81.8	90.8	12.5kHz	87.2	
			88.0	92.5	8kHz	90.3	
			92.2	94.2	4kHz	92.5	
	92.8		94.8	2kHz	93.5		
	93.0		95.0	1kHz	94.0		
	93.0		95.0	500Hz	94.1		
	93.0		95.0	250Hz	94.2		
	92.8		94.8	125Hz	94.1		
	92.2		94.2	63Hz	93.4		
	89.5		92.5	31.5Hz	91.2		
	Lin		0.0	97.0	16kHz	92.6	
			88.0	97.0	12.5kHz	93.7	
			91.0	95.5	8kHz	93.2	
			93.0	95.0	4kHz	93.3	
		93.0	95.0	2kHz	93.7		
		93.0	95.0	1kHz	94.0		
		93.0	95.0	500Hz	94.1		
		93.0	95.0	250Hz	94.2		
93.0		95.0	125Hz	94.2			
93.0		95.0	63Hz	94.2			
,5	Inherent noise level				8.7		
					11.7		
					16.3		
,6	Crest Factor	89.5	90.5	Fast	90.1		
		89.5	90.5	Slow	90.0		
,7	Time Constant	88.0	89.5	Fast	88.6		
		84.0	88.0	Slow	85.7		

The expanded uncertainty of calibration at 95% confidence level with a coverage factor of k=2.

Parameter	Test Instrumentation Uncertainty	DUT Uncertainty	Total DUT Uncertainty
Reading with mic. @ 1 kHz:	0.17	0.1	0.27
Meter linearity:	0.17	0.1	0.27
Attenuator accuracy:	0.17	0.1	0.27
Freq. Response: 63 Hz to 8 kHz	0.17	0.1	0.27
Freq. Response: 12.5 kHz & 16 kHz	0.18	0.1	0.28
Electrical Freq. Resp.: 20 Hz to 20 kHz	0.01	0.1	0.11
Inherent noise level:	0.30	0.1	0.40
Crest Factor:	0.17	0.1	0.27
Time Constant:	0.17	0.1	0.27
Overload:	0.17	0.1	0.27
Functions:	0.17	0.1	0.27
Sensitivity:	0.17	0.1	0.27
Filters:	0.01	0.1	0.11

Cal. Date: 21-Aug-2023

Tested by: James Zhu

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Rev. 7.0 Jan. 24, 2014 Doc. # 1038

NL52RION

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

MICROPHONE

Manufactured by: RION
Model No: UC-59
Serial No: 21382
Calibration Recall No: 34381

Submitted By:

Customer: ALAN J. DUNAY
Company: SKELLY & LOY, INC.
Address: 449 EISENHOWER BLVD., STE. 300
HARRISBURG PA 17111

The subject instrument was calibrated to the indicated specification using standards traceable to the SI through the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. UC-59 RION

Upon receipt for Calibration, the instrument was found to be:

Within (X)

tolerance of the indicated specification. See attached Report of Calibration.

The information supplied certifies that the item listed above meets acceptance criteria under the decision rule: $A=(L-(U95))$, where A is the acceptance criteria, L is manufacturer specifications, and U95 is confidence level of 95% at $k=2$. The decision rule has been communicated and approved by customer during contract review. Measurements marked with (*) are not covered by the scope of current A2LA accreditation.

West Caldwell Calibration Laboratories' calibration control system meets the following requirements: ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Calibration Date: 21-Aug-23
Certificate Issue Date: 22-Aug-23
Certificate No: 34381 -12

QA Doc. #1051 Rev. 3.0 5/29/20

Certificate Page 1 of 1

Approved by:

James Zhu

Quality Manager

ISO/IEC 17025



West Caldwell
Calibration
Laboratories, Inc.
uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



REPORT OF CALIBRATION

Rion Microphone for Model No.: UC-59 Serial No.: 21382

Company: Skelly & Loy, Inc. I. D. No.: XXXX

Calibration results:		Ambient Temperature: 20.5 °C	
Before & after data same: ...X...		Ambient Humidity: 36.8 % RH	
Sensitivity @ 250 Hz	and pressure of 99.754 kPa	Ambient Pressure: 99.754 kPa	
0 Volts Polarization voltage (External):		Calibration Date: 21-Aug-2023	
-26.40 dB re.1V/Pascal		Re-calibration Due: 21-Aug-2024	
47.84 mV/Pascal		Report Number: 34381 -12	
0.40 Ko (- dB re 50 mV/Pascal)		Control Number: 34381	
Sensitivity:	Pass		
Freq. Response:	Pass		
All tests:	Pass		

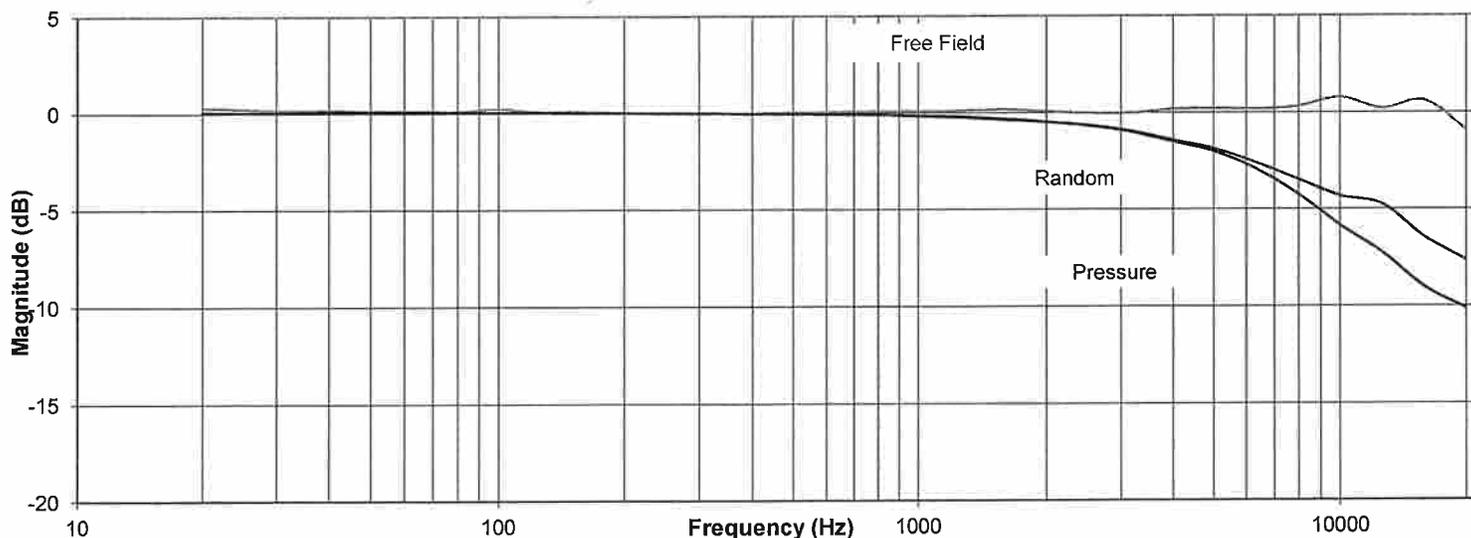
The above listed instrument meets or exceeds the tested manufacturer's specifications.

This Calibration is traceable through NIST test numbers: CAS-535222-R8K0R7-704

The expanded uncertainty of calibration: 0.15 dB at 95% confidence level with a coverage factor of k=2.

The pressure response recorded with electroacoustic method.

Frequency Response



The above listed instrument was checked using calibration procedure documented in West Caldwell Calibration Laboratories Inc. procedure : Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION
 Calibration was performed by West Caldwell Calibration Laboratories Inc. under Operating Procedures intended to implement the requirements of ANSI/NCSL Z540-1, ISO 9001, and ISO 17025.

Measurements performed by: 
James Zhu

Calibrated on WCCL system type 9700

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West Caldwell Calibration Laboratories Inc.

1575 State Route 96, Victor NY 14564
 Tel. (585) 586-3900 FAX (585) 586-4327

Calibration Data Record

for

Rion Microphone
 Company: Skelly & Loy, Inc.

Model No.: UC-59

Serial No.: 21382
 I. D. No.: XXXX

Frequency Response (Reference = 0 dB @ 250Hz)

Frequency [Hz]	Pressure [dB]	Free Field (dB)	Random (dB)
19.95	0.08	0.30	0.08
25.12	0.05	0.22	0.05
31.62	0.06	0.17	0.06
39.81	0.09	0.17	0.09
50.12	0.10	0.12	0.10
63.10	0.08	0.13	0.08
79.43	0.07	0.10	0.07
100.00	0.06	0.24	0.06
125.89	0.05	0.06	0.05
158.49	0.02	0.11	0.02
199.53	0.01	0.02	0.01
251.19	0.00	0.00	0.00
316.23	-0.01	0.00	-0.01
398.11	-0.03	-0.01	-0.03
501.19	-0.04	0.03	-0.04
630.96	-0.06	0.06	-0.06
794.33	-0.09	0.09	-0.09
1000.00	-0.14	0.09	-0.16
1258.93	-0.20	0.10	-0.24
1584.89	-0.30	0.16	-0.36
1995.26	-0.47	0.06	-0.48
2511.89	-0.67	-0.03	-0.64
3162.28	-0.99	-0.03	-0.95
3981.07	-1.50	0.17	-1.41
5011.87	-2.02	0.20	-1.88
6309.57	-2.90	0.17	-2.59
7943.28	-4.20	0.30	-3.45
10000.00	-5.85	0.76	-4.31
12589.25	-7.26	0.20	-4.75
15848.93	-9.03	0.61	-6.44
19952.62	-10.12	-0.91	-7.64

Freq. response: Expanded Uncertainty (dB) with coverage factor K = 2
 20 to 63Hz 0.18 dB, 63 to 12.5kHz 0.17 dB, 12.5k to 16kHz 0.18 dB, 16k to 20kHz 0.5 dB.

Instruments used for calibration:	Date of Cal.	Traceability No.	Re-cal. Due Date
Brüel & Kjær 4226 S/N 1445428	26-Jun-2023	CAS-535222-R8K0R7-704	26-Jun-2024
Brüel & Kjær 3560 S/N 2241893	26-Jun-2023	,682636	26-Jun-2024
HP 33120A S/N US370447	26-Jun-2023	,682636	26-Jun-2024
HP 34401A S/N US360942	26-Jun-2023	,682636	26-Jun-2024

