Table 3a: Acoustic Assessment Summary Table - Continuous Sources

Point of Reception ID	Point of Reception Description	Time Period [1]	Total Level at POR (L_{eq}, 1-hr) [2]	Verified by Acoustic Audit (Yes/No)	Performance Limit (L_{eq} 1-hr) [3]	Compliance with Performance Limit (Yes/No)
R1	Home to Northwest	Daytime	44	No	50	Yes
R2	Home to North	Daytime	49	No	50	Yes
R3	Home to East	Daytime	48	No	50	Yes

Notes:

[1] The predictable worst-case one (1) hour daytime period was considered in the study.

[2] Worst-case one hour equivalent sound level from all applicable sources operating in dBA.

[3] NPC-205 default minimum values of one hour L_{eq} for Class 2 Areas.

Table 3b: Acoustic Assessment Summary Table - Impulsive Sources

Point of Reception ID	Point of Reception Description	Time Period [1]	Total Level at POR (L_{eq}, 1-hr) [2]	Verified by Acoustic Audit (Yes/No)	Performance Limit (L_{eq} 1-hr) [3]	Compliance with Performance Limit (Yes/No)
R1	Home to Northwest	Daytime	48	No	100	Yes
R2	Home to North	Daytime	56	No	100	Yes
R3	Home to East	Daytime	54	No	100	Yes

Notes:

- The infrequent impulsive sounds were generated from rail car shunting by the trackmobile.

  The number of impulses is anticipated to be less than 10 in any daytime hour.

[1] The predictable worst-case one (1) hour daytime period was considered in the study.

[2] Worst-case logarithmic mean impulse sound level in dBAI.

[3] NPC-205 sound level limit for infrequent impulsive sounds.