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# Noise Analysis for the Villa Serena Project, City of San Marcos, California

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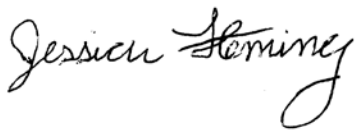

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# Acronyms

| | |
|---|---|
| ADT | average daily traffic |
| Caltrans | California Department of Transportation |
| CCR | California Code of Regulations |
| CEQA | California Environmental Quality Act |
| City | City of San Marcos |
| CNEL | community noise equivalent level |
| dB | decibel |
| dB(A) | A-weighted decibel |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| HVAC | heating, ventilating, and air conditioning |
| ITE | Institute of Transportation Engineers |
| $L_{90}$ | noise level exceeded 90 percent of the time |
| $L_{eq}$ | one-hour equivalent noise level |
| LOS | Level of Service |
| $L_{pw}$ | sound power level |
| SANTEC | San Diego Traffic Engineers' Council |

# Executive Summary

The proposed Villa Serena project (project) site is located at 339 and 340 Marcos Street in the Richmar Neighborhood of the city of San Marcos. The project site is currently developed with 136 one and two bedroom multi-family units. The project would demolish the existing buildings and construct 148 one-, two-, and three-bedroom multi-family units and associated parking, open space, and amenities.

This report discusses potential noise impacts from the construction and operation of the project. As part of this assessment, noise levels due to vehicle traffic were calculated and evaluated against City of San Marcos (City) noise and land use compatibility guidelines. In addition to compatibility, the potential for noise to impact adjacent uses from future on-site sources and construction activity was assessed. A summary of the findings is provided below.

## Construction Noise

Construction activity is regulated by the City Municipal Code. The code limits noise by restricting construction activities to hours unlikely to impact the community. Noise associated with the grading, building, and paving for the project would potentially result in short-term impacts to surrounding residential properties. Construction noise levels would range from 53 to 75 decibels A-weighted equivalent noise level [dB(A) $L_{eq}$] at the adjacent property lines. Construction activities would generally occur over the period between 7:00 a.m. and 6:00 p.m. on weekdays. Although the existing adjacent uses would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary and would not exceed 75 dB(A) $L_{eq}$. As construction activities associated with the project would comply with Section 10.24.020 (b)(9) of the City Municipal Code, temporary increases in noise levels from construction activities would be less than significant.

## Traffic Noise

Exterior noise levels were modeled at the project site to determine compatibility with City standards. The applicable standards for multi-family uses are an exterior noise level of 65 community noise equivalent level (CNEL) and an interior noise level of 45 CNEL. The main source of noise at the project site is vehicle traffic on Mission Road, Richmar Avenue, Marcos Street, and Liberty Drive. First-floor vehicle traffic contours across the project site were calculated. Exterior traffic noise levels were also calculated at first- through third-floor receivers. The project would include exterior useable space including turf areas and tot lots north of the proposed buildings. As calculated in this analysis, exterior noise levels at the exterior use areas (Receivers 1 through 6) are projected to range from 43 to 50 CNEL. This exterior noise level would be compatible with the City's standard of 65 CNEL.

Exterior noise levels at the first- through third-floors of the building façades are projected to range from 56 to 65 CNEL. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (Federal Highway Administration 2011). Thus, because exterior noise levels at the building façades would be 65 CNEL or less, interior

noise levels would be 40 CNEL or less in all habitable rooms. Interior noise levels would therefore not exceed the City standard of 45 CNEL.

## On-site Generated Noise

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of any residential complex, such as vehicles arriving and leaving and landscape maintenance machinery. None of these noise sources are anticipated to violate the Municipal Code. Rooftop HVAC noise levels were modeled at the property line adjacent property lines. As shown, on-site generated noise levels would range from 35 to 45 dB(A) $L_{eq}$. Noise levels would not exceed the applicable Noise Ordinance limits at the property lines.

# 1.0 Introduction

## 1.1 Project Description

The project is located at 339 and 340 Marcos Street in the Richmar Neighborhood of the city of San Marcos. Figure 1 shows the regional location of the project. The property consists of three parcels bordered by single-family residential uses to the north, Fitzpatrick Road to the east, Richmar Avenue to the south, and Liberty Drive to the west. The parcels are separated by Marcos Street running north and south intersecting with Richmar Avenue to the south. The Sprinter light rail transit line connecting Escondido and Oceanside is approximately one-eighth mile immediately to the south. Figure 2 shows an aerial photograph of the project and vicinity.

The project site is currently developed with 136 one and two bedroom multi-family units in two- and three-story buildings totaling approximately 102,800 square feet. The project would demolish the existing buildings and construct 148 one-, two-, and three-bedroom multi-family units and associated parking, open space, and amenities. The project would be constructed in two phases. Phase 1 would construct 84 multi-family units and 148 parking spaces at 340 Marcos Street (Figure 3a), and Phase 2 would construct 63 multi-family units and 109 parking spaces at 339 Marcos Street (Figures 3b).

The project would implement the envisioned pedestrian-scaled residential neighborhood for the Richmar Neighborhood. The is located between two Sprinter light-rail transit stations and is in close proximity to public amenities such as San Marcos Elementary School, Boys and Girls Club, and public parks.

The project's primary goals are to:

a) Continue a multi-family residential development pattern in the center of San Marcos.

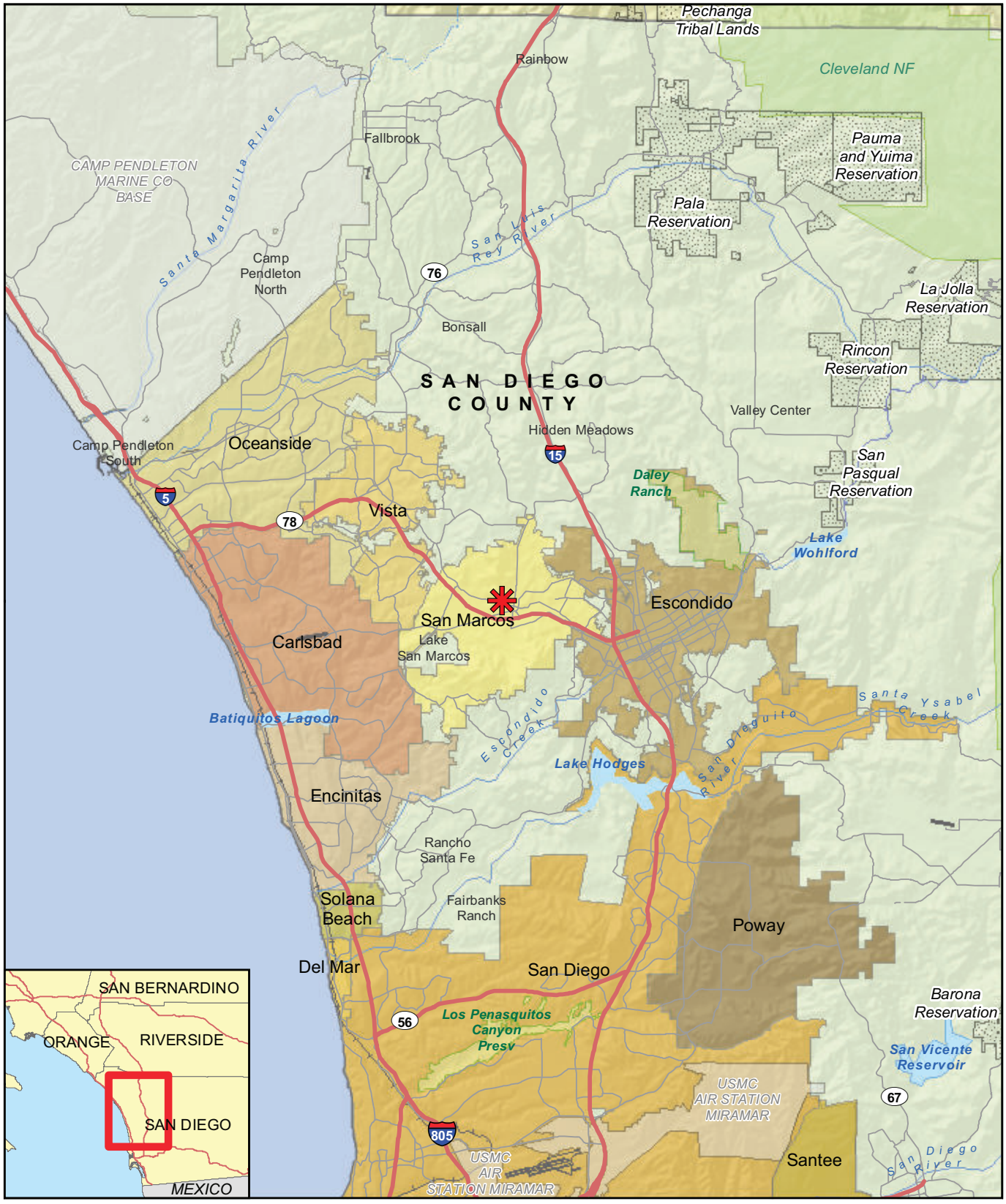
b) Revitalize an underutilized and under-parked residential area within the Richmar Neighborhood and along the Sprinter line to the South.

c) Provide a walkable community to reduce automobile use.

d) Contribute to the stock of affordable housing in the City.

e) Take advantage of the nearby transit infrastructure to facilitate ridership.

Additionally, the project would achieve a minimum Leadership in Energy & Environmental Design Gold certification by incorporating green features such as exceeding minimum Title 24 energy requirements, using solar power for common area lighting, implementing water conservation features, and implementing construction waste managements.




Project Location

# FIGURE 1
Regional Location

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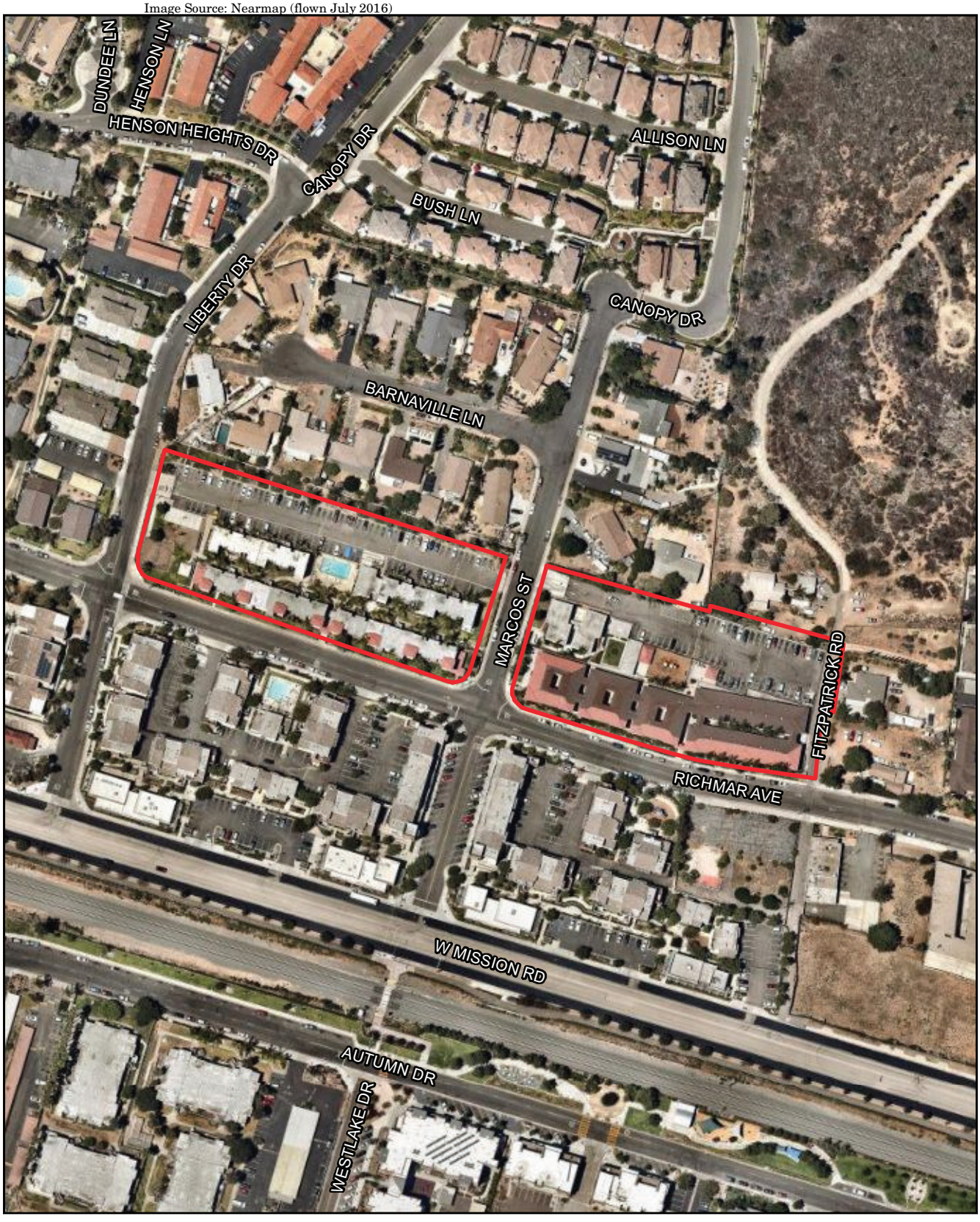
Image Source: Nearmap (flown July 2016)




Project Boundary

# FIGURE 2

## Project Location on Aerial Photograph

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Map Source: architectsDGa

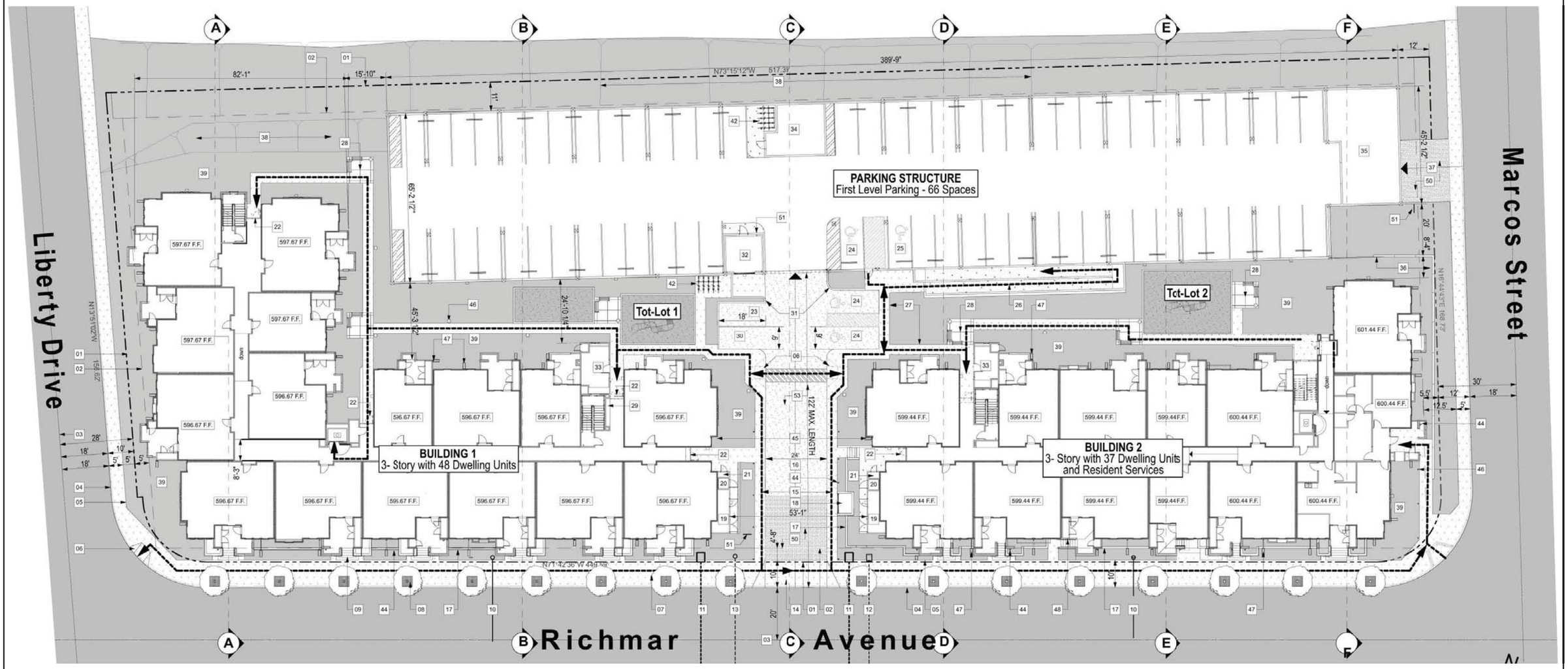


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FIGURE 3a
Phase 1 Site Plan

Map Source: architectsDGa

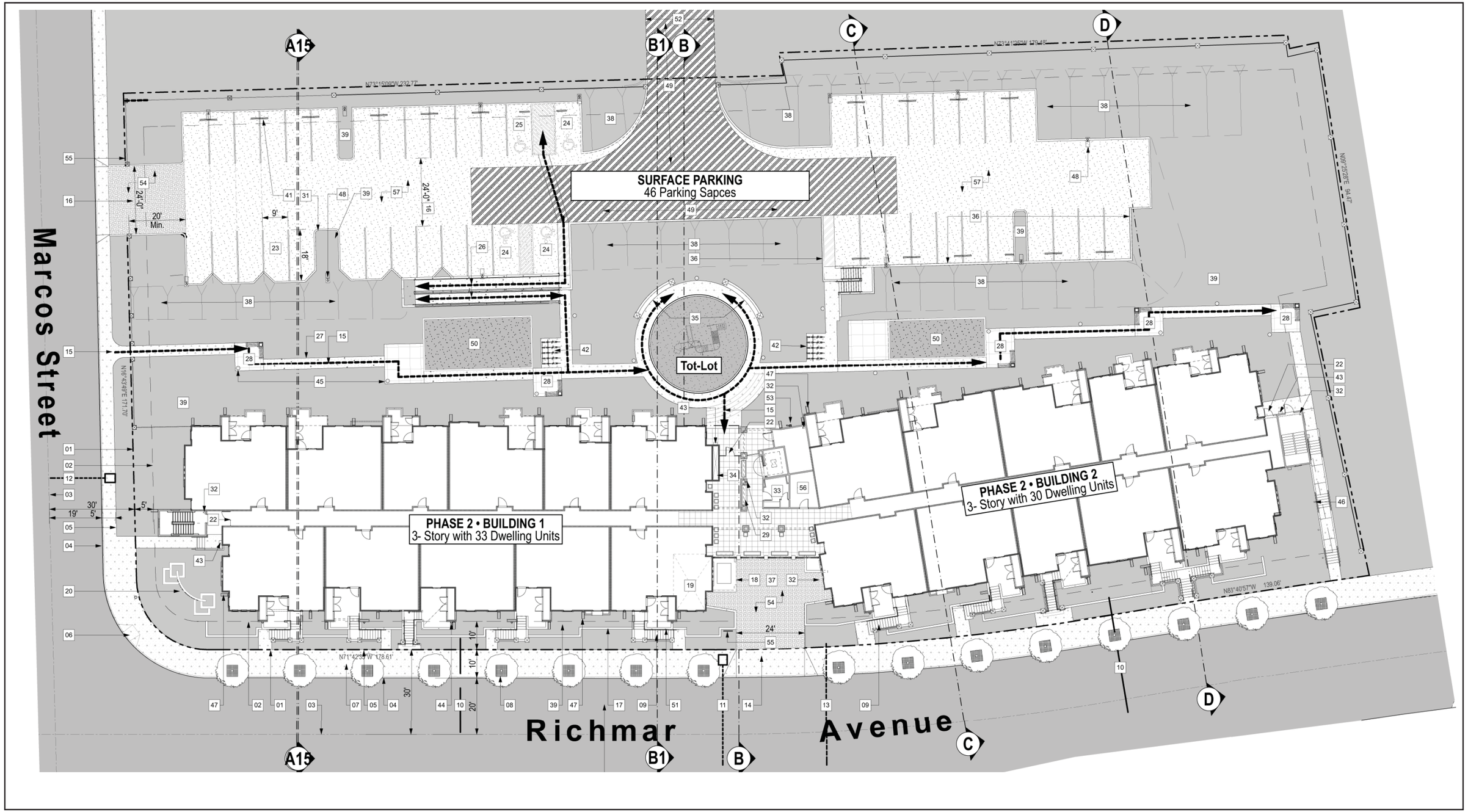


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FIGURE 3b
Phase 2 Site Plan

# 1.2 Fundamentals of Noise

Sound levels are described in units called the decibel (dB). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. Thus, a doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dB; a halving of the energy would result in a 3 dB decrease. However, human perception of noise has no simple correlation with acoustical energy. A change in noise levels is generally perceived as follows: 3 A-weighted dB [dB(A)] barely perceptible, 5 dB(A) readily perceptible, and 10 dB(A) perceived as a doubling or halving of noise (California Department of Transportation 2013).

In technical terms, sound levels are described as either a "sound power level" or a "sound pressure level," which while commonly confused are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as $L_{pw}$, is the energy converted into sound by the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an ear drum or microphone, the sound pressure level. Sound measurement instruments only measure sound pressure, and limits used in standards are generally sound pressure levels.

The human ear is not equally sensitive to all frequencies within the sound spectrum. To accommodate this phenomenon, the A-scale, which approximates the frequency response of the average young ear when listening to most ordinary everyday sounds, was devised. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Therefore, the "A-weighted" noise scale is used for measurements and standards involving the human perception of noise. Noise levels using A-weighted measurements are designated with the notation dB(A).

## 1.1.1 Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this study are the equivalent noise level ($L_{eq}$) and the community noise equivalent level (CNEL).

The $L_{eq}$ is the equivalent steady-state noise level in a stated period of time that is calculated by averaging the acoustic energy over a time period; when no period is specified, a 1-hour period is assumed.

The CNEL is a 24-hour equivalent sound level. The CNEL calculation applies an additional 5 dB(A) penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and a 10 dB(A) penalty is added to noise occurring during the night, between 10:00 p.m. and 7:00 a.m. These increases for certain times are intended to account for the added sensitivity of humans to noise during the evening and night.

### 1.1.2 Propagation

Sound from a localized source (approximating a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern, known as geometric spreading. The sound level decreases or drops off at a rate of 6 dB(A) for each doubling of the distance.

Traffic noise is not a single, stationary point source of sound. The movement of vehicles makes the source of the sound appear to emanate from a line (line source) rather than a point when viewed over some time interval. The drop-off rate for a line source is 3 dB(A) for each doubling of distance.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) provides an additional ground attenuation value of 1.5 dB(A) per doubling of distance. Thus, a point source over a soft site would drop off at 7.5 dB(A) per doubling of distance.

# 2.0 Applicable Noise Standards

## 2.1 General Plan

The Noise Element of the City of San Marcos (City) General Plan provides land use compatibility guidelines to ensure that new developments are sited, designed, and constructed in such a manner that ambient noise levels would not create an unacceptable noise environment for the occupants and patrons of the new development. Table 1 provides the interior and exterior noise guidelines for various types of uses and developments.

The project proposes a multi-family residential development. As shown in Table 1, the applicable standards for multi-family uses are an exterior noise level of 65 CNEL and an interior noise level of 45 CNEL.

| Table 1<br>Interior and Exterior Noise Guidelines | | |
|---|---|---|
| Land Use | Maximum Noise Level (CNEL) | |
| | Interior[1] | Exterior[2,3] |
| Residential – single-family, mobile homes, or age-restricted housing | 45 | 60 |
| Residential – multi-family residences or mixed use | 45 | 65 |
| Lodging—hotels, motels | 45 | 65 |
| Schools, churches, hospitals, residential care facility, child-care facilities | 50 | 65 |
| Passive recreational parks, nature preserves, contemplative spaces, cemeteries | -- | 65 |
| Active parks, golf courses, athletic fields, outdoor spectator sports, water recreation | -- | 65 |
| Office/professional, government, medical/dental, commercial, retail, laboratories | 50 | 65 |
| Industrial, manufacturing, utilities, agriculture, mining, stables, ranching, warehouse, maintenance/repair | -- | 65 |

SOURCE: City of San Marcos General Plan Update, Noise Element 2013.
CNEL – community noise equivalent level.
[1] Applies only to interior habitable rooms.
[2] Exterior noise standard does not apply for land uses where no exterior use area is proposed or necessary, such as a library.
[3] For single-family detached dwelling units, "exterior noise level" is defined as the noise level measured at an outdoor living area that adjoins and is on the same lot as the dwelling.

# 2.2 Municipal Code

## 2.2.1 Title 10, Chapter 10.24 - Construction

Section 10.24.020 (b)(9) of the City Municipal Code identifies permissible hours for general construction activities. Excluding City holidays, construction may occur weekdays from 7:00 a.m. to 6:00 p.m. or Saturdays from 8:00 a.m. to 5:00 p.m. Grading is often the loudest phase of construction. Section 17.32.180 restricts grading and earthworks activities to between the hours of 7:00 a.m. and 4:30 p.m., Monday through Friday.

## 2.2.2 Title 20 - Zoning Ordinance

City Municipal Code Title 20 – Zoning Ordinance contains General Development Standards. Performance standards in Section 20.300.070 (f) set restrictions on noise levels by zoning. No person shall create or allow the creation of exterior noise that causes the noise level to exceed the noise standards shown in Table 2.

| Table 2<br>Municipal Code Property Line Noise Standards | | |
|---|---|---|
| Zone | Time | Allowable Property Line Noise Level [dB(A) $L_{eq}$] |
| Single-Family Residential (A, R-1, R-2) | 7:00 a.m. to 10:00 p.m.<br>10:00 p.m. to 7:00 a.m. | 60<br>50 |
| Multi-Family Residential (R-3) | 7:00 a.m. to 10:00 p.m.<br>10:00 p.m. to 7:00 a.m. | 65<br>55 |
| Commercial (C, O-P, SR) | 7:00 a.m. to 10:00 p.m.<br>10:00 p.m. to 7:00 a.m. | 60<br>55 |
| Industrial | 7:00 a.m. to 10:00 p.m.<br>10:00 p.m. to 7:00 a.m. | 65<br>60 |
| Source: Section 20.300.070(f) Table 20.300-4, San Marcos Municipal Code Title 20 – Zoning Code | | |

The project site and the properties to the north, west, and east are zoned Multi-family Residential (R-3). The properties to the southwest are zoned Mixed-Use (MU-1) and are developed with multi-family uses. The properties to the south and southeast are designated as the Paseo De Oro Specific Plan Area and are developed with multi-family uses. For the purposes of this analysis, the property line noise levels most applicable to MU-1 zones and multi-family uses within the Paseo De Oro Specific Plan Area are considered to be the noise level limits for Multi-family Residential (R-3) zones. The standards at the property line located between the project site and the adjacent properties are 65 dB(A) $L_{eq}$ from 7:00 a.m. to 10:00 p.m. and 55 dB(A) $L_{eq}$ from 10:00 p.m. to 7:00 a.m.