Cal. Date: 21-Aug-2023

Tested by: James Zhu

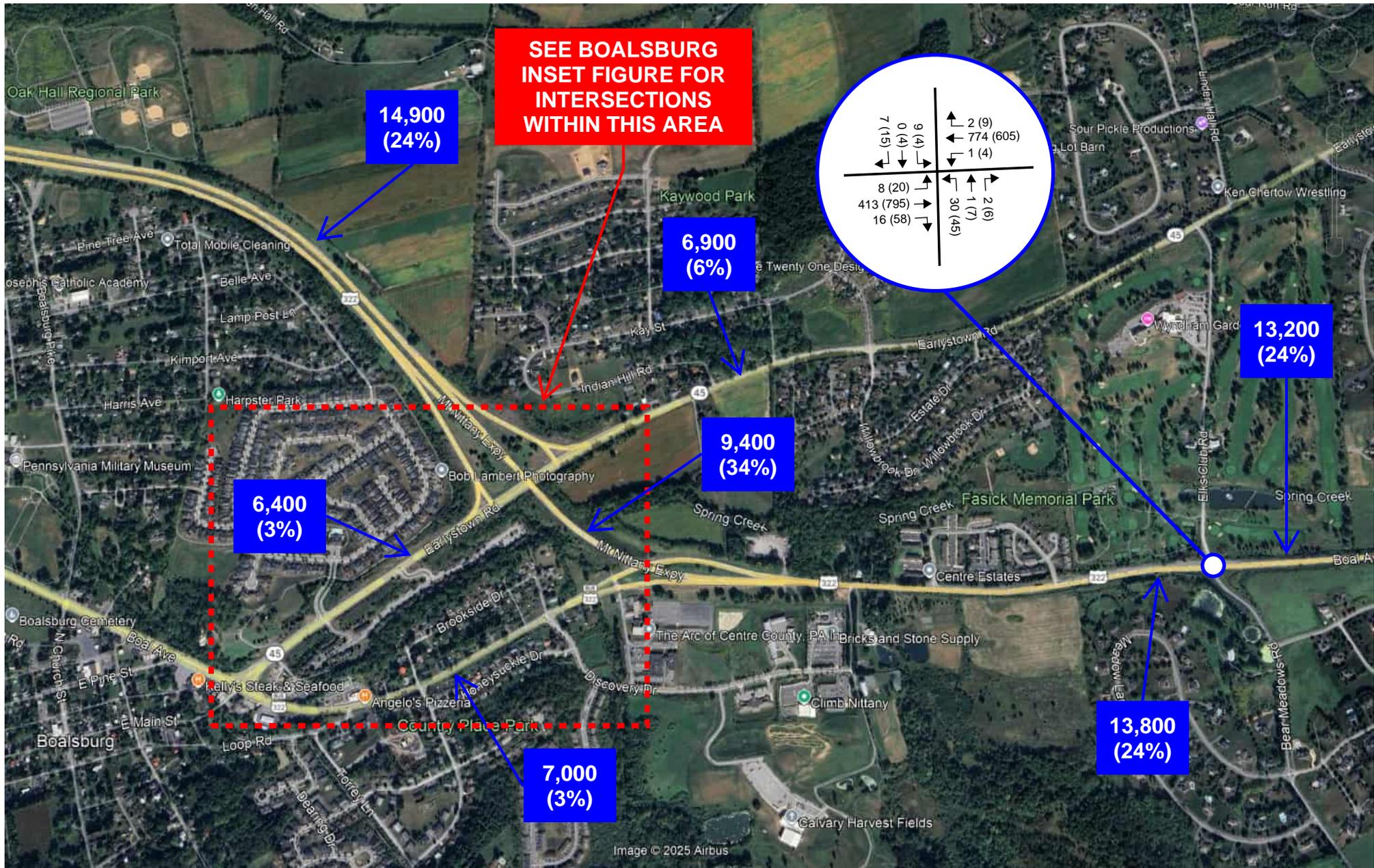
Calibrated on WCCL system type 9700

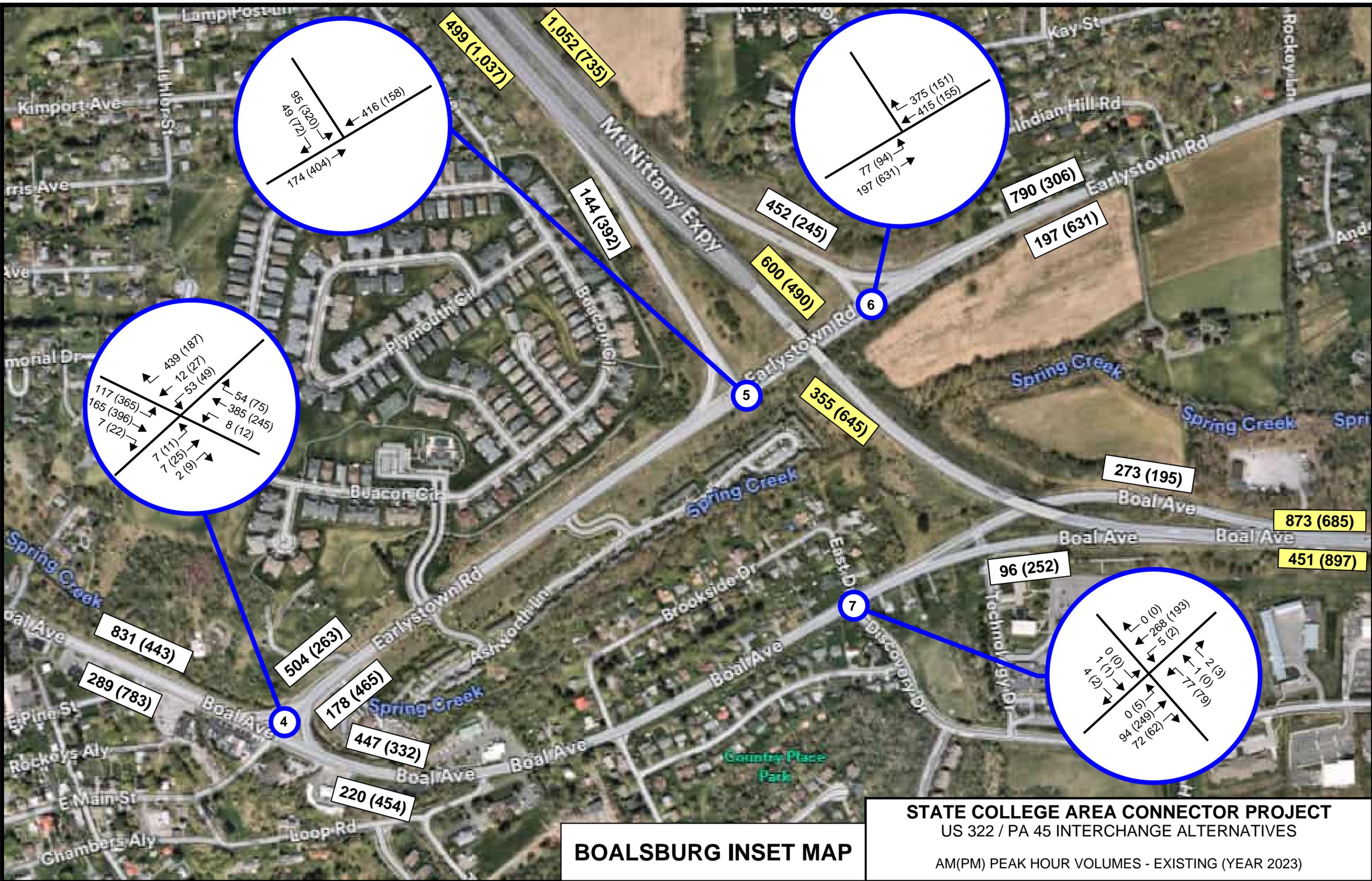
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Rev. 7.0 Jan. 24, 2014 Doc. # 1038 PUC59RION

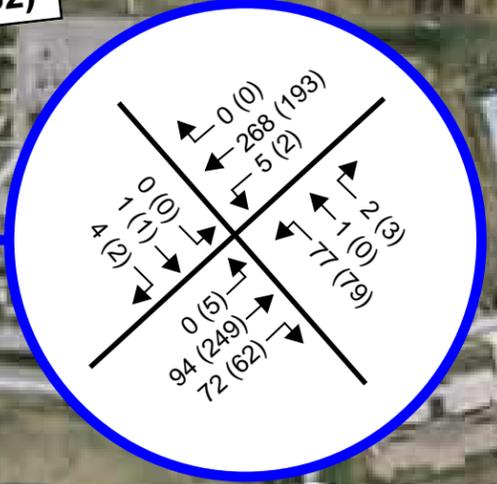
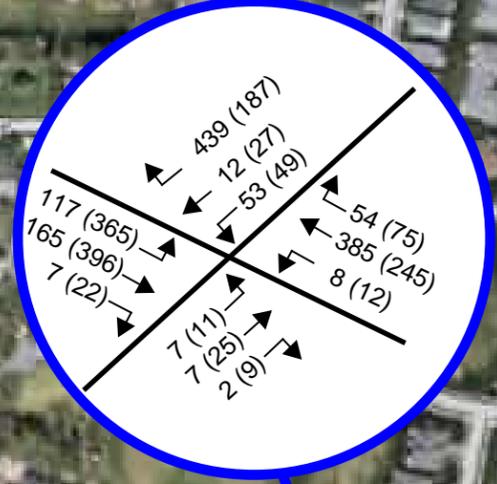
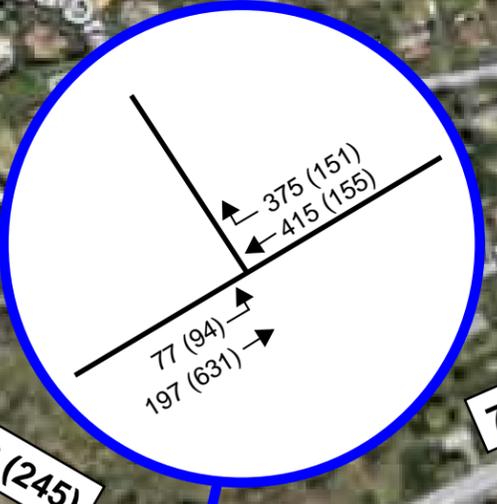
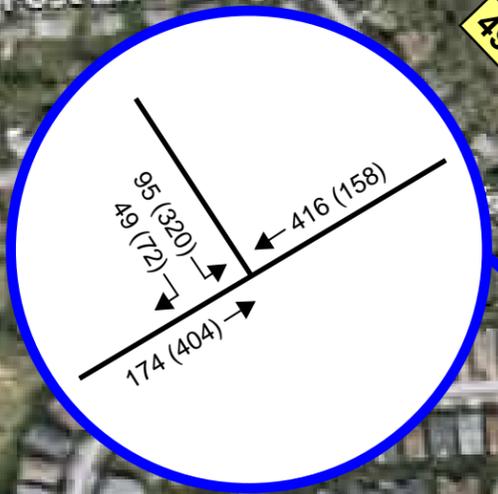
Appendix F – Traffic Data

EXISTING (2023) TRAFFIC VOLUMES





BOALSBURG INSET MAP



499 (1,037)

1,052 (735)

144 (392)

452 (245)

600 (490)

790 (306)

197 (631)

355 (645)

273 (195)

873 (685)

451 (897)

831 (443)

289 (783)

504 (263)

178 (465)

447 (332)

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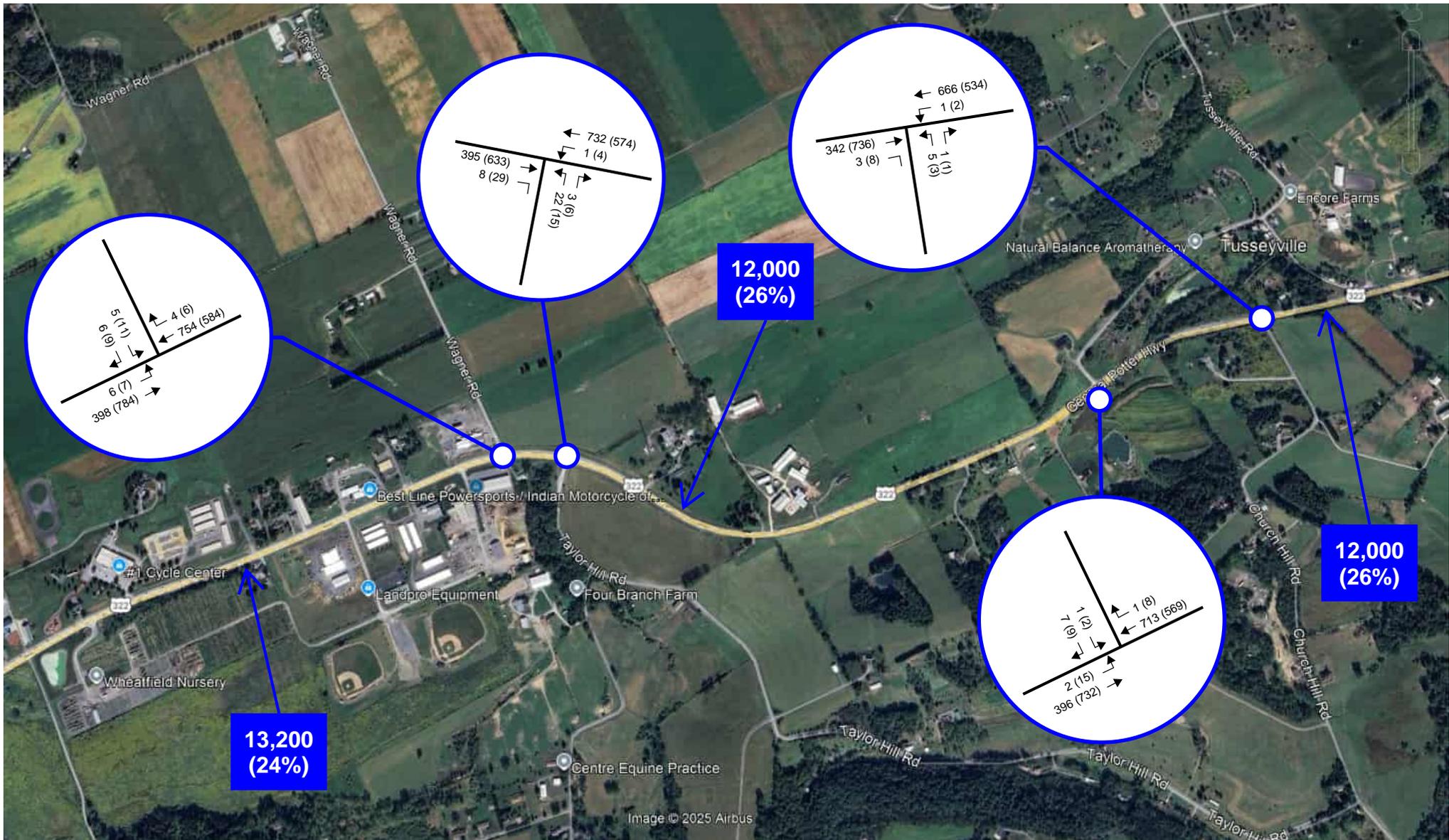
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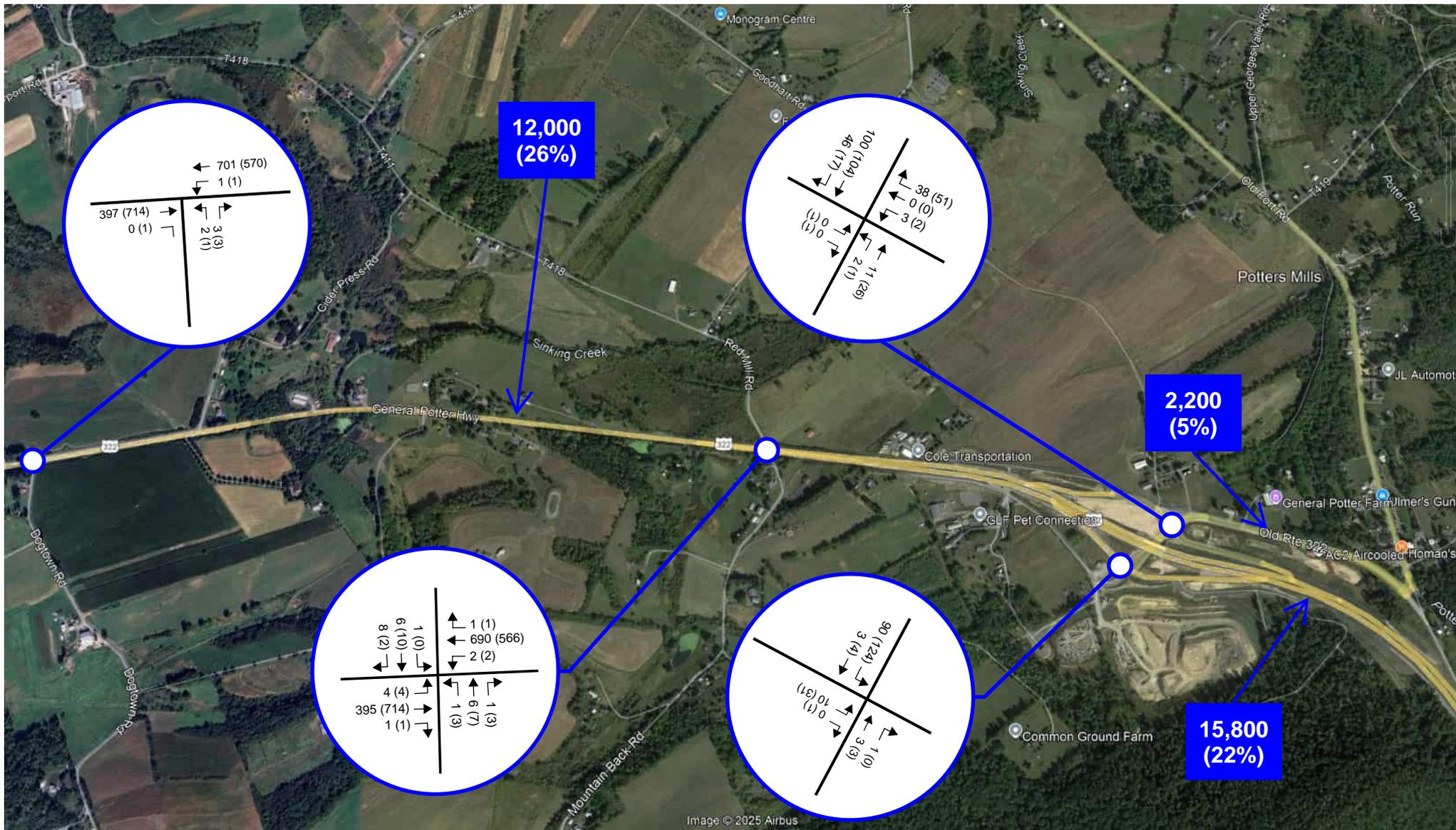
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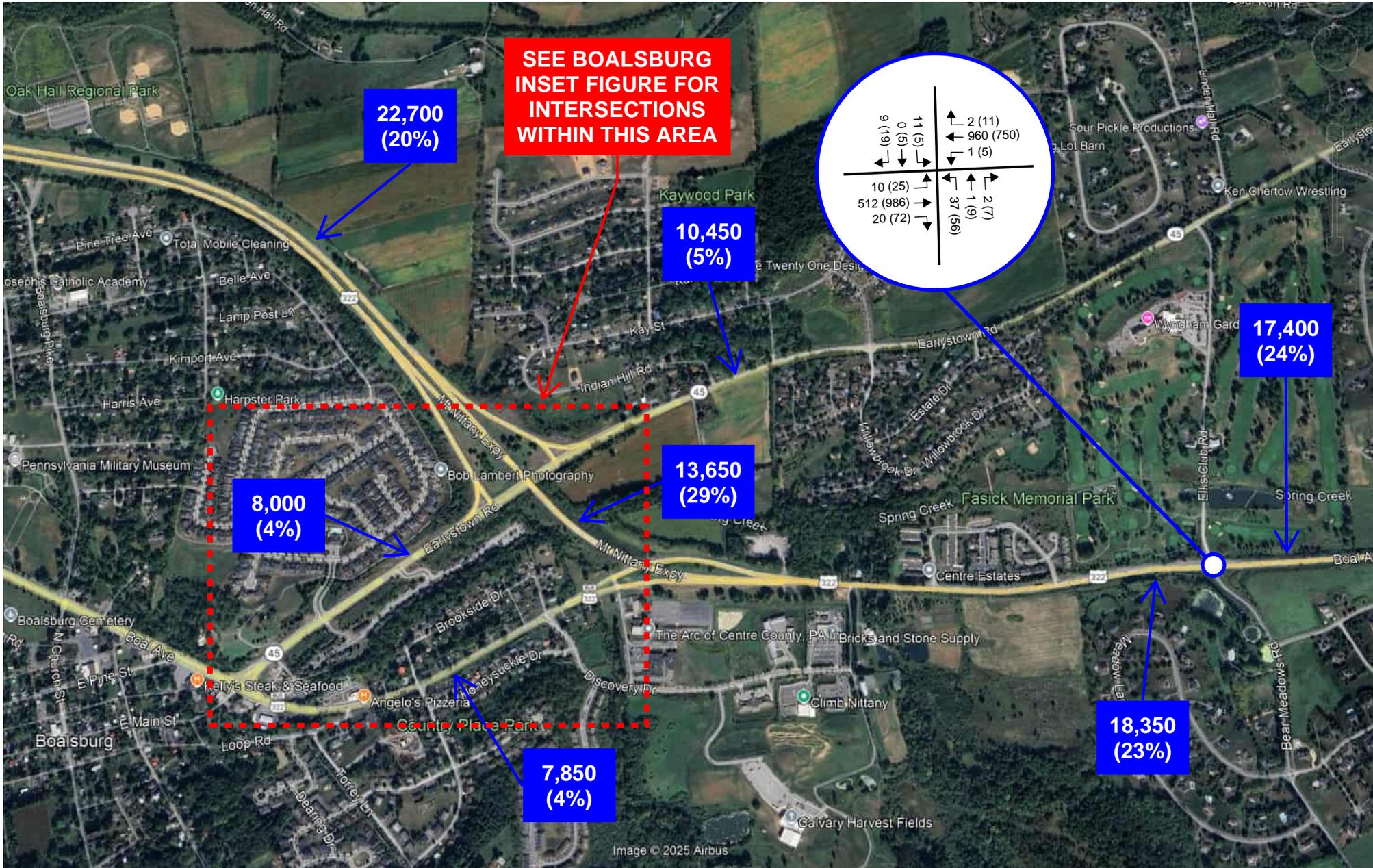
EXISTING (2023) TRAFFIC VOLUMES

