

## Hollister Hills SVRA - Ambient Noise Monitoring Data, 2002-2003

Limits for each category are as follows:

L50 = 40   L25 = 45   L8 = 50   L2 = 55   Lmax = 60

Date		Location #			Start Time		Comment
5/11/2002		3			12:28		First hour of data somewhat affected by wind.  * Exceedance due to Helicopter. N/A = monitoring stopped due to excessive wind.
Hour	L50	L25	L8	L2	Leq	Lmax	
1	37	42	47	53	49	66*	
2	N/A	N/A	N/A	N/A	N/A	N/A	
3	N/A	N/A	N/A	N/A	N/A	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
5/11/2002		6			12:36		First hour of data somewhat affected by wind.  ** Exceedance due to wind noise on microphone. * Dirt bike on adobe section of SVRA on east side of hill in area of Adobe Road. N/A = monitoring stopped due to excessive wind.
Hour	L50	L25	L8	L2	Leq	Lmax	
1	42**	46**	50	54	50	62*	
2	N/A	N/A	N/A	N/A	N/A	N/A	
3	N/A	N/A	N/A	N/A	N/A	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
5/25/2002		6			11:33		* Noise levels due primarily to dirt bikes on GP Track. ** Noise levels due to small plane overhead. *** Noise level due to bird directly overhead or nearby.
Hour	L50	L25	L8	L2	Leq	Lmax	
1	42*	45	48	51	48	61**	
2	38	41	44	47	40	53	
3	39	45	54***	57***	48	67***	
4	37	40	43	47	40	53	
5/25/2002		3			11:50		N/A - noise monitoring data not available due to calibration tone on sample. * Small plane overhead.
Hour	L50	L25	L8	L2	Leq	Lmax	
1	38	41	47	N/A	N/A	61*	
2	36	38	42	47	39	59	
3	35	37	40	44	37	58	
4	35	37	41	44	37	51	
5/26/2002		1			9:57		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	34	37	42	34	48	
2	34	38	44	52	42	60	
3	33	37	41	47	38	55	
4	31	34	39	45	37	56	
5/26/2002		7			9:38		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	38	40	43	46	40	55	
2	38	40	46	52	43	59	
3	38	40	44	48	41	55	
4	37	39	43	46	39	57	
6/8/2002		4			10:15		Third & fourth hour of data affected by wind.  * Noise due to pressure washer at adjacent residence. ** Noise due to small plane. N/A - noise monitoring data not available due to wind.
Hour	L50	L25	L8	L2	Leq	Lmax	
1	35	48*	51*	54	46	58	
2	32	37	43	51	41	63**	
3	N/A	N/A	38	42	N/A	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
6/8/2002		5			10:45		Third and fourth hours affected by wind  N/A - noise monitoring data not available due to wind
Hour	L50	L25	L8	L2	Leq	Lmax	
1	36	40	44	50	41	57	
2	38	42	44	47	41	60	
3	N/A	42	45	48	41	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
6/30/2002		2			10:28		* Noise levels due to airplane(s) overhead
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	34	39	45	36	52	
2	31	34	42	50*	42*	68*	
3	32	35	42	47	39	59	
4	34	37	41	45	37	53	

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Limits for each category are as follows:

L50 = 40   L25 = 45   L8 = 50   L2 = 55   Lmax = 60

Date		Location #			Start Time		Comment
6/30/2002		3A			10:15		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	33	35	39	33	53	
2	30	34	42*	52*	42*	64*	* Noise levels due to airplane(s) overhead
3	29	32	37	43	34	59	
4	31	35	42	48	38	57	
7/4/2002		4			11:10		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	N/A	N/A	N/A	N/A	N/A	N/A	N/A = No data available due to equipment malfunction, however substantial wind would have negated data for second two hours.
2	N/A	N/A	N/A	N/A	N/A	N/A	
3	N/A	N/A	N/A	N/A	N/A	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
7/4/2002		5			10:31		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	32	34	37	41	34	51	Third hour somewhat affected by wind, during fourth hour, wind was substantial and precluded monitoring.
2	34	37	40	44	37	54	
3	36*	39*	43*	47*	39*	54	
4	N/A	N/A	N/A	N/A	N/A	N/A	
7/5/2002		1			10:40		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	33	36	42	34	51	
2	31	33	36	38	33	50	
3	31	34	39	44	35	51	
4	31	33	37	41	33	54	
7/5/2002		6A			11:11		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	33	36	40	46	38	55	* Noise due to airplane overhead
2	32	34	38	44	35	51	
3	34	37	41	49	39	61*	
4	34	37	40	45	37	55	
7/20/2002		2			10:15		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	32	33	35	38	33	53	* Noise levels due to airplanes
2	34	36	41	49*	41*	64*	
3	33	35	37	40	34	48	
4	33	37	39	42	36	53	
7/20/2002		8			10:37		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	32	34	37	43	35	48	High L <sub>max</sub> during the second hour due to small airplane briefly performing aerobatics over general area of park.
2	32	34	40	49*	45*	72*	
3	31	33	38	44	34	49	
4**	31	32	35	39	34	52	
8/17/2002		7			9:03		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	35	37	39	42	37	58	Race event at the Vintage Track during monitoring
2	37	40	43	46	40	59	
3	38	42	46	50	44	70*	
4	34	36	41	47	38	55	
8/17/2002		8			8:56		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	57*	60*	63*	66*	59	77*	* Noise levels due to dirt bikes participating in the event at the GP Track
2	51*	54*	59*	62*	54	69*	
3	54*	57*	59*	61*	55	67*	
4	50*	54*	57*	59*	53	66*	

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Limits for each category are as follows:

L50 = 40   L25 = 45   L8 = 50   L2 = 55   Lmax = 60

Date		Location #			Start Time		Comment
8/25/2002		2			9:58		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	29	32	35	37	31	44	
2	30	34	38	44	39	62*	* Noise level due to airplane
3	30	33	39	45	35	52	
4	29	31	35	44	35	59	
8/25/2002		7			8:40		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	34	38	44	35	58	
2	34	36	39	43	37	62*	* Noise level due to bird nearby
3	34	37	42	47	39	59	
4	34	37	41	45	37	58	
8/31/2002		1			12:06		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	30	33	38	43	35	58	
2	30	32	36	41	34	58	
3	29	31	35	42	33	52	
4	30	32	38	45	35	55	
8/31/2002		4			8:56		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	36	37	39	43	38	60*	* Level due to airplane overhead for several minutes
2	36	39	43	50**	43	64**	** Levels due to low-flying helicopter over area twice
3	35	38	43	55*	45	65*	
4	31	34	40	45	36	51	
9/1/2002		5			9:25		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	36	40	43	46	40	63*	* Noise level due to motorcycle on Cienega road
2	40	43	46	51	43	60	
3	31	35	41	45	37	55	
4	32	35	39	45	36	54	
9/1/2002		8			9:30		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	54*	59*	64*	67*	59	74*	* Noise levels due to race event at GP Track
2	49*	53*	57*	60*	52	67*	
3	46*	48*	52*	54	48	60	
4	46*	50*	54*	56*	49	64*	
9/14/2002		3A			10:16		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	36	37	39	42	37	55	
2	37	39	42	49	41	58	
3	33	34	38	42	35	59	
4	29	31	35	40	32	54	
9/14/2002		6A			10:38		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	N/A	N/A	N/A	N/A	N/A	N/A	Equipment malfunction, no data available
2	N/A	N/A	N/A	N/A	N/A	N/A	
3	N/A	N/A	N/A	N/A	N/A	N/A	
4	N/A	N/A	N/A	N/A	N/A	N/A	
10/5/2002		5			10:50		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	34	38	46	51	41	58	
2	33	37	43	51	41	62*	* Noise level due to small airplane.
3	29	32	36	40	40	46	
4	33	37	42	51	46	70**	** Noise level due to jet

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Limits for each category are as follows:

L50 = 40   L25 = 45   L8 = 50   L2 = 55   Lmax = 60

Date		Location #			Start Time		Comment
10/26/2002		2			9:54		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	29	37	46	54	43	60	
2	27	33	42	47	38	57	
3	29	34	41	46	36	51	
4	29	34	43	54	47	72 *	* Noise level due to helicopter
10/26/2002		6			9:32		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	34	40	46	52	42	58	
2	35	40	45	49	40	57	
3	38	42	47	50	42	56	
4	35	39	43	50	40	58	
11/10/2002		4			9:15		** Partial measurement only (18 minutes long), due to rain
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	33	38	43	34	49	
2	31	34	41	46	38	60	
3	34	38	44	52	43	66*	* Noise levels due to airplane
4**	35	37	40	44	37	54	
11/10/2002		5			09:18		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	33	35	38	42	35	50	
2	32	35	42	49	39	61*	* Noise levels due to airplanes
3	34	39	45	52	42	63*	
4	35	40	50	58*	47	69*	
11/29/2002		1			11:00		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	31	36	42	49	43	61*	* Noise levels due to airplanes
2	32	37	43	47	42	55	
3	32	36	41	49	42	60	** Only three hours of data due to problems with accessing location
4**	--	--	--	--	--	--	
11/29/2002		7			9:33		
Hour	L50	L25	L8	L2	Leq	Lmax	
1	35	39	44	50	41	60	
2	36	40	45	49	41	62*	* Noise levels due to airplanes
3	35	38	42	48	39	60	
4	36	40	44	49	40	56	
12/29/2002		8			11:54		Monitoring halted because of rain.
Hour	L50	L25	L8	L2	Leq	Lmax	Only one location due to rain.
1	35	38	41	44	37	52	
2**	37	40	44	46	39	51	** Partial hour (29 minutes)
3	--	--	--	--	--	--	
4	--	--	--	--	--	--	
12/30/2003		5			11:01		Monitoring halted because of rain.
Hour	L50	L25	L8	L2	Leq	Lmax	Only one location due to rain.
1	35	39	43	48	39	58	
2**	38	41	44	49	41	56	** Partial hour (46 minutes)
3	--	--	--	--	--	--	
4	--	--	--	--	--	--	
1/4/2003		2			10:40		No data 3rd and 4th hour due equipment malfunction
Hour	L50	L25	L8	L2	Leq	Lmax	
1	34	36	41	46	38	60	
2	34	37	46	52	41	59	
3	--	--	--	--	--	--	
4	--	--	--	--	--	--	

## Hollister Hills SVRA - Ambient Noise Monitoring Data, 2002-2003

Limits for each category are as follows:

L50 = 40   L25 = 45   L8 = 50   L2 = 55   Lmax = 60

Date		Location #			Start Time		Comment
1/4/2003		7			11:30		No data 4th hour due to long walk-in
Hour	L50	L25	L8	L2	Leq	Lmax	
1	40	43	46	50	43	57	
2	40	43	47	52	43	60	
3	40	44	49	53	44	59	
4	--	--	--	--	--	--	
1/18/2003		4			10:56		No data 4th hour due to long walk-in  * Noise level due to airplane
Hour	L50	L25	L8	L2	Leq	Lmax	
1	39	42	48	54	45	66*	
2	38	41	47	54	44	63*	
3	37	39	42	47	40	58	
4	--	--	--	--	--	--	
1/18/2003		6			10:55		No data 4th hour due to long walk-in  * Noise levels due to dirt bike activity on Adobe Section ** Noise level due to small airplane *** Partial hour (57 minutes)
Hour	L50	L25	L8	L2	Leq	Lmax	
1	48*	51*	53*	55	50	60	
2	49*	51*	56*	54	50	63*	
3***	47*	50*	56*	54	49	61**	
4	--	--	--	--	--	--	
2/1/2003		3			11:33		Precipitation forced monitoring to be halted, but was restarted * Partial hour (50 minutes) ** Noise level due to small airplane
Hour	L50	L25	L8	L2	Leq	Lmax	
1*	32	34	39	43	37	52	
2	36	38	42	46	40	63**	
3	--	--	--	--	--	--	
4	--	--	--	--	--	--	
2/1/2003		5			10:10		Precipitation forced monitoring to be halted during 3rd hr * Partial hour (17 minutes) due to precipitation ** Noise levels due to a neighbor's ride-on lawnmower
Hour	L50	L25	L8	L2	Leq	Lmax	
1	33	36	39	44	37	57	
2	36	41	47	50	41	57	
3*	44**	47**	49	51	45	52	
4	--	--	--	--	--	--	
2/23/2003		1			11:05		* Noise level due to small plane
Hour	L50	L25	L8	L2	Leq	Lmax	
1	30	35	43	49	42	62*	
2	29	34	40	47	39	61*	
3	30	35	41	49	38	55	
4	30	36	43	48	38	55	
2/23/2003		8			11:11		* Noise level due to motorcycle on Cienega Road
Hour	L50	L25	L8	L2	Leq	Lmax	
1	33	37	45	53	41	58	
2	36	38	41	45	39	62*	
3	36	39	42	50	41	59	
4	36	39	44	49	40	56	
3/8/2003		1			10:47		* Noise level due to small plane
Hour	L50	L25	L8	L2	Leq	Lmax	
1	30	33	38	44	38	63*	
2	30	33	37	41	33	50	
3	28	32	37	44	34	55	
4	31	34	41	50	39	60	
3/8/2003		4			9:50		* Noise level due to birds ** Noise level due to small plane
Hour	L50	L25	L8	L2	Leq	Lmax	
1	33	38	47	54	43	62*	
2	36	39	47	55	49	73**	
3	32	37	44	54	43	62*	
4	32	37	44	48	39	59	