## 2.3 California Code of Regulations

Interior noise levels for habitable rooms are regulated also by Title 24 of the California Code of Regulations (CCR), California Noise Insulation Standards. Title 24, Chapter 12, Section 1207.4, of the California Building Code requires that interior noise levels attributable to exterior sources not exceed 45 CNEL in any habitable room. A habitable room is a room used for living, sleeping, eating, or cooking. Bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable rooms for this regulation (24 CCR 1207 2013).

# 3.0 Existing Conditions

Existing noise levels in the vicinity of the project site were measured on October 6, 2016, using a Larson-Davis Model LxT, Type 1 Integrating Sound Level Meter, serial number 3827. The following parameters were used:

| | |
|---|---|
| Filter: | A-weighted |
| Response: | Slow |
| Interval Period | 1 minute |
| Time History Period: | 5 seconds |

The meter was calibrated before and after each measurement. The meter was set 5 feet above the ground level for each measurement.

Noise measurements were taken to obtain typical ambient noise levels at the project site and in the vicinity. The warm and sunny with a slight breeze, zero to three miles per hour on average. Three 15-minute measurements were taken, as described below. The primary sources of on-site noise were due to traffic on area roadways including Richmar Avenue and Mission Road. Secondary sources of noise were the Sprinter and air traffic. The measurement locations are shown on Figure 4, and detailed data is contained in Attachment 1.

Measurement 1 was on the playground near the western boundary of the project site, 25 feet east of the edge of Liberty Drive. The main noise source at this location was vehicle traffic on Richmar Avenue. Secondary sources of noise were vehicle traffic on Liberty Drive and Mission Road, the Sprinter, air craft, and pedestrians.

Measurement 2 was located north of the project boundary, east of Marcos Street. The main noise source at this location was vehicle traffic on Mission Road. Secondary sources of noise were vehicle traffic on Marcos Street, Richmar Avenue, and Liberty Drive, the Sprinter, and air craft.

Measurement 3 was located at the project boundary north of Richmar Avenue between Liberty Drive and Marcos Street. The main noise source at this location was vehicle traffic on Richmar Avenue. Secondary sources of noise included aircraft.

Image source: Nearmap (flown July 2016)


Project Boundary

Noise Measurement Location

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FIGURE 4

Noise Measurement Locations

Noise measurements are summarized in Table 3. Traffic counts conducted during Measurements 1, 2, and 3 are summarized in Table 4.

**Table 3**
**Noise Measurements**

| Measurement | Location | Time | Noise Sources | $L_{eq}$ | $L_{90}$ |
|---|---|---|---|---|---|
| 1 | 25 feet east of Liberty Drive | 11:42 a.m.–11:57 a.m. | Richmar Avenue, Liberty Drive, Mission Road, Sprinter, air craft | 55.0 | 43.9 |
| 2 | 5 feet east of Marcos Street | 12:06 p.m.–12:21 p.m. | Mission Road, Marcos Street, Richmar Avenue, Liberty Drive, Sprinter, air craft | 51.2 | 42.4 |
| 3 | 10 feet north of Richmar Avenue | 12:28 p.m.–12:43 p.m. | Richmar Avenue, air craft | 56.8 | 44.6 |

$L_{90}$ = Noise level exceeded 90 percent of the time.
Note: Noise measurement data is contained in Attachment 1.

**Table 4**
**15-minute Traffic Counts**

| Measurement | Roadway | Direction | Autos | Medium Trucks | Heavy Trucks | Buses | Motorcycles |
|---|---|---|---|---|---|---|---|
| 1 | Liberty Drive | Southbound | 9 | 0 | 0 | 0 | 1 |
| | | Northbound | 4 | 0 | 0 | 0 | 0 |
| 2 | Marcos Street | Southbound | 9 | 0 | 0 | 0 | 0 |
| | | Northbound | 1 | 0 | 0 | 0 | 0 |
| 3 | Richmar Avenue | Westbound | 8 | 1 | 0 | 0 | 0 |
| | | Eastbound | 12 | 1 | 0 | 0 | 0 |

# 4.0 Analysis Methodology

## 4.1 Construction Noise Analysis

Project construction noise would be generated by diesel engine-driven construction equipment used for site preparation and grading, removal of existing structures and pavement, loading, unloading, and placing materials and paving. Diesel engine-driven trucks also would bring materials to the site and remove the soils from excavation.

Construction equipment with a diesel engine typically generates maximum noise levels from 80 to 90 dB(A) $L_{eq}$ at a distance of 50 feet (Federal Transit Administration [FTA] 2006). Table 5 summarizes typical construction equipment noise levels.

| Table 5<br>Typical Construction Equipment Noise Levels | |
|---|---|
| Equipment | Noise Level at 50 Feet<br>[dB(A) $L_{eq}$] |
| Air Compressor | 81 |
| Backhoe | 80 |
| Compactor | 82 |
| Concrete Mixer | 85 |
| Crane | 81 |
| Dozer | 85 |
| Excavator | 81 |
| Grader | 85 |
| Jack Hammer | 88 |
| Loader | 85 |
| Paver | 89 |
| Pump | 76 |
| Roller | 74 |
| Scraper | 89 |
| Truck | 88 |
| SOURCE: FTA 2006. | |

During excavation, grading, and paving operations, equipment moves to different locations and goes through varying load cycles, and there are breaks for the operators and for non-equipment tasks, such as measurement. Although maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities, hourly average noise levels from the grading phase of construction would be 82 dB(A) $L_{eq}$ at 50 feet from the center of construction activity when assessing the loudest pieces of equipment working simultaneously.

## 4.2 Traffic Noise Analysis

Noise generated by future traffic was modeled using SoundPLAN Essential, version 3.0. The SoundPLAN program (Navcon Engineering 2015) uses the Federal Highway Administration's (FHWA) Traffic Noise Model algorithms and reference levels to calculate noise levels at selected receiver locations. The model uses various input parameters, such as projected hourly average traffic rates; vehicle mix, distribution, and speed; roadway lengths and gradients; distances between sources, barriers, and receivers; and shielding provided by intervening terrain, barriers, and structures. Receivers, roadways, and barriers were input into the model using three-dimensional coordinates. The locations of future buildings were obtained from project plans and drawings.

The main source of noise at the project site is vehicle traffic on Mission Road, Richmar Avenue, Marcos Street, and Liberty Drive. For the purpose of traffic noise compatibility analysis, the noisiest condition is represented as the maximum level of service (LOS) C traffic volume. This condition represents a condition where the maximum number of vehicles are using the roadway at the maximum speed. LOS A and B categories allow full travel speed but do not have as many vehicles, while LOS E and F have a greater number

of vehicles, but due to the traffic volume travel at reduced speeds, thus generating less noise. Mission Road is a 4-lane major arterial with a maximum LOS C capacity of 32,000 average daily traffic (ADT) and Richmar Avenue is a 2-lane collector with a maximum LOS C capacity of 6,400 ADT (City of San Marcos 2012).

Marcos Street and Liberty Drive are both 2-lane residential, non-mobility element roadways. Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. The future traffic volume for Marcos Street was obtained from the San Diego Association of Governments (SANDAG) Transportation Forecast Information Center. According to SANDAG, the portion of Marcos Street south of the project site has a future volume of 5,100 ADT (SANDAG 2016). No volume is provided for the portion of Marcos Street adjacent to the project site because it does not carry a significant amount of traffic; therefore, a future volume of 5,100 ADT was modeled for the entire length of Marcos Street. No volume is provided for the entire segment of Liberty Drive either. Residential roads generally have an LOS C capacity of 1,500 ADT or less (San Diego Traffic Engineers' Council [SANTEC]/Institute of Transportation Engineers [ITE] 2000). A future traffic volume of 1,500 ADT was modeled for Liberty Drive.

Traffic noise levels are calculated based on the peak-hour traffic volumes, which based on traffic counts conducted along Mission Road is approximately 10 percent of the ADT volume (RBF Consulting 2015). Based on the traffic count data for Mission Road the predicted CNEL is 0.2 to 0.5 dB(A) lower than the peak-hourly $L_{eq}$ calculated. Thus, using the peak hour noise level to assess the on-site noise levels is conservative.

Due to the limited traffic during noise measurements, the field data could not be used to support a location specific vehicle classification mix for the adjacent roadways. Thus, based on data collected in the San Diego region for similar roadways, a conservative vehicle classification mix of 94.5 percent automobiles, 3 percent medium trucks, 1 percent heavy trucks, 1 percent buses, and 0.5 percent motorcycles was modeled. Table 6 summarizes the traffic volumes and vehicle classification mixes for the modeled roadways.

**Table 6**
**Traffic Parameters**

| Roadway | Modeled ADT | Speed | Vehicle Mix (Percent) | | | | |
|---|---|---|---|---|---|---|---|
| | | | Autos | Medium Trucks | Heavy Trucks | Buses | Motorcycles |
| Mission Road | 32,000 | 45 | 94.5 | 3.0 | 1.0 | 1.0 | 0.5 |
| Richmar Avenue | 6,400 | 35 | 94.5 | 3.0 | 1.0 | 1.0 | 0.5 |
| Liberty Drive | 1,500 | 25 | 94.5 | 3.0 | 1.0 | 1.0 | 0.5 |
| Marcos Street | 5,100 | 25 | 94.5 | 3.0 | 1.0 | 1.0 | 0.5 |

## 4.3 On-site Generated Noise Analysis

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of any residential complex, such as vehicles arriving and

leaving, children at play, and landscape maintenance machinery. None of these noise sources are anticipated to violate the San Marcos Municipal Code or result in a substantial permanent increase in existing noise levels. However, the project would include split-system residential heating, ventilation, and air conditioning (HVAC) units with an interior air handler mounted within the ceiling areas of each dwelling unit and a condenser unit mounted on the roof, concealed from view by the surrounding parapet roof walls. The condensers mounted on the roofs have the potential to produce noise in excess of City limits (see Table 2).

It is not known at this time which manufacturer, brand, or model of unit or units would be selected for use in the project. For the purposes of this analysis, to determine what general noise levels the HVAC units would generate, it was assumed that the rooftop units would be similar to a Trane split system unit with a sound power level of 72 dB(A). The unit specification sheets are included in Attachment 2.

Noise levels due to on-site sources were modeled using SoundPLAN. The SoundPLAN program models noise propagation following the International Organization for Standardization method *ISO 9613-2 – Acoustics, Attenuation of Sound during Propagation Outdoors*. The model calculates noise levels at selected receiver locations using input parameter estimates such as total noise generated by each noise source; distances between sources, barriers, and receivers; and shielding provided by intervening structures.

# 5.0 Future Acoustical Environment and Impacts

## 5.1 Construction Noise

Noise associated with the grading, building, and paving for the project would potentially result in short-term impacts to surrounding residential properties. There are residential uses located adjacent the project site. A variety of noise-generating equipment would be used during the construction phase of the project, such as excavators, backhoes, front-end loaders, and concrete saws, along with others. The exact number and pieces of construction equipment required are not known at this time. Maximum noise levels may be 85 to 90 dB(A) at a distance of 50 feet during most construction activities. Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance. The closest residential property line is approximately 180 feet from the center of the project site. Maximum construction noise levels of 85 to 90 dB(A) at 50 feet would attenuate to 74 to 79 dB(A) at 180 feet. However, hourly average noise levels would be lower when taking into account the equipment usage factors. For the project, the loudest phase of construction would be the excavation phase and would include dozers, loaders, and excavators. Construction noise levels were calculated based on all three pieces of equipment being active simultaneously.

As discussed in Section 4.1, hourly average noise levels associated with the grading phase of construction would be 82 dB(A) $L_{eq}$ at 50 feet, or a sound power level of approximately

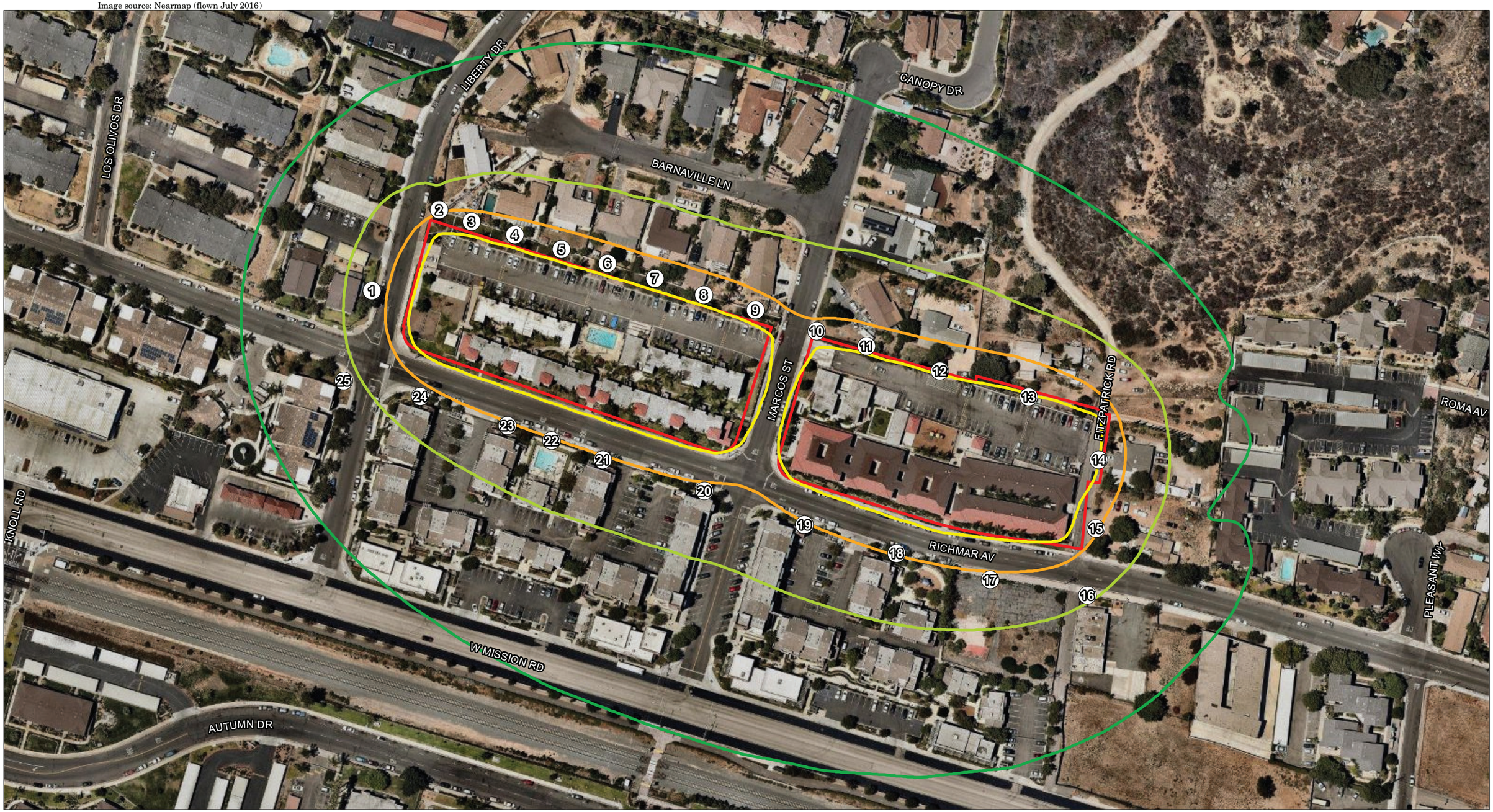
114 dB(A) from the center of construction activity when assessing the loudest pieces of equipment working simultaneously. To reflect the nature of grading and construction activities, equipment was modeled as an area source distributed over the project footprint for each phase. The total sound energy of the area source was modeled with all pieces of equipment operating simultaneously. Noise levels were modeled at a series of 25 receivers located at the adjacent residential uses. The results are summarized in Table 7. Modeled receiver locations and construction noise contours are shown in Figure 5. SoundPLAN data is contained in Attachment 3.

**Table 7**
**Construction Noise Levels**
**at Adjacent Property Lines**

| | Noise Level [dB(A) $L_{eq}$] | |
|---|---|---|
| Receiver | Phase 1 | Phase 2 |
| 1 | 68 | 53 |
| 2 | 69 | 54 |
| 3 | 72 | 54 |
| 4 | 72 | 55 |
| 5 | 73 | 57 |
| 6 | 73 | 58 |
| 7 | 73 | 59 |
| 8 | 73 | 61 |
| 9 | 72 | 64 |
| 10 | 66 | 70 |
| 11 | 63 | 73 |
| 12 | 59 | 74 |
| 13 | 56 | 75 |
| 14 | 54 | 75 |
| 15 | 54 | 70 |
| 16 | 54 | 65 |
| 17 | 56 | 69 |
| 18 | 58 | 70 |
| 19 | 62 | 69 |
| 20 | 68 | 63 |
| 21 | 69 | 59 |
| 22 | 69 | 58 |
| 23 | 69 | 56 |
| 24 | 68 | 54 |
| 25 | 64 | 53 |

As shown, although maximum construction noise levels may range from 74 to 79 dB(A) at the nearest residential property line, average construction noise levels would range from 53 to 75 dB(A) $L_{eq}$ at the adjacent property lines. Construction activities would generally occur over the period between 7:00 a.m. and 6:00 p.m. on weekdays. Although the existing adjacent uses would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary and would not exceed 75 dB(A) $L_{eq}$. As construction activities associated with the project would comply with the time limits established in Section 10.24.020 (b)(9) of the City Municipal Code, temporary increases in noise levels from construction activities would be less than significant.

Image source: Nearmap (flown July 2016)




Project Boundary

Property Line Receiver

**Construction Noise Contours**

60 dB(A) Leq

65 dB(A) Leq

70 dB(A) Leq

75 dB(A) Leq

0 Feet 120

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FIGURE 5

Construction Noise Contours and Modeled Receivers

## 5.2 Traffic Noise

On-site traffic noise contours were developed using the SoundPLAN program. Noise level contours were modeled at the first-floor level. These contours take into account shielding provided by proposed and adjacent buildings and topography. Future vehicle traffic noise-level contours are shown in Figure 6. SoundPLAN data are contained in Attachment 4. As shown in Figure 6, first-floor exterior noise levels are projected to be less than 65 CNEL across the entire project site.

As discussed in Section 2.1, the exterior noise level standard for multi-family uses is 65 CNEL. This standard is applicable at exterior use areas including the turf play areas and the tot lots. The interior noise levels standard for multi-family uses is 45 CNEL. To refine the noise analysis and determine noise levels at exterior use areas and building façades, exterior noise levels were calculated at a series of first- through third-floor specific receiver locations throughout the project site. Modeled receiver locations are shown in Figure 6. Modeled noise levels at the exterior use areas (Receivers 1 through 6) were used to determine compatibility with the City's exterior noise standard of 65 CNEL. Modeled noise levels at the first- through third-floor building façade receivers (Receivers 7 through 37) were used to determine the compatibility with the City's interior noise standard of 45 CNEL. Table 8 summarizes the projected future noise levels at the 37 modeled receivers.

**Table 8**
**Future Vehicle Traffic Noise Levels**

| Receiver | Locations | Exterior Noise Level (CNEL) | | |
|---|---|---|---|---|
| | | First Floor | Second Floor | Third Floor |
| 1 | Exterior Use Area – Turf Play Area | 44 | -- | -- |
| 2 | Exterior Use Area – Tot Lot | 44 | -- | -- |
| 3 | Exterior Use Area – Tot Lot | 48 | -- | -- |
| 4 | Exterior Use Area – Turf Play Area | 48 | -- | -- |
| 5 | Exterior Use Area – Tot Lot | 50 | -- | -- |
| 6 | Exterior Use Area – Turf Play Area | 43 | -- | -- |
| 7 | Phase 2, Building 2 Façade | 56 | 59 | 59 |
| 8 | Phase 2, Building 2 Façade | 62 | 63 | 64 |
| 9 | Phase 2, Building 2 Façade | 62 | 63 | 64 |
| 10 | Phase 2, Building 2 Façade | 62 | 63 | 64 |
| 11 | Phase 2, Building 2 Façade | 62 | 63 | 64 |
| 12 | Phase 2, Building 2 Façade | 62 | 64 | 64 |
| 13 | Phase 2, Buildings 1 and 2 Façade | 60 | 61 | 62 |
| 14 | Phase 2, Building 1 Façade | 63 | 64 | 64 |
| 15 | Phase 2, Building 1 Façade | 63 | 64 | 64 |
| 16 | Phase 2, Building 1 Façade | 63 | 64 | 64 |
| 17 | Phase 2, Building 1 Façade | 63 | 64 | 64 |
| 18 | Phase 2, Building 1 Façade | 63 | 64 | 64 |
| 19 | Phase 2, Building 1 Façade | 61 | 62 | 62 |
| 20 | Phase 1, Building 2 Façade | 61 | 62 | 62 |
| 21 | Phase 1, Building 2 Façade | 62 | 63 | 63 |
| 22 | Phase 1, Building 2 Façade | 64 | 65 | 65 |
| 23 | Phase 1, Building 2 Façade | 63 | 65 | 65 |
| 24 | Phase 1, Building 2 Façade | 63 | 65 | 65 |
| 25 | Phase 1, Building 2 Façade | 63 | 64 | 64 |
| 26 | Phase 1, Building 2 Façade | 63 | 64 | 64 |

| Table 8<br>Future Vehicle Traffic Noise Levels | | | | |
|---|---|---|---|---|
| | | Exterior Noise Level (CNEL) | | |
| Receiver | Locations | First Floor | Second Floor | Third Floor |
| 27 | Phase 1, Building 2 Façade | 63 | 64 | 64 |
| 28 | Phase 1, Buildings 1 and 2 Façade | 60 | 61 | 62 |
| 29 | Phase 1, Building 1 Façade | 63 | 64 | 64 |
| 30 | Phase 1, Building 1 Façade | 63 | 64 | 64 |
| 31 | Phase 1, Building 1 Façade | 62 | 64 | 64 |
| 32 | Phase 1, Building 1 Façade | 62 | 64 | 64 |
| 33 | Phase 1, Building 1 Façade | 62 | 64 | 64 |
| 34 | Phase 1, Building 1 Façade | 63 | 64 | 64 |
| 35 | Phase 1, Building 1 Façade | 59 | 61 | 61 |
| 36 | Phase 1, Building 1 Façade | 58 | 59 | 59 |
| 37 | Phase 1, Building 1 Façade | 57 | 58 | 59 |
| CNEL = community noise equivalent level. | | | | |

As shown, exterior noise levels at the exterior use areas (Receivers 1 through 6) are projected to range from 43 to 50 CNEL. This exterior noise level would be compatible with the City's standard of 65 CNEL.

Exterior noise levels at the first- through third-floors of the building façades are projected to range from 56 to 65 CNEL. The interior noise level standard for habitable rooms in residential land uses is 45 CNEL. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (FHWA 2011). Thus, because exterior noise levels at the building façades would be 65 CNEL or less, interior noise levels would be 40 CNEL or less in all habitable rooms. Interior noise levels would therefore not exceed the City standard of 45 CNEL.

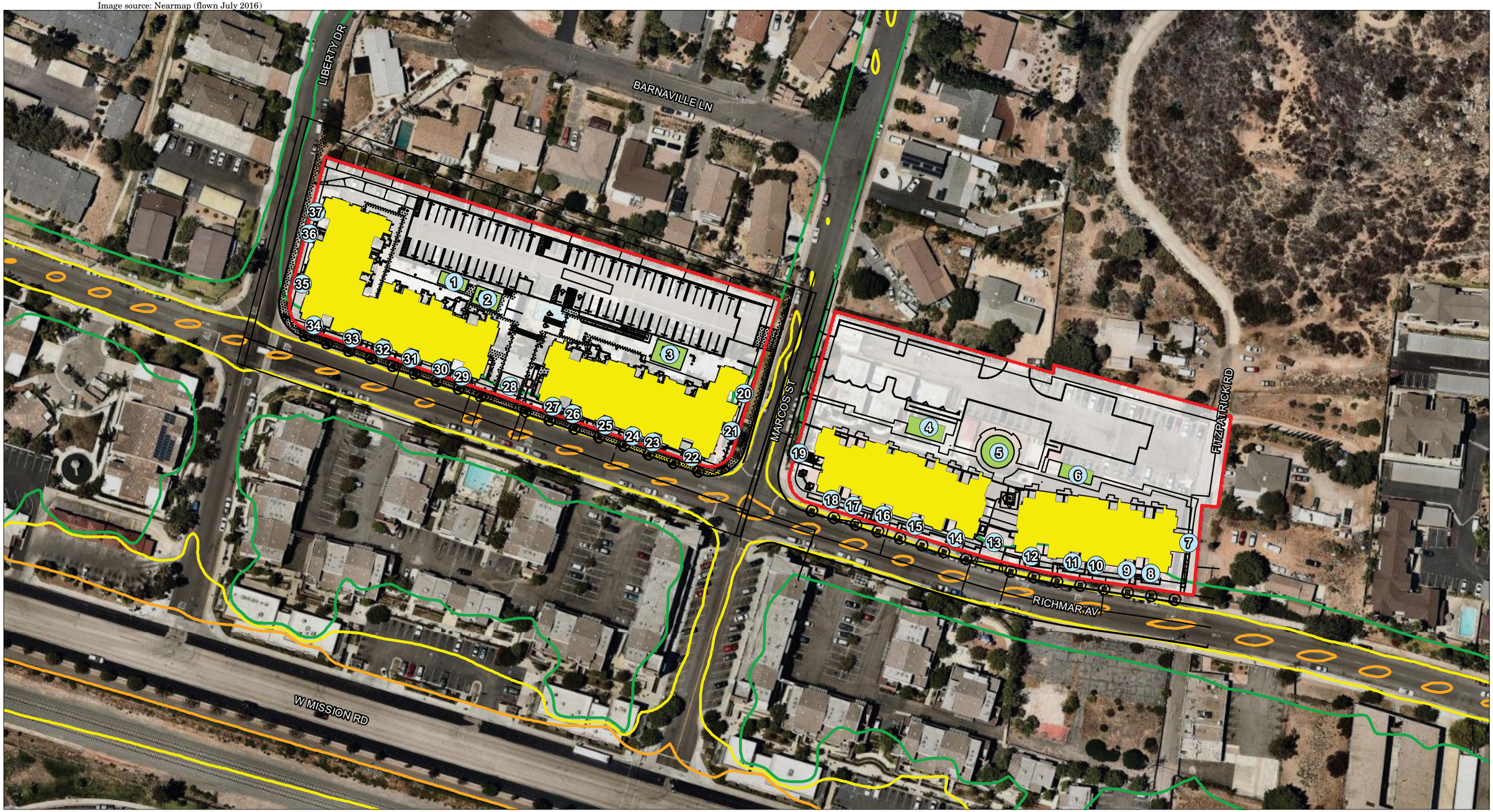
## 5.3 On-site Generated Noise

The primary noise sources on-site would be HVAC equipment. HVAC units with exterior condensers mounted on the roofs have the potential to produce noise in excess of City limits (see Table 2). Using the on-site noise source parameters discussed in Section 4.3, noise levels were modeled at a series of 25 receivers located at the property line. Modeled noise levels took into account shielding provided by the three-foot parapet roof walls. HVAC units locations were obtained from the roof plans for the project. Noise generated by HVAC equipment would occur on an intermittent basis, primarily during the day and evening hours and less frequently during the nighttime hours. For a worst-case analysis, it was assumed that the HVAC units would operate continuously.