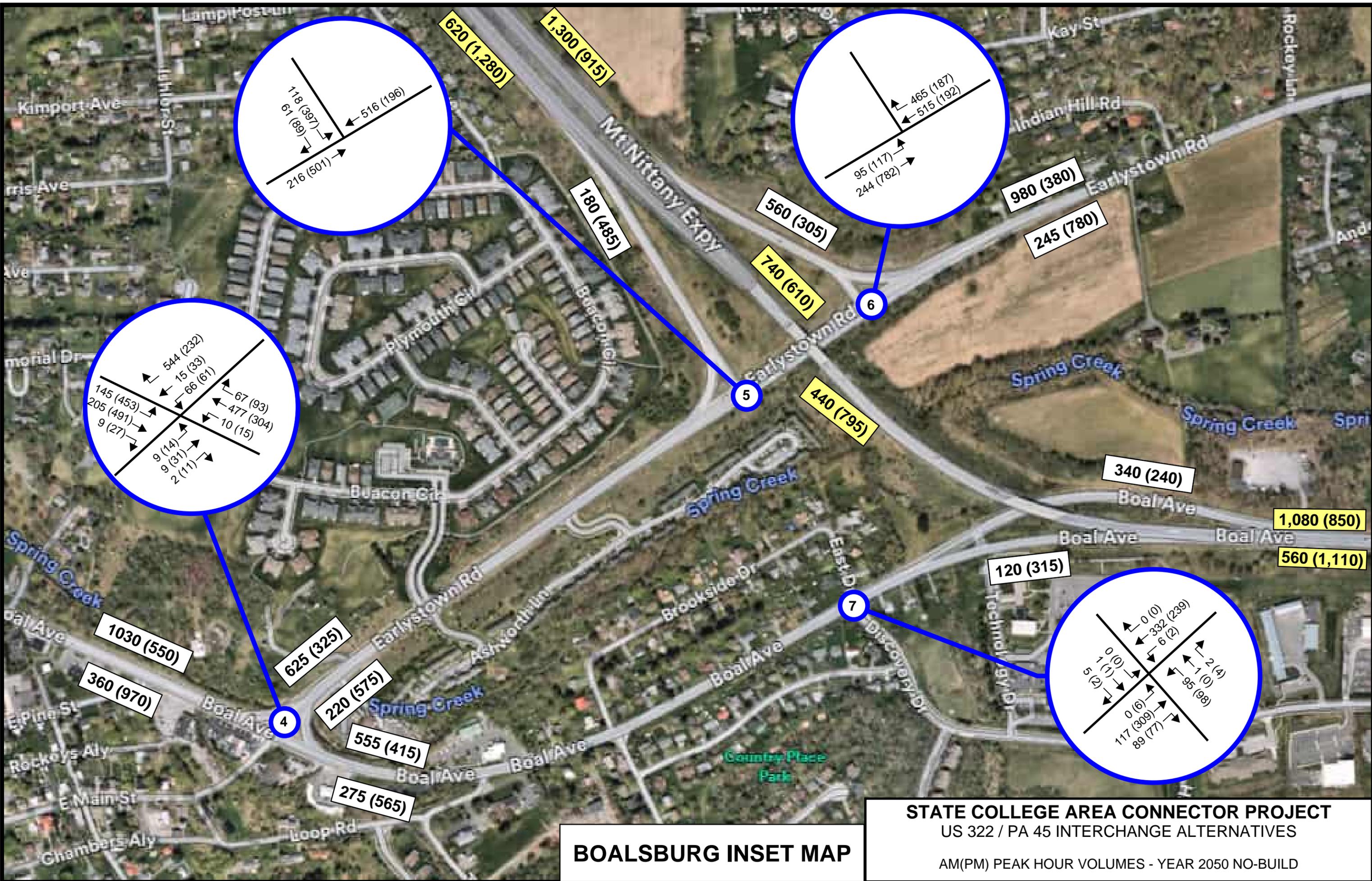


EXISTING (2023) TRAFFIC VOLUMES



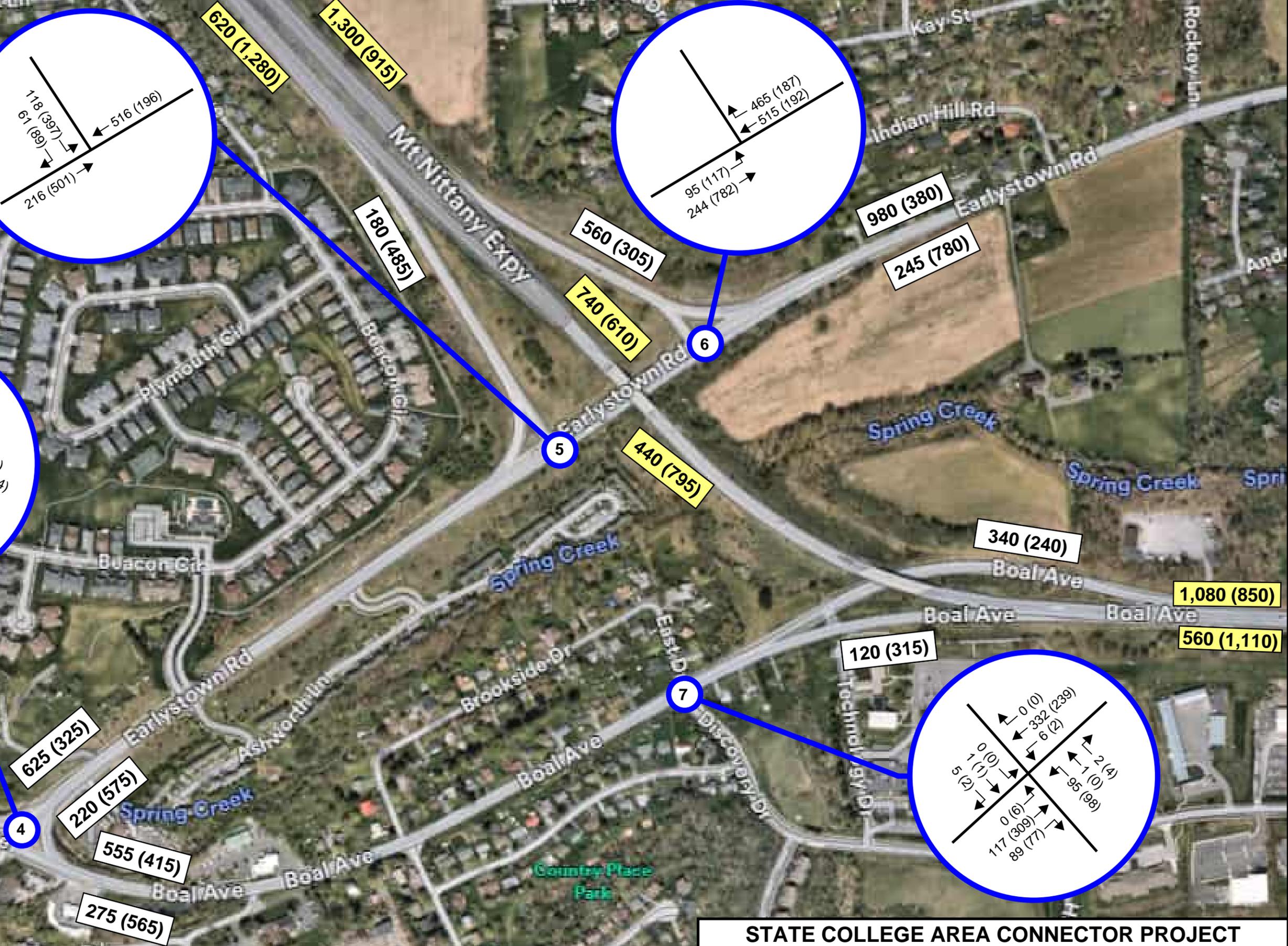
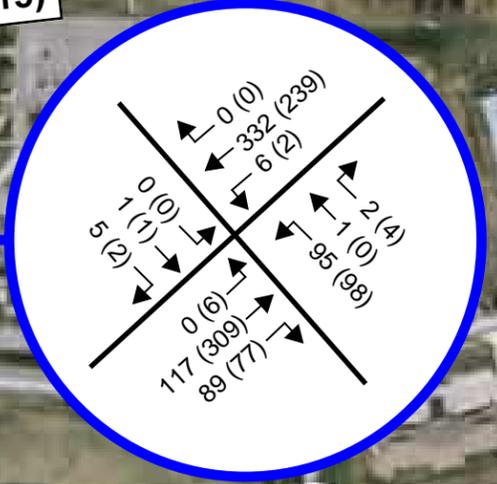
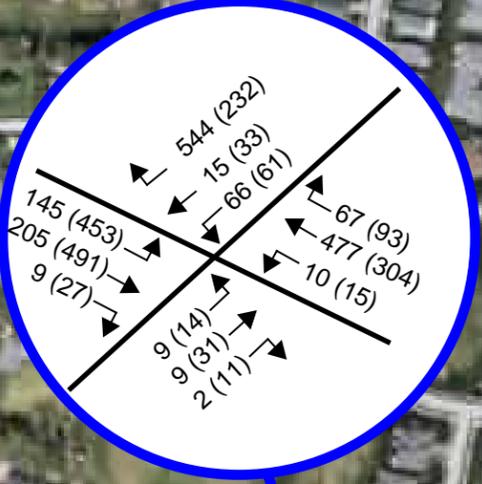
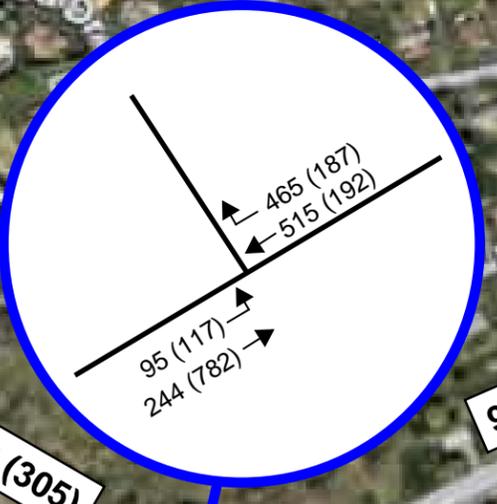
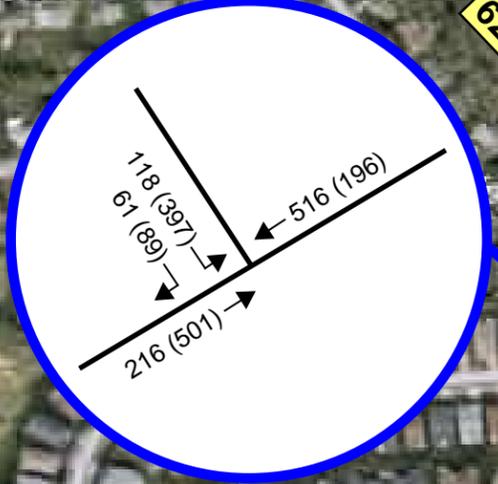
FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES



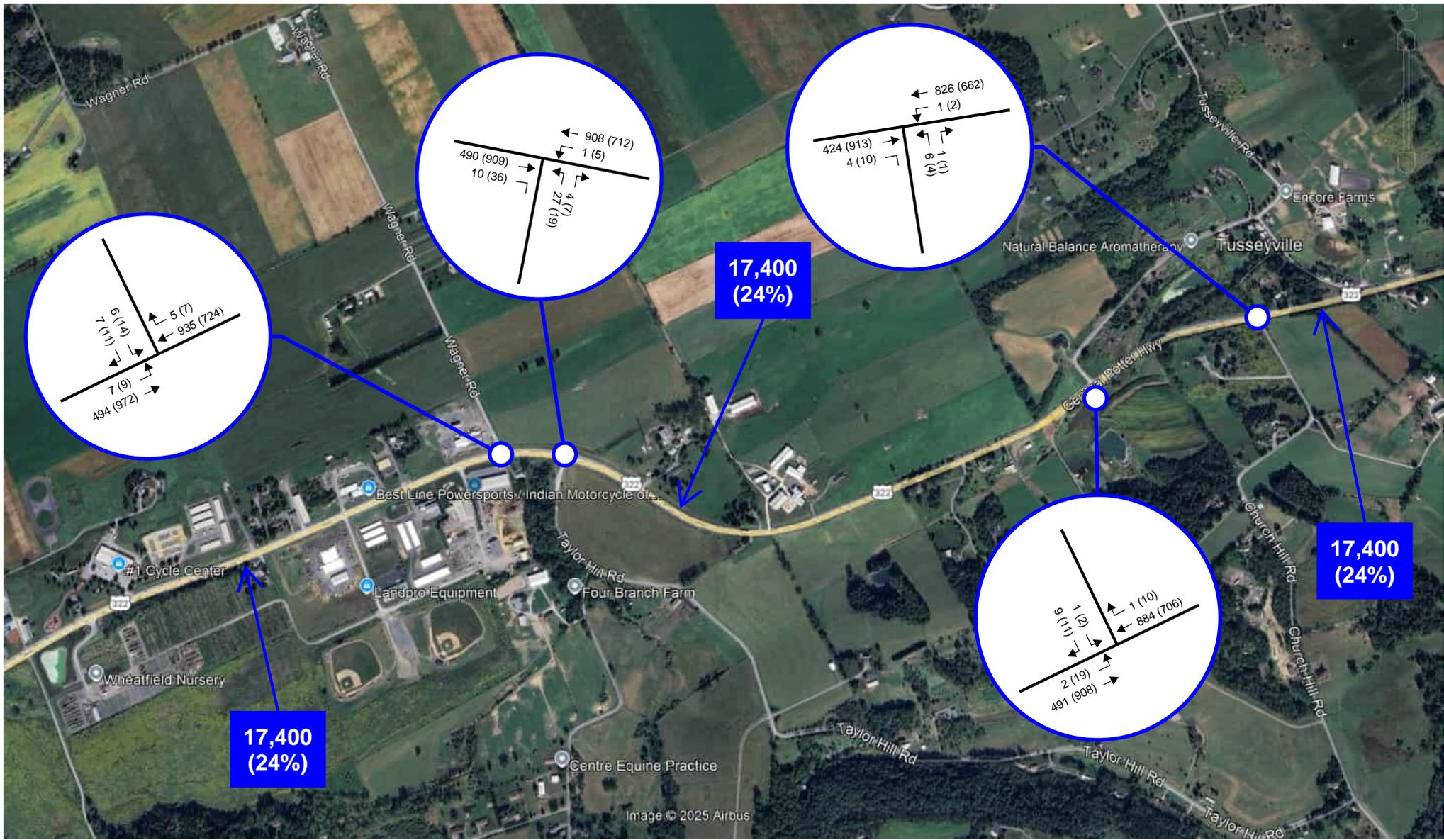


BOALSBURG INSET MAP

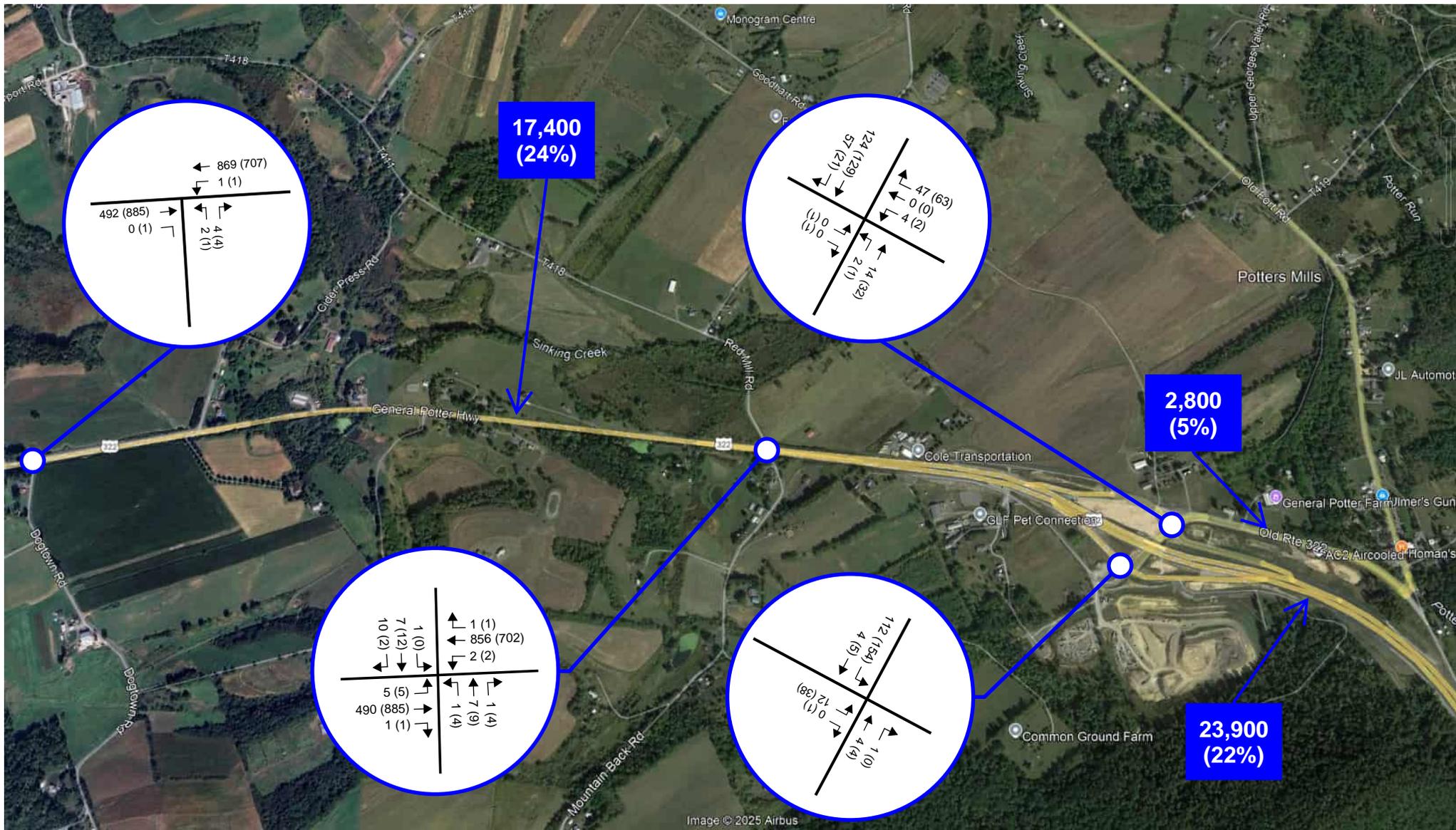
STATE COLLEGE AREA CONNECTOR PROJECT
 US 322 / PA 45 INTERCHANGE ALTERNATIVES
 AM(PM) PEAK HOUR VOLUMES - YEAR 2050 NO-BUILD



FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES

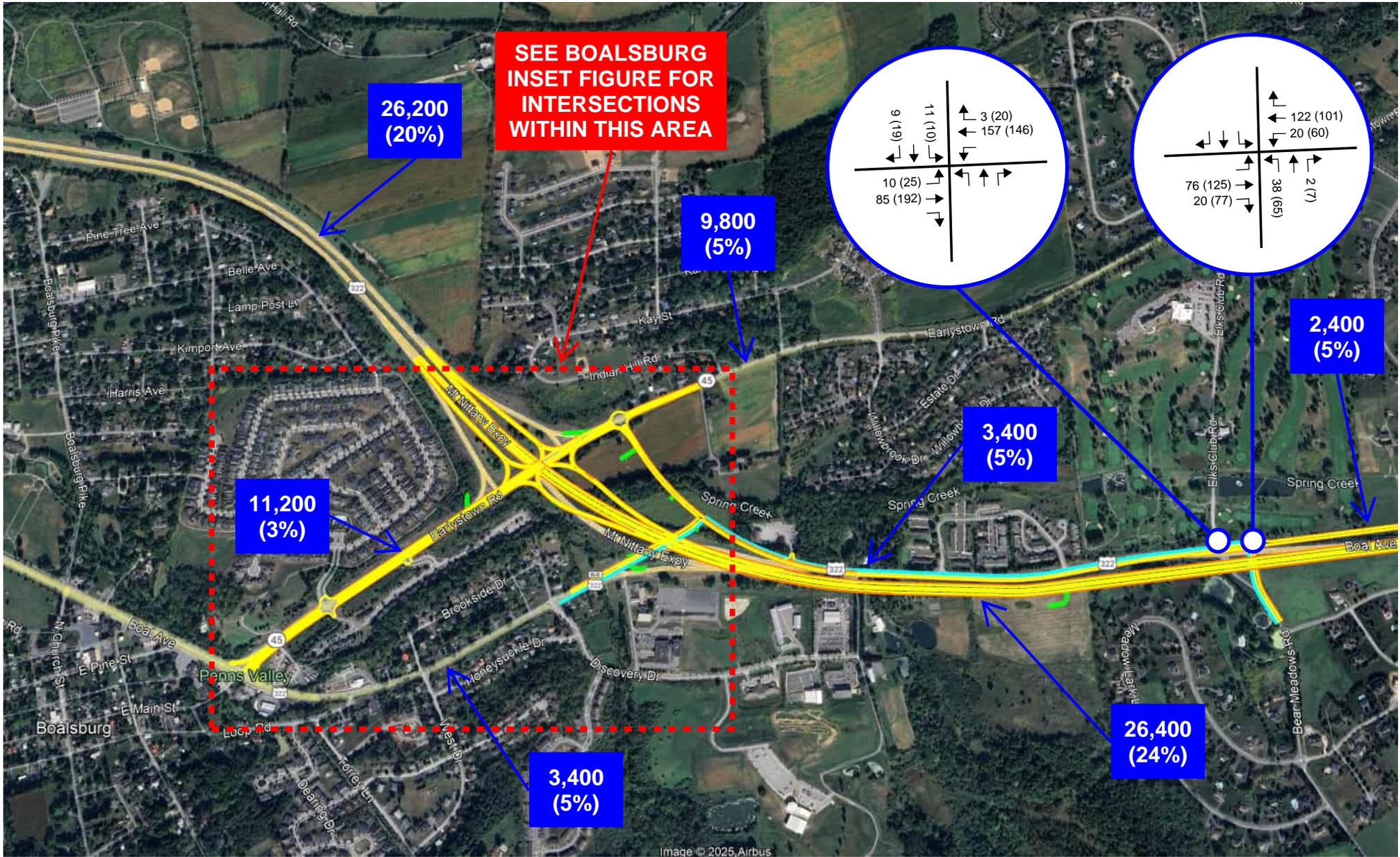


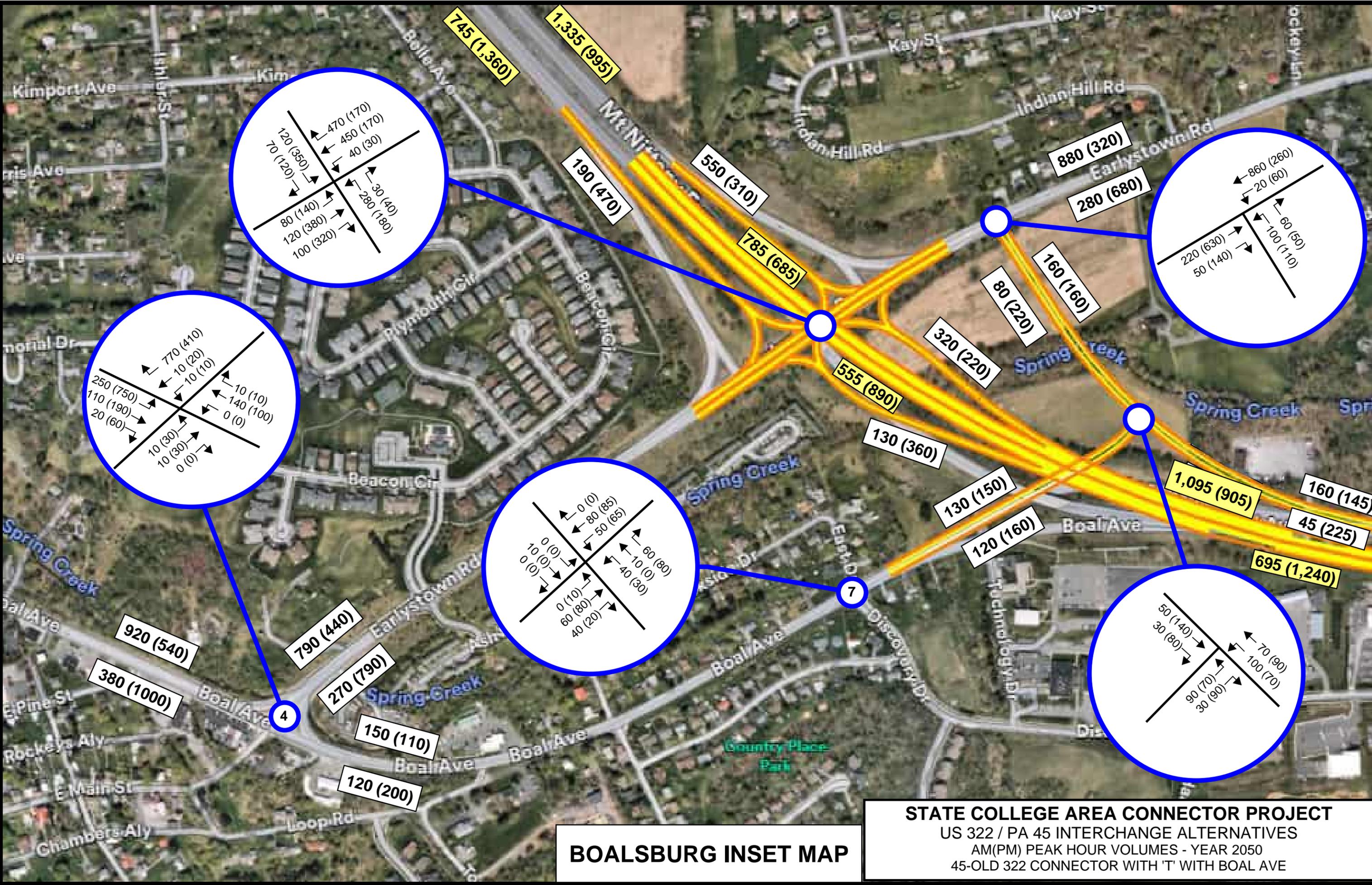
FUTURE YEAR (2050) NO-BUILD TRAFFIC VOLUMES



The North, Central, and South Alternatives are all represented here. With no additional interchange access to the new four-lane limited access US 322 roadway between the PA 45 and Potters Mills Gap (PMG) Interchanges, travel patterns and access within this section of the US 322 corridor will be the same regardless of the EIS Alternative. Even though areas of reconstruction/relocation of the existing two-lane "Old Route 322" roadway vary between the Alternatives, there are no major changes in traffic access and circulation within the project area.

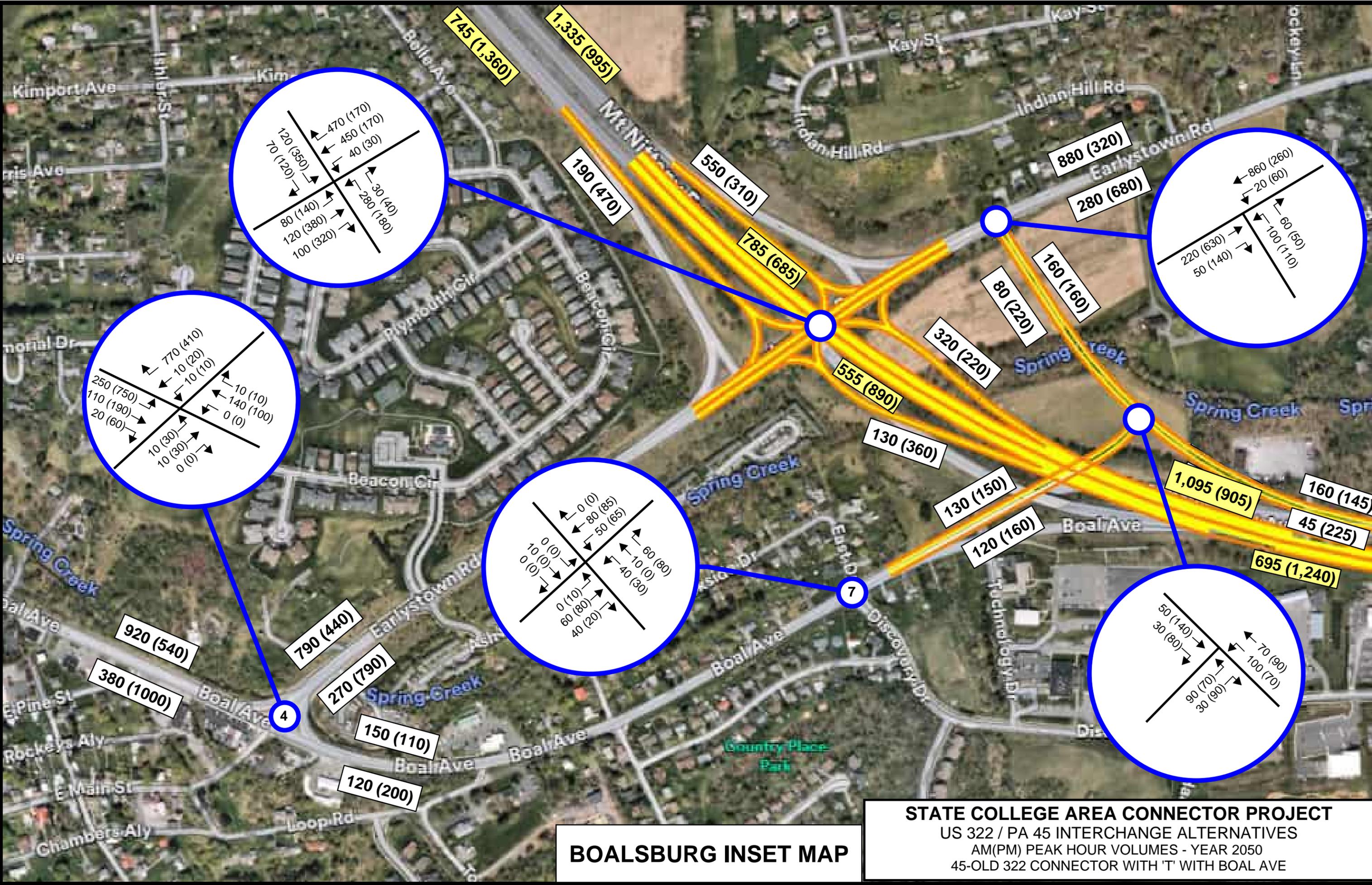
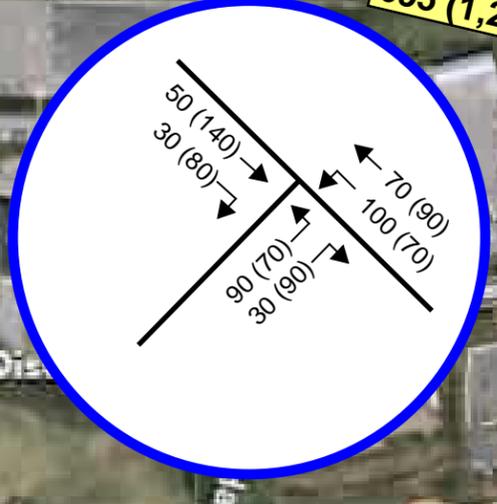
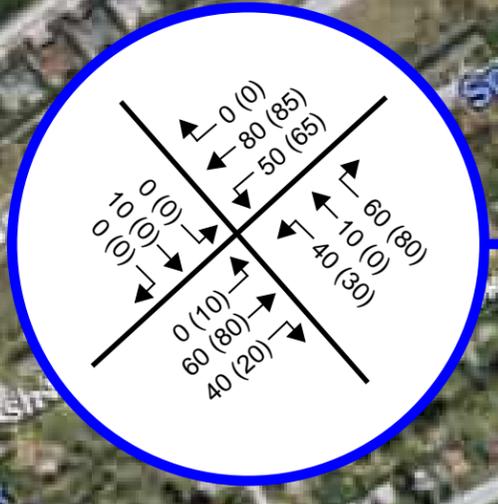
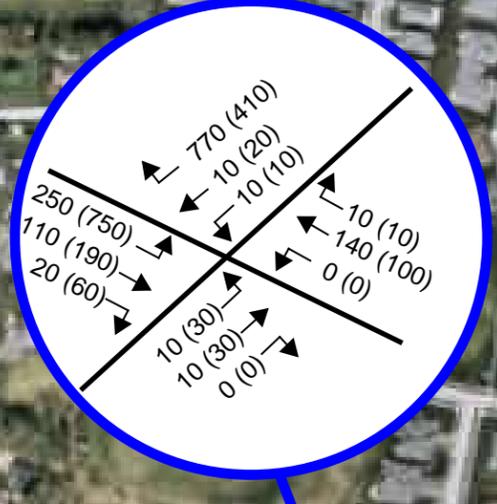
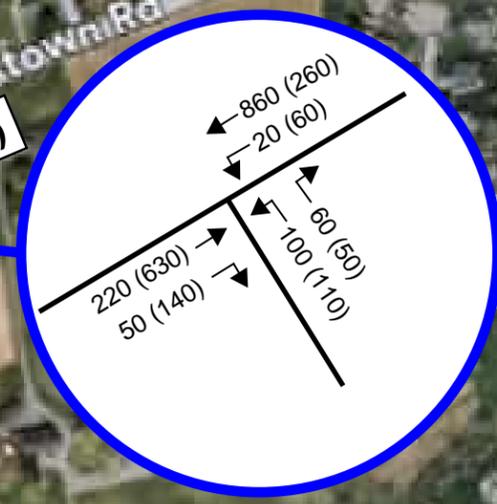
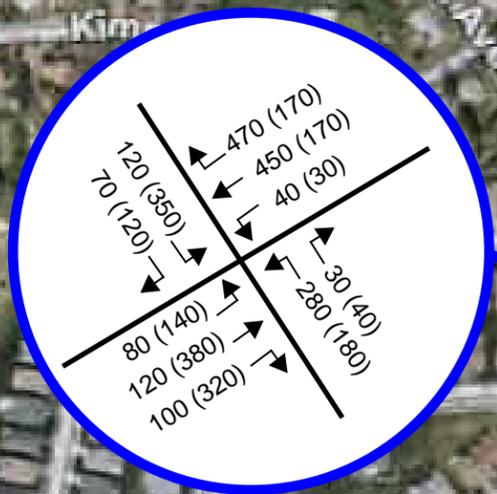
FUTURE YEAR (2050) BUILD TRAFFIC VOLUMES





BOALSBURG INSET MAP

STATE COLLEGE AREA CONNECTOR PROJECT
 US 322 / PA 45 INTERCHANGE ALTERNATIVES
 AM(PM) PEAK HOUR VOLUMES - YEAR 2050
 45-OLD 322 CONNECTOR WITH 'T' WITH BOAL AVE



The North, Central, and South Alternatives are all represented here. With no additional interchange access to the new four-lane limited access US 322 roadway between the PA 45 and Potters Mills Gap (PMG) Interchanges, travel patterns and access within this section of the US 322 corridor will be the same regardless of the EIS Alternative. Even though areas of reconstruction/relocation of the existing two-lane "Old Route 322" roadway vary between the Alternatives, there are no major changes in traffic access and circulation within the project area.