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Limits for each category are as follows:

L50 = 40 L25 = 45 L8 = 50 L2 = 55 Lmax = 60

Date		Location #			Start Time		Comment
3/8/2003		7			9:49		
Hour	L50	L25	L8	L2	Leq	Lmax	Medivac helicopter flew over area and landed at park ** Noise level due to helicopter
1	36	39	47	61**	50	70**	
2	38	41	46	52	42	59	
3	36	39	43	48	39	56	
4	38	42	45	49	41	54	
3/29/2003		2			9:53		
Hour	L50	L25	L8	L2	Leq	Lmax	* Noise level due to small plane
1	34	38	43	52	43	66*	
2	32	35	38	42	35	51	
3	31	34	38	44	35	50	
4	33	36	38	41	35	51	
3/29/2003		4			10:15		
Hour	L50	L25	L8	L2	Leq	Lmax	Crickets were a dominant source of noise throughout most of monitoring. * Noise level due to crickets ** Noise level due to crickets and birds
1	42*	45	48	51	44	59	
2	42*	47*	51**	56**	47	58	
3	40	43	47	51	43	56	
4	47*	51*	52*	53	48	57	
3/30/2003		3A			9:10		
Hour	L50	L25	L8	L2	Leq	Lmax	* Noise level due to medivac helicopter landing at park
1	38	39	41	44	39	57	
2	36	39	43	49	40	58	
3	33	36	41	51	42	63*	
4	35	38	44	51	42	60	
3/30/2003		6A			9:41		
Hour	L50	L25	L8	L2	Leq	Lmax	Crickets a dominant source of noise during first two hrs, less during second two hrs; dirt bikes on adobe section contribute thru-out. *Noise level primarily due to crickets **Noise level due to crickets & dirt bikes, adobe section *** Noise level due to small plane # Noise level due to medivac helicopter leaving park
1	48*	50*	51**	52	48	55	
2	46*	48*	50	52	47	61***	
3	44*	47*	49	53	47	62#	
4	47*	47*	50	51	45	57	
4/6/2003		4			10:24		
Hour	L50	L25	L8	L2	Leq	Lmax	Considerable bird activity in monitoring area Medivac helicopter flew over area and landed at park * Noise level due to nearby birds ** Noise level due medivac helicopter *** Noise level due to small planes and birds **** Noise level due to small plane
1	41*	44	48	51	44	60	
2	42*	44	48	52	46	70**	
3	42*	45	48	52	44	60	
4	47***	49***	52***	57***	49	65****	
4/6/2003		8			11:17		
Hour	L50	L25	L8	L2	Leq	Lmax	* Noise level due to nearby bird
1	38	40	43	48	41	62*	
2	37	40	45	50	41	56	
3	37	40	44	48	40	57	
4	37	40	43	48	40	60	