Modeled receivers and the locations of the HVAC units are shown in Figure 7. Modeled data is included in Attachment 5. Future projected noise levels are summarized in Table 9.

As shown, on-site generated noise levels would range from 35 to 45 dB(A) $L_{eq}$. Noise levels would not exceed the applicable Noise Ordinance limits at the property lines.

Image source: Nearmap (flown July 2016)




Project Boundary
Modeled Receiver
Site Plan
Building
Exterior Use Area

**Future Vehicle Traffic Noise Contours**

60 CNEL
65 CNEL
70 CNEL

0 Feet 100

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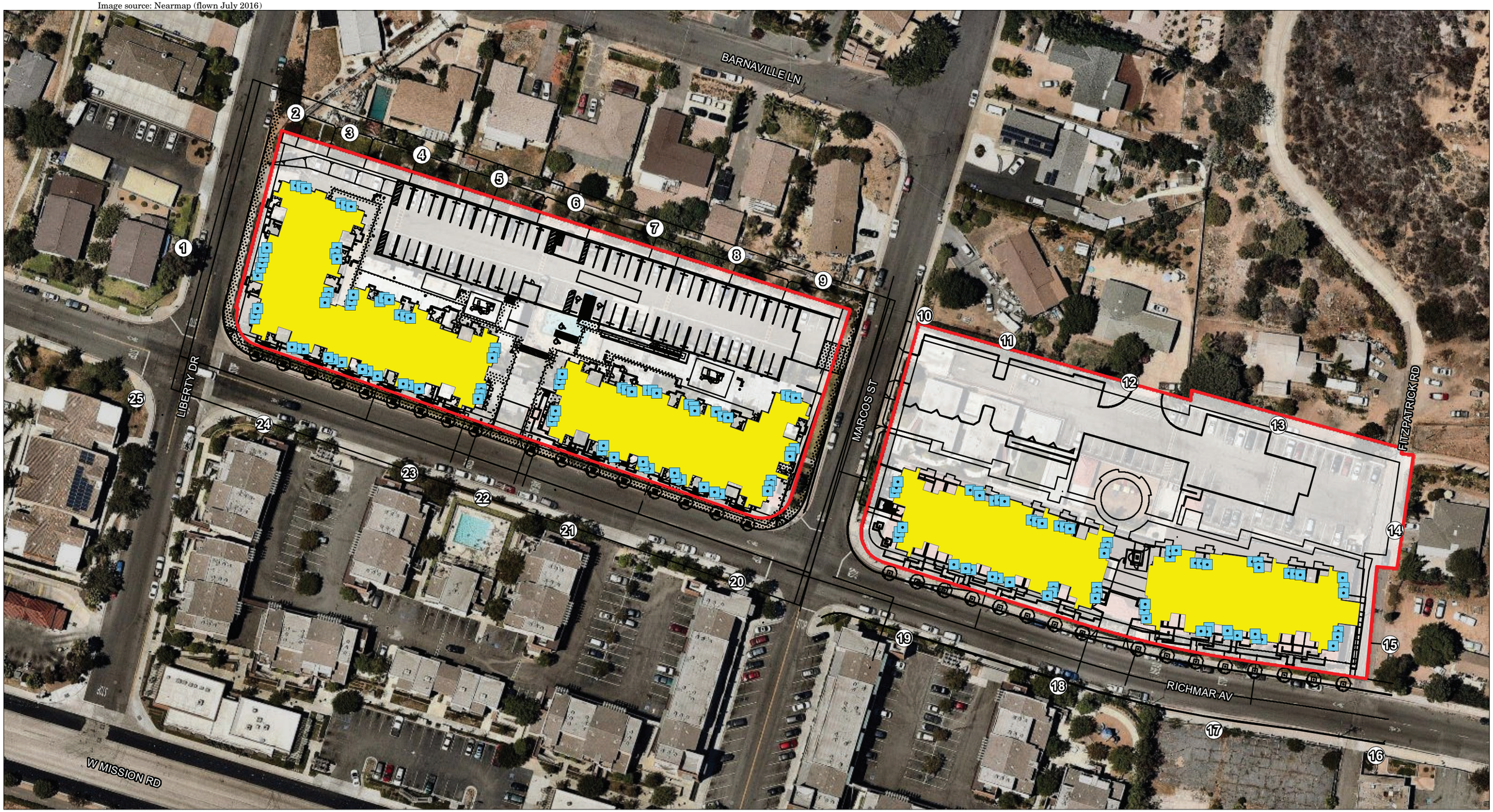
FIGURE 6

Future Vehicle Traffic Noise Contours and Modeled Receivers

Image source: Nearmap (flown July 2016)




0 Feet 80

Project Boundary
HVAC Location
Property Line Receiver
Site Plan
Building

RECON

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FIGURE 7

HVAC Locations and Modeled Receivers

| Table 9<br>HVAC Noise Levels<br>at Adjacent Property Lines | |
|---|---|
| Receiver | Noise Level [dB(A) $L_{eq}$] |
| 1 | 37 |
| 2 | 40 |
| 3 | 42 |
| 4 | 42 |
| 5 | 42 |
| 6 | 42 |
| 7 | 42 |
| 8 | 42 |
| 9 | 42 |
| 10 | 41 |
| 11 | 42 |
| 12 | 42 |
| 13 | 41 |
| 14 | 39 |
| 15 | 35 |
| 16 | 36 |
| 17 | 38 |
| 18 | 40 |
| 19 | 39 |
| 20 | 40 |
| 21 | 40 |
| 22 | 40 |
| 23 | 40 |
| 24 | 39 |
| 25 | 38 |

# 6.0 Conclusions and Noise Abatement Measures

## 6.1 Construction Noise

Construction noise levels would range from 53 to 75 dB(A) $L_{eq}$ at the adjacent property lines. Construction activities would generally occur over the period between 7:00 a.m. and 6:00 p.m. on weekdays. Although the existing adjacent uses would be exposed to construction noise levels that may be heard above ambient conditions, the exposure would be temporary and would not exceed 75 dB(A) $L_{eq}$. As construction activities associated with the project would comply with Section 10.24.020 (b)(9) of the City Municipal Code, temporary increases in noise levels from construction activities would be less than significant.

## 6.2 Traffic Noise

The main source of noise at the project site is vehicle traffic on Mission Road, Richmar Avenue, Marcos Street, and Liberty Drive. As calculated in this analysis, exterior noise levels at the exterior use areas (Receivers 1 through 6) are projected to range from 43 to 56 CNEL. This exterior noise level would be compatible with the City's standard of 65 CNEL.

Exterior noise levels at the first- through third-floors of the building façades are projected to range from 56 to 65 CNEL. Standard wood frame construction would achieve an exterior-to-interior noise reduction of 25 dB(A) (FHWA 2011). Thus, because exterior noise levels at the building façades would be 65 CNEL or less, interior noise levels would be 40 CNEL or less in all habitable rooms. Interior noise levels would therefore not exceed the City standard of 45 CNEL.

## 6.3 On-site Generated Noise

The noise sources on the project site after completion of construction are anticipated to be those that would be typical of any residential complex, such as vehicles arriving and leaving and landscape maintenance machinery. None of these noise sources are anticipated to violate the Municipal Code. Rooftop HVAC noise levels were modeled at the property line adjacent property lines. As shown, on-site generated noise levels would range from 35 to 45 dB(A) $L_{eq}$. Noise levels would not exceed the applicable Noise Ordinance limits at the property lines.

# 7.0 References Cited

California Code of Regulations (CCR)
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2000 Guidelines for Traffic Impact Studies (TIS) in the San Diego Region. March 2, 2000.

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2012 Draft Environmental Impact Report for the City of San Marcos General Plan. 2012.

# ATTACHMENTS

# ATTACHMENT 1

# Noise Measurement Data

| | | | | |
|---|---|---|---|---|
| **Summary** | | | | |
| **Filename** | LxT_Data.114 | | | |
| **Serial Number** | 3827 | | | |
| **Model** | SoundExpert™ LxT | | | |
| **Firmware Version** | 2.206 | | | |
| **User** | | | | |
| **Location** | | | | |
| **Job Description** | | | | |
| **Note** | | | | |
| **Measurement Description** | | | | |
| **Start** | 2016/10/06 11:41:48 | | | |
| **Stop** | 2016/10/06 11:56:57 | | | |
| **Duration** | 0:15:09.5 | | | |
| **Run Time** | 0:15:09.5 | | | |
| **Pause** | 0:00:00.0 | | | |
| | | | | |
| **Pre Calibration** | 2016/10/06 11:40:08 | | | |
| **Post Calibration** | None | | | |
| **Calibration Deviation** | --- | | | |
| | | | | |
| **Overall Settings** | | | | |
| **RMS Weight** | A Weighting | | | |
| **Peak Weight** | A Weighting | | | |
| **Detector** | Slow | | | |
| **Preamp** | PRMLxT1L | | | |
| **Microphone Correction** | Off | | | |
| **Integration Method** | Linear | | | |
| **OBA Range** | Normal | | | |
| **OBA Bandwidth** | 1/1 and 1/3 | | | |
| **OBA Freq. Weighting** | A Weighting | | | |
| **OBA Max Spectrum** | At Lmax | | | |
| **Overload** | 121.6 dB | | | |
| | **A** | **C** | **Z** | |
| **Under Range Peak** | **77.9** | 74.9 | 79.9 dB | |
| **Under Range Limit** | **25.9** | 25.2 | 31.9 dB | |
| **Noise Floor** | 16.2 | 16.0 | 21.9 dB | |
| | | | | |
| **Results** | | | | |
| **LAeq** | 55.0 dB | | | |
| **LAE** | 84.6 dB | | | |
| **EA** | 32.056 µPa²h | | | |
| **LApeak (max)** | 2016/10/06 11:55:14 | 88.9 dB | | |
| **LASmax** | 2016/10/06 11:55:15 | 75.1 dB | | |
| **LASmin** | 2016/10/06 11:43:30 | 41.0 dB | | |
| **SEA** | -99.9 dB | | | |
| | | | | |
| **LAS > 85.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | | |
| **LAS > 115.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | | |
| **LApeak > 135.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | | |
| **LApeak > 137.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | | |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | | |
| | | | | |
| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | | |
| | 55.0 | 55.0 | | |
| **LCeq** | 64.6 dB | | | |
| **LAeq** | 55.0 dB | | | |
| **LCeq - LAeq** | 9.5 dB | | | |
| **LAIeq** | 57.5 dB | | | |
| **LAeq** | 55.0 dB | | | |
| **LAIeq - LAeq** | 2.5 dB | | | |
| **# Overloads** | 0 | | | |
| **Overload Duration** | 0.0 s | | | |
| **# OBA Overloads** | 0 | | | |
| **OBA Overload Duration** | 0.0 s | | | |
| | | | | |
| **Statistics** | | | | |
| **LAS5.00** | 59.9 dB | | | |
| **LAS10.00** | 56.8 dB | | | |
| **LAS33.30** | 49.3 dB | | | |
| **LAS50.00** | 47.5 dB | | | |
| **LAS66.60** | 46.2 dB | | | |
| **LAS90.00** | 43.9 dB | | | |

| Summary | |
|---|---|
| **Filename** | LxT_Data.115 |
| **Serial Number** | 3827 |
| **Model** | SoundExpert™ LxT |
| **Firmware Version** | 2.206 |
| **User** | |
| **Location** | |
| **Job Description** | |
| **Note** | |
| **Measurement Description** | |
| **Start** | 2016/10/06 12:05:37 |
| **Stop** | 2016/10/06 12:20:48 |
| **Duration** | 0:15:11.1 |
| **Run Time** | 0:15:11.1 |
| **Pause** | 0:00:00.0 |
| | |
| **Pre Calibration** | 2016/10/06 12:04:38 |
| **Post Calibration** | None |
| **Calibration Deviation** | --- |

| Overall Settings | |
|---|---|
| **RMS Weight** | A Weighting |
| **Peak Weight** | A Weighting |
| **Detector** | Slow |
| **Preamp** | PRMLxT1L |
| **Microphone Correction** | Off |
| **Integration Method** | Linear |
| **OBA Range** | Normal |
| **OBA Bandwidth** | 1/1 and 1/3 |
| **OBA Freq. Weighting** | A Weighting |
| **OBA Max Spectrum** | At Lmax |
| **Overload** | 121.6 dB |

| | A | C | Z |
|---|---|---|---|
| **Under Range Peak** | **77.8** | 74.8 | 79.8 dB |
| **Under Range Limit** | **25.9** | 25.2 | 31.9 dB |
| **Noise Floor** | 16.2 | 16.0 | 21.9 dB |

| Results | | | |
|---|---|---|---|
| **LAeq** | 51.2 dB | | |
| **LAE** | 80.8 dB | | |
| **EA** | 13.371 µPa²h | | |
| **LApeak (max)** | 2016/10/06 12:19:15 | 100.6 dB | |
| **LASmax** | 2016/10/06 12:19:15 | 69.7 dB | |
| **LASmin** | 2016/10/06 12:09:49 | 41.1 dB | |
| **SEA** | -99.9 dB | | |
| | | | |
| **LAS > 85.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |
| **LAS > 115.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |
| **LApeak > 135.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |
| **LApeak > 137.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | 0.0 s | |

| Community Noise | Ldn | LDay 07:00-22:00 |
|---|---|---|
| | 51.2 | 51.2 |
| **LCeq** | 62.0 dB | |
| **LAeq** | 51.2 dB | |
| **LCeq - LAeq** | 10.8 dB | |
| **LAIeq** | 58.8 dB | |
| **LAeq** | 51.2 dB | |
| **LAIeq - LAeq** | 7.6 dB | |
| **# Overloads** | 0 | |
| **Overload Duration** | 0.0 s | |
| **# OBA Overloads** | 0 | |
| **OBA Overload Duration** | 0.0 s | |

| Statistics | |
|---|---|
| **LAS5.00** | 57.7 dB |
| **LAS10.00** | 54.4 dB |
| **LAS33.30** | 47.8 dB |
| **LAS50.00** | 45.9 dB |
| **LAS66.60** | 44.7 dB |
| **LAS90.00** | 42.4 dB |

| | | | | |
|---|---|---|---|---|
| **Summary** | | | | |
| **Filename** | LxT_Data.116 | | | |
| **Serial Number** | 3827 | | | |
| **Model** | SoundExpert™ LxT | | | |
| **Firmware Version** | 2.206 | | | |
| **User** | | | | |
| **Location** | | | | |
| **Job Description** | | | | |
| **Note** | | | | |
| **Measurement Description** | | | | |
| **Start** | 2016/10/06 12:27:36 | | | |
| **Stop** | 2016/10/06 12:42:37 | | | |
| **Duration** | 0:15:00.8 | | | |
| **Run Time** | 0:15:00.8 | | | |
| **Pause** | 0:00:00.0 | | | |
| | | | | |
| **Pre Calibration** | 2016/10/06 12:26:58 | | | |
| **Post Calibration** | None | | | |
| **Calibration Deviation** | --- | | | |
| | | | | |
| **Overall Settings** | | | | |
| **RMS Weight** | A Weighting | | | |
| **Peak Weight** | A Weighting | | | |
| **Detector** | Slow | | | |
| **Preamp** | PRMLxT1L | | | |
| **Microphone Correction** | Off | | | |
| **Integration Method** | Linear | | | |
| **OBA Range** | Normal | | | |
| **OBA Bandwidth** | 1/1 and 1/3 | | | |
| **OBA Freq. Weighting** | A Weighting | | | |
| **OBA Max Spectrum** | At Lmax | | | |
| **Overload** | 121.5 dB | | | |
| | **A** | | **C** | **Z** |
| **Under Range Peak** | **77.7** | | 74.7 | 79.7 dB |
| **Under Range Limit** | **25.9** | | 25.1 | 31.9 dB |
| **Noise Floor** | 16.2 | | 16.0 | 21.8 dB |
| | | | | |
| **Results** | | | | |
| **LAeq** | 56.8 dB | | | |
| **LAE** | 86.4 dB | | | |
| **EA** | 48.240 µPa²h | | | |
| **LApeak (max)** | 2016/10/06 12:29:50 | | 90.8 dB | |
| **LASmax** | 2016/10/06 12:28:34 | | 75.3 dB | |
| **LASmin** | 2016/10/06 12:35:14 | | 42.6 dB | |
| **SEA** | -99.9 dB | | | |
| | | | | |
| **LAS > 85.0 dB (Exceedence Counts / Duration)** | 0 | | 0.0 s | |
| **LAS > 115.0 dB (Exceedence Counts / Duration)** | 0 | | 0.0 s | |
| **LApeak > 135.0 dB (Exceedence Counts / Duration)** | 0 | | 0.0 s | |
| **LApeak > 137.0 dB (Exceedence Counts / Duration)** | 0 | | 0.0 s | |
| **LApeak > 140.0 dB (Exceedence Counts / Duration)** | 0 | | 0.0 s | |
| | | | | |
| **Community Noise** | **Ldn** | **LDay 07:00-22:00** | | |
| | 56.8 | 56.8 | | |
| **LCeq** | 68.4 dB | | | |
| **LAeq** | 56.8 dB | | | |
| **LCeq - LAeq** | 11.6 dB | | | |
| **LAIeq** | 59.9 dB | | | |
| **LAeq** | 56.8 dB | | | |
| **LAIeq - LAeq** | 3.0 dB | | | |
| **# Overloads** | 0 | | | |
| **Overload Duration** | 0.0 s | | | |
| **# OBA Overloads** | 0 | | | |
| **OBA Overload Duration** | 0.0 s | | | |
| | | | | |
| **Statistics** | | | | |
| **LAS5.00** | 62.6 dB | | | |
| **LAS10.00** | 59.2 dB | | | |
| **LAS33.30** | 50.4 dB | | | |
| **LAS50.00** | 47.6 dB | | | |
| **LAS66.60** | 46.1 dB | | | |
| **LAS90.00** | 44.6 dB | | | |

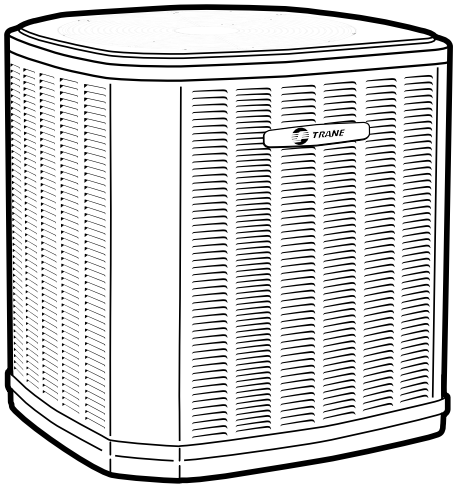
# ATTACHMENT 2

# HVAC Example Specifications

# Product Data

## Split System Cooling

4TTR3018H1000N
4TTR3024H1000N
4TTR3030H1000N
4TTR3036H1000N
4TTR3042E1000N
4TTR3048E1000N
4TTR3060D1000N



August 2016

22-1842-8D-EN

# Product Specifications

| **Model No.** [a] | 4TTR3018H1000N | 4TTR3024H1000N | 4TTR3030H1000N | 4TTR3036H1000N |
|---|---|---|---|---|
| POWER CONNS. — V/PH/HZ [b] | 208/230/1/60 | 208/230/1/60 | 208/230/1/60 | 208/230/1/60 |
| MIN. BRCH. CIR. AMPACITY | 12 | 17 | 16 | 18 |
| BR. CIR. PROT. RTG. — MAX. (AMPS) | 20 | 25 | 25 | 30 |
| COMPRESSOR | CLIMATUFF®-SCROLL | CLIMATUFF®-SCROLL | CLIMATUFF®-SCROLL | CLIMATAUFF®-SCROLL |
| RL AMPS — LR AMPS | 9 — 48 | 12.8 — 58.3 | 12.3 — 63 | 14.1— 75 |
| Outdoor Fan FL AMPS | 0.64 | 0.64 | 0.9 | 0.7 |
| Fan HP | 1/8 | 1/8 | 1/8 | 1/8 |
| Fan Dia (inches) | 23.0 | 23.0 | 18.9 | 23.0 |
| Coil | SPINE FIN™ | SPINE FIN™ | SPINE FIN™ | SPINE FIN™ |
| Refrigerant R-410A | 5 LBS., 11 OZ | 5 LBS., 9 OZ | 4 LBS., 10 OZ | 4 LBS., 13 OZ |
| LINE SIZE — IN. O.D. GAS [c] | 3/4 | 3/4 | 3/4 | 3/4 |
| LINE SIZE — IN. O.D. LIQ. [c] | 3/8 | 3/8 | 3/8 | 3/8 |
| Charge Spec. Subcooling | 10°F | 10°F | 10°F | 10°F |
| Dimensions H x W X D Crated (IN.) | 34 x 30.1 x 33 | 34 x 30.1 x 33 | 30 x 27 x 30 | 34 x 30.1 x 33 |
| Weight — Shipping (lbs.) | 167 | 169 | 157 | 175 |
| Weight — Net (lbs.) | 140 | 142 | 137 | 147 |
| **Optional Accessories:** | | | | |
| Anti-short Cycle Timer | TAYASCT501A | TAYASCT501A | TAYASCT501A | TAYASCT501A |
| Evaporator Defrost Control | AY28X079 | AY28X079 | AY28X079 | AY28X079 |
| Rubber Isolator Kit | BAYISLT101 | BAYISLT101 | BAYISLT101 | BAYISLT101 |
| Extreme Condition Mount Kit | BAYECMT023 | BAYECMT023 | BAYECMT023 | BAYECMT023 |
| Start Kit | BAYKSKT263 | BAYKSKT263 | BAYKSKT263 | BAYKSKT263 |
| Crankcase Heater Kit | BAYCCHT302 | BAYCCHT302 | BAYCCHT302 | BAYCCHT302 |
| Seacoast Kit | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 |
| Low Ambient Kit | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 |
| Refrigerant Lineset [d] | TAYREFLN950 | TAYREFLN950 | TAYREFLN7* | TAYREFLN7* |

[a] Certified in accordance with the Unitary Air-conditioner equipment certification program which is based on AHRI standard 210/240.

[b] Calculated in accordance with N.E.C. Only use HACR circuit breakers or fuses.

[c] Standard line lengths — 60', Standard lift — 60' Suction and Liquid line. For Greater lengths and lifts refer to refrigerant piping software Pub#32–3312–0* (* denotes latest revision)..

[d] * = 15, 20, 25, 30, 40 and 50 foot lineset available.

| **Model No.** [a] | 4TTR3042E1000N | 4TTR3048E1000N | 4TTR3060D1000N |
|---|---|---|---|
| POWER CONNS. — V/PH/HZ [b] | 280/230/1/60 | 280/230/1/60 | 280/230/1/60 |
| MIN. BRCH. CIR. AMPACITY | 22 | 28 | 35 |
| BR. CIR. PROT. RTG. — MAX. (AMPS) | 35 | 45 | 60 |
| COMPRESSOR | CLIMATUFF®- SCROLL | CLIMATUFF®- SCROLL | CLIMATUFF®- SCROLL |
| RL AMPS — LR AMPS | 17.0 — 124 | 21.8 — 117 | 26.8 — 134 |
| Outdoor Fan FL AMPS | 0.7 | 0.93 | 0.93 |
| Fan HP | 1/8 | 1/5 | 1/5 |
| Fan Dia (inches) | 23 | 23 | 27.5 |
| Coil | SPINE FIN™ | SPINE FIN™ | SPINE FIN™ |
| Refrigerant R-410A | 5 LBS., 8 OZ | 6 LBS., 7 OZ | 8 LBS., 0 OZ |
| LINE SIZE — IN. O.D. GAS [c] | 7/8 | 7/8 | 7/8 |
| LINE SIZE — IN. O.D. LIQ. [c] | 3/8 | 3/8 | 3/8 |
| Charge Spec. Subcooling | 10°F | 10°F | 10°F |
| Dimensions H x W X D Crated (IN.) | 34 x 30.1 x 33 | 42 x 30.1 x 33 | 42.4 x 35.1 x 38.7 |
| Weight — Shipping (lbs.) | 200 | 233 | 261 |
| Weight — Net (lbs.) | 172 | 197 | 226 |
| **Optional Accessories:** | | | |
| Anti-short Cycle Timer | TAYASCT501A | TAYASCT501A | TAYASCT501A |
| Evaporator Defrost Control | AY28X079 | AY28X079 | AY28X079 |
| Rubber Isolator Kit | BAYISLT101 | BAYISLT101 | BAYISLT101 |
| Extreme Condition Mount Kit | BAYECMT004 | BAYECMT004 | BAYECMT004 |
| Start Kit | BAYKSKT263 | BAYKSKT263 | BAYKSKT263 |
| Crankcase Heater Kit | BAYCCHT301 | BAYCCHT301 | BAYCCHT301 |
| Seacoast Kit | BAYSEAC001 | BAYSEAC001 | BAYSEAC001 |
| Low Ambient Kit | BAYLOAM103 | BAYLOAM103 | BAYLOAM103 |
| Refrigerant Lineset [d] | TAYREFLN7* | TAYREFLN3* | TAYREFLN3* |

[a] Certified in accordance with the Unitary Air-conditioner equipment certification program which is based on AHRI standard 210/240.
[b] Calculated in accordance with N.E.C. Only use HACR circuit breakers or fuses.
[c] Standard line lengths — 60', Standard lift — 60' Suction and Liquid line. For Greater lengths and lifts refer to refrigerant piping software Pub#32–3312–0* (* denotes latest revision)..
[d] * = 15, 20, 25, 30, 40 and 50 foot lineset available.