FUTURE YEAR (2050) BUILD TRAFFIC VOLUMES

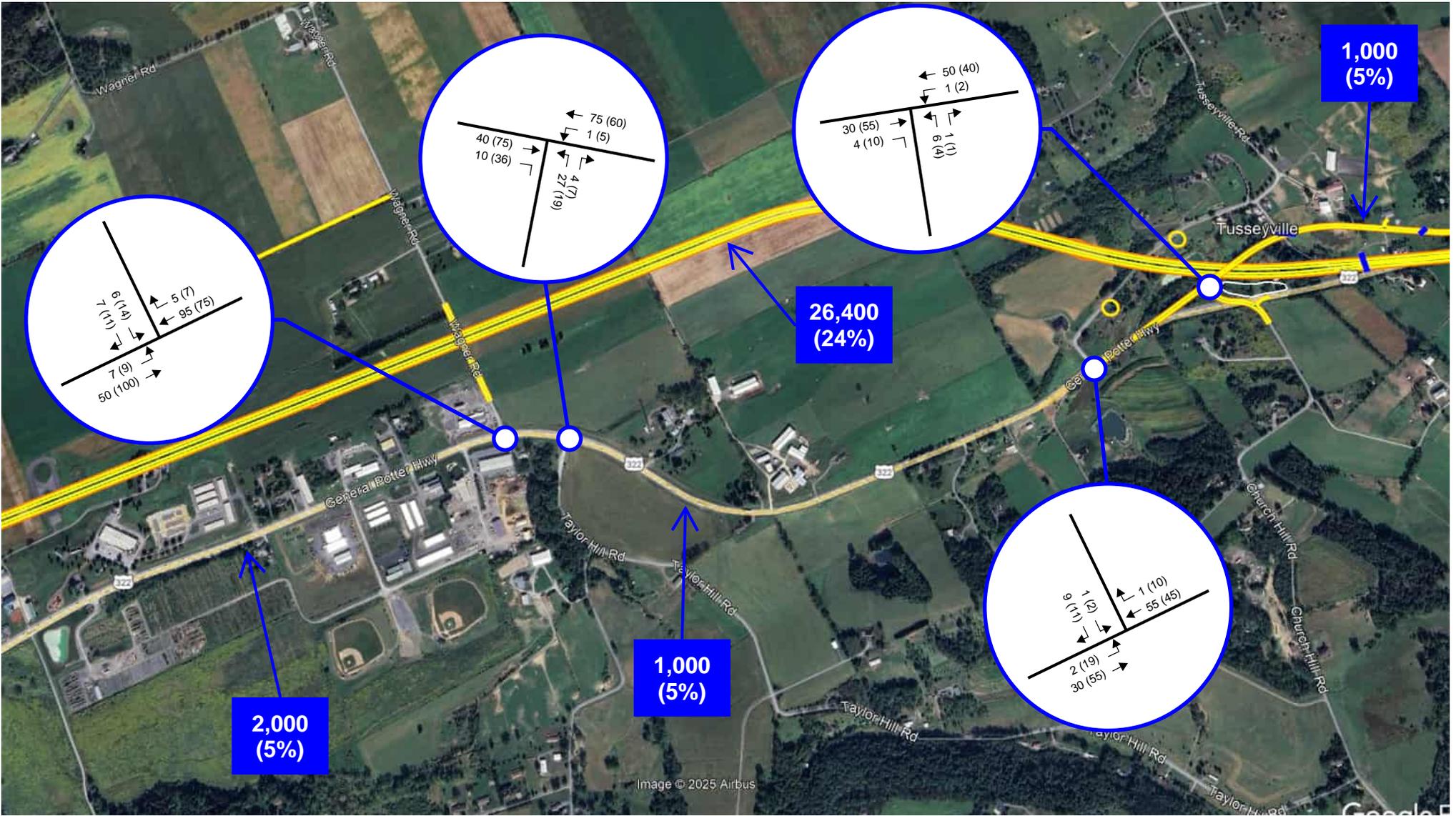
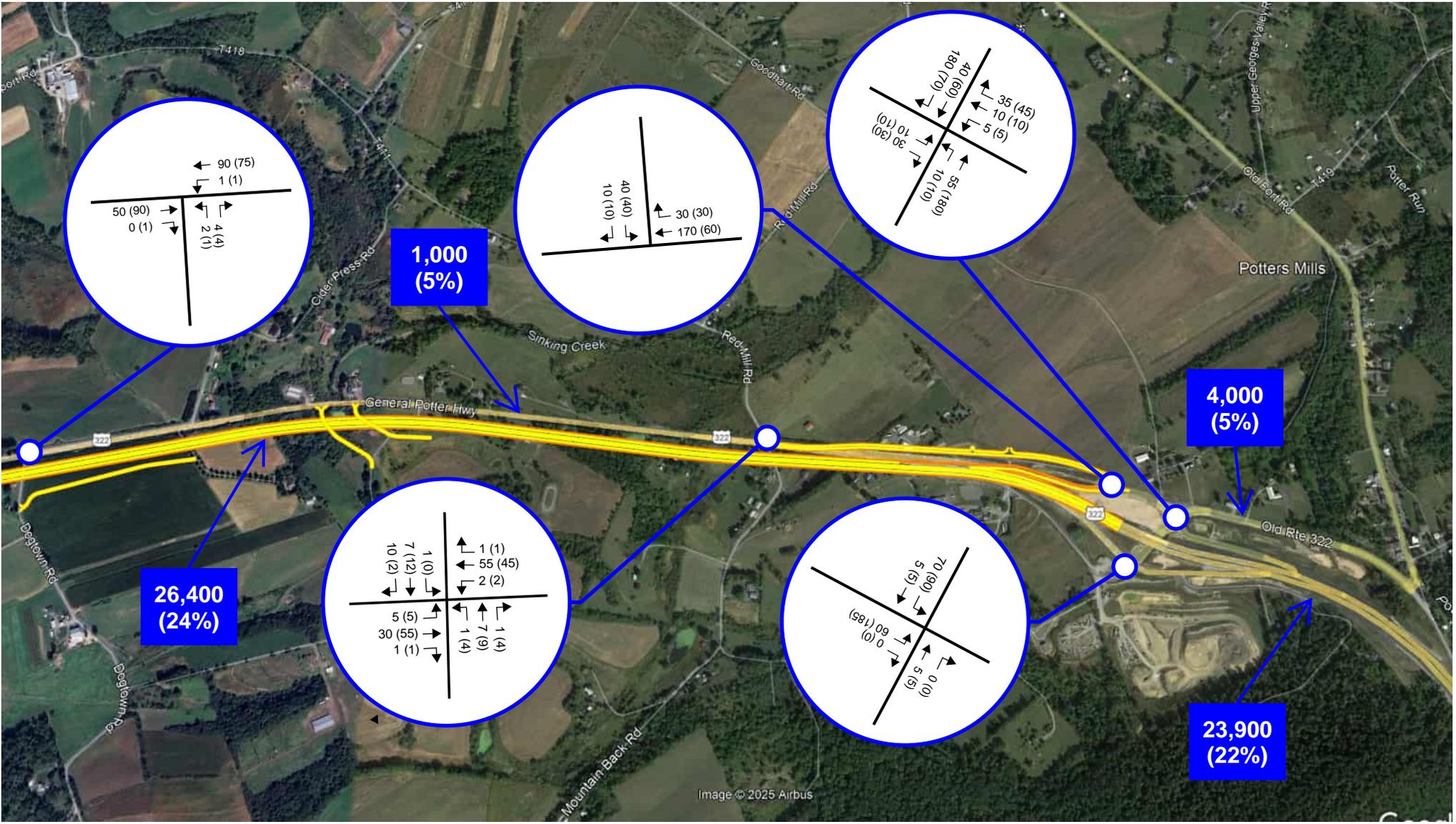


Image © 2025 Airbus

The North, Central, and South Alternatives are all represented here. With no additional interchange access to the new four-lane limited access US 322 roadway between the PA 45 and Potters Mills Gap (PMG) Interchanges, travel patterns and access within this section of the US 322 corridor will be the same regardless of the EIS Alternative. Even though areas of reconstruction/relocation of the existing two-lane "Old Route 322" roadway vary between the Alternatives, there are no major changes in traffic access and circulation within the project area.

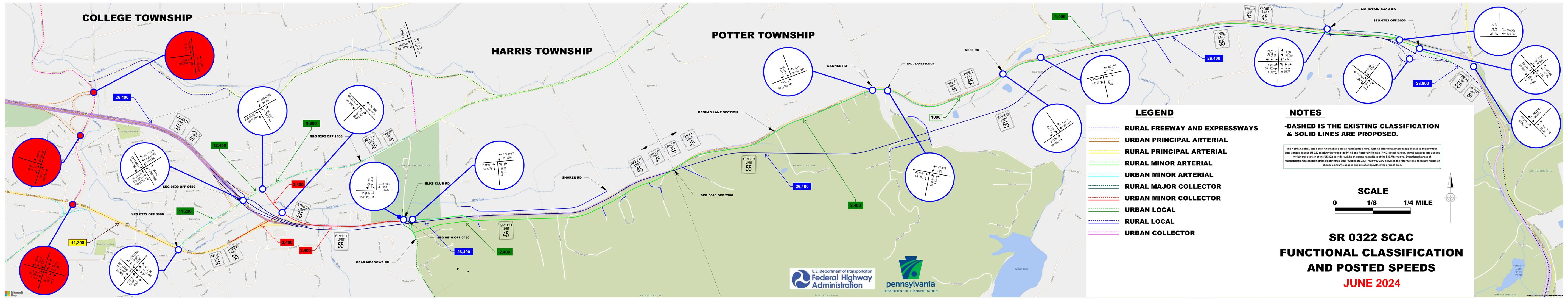
FUTURE YEAR (2050) BUILD TRAFFIC VOLUMES



COLLEGE TOWNSHIP

POTTER TOWNSHIP

HARRIS TOWNSHIP



LEGEND

- RURAL FREEWAY AND EXPRESSWAYS
- URBAN PRINCIPAL ARTERIAL
- RURAL PRINCIPAL ARTERIAL
- RURAL MINOR ARTERIAL
- URBAN MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- URBAN MINOR COLLECTOR
- URBAN LOCAL
- RURAL LOCAL
- URBAN COLLECTOR

NOTES

-DASHED IS THE EXISTING CLASSIFICATION & SOLID LINES ARE PROPOSED.

The North, Central, and South Alternatives are all represented here. With no additional interchange access to the new four-lane limited access US 322 roadway between the PA 45 and Potters Mills Gap (PMG) Interchanges, travel patterns and access within this section of the US 322 corridor will be the same regardless of the EIS Alternative. Even though areas of reconstruction/relocation of the existing two-lane "Old Route 322" roadway vary between the Alternatives, there are no major changes in traffic access and circulation within the project area.

SCALE



SR 0322 SCAC FUNCTIONAL CLASSIFICATION AND POSTED SPEEDS

JUNE 2024



Existing 2023 Traffic

TNM Roadway Link	2023 Existing Conditions			Hourly Truck Vol		AM			PM		
	AM	PM	Truck %	AM	PM	Cars	MT (25%)	HT(75%)	Cars	MT (25%)	HT(75%)
Mt Nittany Expressway WB (OL) 2	1052	735	24%	252	176	800	63	189	559	44	132
Mt Nittany Expressway WB (IL) 2			24%								
Mt Nittany Expressway EB (IL) 1	499	1037	24%	120	249	379	30	90	788	62	187
Mt Nittany Expressway EB (OL) 1			24%								
Mt Nittany Expressway WB (single lane)	600	490	34%	204	167	396	51	153	323	42	125
Mt Nittany Expressway EB (single lane)	355	645	34%	121	219	234	30	91	426	55	164
US 322 WB (single lane) 2	876	685	24%	210	164	666	53	158	521	41	123
US 322 EB (single lane) 1	451	897	24%	108	215	343	27	81	682	54	161
Boal Ave WB (single lane) 1	273	195	3%	8	6	265	2	6	189	1	4
Boal Ave EB (single lane)	96	252	3%	3	8	93	1	2	244	2	6
Boal Ave at Earlstown WB	447	332	3%	13	10	434	3	10	322	2	7
Boal Ave at Earlstown EB	220	454	3%	7	14	213	2	5	440	3	10
Ramp - SR 45 to MNE WB	452	245	6%	27	15	425	7	20	230	4	11
Ramp - SR 45 WB to MNE WB	375	151	6%	23	9	353	6	17	142	2	7
Ramp - SR 45 EB to MNE WB	77	94	6%	5	6	72	1	3	88	1	4
Ramp - MNE EB to SR 45	144	392	6%	9	24	135	2	6	368	6	18
Ramp - MNE EB to SR 45 EB 1	95	320	6%	6	19	89	1	4	301	5	14
Ramp - MNE EB to SR 45 WB	49	72	3%	1	2	48	0	1	70	1	2
Earlstown Road (SR 45) WB 3	416	158	3%	12	5	404	3	9	153	1	4
Earlstown Road (SR 45) EB 3	174	404	6%	10	24	164	3	8	380	6	18
SR 45 EB left turn lane to MNE WB	77	94	6%	5	6	72	1	3	88	1	4
Earlstown Road (SR 45) EB 4	197	631	6%	12	38	185	3	9	593	9	28
Earlstown Road (SR 45) WB 2	415	155	6%	25	9	390	6	19	146	2	7
Earlstown Road (SR 45) WB 4	504	263	3%	15	8	489	4	11	255	2	6
Earlstown Road (SR 45) EB 2	178	465	3%	5	14	173	1	4	451	3	10
Earlstown Road (SR 45) WB 1	790	305	6%	47	18	743	12	36	287	5	14
Ramp - Boal Ave WB to SR 45 EB	54	75	3%	2	2	52	0	1	73	1	2
Earlstown Road (SR 45) EB 1	124	390	3%	4	12	120	1	3	378	3	9
Earlstown Road (SR 45) WB 5	56	76	3%	2	2	54	0	1	74	1	2
Ramp - SR 45 WB to Boal Ave WB	439	187	3%	13	6	426	3	10	181	1	4
Boal Ave WB (single lane) 2	392	270	3%	12	8	380	3	9	262	2	6
Boal Ave EB (OL)	289	783	3%	9	23	280	2	7	760	6	18
Boal Ave EB (IL)			3%								
Boal Ave EB (left turn lane)	117	365	3%	4	11	113	1	3	354	3	8
Boal Ave WB (single lane) left turn lane	8	12	3%	0	0	8	0	0	12	0	0
Boal Ave WB (single lane) through	385	245	3%	12	7	373	3	9	238	2	6
Discovery Drive NB (right turn lane)	2	3	3%	0	0	2	0	0	3	0	0
Discovery Drive NB (through lane)	78	79	3%	2	2	76	1	2	77	1	2
Discovery Drive (turn lane and SB)	72	62	3%	2	2	70	1	2	60	0	1
Boal Ave WB left turn lane to Discovery Drive	5	2	3%	0	0	5	0	0	2	0	0
Discovery Drive (both dir) 1	162	146	3%	5	4	157	1	4	142	1	3
US 322 EB (single lane) right turn lane	16	58	0%	0	0	16	0	0	58	0	0
US 322 EB (single lane) 2	415	805	24%	100	193	315	25	75	612	48	145
US 322 WB (single lane) 1	777	616	24%	186	148	591	47	140	468	37	111
US 322 WB (single lane) right turn lane	2	9	0%	0	0	2	0	0	9	0	0
Elks Club Road NB	11	36	0%	0	0	11	0	0	36	0	0
Elks Club Road SB	16	23	0%	0	0	16	0	0	23	0	0
Bear Meadows Road	50	147	0%	0	0	50	0	0	147	0	0

2050 No-Build Traffic

TNM Roadway Link	2050 No Build			Hourly Truck Vol		AM			PM		
	AM	PM	Truck %	AM	PM	Cars	MT (25%)	HT(75%)	Cars	MT (25%)	HT(75%)
Mt Nittany Expressway WB (OL) 2	1300	915	20%	260	183	1040	65	195	732	46	137
Mt Nittany Expressway WB (IL) 2			20%								
Mt Nittany Expressway EB (IL) 1	620	1280	20%	124	256	496	31	93	1024	64	192
Mt Nittany Expressway EB (OL) 1			20%								
Mt Nittany Expressway WB (single lane)	740	610	29%	215	177	525	54	161	433	44	133
Mt Nittany Expressway EB (single lane)	440	795	29%	128	231	312	32	96	564	58	173
US 322 WB (single lane) 2	1080	850	24%	259	204	821	65	194	646	51	153
US 322 EB (single lane) 1	451	897	24%	108	215	343	27	81	682	54	161
Boal Ave WB (single lane) 1	340	240	4%	14	10	326	3	10	230	2	7
Boal Ave EB (single lane)	120	315	4%	5	13	115	1	4	302	3	9
Boal Ave at Earlstown WB	555	415	4%	22	17	533	6	17	398	4	12
Boal Ave at Earlstown EB	275	565	4%	11	23	264	3	8	542	6	17
Ramp - SR 45 to MNE WB	560	305	5%	28	15	532	7	21	290	4	11
Ramp - SR 45 WB to MNE WB	465	187	5%	23	9	442	6	17	178	2	7
Ramp - SR 45 EB to MNE WB	95	117	5%	5	6	90	1	4	111	1	4
Ramp - MNE EB to SR 45	180	485	5%	9	24	171	2	7	461	6	18
Ramp - MNE EB to SR 45 EB 1	118	397	5%	6	20	112	1	4	377	5	15
Ramp - MNE EB to SR 45 WB	61	89	4%	2	4	59	1	2	85	1	3
Earlstown Road (SR 45) WB 3	516	196	4%	21	8	495	5	15	188	2	6
Earlstown Road (SR 45) EB 3	216	501	5%	11	25	205	3	8	476	6	19
SR 45 EB left turn lane to MNE WB	95	117	5%	5	6	90	1	4	111	1	4
Earlstown Road (SR 45) EB 4	245	780	5%	12	39	233	3	9	741	10	29
Earlstown Road (SR 45) WB 2	515	192	5%	26	10	489	6	19	182	2	7
Earlstown Road (SR 45) WB 4	625	325	4%	25	13	600	6	19	312	3	10
Earlstown Road (SR 45) EB 2	220	575	4%	9	23	211	2	7	552	6	17
Earlstown Road (SR 45) WB 1	980	380	5%	49	19	931	12	37	361	5	14
Ramp - Boal Ave WB to SR 45 EB	67	93	4%	3	4	64	1	2	89	1	3
Earlstown Road (SR 45) EB 1	154	484	4%	6	19	148	2	5	465	5	15
Earlstown Road (SR 45) WB 5	81	94	4%	3	4	78	1	2	90	1	3
Ramp - SR 45 WB to Boal Ave WB	544	232	4%	22	9	522	5	16	223	2	7
Boal Ave WB (single lane) 2	486	318	4%	19	13	467	5	15	305	3	10
Boal Ave EB (OL)	360	970	4%	14	39	346	4	11	931	10	29
Boal Ave EB (IL)			4%								
Boal Ave EB (left turn lane)	145	453	4%	6	18	139	1	4	435	5	14
Boal Ave WB (single lane) left turn lane	10	15	4%	0	1	10	0	0	14	0	0
Boal Ave WB (single lane) through	477	304	4%	19	12	458	5	14	292	3	9
Discovery Drive NB (right turn lane)	2	4	4%	0	0	2	0	0	4	0	0
Discovery Drive NB (through lane)	95	96	4%	4	4	91	1	3	92	1	3
Discovery Drive (turn lane and SB)	89	77	4%	4	3	85	1	3	74	1	2
Boal Ave WB lft trn ln to Discovery Drive	6	2	4%	0	0	6	0	0	2	0	0
Discovery Drive (both dir) 1	192	179	4%	8	7	184	2	6	172	2	5
US 322 EB (single lane) right turn lane	20	72	0%	0	0	20	0	0	72	0	0
US 322 EB (single lane) 2	525	998	24%	126	240	399	32	95	758	60	180
US 322 WB (single lane) 1	963	766	24%	231	184	732	58	173	582	46	138
US 322 WB (single lane) right turn lane	2	11	0%	0	0	2	0	0	11	0	0
Elks Club Road NB	13	45	0%	0	0	13	0	0	45	0	0
Elks Club Road SB	20	29	0%	0	0	20	0	0	29	0	0
Bear Meadows Road	61	154	0%	0	0	61	0	0	154	0	0

2050 Build Traffic

Traffic volumes for the North, Central, and South Alternatives are all represented here. With no additional Interchange access to the new four-lane limited access US 322 roadway between the PA 45 and Potters Mills Gap (PMG) Interchanges, travel patterns and access within this section of the US 322 corridor will be the same regardless of the EIS Alternative. Even though areas of reconstruction/relocation of the existing two-lane "Old Route 322" roadway vary between the Alternatives, there are no major changes in traffic access and circulation within the project area.

	TNM Roadway Link	AM			PM			MPH
		Cars	MT (25%)	HT(75%)	Cars	MT (25%)	HT(75%)	
Mainline	Mt Nittany Expressway WB (OL)	1068	67	200	796	50	149	55
	Mt Nittany Expressway WB (IL)							55
	Mt Nittany Expressway EB (IL)	566	45	134	1034	82	245	55
	Mt Nittany Expressway EB (OL)							55
	SCAC WB OL (between SR 45 ramps)	628	39	118	548	34	103	55
	SCAC WB IL (between SR 45 ramps)	0	0	0	0	0	0	55
	SCAC EB OL (between SR 45 ramps)	422	33	100	676	53	160	55
	SCAC EB IL (between SR 45 ramps)	0	0	0	0	0	0	55
	SCAC WB OL (east of SR 45 ramps)	876	55	164	724	45	136	55
	SCAC WB IL (east of SR 45 ramps)	0	0	0	0	0	0	55
	SCAC EB OL (east of SR 45 ramps)	528	42	125	942	74	223	55
	SCAC EB OL (east of SR 45 ramps)	0	0	0	0	0	0	55
	Ramps	Ramp - SCAC WB to SR 45	304	4	12	209	3	8
Ramp - SCAC WB to SR 45 WB		266	4	11	171	2	7	20
Ramp - SCAC WB to SR 45 EB		29	0	1	38	1	2	20
Ramp - SR 45 to SCAC WB		523	7	21	295	4	12	45
Ramp - SR 45 EB to SCAC WB		76	1	3	133	2	5	20
Ramp - SR 45 WB to SCAC WB		447	6	18	162	2	6	20
Ramp - SCAC EB to SR 45		181	2	7	447	6	18	45
Ramp - SCAC EB to SR 45 EB		114	2	5	333	4	13	20
Ramp - SCAC EB to SR 45 WB		67	1	3	114	2	5	20
Ramp - SR 45 to SCAC EB		124	2	5	342	5	14	45
Ramp - SR 45 EB to SCAC EB		38	1	2	29	0	1	20
Ramp - SR 45 WB to SCAC EB		95	1	4	304	4	12	20
OLD 322 EB for local access		43	1	2	214	3	8	35
OLD 322 WB for local access	152	2	6	138	2	5	35	
NEW Boal Ave EB	114	2	5	152	2	6	35	
NEW Boal Ave WB	124	2	5	143	2	6	35	
Boal Ave WB (single lane) 1	143	2	6	105	1	4	35	
Boal Ave EB (single lane)	114	2	5	190	3	8	35	
Discovery Drive (both dir) 1	210	0	0	195	0	0	25	
Discovery Drive NB (through lane)	50	0	0	30	0	0	25	
Discovery Drive NB (right turn lane)	60	0	0	80	0	0	25	
Discovery Drive (turn lane and SB)	90	0	0	85	0	0	25	
Boal Ave WB lft trn ln to Discovery Drive	50	0	0	65	0	0	25	
SR 45 EB (east of roundabout)	266	4	11	646	9	26	45	
SR 45 WB (east of roundabout)	836	11	33	304	4	12	45	
SR 45 (Earlstown Road) roundabout	1330	18	53	1216	16	48	25	
SR 45 EB rt turn ln (roundabout bypass)	48	1	2	133	2	5	25	
SR 45 EB through lane segment 3	209	3	8	599	8	24	35	
SR 45 WB right turn lane to SCAC WB ramp	447	6	18	162	2	6	35	
SR 45 WB through lane (west of roundabout)	817	11	32	247	3	10	45	
SR 45 WB left trn lane to SCAC EB ramp	38	1	2	29	0	1	25	
SR 45 EB between SR 45 ramps	228	3	9	694	9	27	45	
SR 45 EB through lane segment 2	0	0	0	0	0	0	45	
SR 45 WB through lane (west of roundabout)	694	9	27	333	4	13	45	
SR 45 WB between SR 45 ramps	0	0	0	0	0	0	45	
SR 45 EB thru + right turn lane	262	2	6	766	6	18	45	
SR 45 EB through lane segment 1	0	0	0	0	0	0	45	
SR 45 WB rt trn lne/rmp to Boal Ave WB	766	6	18	427	3	10	45	
SR 45 WB through lane z	0	0	0	0	0	0	45	
Boal Ave WB (single lane) 2	136	1	3	97	1	2	45	
Boal Ave EB (OL)	369	3	9	970	8	23	35	
Boal Ave EB (IL)	0	0	0	0	0	0	35	
Boal Ave EB (right turn lane)	19	0	0	58	0	1	35	
Boal Ave EB (through lane)	107	1	2	184	1	4	35	
Boal Ave EB (left turn lane)	243	2	6	728	6	17	35	
Ramp - Boal Ave WB to SR 45 EB	10	0	0	10	0	0	35	
Boal Ave WB (single lane) through	133	2	5	95	1	4	35	
Boal Ave WB (single lane) left turn lane	0	0	0	0	0	0	35	
Elks Club Road NB	13	0	0	45	0	0	35	
Elks Club Road SB	20	0	0	29	0	0	35	
NEW Bear Meadows Road NB	40	0	0	72	0	0	35	
NEW Bear Meadows Road SB	40	0	0	137	0	0	35	
Bear Meadows Road	80	0	0	209	0	0	35	

**Appendix G –
Warranted, Feasible, and Reasonable
Worksheets**

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 11
Noise Wall Identification (i.e., Wall 1)	NSA 11

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	45
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation						
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements					
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared					
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u> X </u></td> <td style="padding: 0 10px;">Yes</td> <td style="padding: 0 20px;"></td> <td style="text-align: center;"><u> </u></td> <td style="padding: 0 10px;">No</td> </tr> </table>	<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No		
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.						
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u> X </u></td> <td style="padding: 0 10px;">Yes</td> <td style="padding: 0 20px;"></td> <td style="text-align: center;"><u> </u></td> <td style="padding: 0 10px;">No</td> </tr> </table>	<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u> </u></td> <td style="padding: 0 10px;">Yes</td> <td style="padding: 0 20px;"></td> <td style="text-align: center;"><u> X </u></td> <td style="padding: 0 10px;">No</td> </tr> </table>	<u> </u>	Yes		<u> X </u>	No
<u> </u>	Yes		<u> X </u>	No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;"><u> X </u></td> <td style="padding: 0 10px;">Yes</td> <td style="padding: 0 20px;"></td> <td style="text-align: center;"><u> </u></td> <td style="padding: 0 10px;">No</td> </tr> </table>	<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

45

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

41,430

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

89

c. $SF/BR = 2a/2b$

466

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 X Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 X Yes No

b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

 X Yes No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

 X Yes No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?

 X Yes No

e. Does the noise wall reduce design year noise levels back to existing levels?

 X Yes No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point?

 Yes No

b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum

 Yes No

Decision

Is the Noise Wall WARRANTED?

 X Yes No

Is the Noise Wall FEASIBLE?

 X Yes No

Is the Noise Wall REASONABLE?

 X Yes No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager

Date

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

Qualified Professional Performing the Analysis
(name, title, and company name)

Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 14
Noise Wall Identification (i.e., Wall 1)	NSA 14

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

1

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

13,274

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

1

c. $SF/BR = 2a/2b$

13,274

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED? _____ **X** Yes _____ No

Is the Noise Wall FEASIBLE? _____ **X** Yes _____ No

Is the Noise Wall REASONABLE? _____ Yes _____ **X** No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

_____ PennDOT, Engineering District Environmental Manager

_____ Date

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

_____ Qualified Professional Performing the Analysis
(name, title, and company name)

_____ Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 15
Noise Wall Identification (i.e., Wall 1)	NSA 15

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	4
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation			
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements		
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared		
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.			
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

4

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

18,198

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

8

c. $SF/BR = 2a/2b$

2,275

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED? _____ **X** Yes _____ No

Is the Noise Wall FEASIBLE? _____ **X** Yes _____ No

Is the Noise Wall REASONABLE? _____ Yes _____ **X** No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 16
Noise Wall Identification (i.e., Wall 1)	NSA 16

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	6
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation			
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements		
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared		
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.			
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

6

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

83%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

14,379

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

5

c. $SF/BR = 2a/2b$

2,876

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED? _____ **X** Yes _____ No

Is the Noise Wall FEASIBLE? _____ **X** Yes _____ No

Is the Noise Wall REASONABLE? _____ Yes _____ **X** No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 15+16
Noise Wall Identification (i.e., Wall 1)	NSA 15+16

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	10
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation			
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements		
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared		
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.			
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

10

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

39,771

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

20

c. $SF/BR = 2a/2b$

1,989

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 X Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 X Yes No

b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

 X Yes No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

 X Yes No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?

 X Yes No

e. Does the noise wall reduce design year noise levels back to existing levels?

 X Yes No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point?

 Yes No

b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum

 Yes No

Decision

Is the Noise Wall WARRANTED?