**Sound Power Level**

| **MODEL** | **A-Weighted Sound Power Level [dB(A)]** | **Full Octave Sound Power(dB)** | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | 63 Hz* | 125 Hz | 250 Hz | 500 Hz | 1000 Hz | 2000 Hz | 4000 Hz | 8000 Hz |
| 4TTR3018H1 | 72 | 73.7 | 71.4 | 65.4 | 68 | 67.3 | 62.9 | 56 | 50.3 |
| 4TTR3024H1 | 74 | 47.9 | 60.5 | 64.1 | 71.2 | 71.2 | 69.0 | 58.2 | 51.5 |
| 4TTR3030H1 | 72 | 69.9 | 69.6 | 69.1 | 68.6 | 68.7 | 60.9 | 56.2 | 48.9 |
| 4TTR3036H1 | 68 | 74.7 | 65.0 | 65.2 | 66.4 | 63.6 | 58.7 | 56.3 | 52.8 |
| 4TTR3042E1 | 72 | 77.6 | 68.3 | 67.4 | 65.6 | 67.4 | 58.2 | 54.1 | 47.6 |
| 4TTR3048E1 | 74 | 72.5 | 72.3 | 69.2 | 67.5 | 72.3 | 60.2 | 55.2 | 54.2 |
| 4TTR3060D1 | 80 | 47.3 | 55.7 | 69 | 72.7 | 75.8 | 69.4 | 62.2 | 53.3 |

Note: Rated in accordance with AHRI Standard 270–2008
*For Reference Only

# Accessory Description and Usage

**Anti-Short Cycle Timer** — Solid state timing device that prevents compressor recycling until five (5) minutes have elapsed after satisfying call or power interruptions. Use in area with questionable power delivery, commercial applications, long lineset, etc.

**Evaporation Defrost Control** — SPST Temperature actuated switch that cycles the condenser off as indoor coil reaches freeze-up conditions. Used for low ambient cooling to 30°F with TXV.

**Rubber Isolators** — Five (5) large rubber donuts to isolate condensing unit from transmitting energy into mounting frame or pad. Use on any application where sound transmission needs to be minimized.

**Hard Start Kit** — Start capacitor and relay to assist compressor motor startup. Use in areas with marginal power supply, on long linesets, low ambient conditions, etc.

**Extreme Condition Mount Kit** — Bracket kits to securely mount condensing unit to a frame or pad without removing any panels. Use in areas with high winds, or on commercial roof tops, etc.

**AHRI Standard Capacity Rating Conditions**

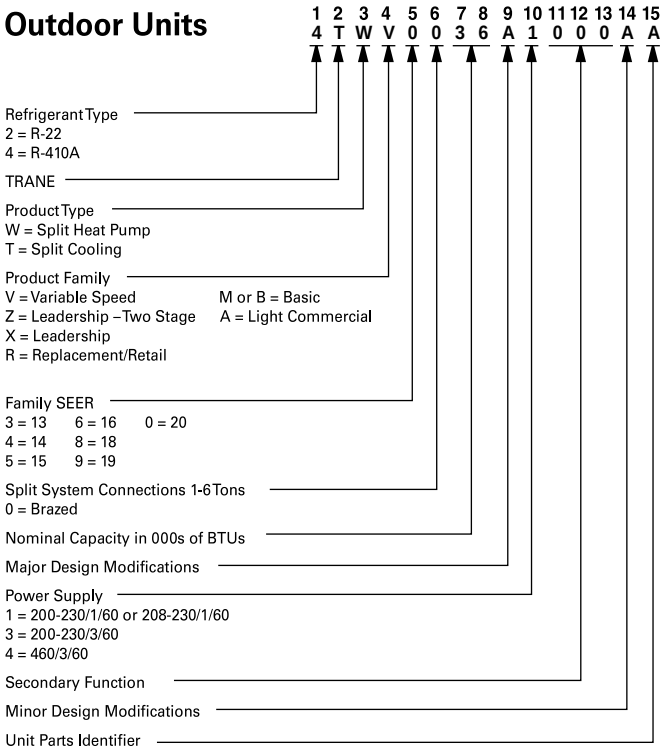
AHRI Standard 210/240 Rating Conditions

1. Cooling 80°F DB, 67°F WB air entering indoor coil, 95°F DB air entering outdoor coil.
2. High Temperature Heating 47°F DB, 43°F WB air entering outdoor coil, 70°F DB air entering indoor coil.
3. Low Temperature Heating 17°F DB air entering indoor coil.
4. Rated indoor airflow for heating is the same as for cooling.

**AHRI Standard 270 Rating Conditions** — (Noise rating numbers are determiend with the unit in cooling operations.) Standard Noise Rating number is at 95°F outdoor air.

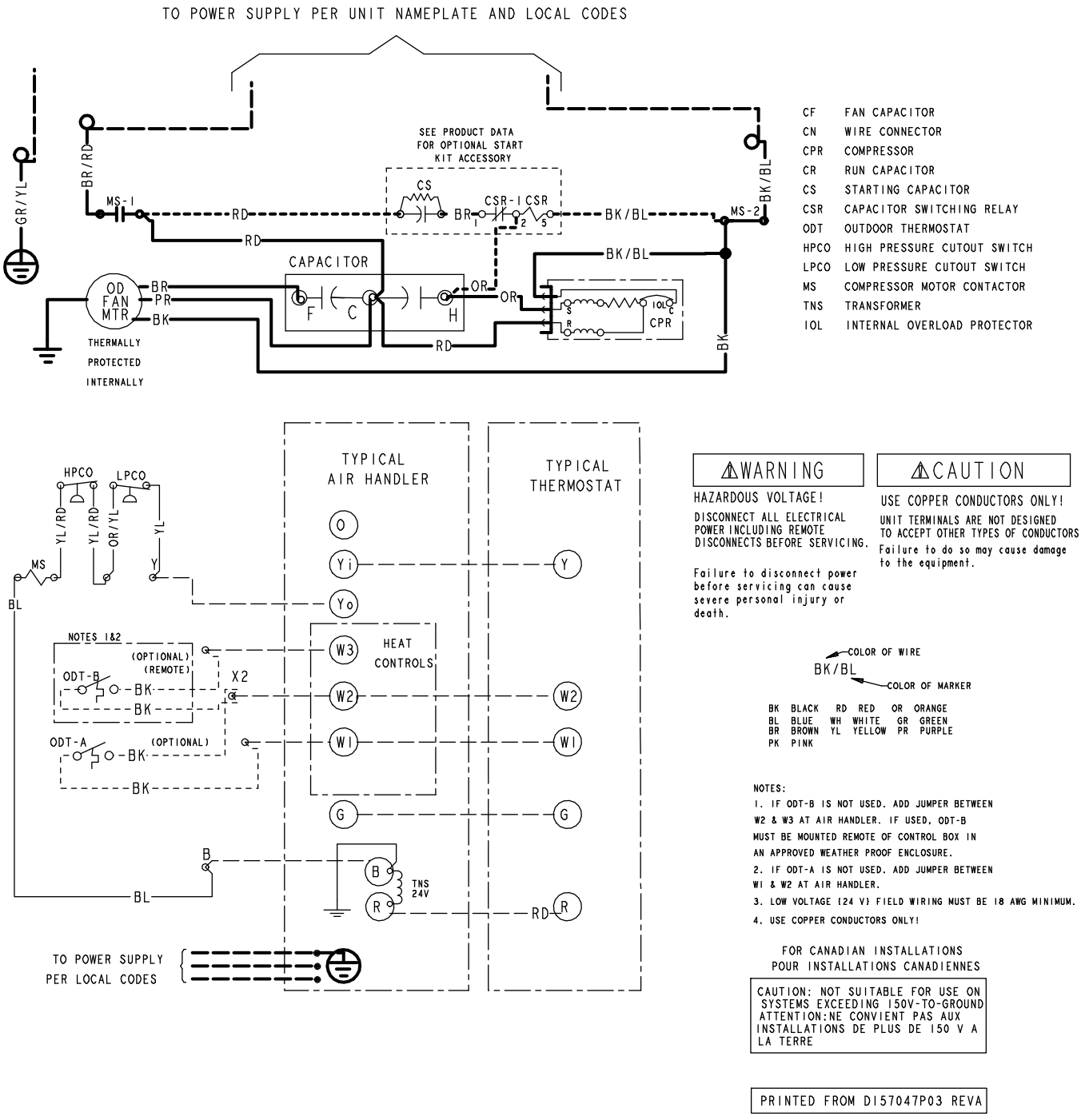
## Model Nomenclature

### Outdoor Units



# Schematic Diagrams

**Figure 1. 1.5 — 4.0 Ton Models**




| | |
|---|---|
| CF | FAN CAPACITOR |
| CN | WIRE CONNECTOR |
| CPR | COMPRESSOR |
| CR | RUN CAPACITOR |
| CS | STARTING CAPACITOR |
| CSR | CAPACITOR SWITCHING RELAY |
| ODT | OUTDOOR THERMOSTAT |
| HPCO | HIGH PRESSURE CUTOUT SWITCH |
| LPCO | LOW PRESSURE CUTOUT SWITCH |
| MS | COMPRESSOR MOTOR CONTACTOR |
| TNS | TRANSFORMER |
| IOL | INTERNAL OVERLOAD PROTECTOR |

**⚠WARNING**

HAZARDOUS VOLTAGE!

DISCONNECT ALL ELECTRICAL POWER INCLUDING REMOTE DISCONNECTS BEFORE SERVICING.

Failure to disconnect power before servicing can cause severe personal injury or death.

**⚠CAUTION**

USE COPPER CONDUCTORS ONLY!

UNIT TERMINALS ARE NOT DESIGNED TO ACCEPT OTHER TYPES OF CONDUCTORS.

Failure to do so may cause damage to the equipment.

COLOR OF WIRE
BK/BL
COLOR OF MARKER

| | | | | | |
|---|---|---|---|---|---|
| BK | BLACK | RD | RED | OR | ORANGE |
| BL | BLUE | WH | WHITE | GR | GREEN |
| BR | BROWN | YL | YELLOW | PR | PURPLE |
| PK | PINK | | | | |

NOTES:

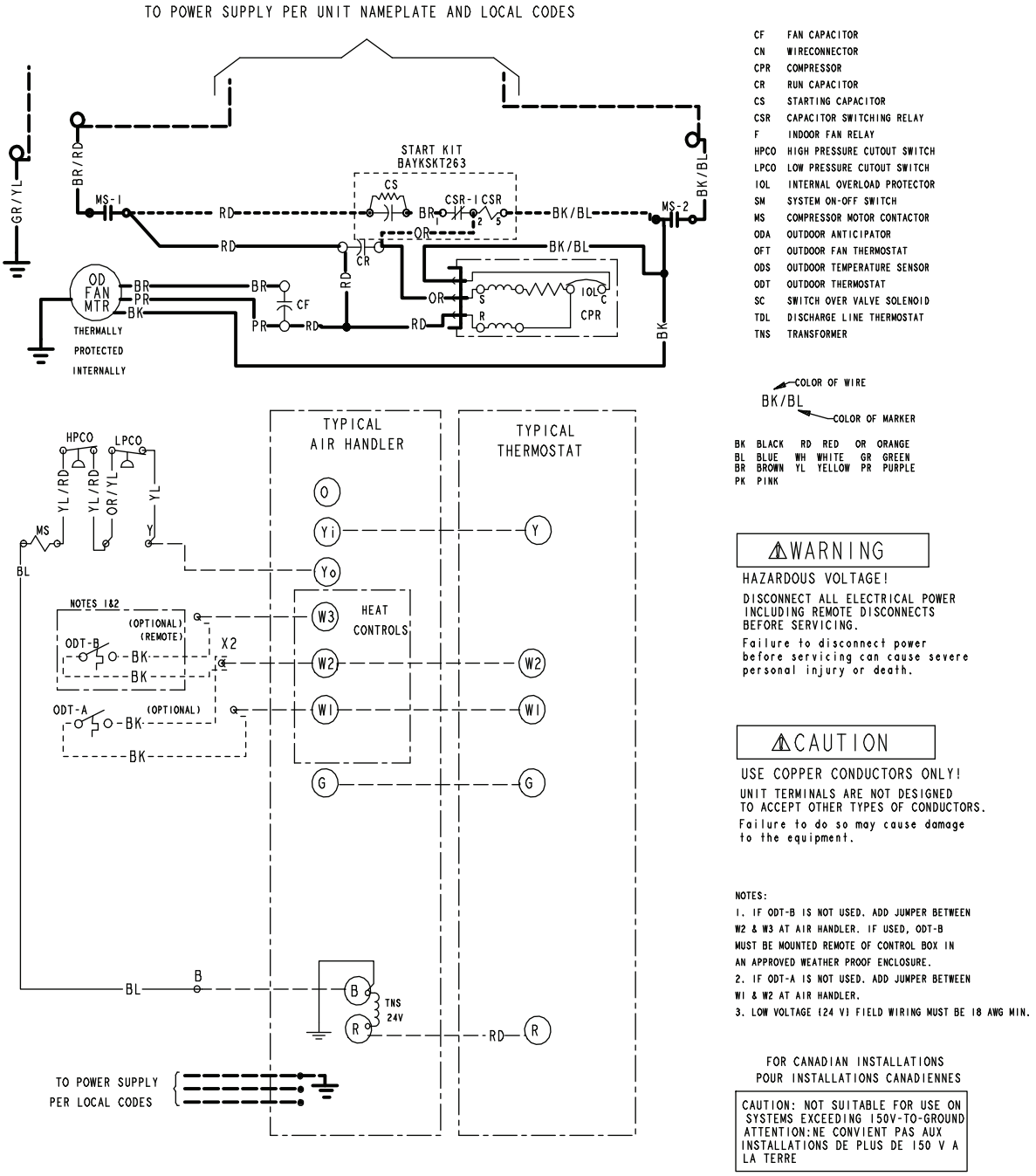
1. IF ODT-B IS NOT USED. ADD JUMPER BETWEEN W2 & W3 AT AIR HANDLER. IF USED, ODT-B MUST BE MOUNTED REMOTE OF CONTROL BOX IN AN APPROVED WEATHER PROOF ENCLOSURE.
2. IF ODT-A IS NOT USED. ADD JUMPER BETWEEN W1 & W2 AT AIR HANDLER.
3. LOW VOLTAGE (24 V) FIELD WIRING MUST BE 18 AWG MINIMUM.
4. USE COPPER CONDUCTORS ONLY!

FOR CANADIAN INSTALLATIONS
POUR INSTALLATIONS CANADIENNES

CAUTION: NOT SUITABLE FOR USE ON SYSTEMS EXCEEDING 150V-TO-GROUND
ATTENTION:NE CONVIENT PAS AUX INSTALLATIONS DE PLUS DE 150 V A LA TERRE

PRINTED FROM DI57047P03 REVA

**Figure 2. 5.0 Ton Models**




PRINTED FROM D157048P01

# Outline Drawing

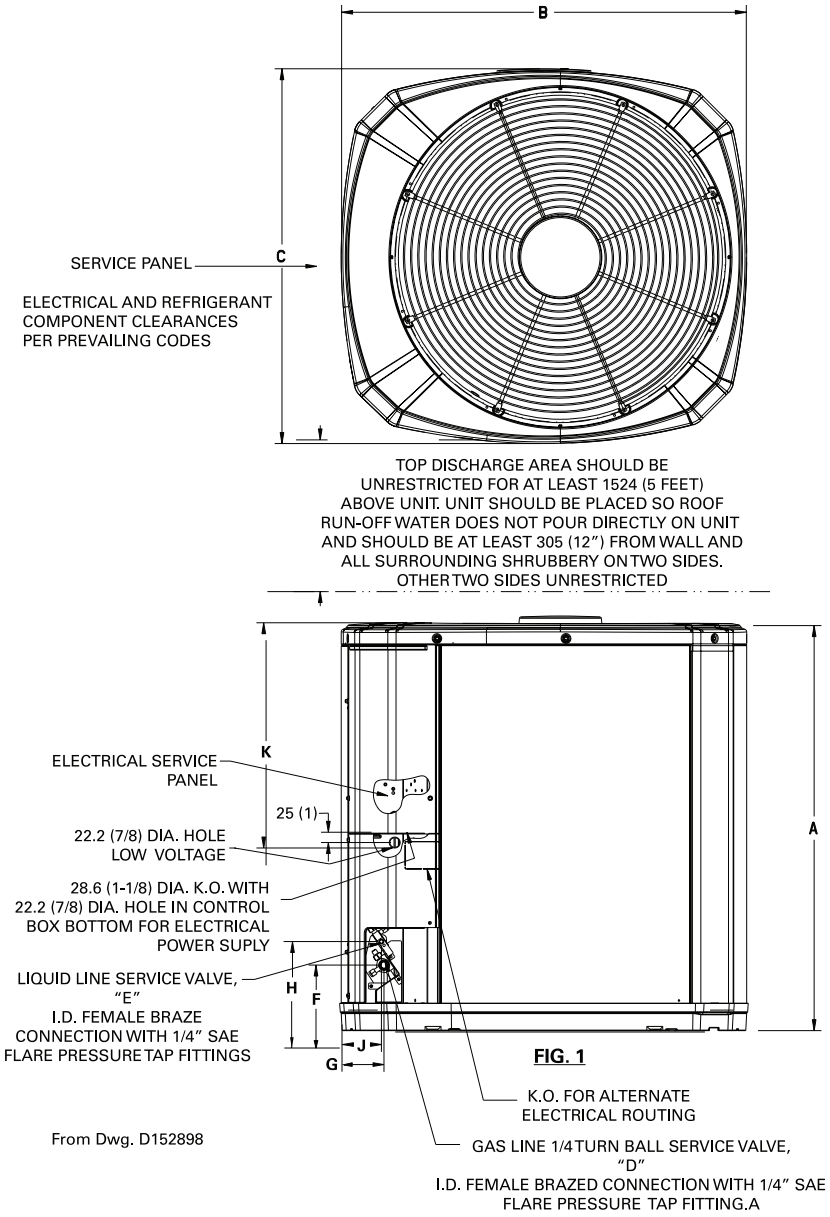



**FIG. 1**

From Dwg. D152898

| Model | Base | A | B | C | D | E | F | G | H | J | K |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 4TTR3018H | 2 | 730 (28–3/4) | 724 (28–1/2) | 651 (25–5/8) | 3/4 | 3/8 | 127 (5) | 57 (2–1/4) | 194 (7–5/8) | 38 (1–1/2) | 457 (18) |
| 4TTR3024H | 2 | 730 (28–3/4) | 724 (28–1/2) | 651 (25–5/8) | 3/4 | 3/8 | 137 (5–3/8) | 65 (2–5/8) | 210 (8–1/4) | 57 (2–1/4) | 457 (18) |
| 4TTR3030H | 2 | 730 (28–3/4) | 724 (28–1/2) | 651 (25–5/8) | 3/4 | 3/8 | 137 (5–3/8) | 65 (2–5/8) | 210 (8–1/4) | 57 (2–1/4) | 457 (18) |
| 4TTR3036H | 3 | 730 (28–3/4) | 829 (32–5/8) | 756 (29–3/4) | 3/4 | 3/8 | 137 (5–3/8) | 79 (3–1/8) | 197 (7–3/4) | 60 (2–3/8) | 508 (20) |
| 4TTR3042E | 3 | 730 (28–3/4) | 829 (32–5/8) | 756 (29–3/4) | 7/8 | 3/8 | 152 (6) | 98 (3–7/8) | 219 (8–5/8) | 86 (3–3/8) | 508 (20) |
| 4TTR3048E | 3 | 730 (28–3/4) | 933 (36–3/4) | 756 (29–3/4) | 7/8 | 3/8 | 152 (6) | 98 (3–7/8) | 219 (8–5/8) | 86 (3–3/8) | 508 (20) |
| 4TTR3060D | 4 | 943 (37–1/8) | 946 (37–1/4) | 870 (34–1/4) | 7/8 | 3/8 | 152 (6) | 98 (3–7/8) | 219 (8–5/8) | 86 (3–3/8) | 508 (20) |

# Mechanical Specification Options

### General

The Outdoor Units are fully charged from the factory for up to 15 feet of piping. This unit is designed to operate at outdoor ambient temperatures as high as 115°F. Cooling capacities are matched with a wide selection of air handlers and furnace coils that are AHRI certified. The unit is certified to UL 1995. Exterior is designed for outdoor application.

### Casing

Unit casing is constructed of heavy gauge, galvanized steel and painted with a weather-resistant powder paint finish on all louvered panels and the fan top panel. The corner panels are prepainted. All panels are subjected to our 1,000 hour salt spray test . The base is made of a CMBP-G30 weatherproof material to resist corrosion.

### Refrigerant Controls

Refrigeration system controls include condenser fan, compressor contactor and high pressure switch. High and low pressure controls are inherent to the compressor. A factory supplied liquid line drier is standard. Some models may require field installation.

### Compressor

The compressor features internal over temperature, pressure protection and total dipped hermetic motor. Other features include: Centrifugal oil pump and low vibration and noise.

### Condenser Coil

The outdoor coil provides low airflow resistance and efficient heat transfer. The coil is protected on all four sides by louvered panels.

### Low Ambient Cooling

As manufactured, this system has a cooling capacity to 55°F. The addition of an evaporator defrost control permits operation to 40°F. The addition of an evaporator defrost control with TXV permits low ambient cooling to 30°F.

**Thermostats**—Cooling only and heat/cooling (manual and automatic change over). Sub-base to match thermostat and locking thermostat cover.

**Evaporator Defrost Control** — See Low Ambient Cooling.

Ingersoll Rand (NYSE:IR) advances the quality of life by creating comfortable, sustainable and efficient environments. Our people and our family of brands—including Club Car®, Ingersoll Rand®, Thermo King® and Trane®—work together to enhance the quality and comfort of air in homes and buildings; transport and protect food and perishables; and increase industrial productivity and efficiency. We are a global business committed to a world of sustainable progress and enduring results. For more information, visit www.ingersollrand.com.



22-1842-8D-EN 25 Aug 2016

Supersedes 22-1842-8C-EN (February 2015)

# ATTACHMENT 3

# SoundPLAN Data – Construction Noise

| Source name | Reference | Level Leq1 dB(A) | Corrections Kwall dB(A) | CI dB(A) | CT dB(A) |
|---|---|---|---|---|---|
| Construction Phase 1 | Unit | 114 | - | - | - |
| Construction Phase 2 | Unit | 114 | - | - | - |

8458 Villa Serena
SoundPLAN Data - Construction

| No. | Receiver name | Building side | Floor | Limit Leq1 dB(A) | Level w/o NP Leq1 dB(A) | Level w. NI Leq1 dB(A) | Difference Leq1 dB(A) | Conflict Leq1 dB(A) |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | 1.Fl | - | 67.9 | 0 | -67.9 | - |
| 2 | 2.0 | | 1.Fl | - | 69.5 | 0 | -69.5 | - |
| 3 | 3.0 | | 1.Fl | - | 71.8 | 0 | -71.8 | - |
| 4 | 4.0 | | 1.Fl | - | 72.5 | 0 | -72.5 | - |
| 5 | 5.0 | | 1.Fl | - | 72.7 | 0 | -72.7 | - |
| 6 | 6.0 | | 1.Fl | - | 72.9 | 0 | -72.9 | - |
| 7 | 7.0 | | 1.Fl | - | 73.0 | 0 | -73.0 | - |
| 8 | 8.0 | | 1.Fl | - | 73.2 | 0 | -73.2 | - |
| 9 | 9.0 | | 1.Fl | - | 72.4 | 0 | -72.4 | - |
| 10 | 10.0 | | 1.Fl | - | 71.5 | 0 | -71.5 | - |
| 11 | 11.0 | | 1.Fl | - | 73.3 | 0 | -73.3 | - |
| 12 | 12.0 | | 1.Fl | - | 74.3 | 0 | -74.3 | - |
| 13 | 13.0 | | 1.Fl | - | 75.6 | 0 | -75.6 | - |
| 14 | 14.0 | | 1.Fl | - | 74.9 | 0 | -74.9 | - |
| 15 | 15.0 | | 1.Fl | - | 70.5 | 0 | -70.5 | - |
| 16 | 16.0 | | 1.Fl | - | 65.5 | 0 | -65.5 | - |
| 17 | 17.0 | | 1.Fl | - | 69.0 | 0 | -69.0 | - |
| 18 | 18.0 | | 1.Fl | - | 70.2 | 0 | -70.2 | - |
| 19 | 19.0 | | 1.Fl | - | 69.8 | 0 | -69.8 | - |
| 20 | 20.0 | | 1.Fl | - | 69.1 | 0 | -69.1 | - |
| 21 | 21.0 | | 1.Fl | - | 69.5 | 0 | -69.5 | - |
| 22 | 22.0 | | 1.Fl | - | 69.7 | 0 | -69.7 | - |
| 23 | 23.0 | | 1.Fl | - | 69.6 | 0 | -69.6 | - |
| 24 | 24.0 | | 1.Fl | - | 68.3 | 0 | -68.3 | - |
| 25 | 25.0 | | 1.Fl | - | 63.9 | 0 | -63.9 | - |

| Source name | | | | Level w/o NP Leq1 dB(A) | Level w. NP Leq1 dB(A) |
|---|---|---|---|---|---|
| 1 | 1.Fl | 67.9 | 0.0 | | |
| Construction Phase 1 | | | | 67.8 | 0 |
| Construction Phase 2 | | | | 53.1 | 0 |
| 2 | 1.Fl | 69.5 | 0.0 | | |
| Construction Phase 1 | | | | 69.4 | 0 |
| Construction Phase 2 | | | | 53.7 | 0 |
| 3 | 1.Fl | 71.8 | 0.0 | | |
| Construction Phase 1 | | | | 71.7 | 0 |
| Construction Phase 2 | | | | 54.4 | 0 |
| 4 | 1.Fl | 72.5 | 0.0 | | |
| Construction Phase 1 | | | | 72.4 | 0 |
| Construction Phase 2 | | | | 55.4 | 0 |
| 5 | 1.Fl | 72.7 | 0.0 | | |
| Construction Phase 1 | | | | 72.6 | 0 |
| Construction Phase 2 | | | | 56.5 | 0 |
| 6 | 1.Fl | 72.9 | 0.0 | | |
| Construction Phase 1 | | | | 72.8 | 0 |
| Construction Phase 2 | | | | 57.7 | 0 |
| 7 | 1.Fl | 73.0 | 0.0 | | |
| Construction Phase 1 | | | | 72.9 | 0 |
| Construction Phase 2 | | | | 59.3 | 0 |
| 8 | 1.Fl | 73.2 | 0.0 | | |
| Construction Phase 1 | | | | 72.9 | 0 |
| Construction Phase 2 | | | | 61.3 | 0 |
| 9 | 1.Fl | 72.4 | 0.0 | | |
| Construction Phase 1 | | | | 71.7 | 0 |
| Construction Phase 2 | | | | 64.2 | 0 |
| 10 | 1.Fl | 71.5 | 0.0 | | |
| Construction Phase 1 | | | | 66.2 | 0 |
| Construction Phase 2 | | | | 70.0 | 0 |
| 11 | 1.Fl | 73.3 | 0.0 | | |
| Construction Phase 1 | | | | 62.5 | 0 |
| Construction Phase 2 | | | | 72.9 | 0 |
| 12 | 1.Fl | 74.3 | 0.0 | | |
| Construction Phase 1 | | | | 59.1 | 0 |
| Construction Phase 2 | | | | 74.2 | 0 |
| 13 | 1.Fl | 75.6 | 0.0 | | |
| Construction Phase 1 | | | | 56.2 | 0 |
| Construction Phase 2 | | | | 75.5 | 0 |
| 14 | 1.Fl | 74.9 | 0.0 | | |
| Construction Phase 1 | | | | 54.4 | 0 |
| Construction Phase 2 | | | | 74.9 | 0 |
| 15 | 1.Fl | 70.5 | 0.0 | | |
| Construction Phase 1 | | | | 54.0 | 0 |
| Construction Phase 2 | | | | 70.4 | 0 |
| 16 | 1.Fl | 65.5 | 0.0 | | |
| Construction Phase 1 | | | | 53.7 | 0 |
| Construction Phase 2 | | | | 65.2 | 0 |
| 17 | 1.Fl | 69.0 | 0.0 | | |
| Construction Phase 1 | | | | 55.7 | 0 |
| Construction Phase 2 | | | | 68.8 | 0 |
| 18 | 1.Fl | 70.2 | 0.0 | | |
| Construction Phase 1 | | | | 58.3 | 0 |
| Construction Phase 2 | | | | 70.0 | 0 |
| 19 | 1.Fl | 69.8 | 0.0 | | |
| Construction Phase 1 | | | | 61.7 | 0 |
| Construction Phase 2 | | | | 69.0 | 0 |
| 20 | 1.Fl | 69.1 | 0.0 | | |
| Construction Phase 1 | | | | 67.7 | 0 |
| Construction Phase 2 | | | | 63.4 | 0 |
| 21 | 1.Fl | 69.5 | 0.0 | | |
| Construction Phase 1 | | | | 69.1 | 0 |
| Construction Phase 2 | | | | 59.1 | 0 |
| 22 | 1.Fl | 69.7 | 0.0 | | |
| Construction Phase 1 | | | | 69.4 | 0 |
| Construction Phase 2 | | | | 57.5 | 0 |
| 23 | 1.Fl | 69.6 | 0.0 | | |
| Construction Phase 1 | | | | 69.4 | 0 |
| Construction Phase 2 | | | | 56.3 | 0 |
| 24 | 1.Fl | 68.3 | 0.0 | | |
| Construction Phase 1 | | | | 68.2 | 0 |
| Construction Phase 2 | | | | 54.4 | 0 |
| 25 | 1.Fl | 63.9 | 0.0 | | |
| Construction Phase 1 | | | | 63.5 | 0 |
| Construction Phase 2 | | | | 53.0 | 0 |

# ATTACHMENT 4

# SoundPLAN Data – Traffic Noise

| Stationing km | ADT Veh/24h | Traffic values Vehicles type | Vehicle name | day Veh/h | Speed km/h | Control device | Constr. Speed km/h | Affect. veh. % | Road surface | Gradient Min / Max % |
|---|---|---|---|---|---|---|---|---|---|---|
| Liberty Drive | Traffic direction: | In entry direction | | | | | | | | |
| 0+000 | 3648 | Total | - | 152 | - | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Automobiles | - | 142 | 40 | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Medium trucks | - | 5 | 40 | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Heavy trucks | - | 2 | 40 | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Buses | - | 2 | 40 | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Motorcycles | - | 1 | 40 | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+000 | 3648 | Auxiliary Vehicle | - | - | - | none | - | - | Average (of DGAC and PCC) | 2.1 / 9.0 |
| 0+310 | - | | | | | - | - | - | - | - |
| Marcos Street | Traffic direction: | In entry direction | | | | | | | | |
| 0+000 | 12240 | Total | - | 510 | - | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Automobiles | - | 482 | 40 | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Medium trucks | - | 15 | 40 | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Heavy trucks | - | 5 | 40 | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Buses | - | 5 | 40 | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Motorcycles | - | 3 | 40 | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+000 | 12240 | Auxiliary Vehicle | - | - | - | none | - | - | Average (of DGAC and PCC) | 1.3 / 4.8 |
| 0+293 | - | | | | | - | - | - | - | - |
| Mission Road WB | Traffic direction: | In entry direction | | | | | | | | |
| 0+000 | 38400 | Total | - | 1600 | - | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Automobiles | - | 1512 | 72 | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Medium trucks | - | 48 | 72 | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Heavy trucks | - | 16 | 72 | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Buses | - | 16 | 72 | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Motorcycles | - | 8 | 72 | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+000 | 38400 | Auxiliary Vehicle | - | - | - | none | - | - | Average (of DGAC and PCC) | -0.739130435 |
| 0+803 | - | | | | | - | - | - | - | - |
| Mission Road EB | Traffic direction: | In entry direction | | | | | | | | |
| 0+000 | 38400 | Total | - | 1600 | - | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Automobiles | - | 1512 | 72 | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Medium trucks | - | 48 | 72 | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Heavy trucks | - | 16 | 72 | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Buses | - | 16 | 72 | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Motorcycles | - | 8 | 72 | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+000 | 38400 | Auxiliary Vehicle | - | - | - | none | - | - | Average (of DGAC and PCC) | -2.857142857 |
| 0+800 | - | | | | | - | - | - | - | - |
| Richmar Avenue | Traffic direction: | In entry direction | | | | | | | | |
| 0+000 | 15336 | Total | - | 639 | - | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Automobiles | - | 605 | 56 | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Medium trucks | - | 19 | 56 | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Heavy trucks | - | 6 | 56 | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Buses | - | 6 | 56 | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Motorcycles | - | 3 | 56 | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+000 | 15336 | Auxiliary Vehicle | - | - | - | none | - | - | Average (of DGAC and PCC) | -1.571428571 |
| 0+819 | - | | | | | - | - | - | - | - |

| No. | Receiver name | Building side | Floor | Limit L(Aeq1h) dB(A) | Level w/o NP L(Aeq1h) dB(A) | Level w. NP L(Aeq1h) dB(A) | Difference L(Aeq1h) dB(A) | Conflict L(Aeq1h) dB(A) |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | 1.Fl | - | 43.6 | 0 | -43.6 | - |
| 1 | 1 | | 2.Fl | - | 44.7 | 0 | -44.7 | - |
| 1 | 1 | | 3.Fl | - | 46.0 | 0 | -46.0 | - |
| 2 | 2 | | 1.Fl | - | 44.4 | 0 | -44.4 | - |
| 2 | 2 | | 2.Fl | - | 45.5 | 0 | -45.5 | - |
| 2 | 2 | | 3.Fl | - | 46.7 | 0 | -46.7 | - |
| 3 | 3 | | 1.Fl | - | 47.8 | 0 | -47.8 | - |
| 3 | 3 | | 2.Fl | - | 49.2 | 0 | -49.2 | - |
| 3 | 3 | | 3.Fl | - | 50.5 | 0 | -50.5 | - |
| 4 | 4 | | 1.Fl | - | 47.8 | 0 | -47.8 | - |
| 4 | 4 | | 2.Fl | - | 49.1 | 0 | -49.1 | - |
| 4 | 4 | | 3.Fl | - | 50.7 | 0 | -50.7 | - |
| 5 | 5 | | 1.Fl | - | 49.9 | 0 | -49.9 | - |
| 5 | 5 | | 2.Fl | - | 51.6 | 0 | -51.6 | - |
| 5 | 5 | | 3.Fl | - | 52.7 | 0 | -52.7 | - |
| 6 | 6 | | 1.Fl | - | 42.6 | 0 | -42.6 | - |
| 6 | 6 | | 2.Fl | - | 43.9 | 0 | -43.9 | - |
| 6 | 6 | | 3.Fl | - | 45.5 | 0 | -45.5 | - |
| 7 | 7 | | 1.Fl | - | 56.3 | 0 | -56.3 | - |
| 7 | 7 | | 2.Fl | - | 58.5 | 0 | -58.5 | - |
| 7 | 7 | | 3.Fl | - | 59.2 | 0 | -59.2 | - |
| 8 | 8 | | 1.Fl | - | 61.5 | 0 | -61.5 | - |
| 8 | 8 | | 2.Fl | - | 63.1 | 0 | -63.1 | - |
| 8 | 8 | | 3.Fl | - | 63.6 | 0 | -63.6 | - |
| 9 | 9 | | 1.Fl | - | 61.5 | 0 | -61.5 | - |
| 9 | 9 | | 2.Fl | - | 63.1 | 0 | -63.1 | - |
| 9 | 9 | | 3.Fl | - | 63.6 | 0 | -63.6 | - |
| 10 | 10 | | 1.Fl | - | 61.6 | 0 | -61.6 | - |
| 10 | 10 | | 2.Fl | - | 63.2 | 0 | -63.2 | - |
| 10 | 10 | | 3.Fl | - | 63.7 | 0 | -63.7 | - |
| 11 | 11 | | 1.Fl | - | 61.8 | 0 | -61.8 | - |
| 11 | 11 | | 2.Fl | - | 63.4 | 0 | -63.4 | - |
| 11 | 11 | | 3.Fl | - | 63.8 | 0 | -63.8 | - |
| 12 | 12 | | 1.Fl | - | 62.4 | 0 | -62.4 | - |
| 12 | 12 | | 2.Fl | - | 63.9 | 0 | -63.9 | - |
| 12 | 12 | | 3.Fl | - | 64.0 | 0 | -64.0 | - |
| 13 | 13 | | 1.Fl | - | 59.8 | 0 | -59.8 | - |
| 13 | 13 | | 2.Fl | - | 61.3 | 0 | -61.3 | - |
| 13 | 13 | | 3.Fl | - | 61.6 | 0 | -61.6 | - |
| 14 | 14 | | 1.Fl | - | 62.6 | 0 | -62.6 | - |
| 14 | 14 | | 2.Fl | - | 63.8 | 0 | -63.8 | - |
| 14 | 14 | | 3.Fl | - | 63.9 | 0 | -63.9 | - |
| 15 | 15 | | 1.Fl | - | 62.9 | 0 | -62.9 | - |
| 15 | 15 | | 2.Fl | - | 63.9 | 0 | -63.9 | - |
| 15 | 15 | | 3.Fl | - | 64.1 | 0 | -64.1 | - |
| 16 | 16 | | 1.Fl | - | 63.0 | 0 | -63.0 | - |
| 16 | 16 | | 2.Fl | - | 63.9 | 0 | -63.9 | - |
| 16 | 16 | | 3.Fl | - | 64.2 | 0 | -64.2 | - |
| 17 | 17 | | 1.Fl | - | 63.1 | 0 | -63.1 | - |
| 17 | 17 | | 2.Fl | - | 64.1 | 0 | -64.1 | - |
| 17 | 17 | | 3.Fl | - | 64.3 | 0 | -64.3 | - |
| 18 | 18 | | 1.Fl | - | 63.3 | 0 | -63.3 | - |
| 18 | 18 | | 2.Fl | - | 64.2 | 0 | -64.2 | - |
| 18 | 18 | | 3.Fl | - | 64.4 | 0 | -64.4 | - |
| 19 | 19 | | 1.Fl | - | 60.8 | 0 | -60.8 | - |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 19 | 19 | 2.Fl | - | 62.2 | 0 | -62.2 | - |
| 19 | 19 | 3.Fl | - | 62.4 | 0 | -62.4 | - |
| 20 | 20 | 1.Fl | - | 60.9 | 0 | -60.9 | - |
| 20 | 20 | 2.Fl | - | 62.1 | 0 | -62.1 | - |
| 20 | 20 | 3.Fl | - | 62.1 | 0 | -62.1 | - |
| 21 | 21 | 1.Fl | - | 61.5 | 0 | -61.5 | - |
| 21 | 21 | 2.Fl | - | 62.9 | 0 | -62.9 | - |
| 21 | 21 | 3.Fl | - | 63.0 | 0 | -63.0 | - |
| 22 | 22 | 1.Fl | - | 63.8 | 0 | -63.8 | - |
| 22 | 22 | 2.Fl | - | 65.0 | 0 | -65.0 | - |
| 22 | 22 | 3.Fl | - | 65.0 | 0 | -65.0 | - |
| 23 | 23 | 1.Fl | - | 63.3 | 0 | -63.3 | - |
| 23 | 23 | 2.Fl | - | 64.6 | 0 | -64.6 | - |
| 23 | 23 | 3.Fl | - | 64.6 | 0 | -64.6 | - |
| 24 | 24 | 1.Fl | - | 63.2 | 0 | -63.2 | - |
| 24 | 24 | 2.Fl | - | 64.5 | 0 | -64.5 | - |
| 24 | 24 | 3.Fl | - | 64.5 | 0 | -64.5 | - |
| 25 | 25 | 1.Fl | - | 62.9 | 0 | -62.9 | - |
| 25 | 25 | 2.Fl | - | 64.3 | 0 | -64.3 | - |
| 25 | 25 | 3.Fl | - | 64.3 | 0 | -64.3 | - |
| 26 | 26 | 1.Fl | - | 62.7 | 0 | -62.7 | - |
| 26 | 26 | 2.Fl | - | 64.1 | 0 | -64.1 | - |
| 26 | 26 | 3.Fl | - | 64.1 | 0 | -64.1 | - |
| 27 | 27 | 1.Fl | - | 62.6 | 0 | -62.6 | - |
| 27 | 27 | 2.Fl | - | 64.0 | 0 | -64.0 | - |
| 27 | 27 | 3.Fl | - | 64.1 | 0 | -64.1 | - |
| 28 | 28 | 1.Fl | - | 59.7 | 0 | -59.7 | - |
| 28 | 28 | 2.Fl | - | 61.2 | 0 | -61.2 | - |
| 28 | 28 | 3.Fl | - | 61.5 | 0 | -61.5 | - |
| 29 | 29 | 1.Fl | - | 62.6 | 0 | -62.6 | - |
| 29 | 29 | 2.Fl | - | 64.0 | 0 | -64.0 | - |
| 29 | 29 | 3.Fl | - | 64.1 | 0 | -64.1 | - |
| 30 | 30 | 1.Fl | - | 62.5 | 0 | -62.5 | - |
| 30 | 30 | 2.Fl | - | 63.9 | 0 | -63.9 | - |
| 30 | 30 | 3.Fl | - | 64.0 | 0 | -64.0 | - |
| 31 | 31 | 1.Fl | - | 62.4 | 0 | -62.4 | - |
| 31 | 31 | 2.Fl | - | 63.8 | 0 | -63.8 | - |
| 31 | 31 | 3.Fl | - | 63.9 | 0 | -63.9 | - |
| 32 | 32 | 1.Fl | - | 62.4 | 0 | -62.4 | - |
| 32 | 32 | 2.Fl | - | 63.8 | 0 | -63.8 | - |
| 32 | 32 | 3.Fl | - | 63.9 | 0 | -63.9 | - |
| 33 | 33 | 1.Fl | - | 62.4 | 0 | -62.4 | - |
| 33 | 33 | 2.Fl | - | 63.8 | 0 | -63.8 | - |
| 33 | 33 | 3.Fl | - | 63.9 | 0 | -63.9 | - |
| 34 | 34 | 1.Fl | - | 62.6 | 0 | -62.6 | - |
| 34 | 34 | 2.Fl | - | 64.0 | 0 | -64.0 | - |
| 34 | 34 | 3.Fl | - | 64.2 | 0 | -64.2 | - |
| 35 | 35 | 1.Fl | - | 59.0 | 0 | -59.0 | - |
| 35 | 35 | 2.Fl | - | 60.8 | 0 | -60.8 | - |
| 35 | 35 | 3.Fl | - | 61.1 | 0 | -61.1 | - |
| 36 | 36 | 1.Fl | - | 57.5 | 0 | -57.5 | - |
| 36 | 36 | 2.Fl | - | 58.7 | 0 | -58.7 | - |
| 36 | 36 | 3.Fl | - | 59.2 | 0 | -59.2 | - |
| 37 | 37 | 1.Fl | - | 57.0 | 0 | -57.0 | - |
| 37 | 37 | 2.Fl | - | 58.2 | 0 | -58.2 | - |
| 37 | 37 | 3.Fl | - | 58.7 | 0 | -58.7 | - |

| Source name | | Lane | | Level w/o NP L(Aeq1h) dB(A) | Level w. NP L(Aeq1h) dB(A) |
|---|---|---|---|---|---|
| 1 | 1.Fl | 43.6 | 0.0 | | |
| Liberty Drive | | | | 38.1 | 0 |
| Marcos Street | | | | 40.9 | 0 |
| Mission Road EB | | | | 30.9 | 0 |
| Mission Road WB | | | | 30.9 | 0 |
| Richmar Avenue | | | | 31.7 | 0 |
| 1 | 2.Fl | 44.7 | 0.0 | | |
| Liberty Drive | | | | 39.7 | 0 |
| Marcos Street | | | | 42.0 | 0 |
| Mission Road EB | | | | 32.4 | 0 |
| Mission Road WB | | | | 32.0 | 0 |
| Richmar Avenue | | | | 29.3 | 0 |
| 1 | 3.Fl | 46.0 | 0.0 | | |
| Liberty Drive | | | | 40.5 | 0 |
| Marcos Street | | | | 43.0 | 0 |
| Mission Road EB | | | | 35.3 | 0 |
| Mission Road WB | | | | 35.0 | 0 |
| Richmar Avenue | | | | 33.1 | 0 |
| 2 | 1.Fl | 44.4 | 0.0 | | |
| Liberty Drive | | | | 38.1 | 0 |
| Marcos Street | | | | 40.8 | 0 |
| Mission Road EB | | | | 31.6 | 0 |
| Mission Road WB | | | | 31.2 | 0 |
| Richmar Avenue | | | | 38.0 | 0 |
| 2 | 2.Fl | 45.5 | 0.0 | | |
| Liberty Drive | | | | 39.4 | 0 |
| Marcos Street | | | | 41.8 | 0 |
| Mission Road EB | | | | 33.9 | 0 |
| Mission Road WB | | | | 33.1 | 0 |
| Richmar Avenue | | | | 38.6 | 0 |
| 2 | 3.Fl | 46.7 | 0.0 | | |
| Liberty Drive | | | | 40.1 | 0 |
| Marcos Street | | | | 42.8 | 0 |
| Mission Road EB | | | | 35.8 | 0 |
| Mission Road WB | | | | 35.2 | 0 |
| Richmar Avenue | | | | 40.1 | 0 |
| 3 | 1.Fl | 47.8 | 0.0 | | |
| Liberty Drive | | | | 36.0 | 0 |
| Marcos Street | | | | 47.2 | 0 |
| Mission Road EB | | | | 30.1 | 0 |
| Mission Road WB | | | | 30.2 | 0 |
| Richmar Avenue | | | | 31.1 | 0 |
| 3 | 2.Fl | 49.2 | 0.0 | | |
| Liberty Drive | | | | 36.8 | 0 |
| Marcos Street | | | | 48.8 | 0 |
| Mission Road EB | | | | 32.1 | 0 |
| Mission Road WB | | | | 31.9 | 0 |
| Richmar Avenue | | | | 27.9 | 0 |
| 3 | 3.Fl | 50.5 | 0.0 | | |

| | | | | | |
|---|---|---|---|---|---|
| Liberty Drive | | | | 37.5 | 0 |
| Marcos Street | | | | 49.9 | 0 |
| Mission Road EB | | | | 34.9 | 0 |
| Mission Road WB | | | | 35.1 | 0 |
| Richmar Avenue | | | | 32.2 | 0 |
| 4 | 1.Fl | 47.8 | 0.0 | | |
| Liberty Drive | | | | 31.4 | 0 |
| Marcos Street | | | | 47.2 | 0 |
| Mission Road EB | | | | 33.4 | 0 |
| Mission Road WB | | | | 33.4 | 0 |
| Richmar Avenue | | | | 33.3 | 0 |
| 4 | 2.Fl | 49.1 | 0.0 | | |
| Liberty Drive | | | | 32.2 | 0 |
| Marcos Street | | | | 48.7 | 0 |
| Mission Road EB | | | | 33.6 | 0 |
| Mission Road WB | | | | 33.2 | 0 |
| Richmar Avenue | | | | 33.7 | 0 |
| 4 | 3.Fl | 50.7 | 0.0 | | |
| Liberty Drive | | | | 33.1 | 0 |
| Marcos Street | | | | 49.9 | 0 |
| Mission Road EB | | | | 38.9 | 0 |
| Mission Road WB | | | | 38.5 | 0 |
| Richmar Avenue | | | | 35.5 | 0 |
| 5 | 1.Fl | 49.9 | 0.0 | | |
| Liberty Drive | | | | 29.4 | 0 |
| Marcos Street | | | | 44.2 | 0 |
| Mission Road EB | | | | 37.8 | 0 |
| Mission Road WB | | | | 37.7 | 0 |
| Richmar Avenue | | | | 47.7 | 0 |
| 5 | 2.Fl | 51.6 | 0.0 | | |
| Liberty Drive | | | | 30.7 | 0 |
| Marcos Street | | | | 45.2 | 0 |
| Mission Road EB | | | | 40.1 | 0 |
| Mission Road WB | | | | 39.7 | 0 |
| Richmar Avenue | | | | 49.6 | 0 |
| 5 | 3.Fl | 52.7 | 0.0 | | |
| Liberty Drive | | | | 31.8 | 0 |
| Marcos Street | | | | 46.5 | 0 |
| Mission Road EB | | | | 42.3 | 0 |
| Mission Road WB | | | | 42.0 | 0 |
| Richmar Avenue | | | | 50.4 | 0 |
| 6 | 1.Fl | 42.6 | 0.0 | | |
| Liberty Drive | | | | 28.2 | 0 |
| Marcos Street | | | | 41.5 | 0 |
| Mission Road EB | | | | 30.5 | 0 |
| Mission Road WB | | | | 30.8 | 0 |
| Richmar Avenue | | | | 29.9 | 0 |
| 6 | 2.Fl | 43.9 | 0.0 | | |
| Liberty Drive | | | | 30.3 | 0 |
| Marcos Street | | | | 42.7 | 0 |
| Mission Road EB | | | | 33.3 | 0 |
| Mission Road WB | | | | 33.3 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Richmar Avenue | | | | 28.9 | 0 |
| 6 | 3.Fl | 45.5 | 0.0 | | |
| Liberty Drive | | | | 31.3 | 0 |
| Marcos Street | | | | 44.1 | 0 |
| Mission Road EB | | | | 35.1 | 0 |
| Mission Road WB | | | | 35.3 | 0 |
| Richmar Avenue | | | | 32.5 | 0 |
| 7 | 1.Fl | 56.3 | 0.0 | | |
| Liberty Drive | | | | 5.0 | 0 |
| Marcos Street | | | | 17.3 | 0 |
| Mission Road EB | | | | 47.0 | 0 |
| Mission Road WB | | | | 47.0 | 0 |
| Richmar Avenue | | | | 55.1 | 0 |
| 7 | 2.Fl | 58.5 | 0.0 | | |
| Liberty Drive | | | | 11.9 | 0 |
| Marcos Street | | | | 23.1 | 0 |
| Mission Road EB | | | | 49.8 | 0 |
| Mission Road WB | | | | 49.5 | 0 |
| Richmar Avenue | | | | 57.2 | 0 |
| 7 | 3.Fl | 59.2 | 0.0 | | |
| Liberty Drive | | | | 11.7 | 0 |
| Marcos Street | | | | 21.8 | 0 |
| Mission Road EB | | | | 51.4 | 0 |
| Mission Road WB | | | | 51.3 | 0 |
| Richmar Avenue | | | | 57.4 | 0 |
| 8 | 1.Fl | 61.5 | 0.0 | | |
| Liberty Drive | | | | 17.6 | 0 |
| Marcos Street | | | | 33.6 | 0 |
| Mission Road EB | | | | 48.3 | 0 |
| Mission Road WB | | | | 48.6 | 0 |
| Richmar Avenue | | | | 61.0 | 0 |
| 8 | 2.Fl | 63.1 | 0.0 | | |
| Liberty Drive | | | | 19.4 | 0 |
| Marcos Street | | | | 35.2 | 0 |
| Mission Road EB | | | | 50.4 | 0 |
| Mission Road WB | | | | 50.7 | 0 |
| Richmar Avenue | | | | 62.6 | 0 |
| 8 | 3.Fl | 63.6 | 0.0 | | |
| Liberty Drive | | | | 19.9 | 0 |
| Marcos Street | | | | 36.2 | 0 |
| Mission Road EB | | | | 52.7 | 0 |
| Mission Road WB | | | | 52.9 | 0 |
| Richmar Avenue | | | | 62.8 | 0 |
| 9 | 1.Fl | 61.5 | 0.0 | | |
| Liberty Drive | | | | 17.8 | 0 |
| Marcos Street | | | | 34.1 | 0 |
| Mission Road EB | | | | 47.3 | 0 |
| Mission Road WB | | | | 47.6 | 0 |
| Richmar Avenue | | | | 61.1 | 0 |
| 9 | 2.Fl | 63.1 | 0.0 | | |
| Liberty Drive | | | | 19.6 | 0 |
| Marcos Street | | | | 35.7 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Mission Road EB | | | | 49.3 | 0 |
| Mission Road WB | | | | 49.6 | 0 |
| Richmar Avenue | | | | 62.7 | 0 |
| 9 | 3.Fl | 63.6 | 0.0 | | |
| Liberty Drive | | | | 20.0 | 0 |
| Marcos Street | | | | 36.6 | 0 |
| Mission Road EB | | | | 52.2 | 0 |
| Mission Road WB | | | | 52.4 | 0 |
| Richmar Avenue | | | | 62.9 | 0 |
| 10 | 1.Fl | 61.6 | 0.0 | | |
| Liberty Drive | | | | 18.3 | 0 |
| Marcos Street | | | | 34.9 | 0 |
| Mission Road EB | | | | 46.6 | 0 |
| Mission Road WB | | | | 46.9 | 0 |
| Richmar Avenue | | | | 61.3 | 0 |
| 10 | 2.Fl | 63.2 | 0.0 | | |
| Liberty Drive | | | | 20.2 | 0 |
| Marcos Street | | | | 36.6 | 0 |
| Mission Road EB | | | | 48.7 | 0 |
| Mission Road WB | | | | 48.9 | 0 |
| Richmar Avenue | | | | 62.9 | 0 |
| 10 | 3.Fl | 63.7 | 0.0 | | |
| Liberty Drive | | | | 20.8 | 0 |
| Marcos Street | | | | 37.5 | 0 |
| Mission Road EB | | | | 51.8 | 0 |
| Mission Road WB | | | | 51.9 | 0 |
| Richmar Avenue | | | | 63.0 | 0 |
| 11 | 1.Fl | 61.8 | 0.0 | | |
| Liberty Drive | | | | 18.6 | 0 |
| Marcos Street | | | | 35.5 | 0 |
| Mission Road EB | | | | 46.6 | 0 |
| Mission Road WB | | | | 46.8 | 0 |
| Richmar Avenue | | | | 61.6 | 0 |
| 11 | 2.Fl | 63.4 | 0.0 | | |
| Liberty Drive | | | | 20.5 | 0 |
| Marcos Street | | | | 37.2 | 0 |
| Mission Road EB | | | | 48.7 | 0 |
| Mission Road WB | | | | 48.8 | 0 |
| Richmar Avenue | | | | 63.1 | 0 |
| 11 | 3.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 21.0 | 0 |
| Marcos Street | | | | 38.2 | 0 |
| Mission Road EB | | | | 51.8 | 0 |
| Mission Road WB | | | | 51.8 | 0 |
| Richmar Avenue | | | | 63.1 | 0 |
| 12 | 1.Fl | 62.4 | 0.0 | | |
| Liberty Drive | | | | 23.2 | 0 |
| Marcos Street | | | | 36.8 | 0 |
| Mission Road EB | | | | 47.2 | 0 |
| Mission Road WB | | | | 47.5 | 0 |
| Richmar Avenue | | | | 62.1 | 0 |
| 12 | 2.Fl | 63.9 | 0.0 | | |