 X Yes No

Is the Noise Wall FEASIBLE?

 X Yes No

Is the Noise Wall REASONABLE?

 X Yes No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

Qualified Professional Performing the Analysis
(name, title, and company name)

Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 17 (C,N)
Noise Wall Identification (i.e., Wall 1)	NSA 17 (C,N)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation			
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements		
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared		
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.			
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> X </u> Yes</td> <td style="text-align: center;"><u> </u> No</td> </tr> </table>	<u> X </u> Yes	<u> </u> No
<u> X </u> Yes	<u> </u> No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;"><u> </u> Yes</td> <td style="text-align: center;"><u> X </u> No</td> </tr> </table>	<u> </u> Yes	<u> X </u> No
<u> </u> Yes	<u> X </u> No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

c. Is the percentage 50 or greater?

		1		
<hr/>				
100%				
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				

2. Can the noise wall be designed and physically constructed at the proposed location?

3. Can the noise wall be constructed without causing a safety problem?

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

<u> </u> Yes		<u> </u> No
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2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

c. $SF/BR = 2a/2b$

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

		17,290		
<hr/>				
1				
<hr/>				
17,290				
<hr/>				
<u> </u> Yes		<u> X </u>	<u> </u>	No
<hr/>				

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

<u> </u> Yes		<u> </u> No
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b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?

_____ Yes _____ No

e. Does the noise wall reduce design year noise levels back to existing levels?

_____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point?

_____ Yes _____ No

b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum

_____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?

 X Yes _____ No

Is the Noise Wall FEASIBLE?

 X Yes _____ No

Is the Noise Wall REASONABLE?

_____ Yes X No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager

Date

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

Qualified Professional Performing the Analysis
(name, title, and company name)

Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 17 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 17 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	2
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

2

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

25,662

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

2

c. $SF/BR = 2a/2b$

12,831

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	29-Jul-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 22 (C)
Noise Wall Identification (i.e., Wall 1)	NSA 22 (C)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	_____
Category B units impacted	2
Category C units impacted	_____
Category D units impacted (if interior analysis required)	_____
Category E units impacted	_____

Warranted

1. Community Documentation					
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements				
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared				
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">_____ X _____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">No</td> </tr> </table>	_____ X _____	Yes	_____	No
_____ X _____	Yes	_____	No		

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.					
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____ X _____</td> <td style="text-align: center;">No</td> </tr> </table>	_____	Yes	_____ X _____	No
_____	Yes	_____ X _____	No		
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">_____ X _____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">No</td> </tr> </table>	_____ X _____	Yes	_____	No
_____ X _____	Yes	_____	No		
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<table border="0" style="width: 100%;"> <tr> <td style="text-align: center;">_____</td> <td style="text-align: center;">Yes</td> <td style="text-align: center;">_____ X _____</td> <td style="text-align: center;">No</td> </tr> </table>	_____	Yes	_____ X _____	No
_____	Yes	_____ X _____	No		

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

2

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

87,104

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

2

c. $SF/BR = 2a/2b$

43,552

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

_____ PennDOT, Engineering District Environmental Manager

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

_____ Qualified Professional Performing the Analysis
(name, title, and company name)

_____ Date

7/29/2025

_____ Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	18-Jul-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 23 (C)
Noise Wall Identification (i.e., Wall 1)	NSA 23 (C)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	
Category C units impacted	6.2
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

6.2

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

44,076

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

7,4238

c. $SF/BR = 2a/2b$

5,937

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?

_____ Yes _____ No

e. Does the noise wall reduce design year noise levels back to existing levels?

_____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point?

_____ Yes _____ No

b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum

_____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?

 X Yes _____ No

Is the Noise Wall FEASIBLE?

 X Yes _____ No

Is the Noise Wall REASONABLE?

_____ Yes X No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager

Date

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

Qualified Professional Performing the Analysis
(name, title, and company name)

Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 24 (C,S)
Noise Wall Identification (i.e., Wall 1)	NSA 24 (C,S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

c. Is the percentage 50 or greater?

		1		
<hr/>				
100%				
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				
<u> X </u>	Yes		<u> </u>	No
<hr/>				

2. Can the noise wall be designed and physically constructed at the proposed location?

3. Can the noise wall be constructed without causing a safety problem?

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

<u> </u> Yes		<u> </u> No
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2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

c. $SF/BR = 2a/2b$

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

		21,509		
<hr/>				
1				
<hr/>				
21,509				
<hr/>				
<u> </u> Yes	<u> </u>	<u> X </u>	<u> </u>	No
<hr/>				

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

<u> </u> Yes		<u> </u> No
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- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 26 (C,S)
Noise Wall Identification (i.e., Wall 1)	NSA 26 (C,S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

1

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

12,388

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

1

c. $SF/BR = 2a/2b$

12,388

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 32
Noise Wall Identification (i.e., Wall 1)	NSA 32

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

1

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

24,052

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

1

c. $SF/BR = 2a/2b$

24,052

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 39 (N)
Noise Wall Identification (i.e., Wall 1)	NSA 39 (N)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	2
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

2

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

0%

c. Is the percentage 50 or greater?

Yes

X

No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes

No

3. Can the noise wall be constructed without causing a safety problem?

Yes

No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes

No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes

No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes

No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes

No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes

No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

c. $SF/BR = 2a/2b$

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes

No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes

No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ _____	Yes		_____ X _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No
Additional Reasons for Decision:					

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 41 (N)
Noise Wall Identification (i.e., Wall 1)	NSA 41 (N)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	_____
Category B units impacted	1
Category C units impacted	_____
Category D units impacted (if interior analysis required)	_____
Category E units impacted	_____

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

c. Is the percentage 50 or greater?

		1		
		100%		
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No
<u> X </u>	Yes		<u> </u>	No

2. Can the noise wall be designed and physically constructed at the proposed location?

3. Can the noise wall be constructed without causing a safety problem?

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

<u> </u> Yes		<u> </u> No
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2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

c. $SF/BR = 2a/2b$

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

		37,000		
		1		
		37,000		
<u> </u> Yes		<u> X </u>		<u> </u> No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

<u> </u> Yes		<u> </u> No
---------------------	--	--------------------

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____	No
Is the Noise Wall REASONABLE?	_____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 48 (N)
Noise Wall Identification (i.e., Wall 1)	NSA 48 (N)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	_____
Category B units impacted	1
Category C units impacted	_____
Category D units impacted (if interior analysis required)	_____
Category E units impacted	_____

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

c. Is the percentage 50 or greater?

	1
	100%
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

2. Can the noise wall be designed and physically constructed at the proposed location?

3. Can the noise wall be constructed without causing a safety problem?

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

<input type="checkbox"/> Yes	<input type="checkbox"/> No
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2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

c. $SF/BR = 2a/2b$

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

	4,800
	1
	4,800
<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

<input type="checkbox"/> Yes	<input type="checkbox"/> No
------------------------------	-----------------------------

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 50 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 50 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	2
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

2

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

20,746

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

2

c. $SF/BR = 2a/2b$

10,373

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

_____ PennDOT, Engineering District Environmental Manager

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

_____ Qualified Professional Performing the Analysis
(name, title, and company name)

_____ Date

6/16/2025

_____ Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 51 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 51 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	1
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

1

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

28,583

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

1

c. $SF/BR = 2a/2b$

28,583

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 52 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 52 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	_____
Category B units impacted	1
Category C units impacted	_____
Category D units impacted (if interior analysis required)	_____
Category E units impacted	_____

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

1

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

Yes No

3. Can the noise wall be constructed without causing a safety problem?

Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

20,930

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

1

c. $SF/BR = 2a/2b$

20,930

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

Yes No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes		_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes		_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	18-Jul-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 53 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 53 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	
Category C units impacted	3.7
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

3.7

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

33,733

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

3.7

c. $SF/BR = 2a/2b$

9,117

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation?

_____ Yes _____ No

d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors?

_____ Yes _____ No

e. Does the noise wall reduce design year noise levels back to existing levels?

_____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

a. Does noise wall reduce design year interior noise levels by at least 7 dB(A) for the facility’s analysis point?

_____ Yes _____ No

b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum

_____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?

 X Yes _____ No

Is the Noise Wall FEASIBLE?

 X Yes _____ No

Is the Noise Wall REASONABLE?

_____ Yes X No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager

Date

Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.

6/16/2025

Qualified Professional Performing the Analysis
(name, title, and company name)

Date

**Draft - Preliminary Engineering
Highway Traffic Noise Abatement
Warranted, Feasible, and Reasonable Worksheet – Noise Wall**

Date	16-Jun-25
Project Name	State College Area Connector Project
County	Centre County
SR, Section	SR 0322, SCAC
Community Name and/or NSA #	NSA 54 (S)
Noise Wall Identification (i.e., Wall 1)	NSA 54 (S)

General

1. Type of project (new location, reconstruction, etc.):	highway on new location
2. Total number of impacted receptor units in community	
Category A units impacted	
Category B units impacted	5
Category C units impacted	
Category D units impacted (if interior analysis required)	
Category E units impacted	

Warranted

1. Community Documentation	
a. Date community was permitted (for new developments or developments planned for or under construction)	pre-dates highway improvements
b. Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	DEIS currently being prepared
c. Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to “Decision” block and answer “no” to warranted question. As the reason for this decision, state that “Community was permitted after the date of approval of <i>CE, ROD, or FONSI, as appropriate.</i> ”	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
2. Criteria requiring consideration of noise abatement (note N/A if category is not impacted or present or analysis not required). A “yes” answer to any of the following three questions requires the consideration of noise abatement.	
a. With the proposed project, are design year noise levels predicted to approach or exceed the NAC level(s) in Table 1?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
b. With the proposed project, is there predicted to be a substantial design year noise level increase of 10 dB(A) or more at Activity Category A, B, C, D, or E receptor(s)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
c. With the proposed project, are design year noise levels predicted to be less than existing noise levels, but still approach or exceed the NAC levels in Table 1 for the relevant Activity Category?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

Feasibility – Questions 1c through 7 must all be answered “yes” for a noise barrier to be determined to be feasible.

1. Impacted receptor units

a. Total number of impacted receptor units:

5

b. Percentage of impacted receptor units receiving 5 dB(A) or more insertion loss:

100%

c. Is the percentage 50 or greater?

 X Yes No

2. Can the noise wall be designed and physically constructed at the proposed location?

 X Yes No

3. Can the noise wall be constructed without causing a safety problem?

 X Yes No

4. Can the noise wall be constructed without restricting access to vehicular or pedestrian travel?

 X Yes No

5. Can the noise wall be constructed in a manner that allows for access for required maintenance and inspection operations?

 X Yes No

6. Can the noise wall be constructed in a manner that permits utilities to function in a normal manner?

 X Yes No

7. Can the noise wall be constructed in a manner that permits drainage features to function in a normal manner?

 X Yes No

Reasonableness

1. Community Desires Related to the Barrier

a. Do at least 50 percent of the responding benefited receptor unit owner(s) and renters desire the noise wall? If yes, continue with Reasonableness questions. If no, the noise wall can be considered not to be reasonable. Proceed to “Decision” block and answer “no” to reasonableness question. As the reason for this decision, state that “The majority of the benefited receptor unit owners do not desire the noise wall.”

 Yes No

2. Square Footage Per Benefited Receptor (SF/BR) Evaluation

a. Area (SF) of the proposed noise wall

23,917

b. Number of benefited receptor units (any unit receiving 5 dB(A) or more insertion loss)

5

c. $SF/BR = 2a/2b$

4,783

d. Is 2c less than or equal to the MaxSF/BR value of 2000?

 Yes X No

3. Noise Reduction Design Goals (Activity Categories A, B, C, and E) A “yes” answer is required to Question 3a. for the noise wall to be determined to be reasonable. Questions 3b through 3e represent desirable goals that need not be met for a noise wall to be determined reasonable. However, they must be addressed and should be considered in the determination of the recommended noise wall.

a. Does the noise wall reduce design year exterior noise levels by at least 7 dB(A) for at least one benefited receptor?

 Yes No

- b. Does the noise wall provide an insertion loss of at least 7 dB(A) for more receptors than required under 3a.while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- c. Does the noise wall provide insertion losses of greater than 7 dB(A) while still conforming to the MaxSF/BR value of 2,000 and a “point of diminishing returns” evaluation? _____ Yes _____ No
- d. Does the noise wall reduce future exterior levels to the low-60-decibel range (60-63) for Category B and C receptors and the upper-60 dB(A) range (65-68) for Category E receptors? _____ Yes _____ No
- e. Does the noise wall reduce design year noise levels back to existing levels? _____ Yes _____ No

4. Noise Reduction Design Goals (Activity Category D) A “yes” answer is required to Question 4a. for the barrier to be determined to be reasonable. Question 4b represents a desirable goal that need not be met for a noise wall to be determined reasonable. However, this goal must be addressed and should be considered in the determination of the recommended noise wall.

- a. Does noise wall reduce design year interior_noise levels by at least 7 dB(A) for the facility’s analysis point? _____ Yes _____ No
- b. While conforming to the MaxSF/BR criteria and justified by a “point of diminishing returns’ evaluation, does the noise wall provide an interior insertion loss above the 7 dB(A) minimum _____ Yes _____ No

Decision

Is the Noise Wall WARRANTED?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall FEASIBLE?	_____ X _____	Yes	_____ _____	No
Is the Noise Wall REASONABLE?	_____ _____	Yes	_____ X _____	No

Additional Reasons for Decision:

Responsible/Qualified Individuals Making the Above Decisions

PennDOT, Engineering District Environmental Manager	Date
Alan J. Dunay, Acoustical Scientist, Skelly & Loy, Inc.	6/16/2025
Qualified Professional Performing the Analysis (name, title, and company name)	Date

**Appendix H –
List of Preparers and Reviewers**

Appendix H

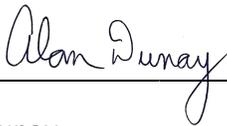
List of Preparers and Reviewers

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Senior Scientist - Acoustics
BS/1997/Biology
29 Years' Experience
Noise Monitoring, Noise Modeling, Report Preparation

William C. Kaufell
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