| | | | | | |
|---|---|---|---|---|---|
| Liberty Drive | | | | 25.6 | 0 |
| Marcos Street | | | | 38.5 | 0 |
| Mission Road EB | | | | 49.4 | 0 |
| Mission Road WB | | | | 49.6 | 0 |
| Richmar Avenue | | | | 63.5 | 0 |
| 12 | 3.Fl | 64.0 | 0.0 | | |
| Liberty Drive | | | | 26.5 | 0 |
| Marcos Street | | | | 39.8 | 0 |
| Mission Road EB | | | | 52.1 | 0 |
| Mission Road WB | | | | 52.0 | 0 |
| Richmar Avenue | | | | 63.4 | 0 |
| 13 | 1.Fl | 59.8 | 0.0 | | |
| Liberty Drive | | | | 19.8 | 0 |
| Marcos Street | | | | 39.1 | 0 |
| Mission Road EB | | | | 44.1 | 0 |
| Mission Road WB | | | | 44.0 | 0 |
| Richmar Avenue | | | | 59.5 | 0 |
| 13 | 2.Fl | 61.3 | 0.0 | | |
| Liberty Drive | | | | 21.1 | 0 |
| Marcos Street | | | | 40.6 | 0 |
| Mission Road EB | | | | 46.2 | 0 |
| Mission Road WB | | | | 45.8 | 0 |
| Richmar Avenue | | | | 61.0 | 0 |
| 13 | 3.Fl | 61.6 | 0.0 | | |
| Liberty Drive | | | | 21.6 | 0 |
| Marcos Street | | | | 41.9 | 0 |
| Mission Road EB | | | | 49.3 | 0 |
| Mission Road WB | | | | 48.9 | 0 |
| Richmar Avenue | | | | 61.0 | 0 |
| 14 | 1.Fl | 62.6 | 0.0 | | |
| Liberty Drive | | | | 26.5 | 0 |
| Marcos Street | | | | 42.7 | 0 |
| Mission Road EB | | | | 43.9 | 0 |
| Mission Road WB | | | | 43.6 | 0 |
| Richmar Avenue | | | | 62.5 | 0 |
| 14 | 2.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 29.0 | 0 |
| Marcos Street | | | | 44.4 | 0 |
| Mission Road EB | | | | 45.8 | 0 |
| Mission Road WB | | | | 45.1 | 0 |
| Richmar Avenue | | | | 63.6 | 0 |
| 14 | 3.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 29.7 | 0 |
| Marcos Street | | | | 45.5 | 0 |
| Mission Road EB | | | | 50.1 | 0 |
| Mission Road WB | | | | 49.5 | 0 |
| Richmar Avenue | | | | 63.5 | 0 |
| 15 | 1.Fl | 62.9 | 0.0 | | |
| Liberty Drive | | | | 26.9 | 0 |
| Marcos Street | | | | 45.1 | 0 |
| Mission Road EB | | | | 43.6 | 0 |
| Mission Road WB | | | | 43.3 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Richmar Avenue | | | | 62.7 | 0 |
| 15 | 2.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 29.4 | 0 |
| Marcos Street | | | | 46.8 | 0 |
| Mission Road EB | | | | 45.7 | 0 |
| Mission Road WB | | | | 45.0 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 15 | 3.Fl | 64.1 | 0.0 | | |
| Liberty Drive | | | | 29.9 | 0 |
| Marcos Street | | | | 47.6 | 0 |
| Mission Road EB | | | | 49.8 | 0 |
| Mission Road WB | | | | 49.1 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 16 | 1.Fl | 63.0 | 0.0 | | |
| Liberty Drive | | | | 27.3 | 0 |
| Marcos Street | | | | 47.5 | 0 |
| Mission Road EB | | | | 43.8 | 0 |
| Mission Road WB | | | | 43.5 | 0 |
| Richmar Avenue | | | | 62.8 | 0 |
| 16 | 2.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 29.6 | 0 |
| Marcos Street | | | | 49.0 | 0 |
| Mission Road EB | | | | 45.8 | 0 |
| Mission Road WB | | | | 45.2 | 0 |
| Richmar Avenue | | | | 63.6 | 0 |
| 16 | 3.Fl | 64.2 | 0.0 | | |
| Liberty Drive | | | | 30.1 | 0 |
| Marcos Street | | | | 49.6 | 0 |
| Mission Road EB | | | | 49.8 | 0 |
| Mission Road WB | | | | 49.1 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 17 | 1.Fl | 63.1 | 0.0 | | |
| Liberty Drive | | | | 27.2 | 0 |
| Marcos Street | | | | 49.8 | 0 |
| Mission Road EB | | | | 44.0 | 0 |
| Mission Road WB | | | | 43.7 | 0 |
| Richmar Avenue | | | | 62.8 | 0 |
| 17 | 2.Fl | 64.1 | 0.0 | | |
| Liberty Drive | | | | 29.5 | 0 |
| Marcos Street | | | | 51.3 | 0 |
| Mission Road EB | | | | 46.1 | 0 |
| Mission Road WB | | | | 45.6 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 17 | 3.Fl | 64.3 | 0.0 | | |
| Liberty Drive | | | | 30.2 | 0 |
| Marcos Street | | | | 51.5 | 0 |
| Mission Road EB | | | | 49.9 | 0 |
| Mission Road WB | | | | 49.3 | 0 |
| Richmar Avenue | | | | 63.8 | 0 |
| 18 | 1.Fl | 63.3 | 0.0 | | |
| Liberty Drive | | | | 27.0 | 0 |
| Marcos Street | | | | 51.7 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Mission Road EB | | | | 44.1 | 0 |
| Mission Road WB | | | | 43.8 | 0 |
| Richmar Avenue | | | | 62.8 | 0 |
| 18 | 2.Fl | 64.2 | 0.0 | | |
| Liberty Drive | | | | 29.2 | 0 |
| Marcos Street | | | | 53.3 | 0 |
| Mission Road EB | | | | 46.0 | 0 |
| Mission Road WB | | | | 45.6 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 18 | 3.Fl | 64.4 | 0.0 | | |
| Liberty Drive | | | | 29.8 | 0 |
| Marcos Street | | | | 53.3 | 0 |
| Mission Road EB | | | | 50.1 | 0 |
| Mission Road WB | | | | 49.6 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 19 | 1.Fl | 60.8 | 0.0 | | |
| Liberty Drive | | | | 26.7 | 0 |
| Marcos Street | | | | 58.5 | 0 |
| Mission Road EB | | | | 45.7 | 0 |
| Mission Road WB | | | | 45.9 | 0 |
| Richmar Avenue | | | | 56.2 | 0 |
| 19 | 2.Fl | 62.2 | 0.0 | | |
| Liberty Drive | | | | 27.3 | 0 |
| Marcos Street | | | | 59.4 | 0 |
| Mission Road EB | | | | 47.9 | 0 |
| Mission Road WB | | | | 48.0 | 0 |
| Richmar Avenue | | | | 58.1 | 0 |
| 19 | 3.Fl | 62.4 | 0.0 | | |
| Liberty Drive | | | | 28.8 | 0 |
| Marcos Street | | | | 59.4 | 0 |
| Mission Road EB | | | | 49.8 | 0 |
| Mission Road WB | | | | 49.6 | 0 |
| Richmar Avenue | | | | 58.3 | 0 |
| 20 | 1.Fl | 60.9 | 0.0 | | |
| Liberty Drive | | | | 13.7 | 0 |
| Marcos Street | | | | 60.0 | 0 |
| Mission Road EB | | | | 45.5 | 0 |
| Mission Road WB | | | | 45.6 | 0 |
| Richmar Avenue | | | | 52.6 | 0 |
| 20 | 2.Fl | 62.1 | 0.0 | | |
| Liberty Drive | | | | 17.7 | 0 |
| Marcos Street | | | | 60.9 | 0 |
| Mission Road EB | | | | 47.8 | 0 |
| Mission Road WB | | | | 47.9 | 0 |
| Richmar Avenue | | | | 54.6 | 0 |
| 20 | 3.Fl | 62.1 | 0.0 | | |
| Liberty Drive | | | | 19.9 | 0 |
| Marcos Street | | | | 60.6 | 0 |
| Mission Road EB | | | | 49.0 | 0 |
| Mission Road WB | | | | 49.2 | 0 |
| Richmar Avenue | | | | 55.3 | 0 |
| 21 | 1.Fl | 61.5 | 0.0 | | |

| | | | | | |
|---|---|---|---|---|---|
| Liberty Drive | | | | 16.1 | 0 |
| Marcos Street | | | | 59.8 | 0 |
| Mission Road EB | | | | 45.9 | 0 |
| Mission Road WB | | | | 46.0 | 0 |
| Richmar Avenue | | | | 56.0 | 0 |
| 21 | 2.Fl | 62.9 | 0.0 | | |
| Liberty Drive | | | | 18.8 | 0 |
| Marcos Street | | | | 60.7 | 0 |
| Mission Road EB | | | | 48.2 | 0 |
| Mission Road WB | | | | 48.4 | 0 |
| Richmar Avenue | | | | 58.1 | 0 |
| 21 | 3.Fl | 63.0 | 0.0 | | |
| Liberty Drive | | | | 20.6 | 0 |
| Marcos Street | | | | 60.5 | 0 |
| Mission Road EB | | | | 50.0 | 0 |
| Mission Road WB | | | | 50.0 | 0 |
| Richmar Avenue | | | | 58.3 | 0 |
| 22 | 1.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 33.1 | 0 |
| Marcos Street | | | | 53.1 | 0 |
| Mission Road EB | | | | 45.5 | 0 |
| Mission Road WB | | | | 45.5 | 0 |
| Richmar Avenue | | | | 63.2 | 0 |
| 22 | 2.Fl | 65.0 | 0.0 | | |
| Liberty Drive | | | | 34.5 | 0 |
| Marcos Street | | | | 54.4 | 0 |
| Mission Road EB | | | | 47.9 | 0 |
| Mission Road WB | | | | 47.8 | 0 |
| Richmar Avenue | | | | 64.4 | 0 |
| 22 | 3.Fl | 65.0 | 0.0 | | |
| Liberty Drive | | | | 34.6 | 0 |
| Marcos Street | | | | 54.3 | 0 |
| Mission Road EB | | | | 50.5 | 0 |
| Mission Road WB | | | | 50.3 | 0 |
| Richmar Avenue | | | | 64.2 | 0 |
| 23 | 1.Fl | 63.3 | 0.0 | | |
| Liberty Drive | | | | 34.2 | 0 |
| Marcos Street | | | | 49.2 | 0 |
| Mission Road EB | | | | 45.4 | 0 |
| Mission Road WB | | | | 45.3 | 0 |
| Richmar Avenue | | | | 63.0 | 0 |
| 23 | 2.Fl | 64.6 | 0.0 | | |
| Liberty Drive | | | | 35.3 | 0 |
| Marcos Street | | | | 50.8 | 0 |
| Mission Road EB | | | | 47.7 | 0 |
| Mission Road WB | | | | 47.5 | 0 |
| Richmar Avenue | | | | 64.2 | 0 |
| 23 | 3.Fl | 64.6 | 0.0 | | |
| Liberty Drive | | | | 35.8 | 0 |
| Marcos Street | | | | 51.0 | 0 |
| Mission Road EB | | | | 50.1 | 0 |
| Mission Road WB | | | | 49.7 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Richmar Avenue | | | | 64.0 | 0 |
| 24 | 1.Fl | 63.2 | 0.0 | | |
| Liberty Drive | | | | 34.9 | 0 |
| Marcos Street | | | | 47.4 | 0 |
| Mission Road EB | | | | 45.3 | 0 |
| Mission Road WB | | | | 45.2 | 0 |
| Richmar Avenue | | | | 62.9 | 0 |
| 24 | 2.Fl | 64.5 | 0.0 | | |
| Liberty Drive | | | | 36.0 | 0 |
| Marcos Street | | | | 49.1 | 0 |
| Mission Road EB | | | | 47.5 | 0 |
| Mission Road WB | | | | 47.2 | 0 |
| Richmar Avenue | | | | 64.2 | 0 |
| 24 | 3.Fl | 64.5 | 0.0 | | |
| Liberty Drive | | | | 36.4 | 0 |
| Marcos Street | | | | 49.7 | 0 |
| Mission Road EB | | | | 50.1 | 0 |
| Mission Road WB | | | | 49.5 | 0 |
| Richmar Avenue | | | | 64.0 | 0 |
| 25 | 1.Fl | 62.9 | 0.0 | | |
| Liberty Drive | | | | 35.6 | 0 |
| Marcos Street | | | | 45.2 | 0 |
| Mission Road EB | | | | 44.8 | 0 |
| Mission Road WB | | | | 44.7 | 0 |
| Richmar Avenue | | | | 62.7 | 0 |
| 25 | 2.Fl | 64.3 | 0.0 | | |
| Liberty Drive | | | | 36.6 | 0 |
| Marcos Street | | | | 46.9 | 0 |
| Mission Road EB | | | | 47.1 | 0 |
| Mission Road WB | | | | 46.8 | 0 |
| Richmar Avenue | | | | 64.0 | 0 |
| 25 | 3.Fl | 64.3 | 0.0 | | |
| Liberty Drive | | | | 36.7 | 0 |
| Marcos Street | | | | 47.7 | 0 |
| Mission Road EB | | | | 49.8 | 0 |
| Mission Road WB | | | | 49.3 | 0 |
| Richmar Avenue | | | | 63.9 | 0 |
| 26 | 1.Fl | 62.7 | 0.0 | | |
| Liberty Drive | | | | 36.3 | 0 |
| Marcos Street | | | | 43.1 | 0 |
| Mission Road EB | | | | 43.0 | 0 |
| Mission Road WB | | | | 42.6 | 0 |
| Richmar Avenue | | | | 62.6 | 0 |
| 26 | 2.Fl | 64.1 | 0.0 | | |
| Liberty Drive | | | | 37.2 | 0 |
| Marcos Street | | | | 44.8 | 0 |
| Mission Road EB | | | | 45.3 | 0 |
| Mission Road WB | | | | 44.6 | 0 |
| Richmar Avenue | | | | 63.9 | 0 |
| 26 | 3.Fl | 64.1 | 0.0 | | |
| Liberty Drive | | | | 37.5 | 0 |
| Marcos Street | | | | 45.7 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Mission Road EB | | | | 48.9 | 0 |
| Mission Road WB | | | | 48.1 | 0 |
| Richmar Avenue | | | | 63.8 | 0 |
| 27 | 1.Fl | 62.6 | 0.0 | | |
| Liberty Drive | | | | 36.5 | 0 |
| Marcos Street | | | | 41.9 | 0 |
| Mission Road EB | | | | 43.8 | 0 |
| Mission Road WB | | | | 43.6 | 0 |
| Richmar Avenue | | | | 62.4 | 0 |
| 27 | 2.Fl | 64.0 | 0.0 | | |
| Liberty Drive | | | | 37.4 | 0 |
| Marcos Street | | | | 43.7 | 0 |
| Mission Road EB | | | | 46.1 | 0 |
| Mission Road WB | | | | 45.6 | 0 |
| Richmar Avenue | | | | 63.8 | 0 |
| 27 | 3.Fl | 64.1 | 0.0 | | |
| Liberty Drive | | | | 37.9 | 0 |
| Marcos Street | | | | 44.7 | 0 |
| Mission Road EB | | | | 49.4 | 0 |
| Mission Road WB | | | | 48.6 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 28 | 1.Fl | 59.7 | 0.0 | | |
| Liberty Drive | | | | 36.7 | 0 |
| Marcos Street | | | | 39.4 | 0 |
| Mission Road EB | | | | 43.3 | 0 |
| Mission Road WB | | | | 43.2 | 0 |
| Richmar Avenue | | | | 59.4 | 0 |
| 28 | 2.Fl | 61.2 | 0.0 | | |
| Liberty Drive | | | | 37.1 | 0 |
| Marcos Street | | | | 41.0 | 0 |
| Mission Road EB | | | | 45.5 | 0 |
| Mission Road WB | | | | 45.0 | 0 |
| Richmar Avenue | | | | 60.9 | 0 |
| 28 | 3.Fl | 61.5 | 0.0 | | |
| Liberty Drive | | | | 37.9 | 0 |
| Marcos Street | | | | 42.2 | 0 |
| Mission Road EB | | | | 48.4 | 0 |
| Mission Road WB | | | | 47.7 | 0 |
| Richmar Avenue | | | | 61.0 | 0 |
| 29 | 1.Fl | 62.6 | 0.0 | | |
| Liberty Drive | | | | 40.8 | 0 |
| Marcos Street | | | | 37.8 | 0 |
| Mission Road EB | | | | 43.7 | 0 |
| Mission Road WB | | | | 43.6 | 0 |
| Richmar Avenue | | | | 62.5 | 0 |
| 29 | 2.Fl | 64.0 | 0.0 | | |
| Liberty Drive | | | | 41.2 | 0 |
| Marcos Street | | | | 39.7 | 0 |
| Mission Road EB | | | | 45.5 | 0 |
| Mission Road WB | | | | 45.0 | 0 |
| Richmar Avenue | | | | 63.8 | 0 |
| 29 | 3.Fl | 64.1 | 0.0 | | |

| | | | | | |
|---|---|---|---|---|---|
| Liberty Drive | | | | 41.1 | 0 |
| Marcos Street | | | | 40.6 | 0 |
| Mission Road EB | | | | 49.3 | 0 |
| Mission Road WB | | | | 48.6 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 30 | 1.Fl | 62.5 | 0.0 | | |
| Liberty Drive | | | | 41.9 | 0 |
| Marcos Street | | | | 37.3 | 0 |
| Mission Road EB | | | | 43.3 | 0 |
| Mission Road WB | | | | 43.0 | 0 |
| Richmar Avenue | | | | 62.4 | 0 |
| 30 | 2.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 42.4 | 0 |
| Marcos Street | | | | 39.2 | 0 |
| Mission Road EB | | | | 45.0 | 0 |
| Mission Road WB | | | | 44.4 | 0 |
| Richmar Avenue | | | | 63.8 | 0 |
| 30 | 3.Fl | 64.0 | 0.0 | | |
| Liberty Drive | | | | 42.6 | 0 |
| Marcos Street | | | | 40.2 | 0 |
| Mission Road EB | | | | 49.0 | 0 |
| Mission Road WB | | | | 48.1 | 0 |
| Richmar Avenue | | | | 63.7 | 0 |
| 31 | 1.Fl | 62.4 | 0.0 | | |
| Liberty Drive | | | | 43.8 | 0 |
| Marcos Street | | | | 36.7 | 0 |
| Mission Road EB | | | | 43.3 | 0 |
| Mission Road WB | | | | 43.0 | 0 |
| Richmar Avenue | | | | 62.3 | 0 |
| 31 | 2.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 44.0 | 0 |
| Marcos Street | | | | 38.5 | 0 |
| Mission Road EB | | | | 44.9 | 0 |
| Mission Road WB | | | | 44.4 | 0 |
| Richmar Avenue | | | | 63.6 | 0 |
| 31 | 3.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 44.0 | 0 |
| Marcos Street | | | | 39.4 | 0 |
| Mission Road EB | | | | 49.0 | 0 |
| Mission Road WB | | | | 48.1 | 0 |
| Richmar Avenue | | | | 63.6 | 0 |
| 32 | 1.Fl | 62.4 | 0.0 | | |
| Liberty Drive | | | | 45.3 | 0 |
| Marcos Street | | | | 35.8 | 0 |
| Mission Road EB | | | | 43.3 | 0 |
| Mission Road WB | | | | 42.8 | 0 |
| Richmar Avenue | | | | 62.2 | 0 |
| 32 | 2.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 45.8 | 0 |
| Marcos Street | | | | 37.7 | 0 |
| Mission Road EB | | | | 44.6 | 0 |
| Mission Road WB | | | | 44.2 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Richmar Avenue | | | | 63.6 | 0 |
| 32 | 3.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 45.7 | 0 |
| Marcos Street | | | | 38.6 | 0 |
| Mission Road EB | | | | 49.1 | 0 |
| Mission Road WB | | | | 48.2 | 0 |
| Richmar Avenue | | | | 63.6 | 0 |
| 33 | 1.Fl | 62.4 | 0.0 | | |
| Liberty Drive | | | | 47.4 | 0 |
| Marcos Street | | | | 34.7 | 0 |
| Mission Road EB | | | | 43.5 | 0 |
| Mission Road WB | | | | 43.3 | 0 |
| Richmar Avenue | | | | 62.1 | 0 |
| 33 | 2.Fl | 63.8 | 0.0 | | |
| Liberty Drive | | | | 47.8 | 0 |
| Marcos Street | | | | 36.6 | 0 |
| Mission Road EB | | | | 45.3 | 0 |
| Mission Road WB | | | | 44.8 | 0 |
| Richmar Avenue | | | | 63.5 | 0 |
| 33 | 3.Fl | 63.9 | 0.0 | | |
| Liberty Drive | | | | 47.6 | 0 |
| Marcos Street | | | | 37.7 | 0 |
| Mission Road EB | | | | 49.6 | 0 |
| Mission Road WB | | | | 48.7 | 0 |
| Richmar Avenue | | | | 63.5 | 0 |
| 34 | 1.Fl | 62.6 | 0.0 | | |
| Liberty Drive | | | | 50.6 | 0 |
| Marcos Street | | | | 33.6 | 0 |
| Mission Road EB | | | | 48.2 | 0 |
| Mission Road WB | | | | 47.5 | 0 |
| Richmar Avenue | | | | 61.9 | 0 |
| 34 | 2.Fl | 64.0 | 0.0 | | |
| Liberty Drive | | | | 50.9 | 0 |
| Marcos Street | | | | 35.3 | 0 |
| Mission Road EB | | | | 51.1 | 0 |
| Mission Road WB | | | | 49.7 | 0 |
| Richmar Avenue | | | | 63.4 | 0 |
| 34 | 3.Fl | 64.2 | 0.0 | | |
| Liberty Drive | | | | 50.9 | 0 |
| Marcos Street | | | | 36.4 | 0 |
| Mission Road EB | | | | 52.6 | 0 |
| Mission Road WB | | | | 51.5 | 0 |
| Richmar Avenue | | | | 63.4 | 0 |
| 35 | 1.Fl | 59.0 | 0.0 | | |
| Liberty Drive | | | | 54.0 | 0 |
| Marcos Street | | | | 13.4 | 0 |
| Mission Road EB | | | | 48.1 | 0 |
| Mission Road WB | | | | 47.2 | 0 |
| Richmar Avenue | | | | 56.3 | 0 |
| 35 | 2.Fl | 60.8 | 0.0 | | |
| Liberty Drive | | | | 54.2 | 0 |
| Marcos Street | | | | 20.0 | 0 |

| | | | | | |
|---|---|---|---|---|---|
| Mission Road EB | | | | 51.3 | 0 |
| Mission Road WB | | | | 49.6 | 0 |
| Richmar Avenue | | | | 58.5 | 0 |
| 35 | 3.Fl | 61.1 | 0.0 | | |
| Liberty Drive | | | | 53.8 | 0 |
| Marcos Street | | | | 23.0 | 0 |
| Mission Road EB | | | | 52.4 | 0 |
| Mission Road WB | | | | 51.0 | 0 |
| Richmar Avenue | | | | 58.8 | 0 |
| 36 | 1.Fl | 57.5 | 0.0 | | |
| Liberty Drive | | | | 55.3 | 0 |
| Marcos Street | | | | 14.2 | 0 |
| Mission Road EB | | | | 45.2 | 0 |
| Mission Road WB | | | | 44.4 | 0 |
| Richmar Avenue | | | | 52.1 | 0 |
| 36 | 2.Fl | 58.7 | 0.0 | | |
| Liberty Drive | | | | 55.6 | 0 |
| Marcos Street | | | | 20.3 | 0 |
| Mission Road EB | | | | 48.6 | 0 |
| Mission Road WB | | | | 47.0 | 0 |
| Richmar Avenue | | | | 54.1 | 0 |
| 36 | 3.Fl | 59.2 | 0.0 | | |
| Liberty Drive | | | | 55.3 | 0 |
| Marcos Street | | | | 22.6 | 0 |
| Mission Road EB | | | | 49.7 | 0 |
| Mission Road WB | | | | 48.4 | 0 |
| Richmar Avenue | | | | 55.2 | 0 |
| 37 | 1.Fl | 57.0 | 0.0 | | |
| Liberty Drive | | | | 55.0 | 0 |
| Marcos Street | | | | 14.9 | 0 |
| Mission Road EB | | | | 45.0 | 0 |
| Mission Road WB | | | | 44.3 | 0 |
| Richmar Avenue | | | | 51.1 | 0 |
| 37 | 2.Fl | 58.2 | 0.0 | | |
| Liberty Drive | | | | 55.4 | 0 |
| Marcos Street | | | | 21.1 | 0 |
| Mission Road EB | | | | 48.3 | 0 |
| Mission Road WB | | | | 47.0 | 0 |
| Richmar Avenue | | | | 53.0 | 0 |
| 37 | 3.Fl | 58.7 | 0.0 | | |
| Liberty Drive | | | | 55.2 | 0 |
| Marcos Street | | | | 23.7 | 0 |
| Mission Road EB | | | | 49.5 | 0 |
| Mission Road WB | | | | 48.3 | 0 |
| Richmar Avenue | | | | 54.1 | 0 |

# ATTACHMENT 5

# SoundPLAN Data – On-site Generated Noise

| Source nam | Reference | Level Leq1 dB(A) | Corrections Kwall dB(A) | CI dB(A) | CT dB(A) |
|---|---|---|---|---|---|
| 1 | Unit | 72 | - | - | - |
| 2 | Unit | 72 | - | - | - |
| 3 | Unit | 72 | - | - | - |
| 4 | Unit | 72 | - | - | - |
| 5 | Unit | 72 | - | - | - |
| 6 | Unit | 72 | - | - | - |
| 7 | Unit | 72 | - | - | - |
| 8 | Unit | 72 | - | - | - |
| 9 | Unit | 72 | - | - | - |
| 10 | Unit | 72 | - | - | - |
| 11 | Unit | 72 | - | - | - |
| 12 | Unit | 72 | - | - | - |
| 13 | Unit | 72 | - | - | - |
| 14 | Unit | 72 | - | - | - |
| 15 | Unit | 72 | - | - | - |
| 16 | Unit | 72 | - | - | - |
| 17 | Unit | 72 | - | - | - |
| 18 | Unit | 72 | - | - | - |
| 19 | Unit | 72 | - | - | - |
| 20 | Unit | 72 | - | - | - |
| 21 | Unit | 72 | - | - | - |
| 22 | Unit | 72 | - | - | - |
| 23 | Unit | 72 | - | - | - |
| 24 | Unit | 72 | - | - | - |
| 25 | Unit | 72 | - | - | - |
| 26 | Unit | 72 | - | - | - |
| 27 | Unit | 72 | - | - | - |
| 28 | Unit | 72 | - | - | - |
| 29 | Unit | 72 | - | - | - |
| 30 | Unit | 72 | - | - | - |
| 31 | Unit | 72 | - | - | - |
| 32 | Unit | 72 | - | - | - |
| 33 | Unit | 72 | - | - | - |
| 34 | Unit | 72 | - | - | - |
| 35 | Unit | 72 | - | - | - |
| 36 | Unit | 72 | - | - | - |
| 37 | Unit | 72 | - | - | - |
| 38 | Unit | 72 | - | - | - |
| 39 | Unit | 72 | - | - | - |
| 40 | Unit | 72 | - | - | - |
| 41 | Unit | 72 | - | - | - |
| 42 | Unit | 72 | - | - | - |
| 43 | Unit | 72 | - | - | - |
| 44 | Unit | 72 | - | - | - |
| 45 | Unit | 72 | - | - | - |
| 46 | Unit | 72 | - | - | - |
| 47 | Unit | 72 | - | - | - |
| 48 | Unit | 72 | - | - | - |
| 49 | Unit | 72 | - | - | - |
| 50 | Unit | 72 | - | - | - |
| 51 | Unit | 72 | - | - | - |
| 52 | Unit | 72 | - | - | - |
| 53 | Unit | 72 | - | - | - |
| 54 | Unit | 72 | - | - | - |
| 55 | Unit | 72 | - | - | - |
| 56 | Unit | 72 | - | - | - |
| 57 | Unit | 72 | - | - | - |
| 58 | Unit | 72 | - | - | - |
| 59 | Unit | 72 | - | - | - |
| 60 | Unit | 72 | - | - | - |
| 61 | Unit | 72 | - | - | - |
| 62 | Unit | 72 | - | - | - |
| 63 | Unit | 72 | - | - | - |
| 64 | Unit | 72 | - | - | - |
| 65 | Unit | 72 | - | - | - |
| 66 | Unit | 72 | - | - | - |
| 67 | Unit | 72 | - | - | - |
| 68 | Unit | 72 | - | - | - |
| 69 | Unit | 72 | - | - | - |
| 70 | Unit | 72 | - | - | - |
| 71 | Unit | 72 | - | - | - |
| 72 | Unit | 72 | - | - | - |
| 73 | Unit | 72 | - | - | - |
| 74 | Unit | 72 | - | - | - |
| 75 | Unit | 72 | - | - | - |
| 76 | Unit | 72 | - | - | - |

| | | | | | |
|---|---|---|---|---|---|
| 77 | Unit | 72 | - | - | - |
| 78 | Unit | 72 | - | - | - |
| 79 | Unit | 72 | - | - | - |
| 80 | Unit | 72 | - | - | - |
| 81 | Unit | 72 | - | - | - |
| 82 | Unit | 72 | - | - | - |
| 83 | Unit | 72 | - | - | - |
| 84 | Unit | 72 | - | - | - |
| 85 | Unit | 72 | - | - | - |
| 86 | Unit | 72 | - | - | - |
| 87 | Unit | 72 | - | - | - |
| 88 | Unit | 72 | - | - | - |
| 89 | Unit | 72 | - | - | - |
| 90 | Unit | 72 | - | - | - |
| 91 | Unit | 72 | - | - | - |
| 92 | Unit | 72 | - | - | - |
| 93 | Unit | 72 | - | - | - |
| 94 | Unit | 72 | - | - | - |
| 95 | Unit | 72 | - | - | - |
| 96 | Unit | 72 | - | - | - |
| 97 | Unit | 72 | - | - | - |
| 98 | Unit | 72 | - | - | - |
| 99 | Unit | 72 | - | - | - |
| 100 | Unit | 72 | - | - | - |
| 101 | Unit | 72 | - | - | - |
| 102 | Unit | 72 | - | - | - |
| 103 | Unit | 72 | - | - | - |
| 104 | Unit | 72 | - | - | - |
| 105 | Unit | 72 | - | - | - |
| 106 | Unit | 72 | - | - | - |
| 107 | Unit | 72 | - | - | - |
| 108 | Unit | 72 | - | - | - |
| 109 | Unit | 72 | - | - | - |
| 110 | Unit | 72 | - | - | - |
| 111 | Unit | 72 | - | - | - |
| 112 | Unit | 72 | - | - | - |
| 113 | Unit | 72 | - | - | - |
| 114 | Unit | 72 | - | - | - |
| 115 | Unit | 72 | - | - | - |
| 116 | Unit | 72 | - | - | - |
| 117 | Unit | 72 | - | - | - |
| 118 | Unit | 72 | - | - | - |
| 119 | Unit | 72 | - | - | - |
| 120 | Unit | 72 | - | - | - |
| 121 | Unit | 72 | - | - | - |
| 122 | Unit | 72 | - | - | - |
| 123 | Unit | 72 | - | - | - |
| 124 | Unit | 72 | - | - | - |
| 125 | Unit | 72 | - | - | - |
| 126 | Unit | 72 | - | - | - |
| 127 | Unit | 72 | - | - | - |
| 128 | Unit | 72 | - | - | - |
| 129 | Unit | 72 | - | - | - |
| 130 | Unit | 72 | - | - | - |
| 131 | Unit | 72 | - | - | - |
| 132 | Unit | 72 | - | - | - |
| 133 | Unit | 72 | - | - | - |
| 134 | Unit | 72 | - | - | - |
| 135 | Unit | 72 | - | - | - |
| 136 | Unit | 72 | - | - | - |
| 137 | Unit | 72 | - | - | - |
| 138 | Unit | 72 | - | - | - |
| 139 | Unit | 72 | - | - | - |
| 140 | Unit | 72 | - | - | - |
| 141 | Unit | 72 | - | - | - |
| 142 | Unit | 72 | - | - | - |
| 143 | Unit | 72 | - | - | - |
| 144 | Unit | 72 | - | - | - |
| 145 | Unit | 72 | - | - | - |
| 146 | Unit | 72 | - | - | - |
| 147 | Unit | 72 | - | - | - |
| 148 | Unit | 72 | - | - | - |
| 149 | Unit | 72 | - | - | - |
| 150 | Unit | 72 | - | - | - |

8458 Villa Serena
SoundPLAN Data - HVAC

| No. | Receiver name | Building side | Floor | Limit Leq1 dB(A) | Level w/o NP Leq1 dB(A) | Level w. NP Leq1 dB(A) | Difference Leq1 dB(A) | Conflict Leq1 dB(A) |
|---|---|---|---|---|---|---|---|---|
| 1 | 1 | | 1.Fl | - | 37.4 | 0 | -37.4 | - |
| 2 | 2 | | 1.Fl | - | 39.7 | 0 | -39.7 | - |
| 3 | 3 | | 1.Fl | - | 41.5 | 0 | -41.5 | - |
| 4 | 4 | | 1.Fl | - | 42.2 | 0 | -42.2 | - |
| 5 | 5 | | 1.Fl | - | 42.1 | 0 | -42.1 | - |
| 6 | 6 | | 1.Fl | - | 42.1 | 0 | -42.1 | - |
| 7 | 7 | | 1.Fl | - | 42.2 | 0 | -42.2 | - |
| 8 | 8 | | 1.Fl | - | 42.0 | 0 | -42.0 | - |
| 9 | 9 | | 1.Fl | - | 41.6 | 0 | -41.6 | - |
| 10 | 10 | | 1.Fl | - | 41.2 | 0 | -41.2 | - |
| 11 | 11 | | 1.Fl | - | 41.8 | 0 | -41.8 | - |
| 12 | 12 | | 1.Fl | - | 41.9 | 0 | -41.9 | - |
| 13 | 13 | | 1.Fl | - | 40.7 | 0 | -40.7 | - |
| 14 | 14 | | 1.Fl | - | 38.8 | 0 | -38.8 | - |
| 15 | 15 | | 1.Fl | - | 34.8 | 0 | -34.8 | - |
| 16 | 16 | | 1.Fl | - | 36.1 | 0 | -36.1 | - |
| 17 | 17 | | 1.Fl | - | 38.4 | 0 | -38.4 | - |
| 18 | 18 | | 1.Fl | - | 39.6 | 0 | -39.6 | - |
| 19 | 19 | | 1.Fl | - | 39.4 | 0 | -39.4 | - |
| 20 | 20 | | 1.Fl | - | 39.9 | 0 | -39.9 | - |
| 21 | 21 | | 1.Fl | - | 39.9 | 0 | -39.9 | - |
| 22 | 22 | | 1.Fl | - | 40.4 | 0 | -40.4 | - |
| 23 | 23 | | 1.Fl | - | 39.9 | 0 | -39.9 | - |
| 24 | 24 | | 1.Fl | - | 38.9 | 0 | -38.9 | - |
| 25 | 25 | | 1.Fl | - | 37.5 | 0 | -37.5 | - |

| Source name | | Level w/o NP Leq1 dB(A) | Level w. NP Leq1 dB(A) |
|---|---|---|---|
| 1 | 1.Fl | 37.4 | 0.0 |
| 1 | | 22.5 | 0 |
| 2 | | 22.3 | 0 |
| 3 | | 21.9 | 0 |
| 4 | | 18.7 | 0 |
| 5 | | 18.2 | 0 |
| 6 | | 17.8 | 0 |
| 7 | | 19.9 | 0 |
| 8 | | 19.9 | 0 |
| 9 | | 17.3 | 0 |
| 10 | | 19.7 | 0 |
| 11 | | 19.7 | 0 |
| 12 | | 19.7 | 0 |
| 13 | | 10.7 | 0 |
| 14 | | 10.7 | 0 |
| 15 | | 10.7 | 0 |
| 16 | | 9.1 | 0 |
| 17 | | 9.2 | 0 |
| 18 | | 9.0 | 0 |
| 19 | | 8.5 | 0 |
| 20 | | 8.2 | 0 |
| 21 | | 8.0 | 0 |
| 22 | | 6.9 | 0 |
| 23 | | 7.3 | 0 |
| 24 | | 7.3 | 0 |
| 25 | | 9.7 | 0 |
| 26 | | 12.3 | 0 |
| 27 | | 12.3 | 0 |
| 28 | | 7.3 | 0 |
| 29 | | 7.7 | 0 |
| 30 | | 7.6 | 0 |
| 31 | | 9.2 | 0 |
| 32 | | 9.9 | 0 |
| 33 | | 9.8 | 0 |
| 34 | | 11.5 | 0 |
| 35 | | 11.8 | 0 |
| 36 | | 11.8 | 0 |
| 37 | | 14.6 | 0 |
| 38 | | 15.1 | 0 |
| 39 | | 15.3 | 0 |
| 40 | | 25.8 | 0 |
| 41 | | 25.7 | 0 |
| 42 | | 25.8 | 0 |
| 43 | | 26.7 | 0 |
| 44 | | 26.7 | 0 |
| 45 | | 26.6 | 0 |
| 46 | | 26.7 | 0 |
| 47 | | 26.6 | 0 |
| 48 | | 26.6 | 0 |
| 49 | | 1.9 | 0 |
| 50 | | 1.9 | 0 |
| 51 | | 1.9 | 0 |
| 52 | | 2.4 | 0 |
| 53 | | 2.4 | 0 |
| 54 | | 2.4 | 0 |
| 55 | | 1.0 | 0 |
| 56 | | 1.0 | 0 |
| 57 | | 1.1 | 0 |
| 58 | | 0.7 | 0 |
| 59 | | 0.5 | 0 |
| 60 | | 0.5 | 0 |
| 61 | | -0.2 | 0 |
| 62 | | -0.2 | 0 |
| 63 | | 2.3 | 0 |
| 64 | | -0.7 | 0 |
| 65 | | -0.8 | 0 |
| 66 | | -0.8 | 0 |
| 67 | | -1.8 | 0 |
| 68 | | -1.8 | 0 |
| 69 | | -1.8 | 0 |
| 70 | | 0.9 | 0 |
| 71 | | -1.5 | 0 |
| 72 | | 1.0 | 0 |
| 73 | | 1.1 | 0 |
| 74 | | 1.1 | 0 |
| 75 | | 1.0 | 0 |
| 76 | | -1.4 | 0 |
| 77 | | -1.3 | 0 |
| 78 | | -1.3 | 0 |
| 79 | | -0.8 | 0 |
| 80 | | -0.8 | 0 |
| 81 | | -0.9 | 0 |
| 82 | | -0.1 | 0 |
| 83 | | -0.1 | 0 |
| 84 | | -0.1 | 0 |
| 85 | | 1.5 | 0 |
| 86 | | 1.4 | 0 |
| 87 | | 0.6 | 0 |
| 88 | | -3.7 | 0 |
| 89 | | -3.7 | 0 |
| 90 | | -3.7 | 0 |
| 91 | | -4.3 | 0 |
| 92 | | -4.4 | 0 |
| 93 | | -4.3 | 0 |
| 94 | | -4.9 | 0 |
| 95 | | -4.7 | 0 |
| 96 | | -4.7 | 0 |
| 97 | | -4.7 | 0 |
| 98 | | -4.8 | 0 |
| 99 | | -4.8 | 0 |
| 100 | | -5.3 | 0 |
| 101 | | -5.3 | 0 |

| | | | |
|---|---|---|---|
| 102 | | -5.3 | 0 |
| 103 | | -3.3 | 0 |
| 104 | | -2.8 | 0 |
| 105 | | -2.8 | 0 |
| 106 | | -5.4 | 0 |
| 107 | | -2.9 | 0 |
| 108 | | -3.3 | 0 |
| 109 | | -2.5 | 0 |
| 110 | | -2.9 | 0 |
| 111 | | -5.4 | 0 |
| 112 | | -5.0 | 0 |
| 113 | | -4.9 | 0 |
| 114 | | -5.0 | 0 |
| 115 | | -4.5 | 0 |
| 116 | | -4.5 | 0 |
| 117 | | -4.5 | 0 |
| 118 | | -3.9 | 0 |
| 119 | | -3.9 | 0 |
| 120 | | -3.8 | 0 |
| 121 | | -6.9 | 0 |
| 122 | | -6.8 | 0 |
| 123 | | -6.6 | 0 |
| 124 | | -6.6 | 0 |
| 125 | | -6.8 | 0 |
| 126 | | -6.9 | 0 |
| 127 | | -7.1 | 0 |
| 128 | | -7.3 | 0 |
| 129 | | -4.5 | 0 |
| 130 | | -7.5 | 0 |
| 131 | | -7.5 | 0 |
| 132 | | -7.6 | 0 |
| 133 | | -5.4 | 0 |
| 134 | | -5.3 | 0 |
| 135 | | -5.3 | 0 |
| 136 | | -5.0 | 0 |
| 137 | | -5.0 | 0 |
| 138 | | -5.4 | 0 |
| 139 | | -7.5 | 0 |
| 140 | | -7.5 | 0 |
| 141 | | -7.5 | 0 |
| 142 | | -7.3 | 0 |
| 143 | | -7.4 | 0 |
| 144 | | -7.5 | 0 |
| 145 | | -4.4 | 0 |
| 146 | | -6.9 | 0 |
| 147 | | -6.9 | 0 |
| 148 | | -6.8 | 0 |
| 149 | | -6.7 | 0 |
| 150 | | -6.7 | 0 |
| 2 | 1.Fl | 39.7 | 0.0 |
| 1 | | 29.7 | 0 |
| 2 | | 29.4 | 0 |
| 3 | | 29.4 | 0 |
| 4 | | 27.6 | 0 |
| 5 | | 27.4 | 0 |
| 6 | | 27.2 | 0 |
| 7 | | 23.8 | 0 |
| 8 | | 23.2 | 0 |
| 9 | | 18.5 | 0 |
| 10 | | 16.1 | 0 |
| 11 | | 15.9 | 0 |
| 12 | | 19.8 | 0 |
| 13 | | 14.8 | 0 |
| 14 | | 15.0 | 0 |
| 15 | | 15.3 | 0 |
| 16 | | 15.3 | 0 |
| 17 | | 15.2 | 0 |
| 18 | | 15.1 | 0 |
| 19 | | 14.3 | 0 |
| 20 | | 14.3 | 0 |
| 21 | | 14.2 | 0 |
| 22 | | 22.7 | 0 |
| 23 | | 22.6 | 0 |
| 24 | | 22.6 | 0 |
| 25 | | 17.8 | 0 |
| 26 | | 17.5 | 0 |
| 27 | | 17.4 | 0 |
| 28 | | 15.2 | 0 |
| 29 | | 15.3 | 0 |
| 30 | | 15.1 | 0 |
| 31 | | 15.1 | 0 |
| 32 | | 15.3 | 0 |
| 33 | | 14.6 | 0 |
| 34 | | 15.5 | 0 |
| 35 | | 19.7 | 0 |
| 36 | | 15.3 | 0 |
| 37 | | 19.8 | 0 |
| 38 | | 19.8 | 0 |
| 39 | | 15.9 | 0 |
| 40 | | 15.0 | 0 |
| 41 | | 15.1 | 0 |
| 42 | | 15.1 | 0 |
| 43 | | 18.4 | 0 |
| 44 | | 19.2 | 0 |
| 45 | | 19.4 | 0 |
| 46 | | 19.4 | 0 |
| 47 | | 19.4 | 0 |
| 48 | | 20.2 | 0 |
| 49 | | 13.4 | 0 |
| 50 | | 13.5 | 0 |
| 51 | | 13.6 | 0 |
| 52 | | 17.2 | 0 |
| 53 | | 17.1 | 0 |
| 54 | | 17.2 | 0 |
| 55 | | 16.4 | 0 |

| | | | |
|---|---|---|---|
| 56 | | 16.3 | 0 |
| 57 | | 16.4 | 0 |
| 58 | | 16.3 | 0 |
| 59 | | 16.3 | 0 |
| 60 | | 16.8 | 0 |
| 61 | | 15.3 | 0 |
| 62 | | 15.0 | 0 |
| 63 | | 18.8 | 0 |
| 64 | | 15.1 | 0 |
| 65 | | 15.4 | 0 |
| 66 | | 14.9 | 0 |
| 67 | | 14.4 | 0 |
| 68 | | 14.5 | 0 |
| 69 | | 14.5 | 0 |
| 70 | | 17.4 | 0 |
| 71 | | 15.0 | 0 |
| 72 | | 17.4 | 0 |
| 73 | | 16.8 | 0 |
| 74 | | 16.8 | 0 |
| 75 | | 17.2 | 0 |
| 76 | | 12.3 | 0 |
| 77 | | 12.1 | 0 |
| 78 | | 10.6 | 0 |
| 79 | | 12.3 | 0 |
| 80 | | 11.2 | 0 |
| 81 | | 9.6 | 0 |
| 82 | | 13.4 | 0 |
| 83 | | 13.0 | 0 |
| 84 | | 12.5 | 0 |
| 85 | | 15.0 | 0 |
| 86 | | 12.1 | 0 |
| 87 | | 12.5 | 0 |
| 88 | | 10.6 | 0 |
| 89 | | 10.7 | 0 |
| 90 | | 10.6 | 0 |
| 91 | | 11.1 | 0 |
| 92 | | 12.0 | 0 |
| 93 | | 12.4 | 0 |
| 94 | | 7.8 | 0 |
| 95 | | 11.2 | 0 |
| 96 | | 10.9 | 0 |
| 97 | | 11.8 | 0 |
| 98 | | 9.8 | 0 |
| 99 | | 9.9 | 0 |
| 100 | | 11.1 | 0 |
| 101 | | 9.9 | 0 |
| 102 | | 10.0 | 0 |
| 103 | | 13.1 | 0 |
| 104 | | 13.1 | 0 |
| 105 | | 13.1 | 0 |
| 106 | | 10.9 | 0 |
| 107 | | 13.4 | 0 |
| 108 | | 13.6 | 0 |
| 109 | | 14.0 | 0 |
| 110 | | 14.0 | 0 |
| 111 | | 9.8 | 0 |
| 112 | | 10.3 | 0 |
| 113 | | 9.5 | 0 |
| 114 | | 7.9 | 0 |
| 115 | | 11.0 | 0 |
| 116 | | 10.8 | 0 |
| 117 | | 8.8 | 0 |
| 118 | | 7.9 | 0 |
| 119 | | 8.0 | 0 |
| 120 | | 9.6 | 0 |
| 121 | | 7.8 | 0 |
| 122 | | 8.6 | 0 |
| 123 | | 11.0 | 0 |
| 124 | | 11.2 | 0 |
| 125 | | 9.4 | 0 |
| 126 | | 8.9 | 0 |
| 127 | | 8.4 | 0 |
| 128 | | 8.4 | 0 |
| 129 | | 12.4 | 0 |
| 130 | | 9.6 | 0 |
| 131 | | 7.8 | 0 |
| 132 | | 7.8 | 0 |
| 133 | | 11.6 | 0 |
| 134 | | 11.7 | 0 |
| 135 | | 11.5 | 0 |
| 136 | | 11.6 | 0 |
| 137 | | 11.6 | 0 |
| 138 | | 10.6 | 0 |
| 139 | | 7.3 | 0 |
| 140 | | 6.3 | 0 |
| 141 | | 9.4 | 0 |
| 142 | | 7.3 | 0 |
| 143 | | 5.3 | 0 |
| 144 | | 4.0 | 0 |
| 145 | | 11.8 | 0 |
| 146 | | 8.1 | 0 |
| 147 | | 7.7 | 0 |
| 148 | | 3.8 | 0 |
| 149 | | 4.5 | 0 |
| 150 | | 4.8 | 0 |
| 3 | 1.Fl | 41.5 | 0.0 |
| 1 | | 29.9 | 0 |
| 2 | | 29.8 | 0 |
| 3 | | 30.1 | 0 |
| 4 | | 30.0 | 0 |
| 5 | | 29.8 | 0 |
| 6 | | 29.8 | 0 |
| 7 | | 25.6 | 0 |
| 8 | | 25.2 | 0 |
| 9 | | 19.7 | 0 |

| | | |
|---|---|---|
| 10 | 17.9 | 0 |
| 11 | 17.8 | 0 |
| 12 | 17.6 | 0 |
| 13 | 17.0 | 0 |
| 14 | 17.3 | 0 |
| 15 | 17.7 | 0 |
| 16 | 17.6 | 0 |
| 17 | 23.4 | 0 |
| 18 | 23.3 | 0 |
| 19 | 21.6 | 0 |
| 20 | 22.6 | 0 |
| 21 | 22.5 | 0 |
| 22 | 24.0 | 0 |
| 23 | 24.0 | 0 |
| 24 | 24.0 | 0 |
| 25 | 22.0 | 0 |
| 26 | 21.9 | 0 |
| 27 | 21.8 | 0 |
| 28 | 23.2 | 0 |
| 29 | 23.7 | 0 |
| 30 | 23.7 | 0 |
| 31 | 17.2 | 0 |
| 32 | 17.3 | 0 |
| 33 | 17.2 | 0 |
| 34 | 17.5 | 0 |
| 35 | 17.3 | 0 |
| 36 | 17.3 | 0 |
| 37 | 21.4 | 0 |
| 38 | 21.5 | 0 |
| 39 | 21.5 | 0 |
| 40 | 19.6 | 0 |
| 41 | 19.8 | 0 |
| 42 | 15.8 | 0 |
| 43 | 21.7 | 0 |
| 44 | 22.1 | 0 |
| 45 | 22.3 | 0 |
| 46 | 19.6 | 0 |
| 47 | 19.8 | 0 |
| 48 | 20.1 | 0 |
| 49 | 14.7 | 0 |
| 50 | 14.9 | 0 |
| 51 | 17.7 | 0 |
| 52 | 18.6 | 0 |
| 53 | 18.5 | 0 |
| 54 | 18.5 | 0 |
| 55 | 17.4 | 0 |
| 56 | 17.3 | 0 |
| 57 | 17.4 | 0 |
| 58 | 17.3 | 0 |
| 59 | 17.3 | 0 |
| 60 | 17.8 | 0 |
| 61 | 16.2 | 0 |
| 62 | 15.9 | 0 |
| 63 | 19.8 | 0 |
| 64 | 15.9 | 0 |
| 65 | 16.3 | 0 |
| 66 | 15.9 | 0 |
| 67 | 15.3 | 0 |
| 68 | 15.3 | 0 |
| 69 | 15.3 | 0 |
| 70 | 18.3 | 0 |
| 71 | 15.8 | 0 |
| 72 | 18.3 | 0 |
| 73 | 18.1 | 0 |
| 74 | 17.6 | 0 |
| 75 | 17.5 | 0 |
| 76 | 16.1 | 0 |
| 77 | 13.1 | 0 |
| 78 | 11.7 | 0 |
| 79 | 13.3 | 0 |
| 80 | 12.1 | 0 |
| 81 | 10.6 | 0 |
| 82 | 16.7 | 0 |
| 83 | 13.9 | 0 |
| 84 | 13.5 | 0 |
| 85 | 17.9 | 0 |
| 86 | 13.0 | 0 |
| 87 | 13.3 | 0 |
| 88 | 11.3 | 0 |
| 89 | 11.4 | 0 |
| 90 | 11.4 | 0 |
| 91 | 11.6 | 0 |
| 92 | 12.6 | 0 |
| 93 | 13.0 | 0 |
| 94 | 8.5 | 0 |
| 95 | 11.7 | 0 |
| 96 | 11.5 | 0 |
| 97 | 12.5 | 0 |
| 98 | 10.4 | 0 |
| 99 | 10.4 | 0 |
| 100 | 11.6 | 0 |
| 101 | 10.4 | 0 |
| 102 | 10.9 | 0 |
| 103 | 13.6 | 0 |
| 104 | 13.7 | 0 |
| 105 | 13.6 | 0 |
| 106 | 11.5 | 0 |
| 107 | 13.9 | 0 |
| 108 | 14.1 | 0 |
| 109 | 14.6 | 0 |
| 110 | 14.6 | 0 |
| 111 | 10.3 | 0 |
| 112 | 11.0 | 0 |
| 113 | 10.1 | 0 |
| 114 | 8.5 | 0 |

| | | | |
|---|---|---|---|
| 115 | | 11.6 | 0 |
| 116 | | 11.4 | 0 |
| 117 | | 9.5 | 0 |
| 118 | | 8.7 | 0 |
| 119 | | 8.7 | 0 |
| 120 | | 10.3 | 0 |
| 121 | | 8.4 | 0 |
| 122 | | 9.2 | 0 |
| 123 | | 11.5 | 0 |
| 124 | | 11.8 | 0 |
| 125 | | 9.9 | 0 |
| 126 | | 9.4 | 0 |
| 127 | | 8.8 | 0 |
| 128 | | 8.8 | 0 |
| 129 | | 12.9 | 0 |
| 130 | | 10.0 | 0 |
| 131 | | 8.3 | 0 |
| 132 | | 8.3 | 0 |
| 133 | | 12.1 | 0 |
| 134 | | 12.1 | 0 |
| 135 | | 12.0 | 0 |
| 136 | | 12.1 | 0 |
| 137 | | 12.1 | 0 |
| 138 | | 11.2 | 0 |
| 139 | | 7.9 | 0 |
| 140 | | 7.0 | 0 |
| 141 | | 9.9 | 0 |
| 142 | | 7.9 | 0 |
| 143 | | 5.9 | 0 |
| 144 | | 4.6 | 0 |
| 145 | | 12.3 | 0 |
| 146 | | 8.8 | 0 |
| 147 | | 8.6 | 0 |
| 148 | | 4.4 | 0 |
| 149 | | 5.1 | 0 |
| 150 | | 5.3 | 0 |
| 4 | 1.Fl | 42.2 | 0.0 |
| 1 | | 26.6 | 0 |
| 2 | | 26.8 | 0 |
| 3 | | 26.9 | 0 |
| 4 | | 28.2 | 0 |
| 5 | | 28.7 | 0 |
| 6 | | 28.7 | 0 |
| 7 | | 22.8 | 0 |
| 8 | | 22.5 | 0 |
| 9 | | 20.9 | 0 |
| 10 | | 23.5 | 0 |
| 11 | | 24.6 | 0 |
| 12 | | 24.4 | 0 |
| 13 | | 25.0 | 0 |
| 14 | | 25.2 | 0 |
| 15 | | 25.2 | 0 |
| 16 | | 25.3 | 0 |
| 17 | | 24.2 | 0 |
| 18 | | 24.1 | 0 |
| 19 | | 23.7 | 0 |
| 20 | | 23.5 | 0 |
| 21 | | 23.5 | 0 |
| 22 | | 23.4 | 0 |
| 23 | | 23.2 | 0 |
| 24 | | 23.1 | 0 |
| 25 | | 22.4 | 0 |
| 26 | | 23.2 | 0 |
| 27 | | 22.1 | 0 |
| 28 | | 24.3 | 0 |
| 29 | | 24.5 | 0 |
| 30 | | 24.7 | 0 |
| 31 | | 24.7 | 0 |
| 32 | | 24.7 | 0 |
| 33 | | 24.6 | 0 |
| 34 | | 24.7 | 0 |
| 35 | | 24.6 | 0 |
| 36 | | 24.8 | 0 |
| 37 | | 25.0 | 0 |
| 38 | | 24.9 | 0 |
| 39 | | 23.4 | 0 |
| 40 | | 17.5 | 0 |
| 41 | | 17.8 | 0 |
| 42 | | 20.3 | 0 |
| 43 | | 21.0 | 0 |
| 44 | | 21.5 | 0 |
| 45 | | 22.1 | 0 |
| 46 | | 22.3 | 0 |
| 47 | | 22.6 | 0 |
| 48 | | 22.9 | 0 |
| 49 | | 19.4 | 0 |
| 50 | | 19.4 | 0 |
| 51 | | 19.5 | 0 |
| 52 | | 20.4 | 0 |
| 53 | | 20.3 | 0 |
| 54 | | 20.4 | 0 |
| 55 | | 18.7 | 0 |
| 56 | | 18.6 | 0 |
| 57 | | 18.7 | 0 |
| 58 | | 18.6 | 0 |
| 59 | | 18.6 | 0 |
| 60 | | 19.1 | 0 |
| 61 | | 17.3 | 0 |
| 62 | | 17.1 | 0 |
| 63 | | 20.9 | 0 |
| 64 | | 17.1 | 0 |
| 65 | | 17.8 | 0 |
| 66 | | 16.9 | 0 |
| 67 | | 16.4 | 0 |
| 68 | | 16.4 | 0 |

| | | | |
|---|---|---|---|
| 69 | | 16.4 | 0 |
| 70 | | 19.4 | 0 |
| 71 | | 17.0 | 0 |
| 72 | | 19.4 | 0 |
| 73 | | 18.6 | 0 |
| 74 | | 19.3 | 0 |
| 75 | | 19.2 | 0 |
| 76 | | 17.2 | 0 |
| 77 | | 14.4 | 0 |
| 78 | | 13.1 | 0 |
| 79 | | 17.8 | 0 |
| 80 | | 15.8 | 0 |
| 81 | | 12.1 | 0 |
| 82 | | 18.7 | 0 |
| 83 | | 16.9 | 0 |
| 84 | | 14.3 | 0 |
| 85 | | 20.3 | 0 |
| 86 | | 14.0 | 0 |
| 87 | | 14.4 | 0 |
| 88 | | 12.3 | 0 |
| 89 | | 12.4 | 0 |
| 90 | | 12.4 | 0 |
| 91 | | 12.4 | 0 |
| 92 | | 13.4 | 0 |
| 93 | | 13.9 | 0 |
| 94 | | 9.6 | 0 |
| 95 | | 12.4 | 0 |
| 96 | | 12.1 | 0 |
| 97 | | 13.3 | 0 |
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| 99 | | 10.9 | 0 |
| 100 | | 12.5 | 0 |
| 101 | | 11.2 | 0 |
| 102 | | 11.4 | 0 |
| 103 | | 14.5 | 0 |
| 104 | | 14.3 | 0 |
| 105 | | 14.2 | 0 |
| 106 | | 12.1 | 0 |
| 107 | | 14.5 | 0 |
| 108 | | 14.5 | 0 |
| 109 | | 15.3 | 0 |
| 110 | | 15.3 | 0 |
| 111 | | 10.8 | 0 |
| 112 | | 11.6 | 0 |
| 113 | | 10.5 | 0 |
| 114 | | 9.2 | 0 |
| 115 | | 12.2 | 0 |
| 116 | | 12.0 | 0 |
| 117 | | 10.2 | 0 |
| 118 | | 9.6 | 0 |
| 119 | | 9.6 | 0 |
| 120 | | 11.2 | 0 |
| 121 | | 9.1 | 0 |
| 122 | | 10.0 | 0 |
| 123 | | 12.2 | 0 |
| 124 | | 12.6 | 0 |
| 125 | | 10.5 | 0 |
| 126 | | 10.0 | 0 |
| 127 | | 9.5 | 0 |
| 128 | | 9.7 | 0 |
| 129 | | 13.6 | 0 |
| 130 | | 10.7 | 0 |
| 131 | | 8.7 | 0 |
| 132 | | 8.8 | 0 |
| 133 | | 12.7 | 0 |
| 134 | | 12.8 | 0 |
| 135 | | 12.5 | 0 |
| 136 | | 12.7 | 0 |
| 137 | | 12.7 | 0 |
| 138 | | 12.2 | 0 |
| 139 | | 8.5 | 0 |
| 140 | | 7.6 | 0 |
| 141 | | 10.5 | 0 |
| 142 | | 8.5 | 0 |
| 143 | | 6.4 | 0 |
| 144 | | 5.2 | 0 |
| 145 | | 12.8 | 0 |
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| 147 | | 9.0 | 0 |
| 148 | | 5.0 | 0 |
| 149 | | 5.9 | 0 |
| 150 | | 6.2 | 0 |
| 5 | 1.Fl | 42.1 | 0.0 |
| 1 | | 23.3 | 0 |
| 2 | | 23.5 | 0 |
| 3 | | 23.6 | 0 |
| 4 | | 25.0 | 0 |
| 5 | | 25.1 | 0 |
| 6 | | 25.2 | 0 |
| 7 | | 23.3 | 0 |
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| 9 | | 23.1 | 0 |
| 10 | | 22.5 | 0 |
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| 12 | | 22.3 | 0 |
| 13 | | 23.9 | 0 |
| 14 | | 23.8 | 0 |
| 15 | | 24.0 | 0 |
| 16 | | 24.6 | 0 |
| 17 | | 23.5 | 0 |
| 18 | | 23.5 | 0 |
| 19 | | 23.3 | 0 |
| 20 | | 23.4 | 0 |
| 21 | | 25.0 | 0 |
| 22 | | 24.9 | 0 |

| | | |
|---|---|---|
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| 24 | 24.6 | 0 |
| 25 | 22.8 | 0 |
| 26 | 22.6 | 0 |
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| 28 | 24.9 | 0 |
| 29 | 25.0 | 0 |
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| 35 | 24.2 | 0 |
| 36 | 24.0 | 0 |
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| 67 | 17.8 | 0 |
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| 71 | 18.3 | 0 |
| 72 | 20.8 | 0 |
| 73 | 20.5 | 0 |
| 74 | 20.5 | 0 |
| 75 | 20.0 | 0 |
| 76 | 18.3 | 0 |
| 77 | 18.4 | 0 |
| 78 | 16.6 | 0 |
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| 81 | 13.4 | 0 |
| 82 | 21.9 | 0 |
| 83 | 18.8 | 0 |
| 84 | 19.9 | 0 |
| 85 | 22.2 | 0 |
| 86 | 15.3 | 0 |
| 87 | 20.3 | 0 |
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| 92 | 14.4 | 0 |
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| 97 | 14.2 | 0 |
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| 104 | 15.0 | 0 |
| 105 | 15.1 | 0 |
| 106 | 13.4 | 0 |
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| 113 | 11.1 | 0 |
| 114 | 9.7 | 0 |
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| 123 | 13.0 | 0 |
| 124 | 13.6 | 0 |
| 125 | 11.2 | 0 |
| 126 | 10.7 | 0 |
| 127 | 10.2 | 0 |

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|---|---|---|---|
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| 147 | | 9.5 | 0 |
| 148 | | 5.9 | 0 |
| 149 | | 6.6 | 0 |
| 150 | | 6.9 | 0 |
| 6 | 1.Fl | 42.1 | 0.0 |
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| 3 | | 21.0 | 0 |
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| 71 | | 20.0 | 0 |
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| 74 | | 21.7 | 0 |
| 75 | | 21.8 | 0 |
| 76 | | 22.0 | 0 |
| 77 | | 21.6 | 0 |
| 78 | | 18.5 | 0 |
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| 80 | | 19.2 | 0 |
| 81 | | 20.6 | 0 |

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|---|---|---|---|
| 82 | | 23.3 | 0 |
| 83 | | 23.5 | 0 |
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| 96 | | 14.9 | 0 |
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| 107 | | 16.7 | 0 |
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| 110 | | 16.3 | 0 |
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| 112 | | 14.1 | 0 |
| 113 | | 12.1 | 0 |
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| 115 | | 14.4 | 0 |
| 116 | | 13.4 | 0 |
| 117 | | 11.9 | 0 |
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| 122 | | 11.9 | 0 |
| 123 | | 13.8 | 0 |
| 124 | | 14.6 | 0 |
| 125 | | 11.5 | 0 |
| 126 | | 10.9 | 0 |
| 127 | | 10.9 | 0 |
| 128 | | 11.1 | 0 |
| 129 | | 15.1 | 0 |
| 130 | | 12.3 | 0 |
| 131 | | 10.1 | 0 |
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| 133 | | 14.2 | 0 |
| 134 | | 14.3 | 0 |
| 135 | | 14.1 | 0 |
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| 137 | | 14.1 | 0 |
| 138 | | 13.6 | 0 |
| 139 | | 12.1 | 0 |
| 140 | | 9.3 | 0 |
| 141 | | 12.1 | 0 |
| 142 | | 10.0 | 0 |
| 143 | | 8.2 | 0 |
| 144 | | 6.9 | 0 |
| 145 | | 14.4 | 0 |
| 146 | | 10.8 | 0 |
| 147 | | 10.5 | 0 |
| 148 | | 6.8 | 0 |
| 149 | | 7.6 | 0 |
| 150 | | 7.8 | 0 |
| 7 | 1.Fl | 42.2 | 0.0 |
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| 3 | | 18.8 | 0 |
| 4 | | 20.1 | 0 |
| 5 | | 20.2 | 0 |
| 6 | | 20.1 | 0 |
| 7 | | 18.1 | 0 |
| 8 | | 18.0 | 0 |
| 9 | | 19.2 | 0 |
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| 12 | | 16.0 | 0 |
| 13 | | 22.6 | 0 |
| 14 | | 22.9 | 0 |
| 15 | | 23.0 | 0 |
| 16 | | 23.5 | 0 |
| 17 | | 20.0 | 0 |
| 18 | | 20.2 | 0 |
| 19 | | 19.3 | 0 |
| 20 | | 19.6 | 0 |
| 21 | | 21.9 | 0 |
| 22 | | 22.8 | 0 |
| 23 | | 22.7 | 0 |
| 24 | | 22.6 | 0 |
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| 29 | | 23.6 | 0 |
| 30 | | 23.2 | 0 |
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| 32 | | 23.1 | 0 |
| 33 | | 22.9 | 0 |
| 34 | | 20.1 | 0 |
| 35 | | 22.4 | 0 |

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|---|---|---|
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| 37 | 19.4 | 0 |
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| 39 | 21.3 | 0 |
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| 44 | 21.2 | 0 |
| 45 | 21.3 | 0 |
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| 47 | 21.3 | 0 |
| 48 | 19.1 | 0 |
| 49 | 23.0 | 0 |
| 50 | 23.2 | 0 |
| 51 | 23.4 | 0 |
| 52 | 24.6 | 0 |
| 53 | 24.7 | 0 |
| 54 | 24.9 | 0 |
| 55 | 23.1 | 0 |
| 56 | 23.0 | 0 |
| 57 | 23.2 | 0 |
| 58 | 24.5 | 0 |
| 59 | 23.4 | 0 |
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| 61 | 22.5 | 0 |
| 62 | 22.7 | 0 |
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| 66 | 21.9 | 0 |
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| 68 | 21.5 | 0 |
| 69 | 21.5 | 0 |
| 70 | 22.5 | 0 |
| 71 | 22.0 | 0 |
| 72 | 24.3 | 0 |
| 73 | 23.9 | 0 |
| 74 | 23.9 | 0 |
| 75 | 23.7 | 0 |
| 76 | 23.6 | 0 |
| 77 | 23.6 | 0 |
| 78 | 20.8 | 0 |
| 79 | 24.5 | 0 |
| 80 | 23.9 | 0 |
| 81 | 21.8 | 0 |
| 82 | 24.5 | 0 |
| 83 | 24.6 | 0 |
| 84 | 22.5 | 0 |
| 85 | 24.9 | 0 |
| 86 | 22.7 | 0 |
| 87 | 22.9 | 0 |
| 88 | 17.0 | 0 |
| 89 | 16.9 | 0 |
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| 91 | 15.6 | 0 |
| 92 | 16.8 | 0 |
| 93 | 17.6 | 0 |
| 94 | 14.0 | 0 |
| 95 | 16.2 | 0 |
| 96 | 16.1 | 0 |
| 97 | 16.9 | 0 |
| 98 | 14.0 | 0 |
| 99 | 14.0 | 0 |
| 100 | 16.3 | 0 |
| 101 | 14.1 | 0 |
| 102 | 13.8 | 0 |
| 103 | 17.9 | 0 |
| 104 | 18.0 | 0 |
| 105 | 17.0 | 0 |
| 106 | 14.9 | 0 |
| 107 | 17.3 | 0 |
| 108 | 17.7 | 0 |
| 109 | 18.3 | 0 |
| 110 | 17.3 | 0 |
| 111 | 13.1 | 0 |
| 112 | 16.4 | 0 |
| 113 | 13.3 | 0 |
| 114 | 12.0 | 0 |
| 115 | 16.9 | 0 |
| 116 | 17.1 | 0 |
| 117 | 13.4 | 0 |
| 118 | 13.5 | 0 |
| 119 | 13.6 | 0 |
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| 123 | 14.8 | 0 |
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| 126 | 11.8 | 0 |
| 127 | 11.8 | 0 |
| 128 | 12.0 | 0 |
| 129 | 16.1 | 0 |
| 130 | 13.2 | 0 |
| 131 | 10.9 | 0 |
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| 133 | 15.1 | 0 |
| 134 | 15.2 | 0 |
| 135 | 15.2 | 0 |
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| 137 | 15.1 | 0 |
| 138 | 15.0 | 0 |
| 139 | 12.9 | 0 |
| 140 | 10.2 | 0 |

| | | | |
|---|---|---|---|
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| 143 | | 9.4 | 0 |
| 144 | | 8.1 | 0 |
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| 147 | | 11.8 | 0 |
| 148 | | 8.0 | 0 |
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| 150 | | 9.1 | 0 |
| 8 | 1.Fl | 42.0 | 0.0 |
| 1 | | 17.5 | 0 |
| 2 | | 17.4 | 0 |
| 3 | | 16.8 | 0 |
| 4 | | 18.3 | 0 |
| 5 | | 18.3 | 0 |
| 6 | | 18.0 | 0 |
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| 20 | | 17.6 | 0 |
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| 22 | | 20.2 | 0 |
| 23 | | 20.1 | 0 |
| 24 | | 20.1 | 0 |
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| 27 | | 19.4 | 0 |
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| 29 | | 22.2 | 0 |
| 30 | | 22.1 | 0 |
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| 89 | | 19.1 | 0 |
| 90 | | 19.0 | 0 |
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| 93 | | 19.2 | 0 |
| 94 | | 15.8 | 0 |

| | | | |
|---|---|---|---|
| 95 | | 17.6 | 0 |
| 96 | | 17.5 | 0 |
| 97 | | 18.3 | 0 |
| 98 | | 15.2 | 0 |
| 99 | | 15.3 | 0 |
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| 101 | | 15.2 | 0 |
| 102 | | 14.8 | 0 |
| 103 | | 19.2 | 0 |
| 104 | | 19.3 | 0 |
| 105 | | 19.4 | 0 |
| 106 | | 16.6 | 0 |
| 107 | | 18.9 | 0 |
| 108 | | 18.4 | 0 |
| 109 | | 19.4 | 0 |
| 110 | | 19.4 | 0 |
| 111 | | 17.0 | 0 |
| 112 | | 18.7 | 0 |
| 113 | | 16.5 | 0 |
| 114 | | 15.4 | 0 |
| 115 | | 18.1 | 0 |
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| 117 | | 16.8 | 0 |
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| 120 | | 18.5 | 0 |
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| 127 | | 12.9 | 0 |
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| 133 | | 16.1 | 0 |
| 134 | | 16.1 | 0 |
| 135 | | 16.2 | 0 |
| 136 | | 16.1 | 0 |
| 137 | | 16.1 | 0 |
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| 144 | | 9.1 | 0 |
| 145 | | 16.6 | 0 |
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| 147 | | 13.1 | 0 |
| 148 | | 9.2 | 0 |
| 149 | | 10.0 | 0 |
| 150 | | 10.4 | 0 |
| 9 | 1.Fl | 41.6 | 0.0 |
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| 2 | | 15.8 | 0 |
| 3 | | 15.2 | 0 |
| 4 | | 16.6 | 0 |
| 5 | | 16.7 | 0 |
| 6 | | 16.3 | 0 |
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| 15 | | 19.5 | 0 |
| 16 | | 19.9 | 0 |
| 17 | | 16.7 | 0 |
| 18 | | 16.6 | 0 |
| 19 | | 15.9 | 0 |
| 20 | | 16.2 | 0 |
| 21 | | 18.1 | 0 |
| 22 | | 17.9 | 0 |
| 23 | | 17.8 | 0 |
| 24 | | 17.7 | 0 |
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| 26 | | 13.2 | 0 |
| 27 | | 13.2 | 0 |
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| 29 | | 18.3 | 0 |
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| 43 | | 18.2 | 0 |
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| 48 | | 15.9 | 0 |

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| 50 | | 21.1 | 0 |
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| 93 | | 21.1 | 0 |
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| 95 | | 19.4 | 0 |
| 96 | | 19.2 | 0 |
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| 99 | | 17.2 | 0 |
| 100 | | 19.4 | 0 |
| 101 | | 16.4 | 0 |
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| 107 | | 19.6 | 0 |
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| 10 | 1.Fl | 41.2 | 0.0 |
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| 87 | 19.7 | 0 |
| 88 | 24.3 | 0 |
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| 99 | 20.6 | 0 |
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| 106 | 19.3 | 0 |
| 107 | 21.5 | 0 |

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| 147 | | 19.6 | 0 |
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| 150 | | 13.8 | 0 |
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| 6 | | 13.4 | 0 |
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| 26 | | 10.1 | 0 |
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| 57 | | 18.9 | 0 |
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| 60 | | 18.1 | 0 |
| 61 | | 18.4 | 0 |

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|---|---|---|---|
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| 83 | | 21.4 | 0 |
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| 85 | | 17.9 | 0 |
| 86 | | 20.2 | 0 |
| 87 | | 20.2 | 0 |
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| 89 | | 24.4 | 0 |
| 90 | | 24.5 | 0 |
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| 95 | | 23.2 | 0 |
| 96 | | 23.2 | 0 |
| 97 | | 21.7 | 0 |
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| 99 | | 23.1 | 0 |
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| 105 | | 25.0 | 0 |
| 106 | | 21.8 | 0 |
| 107 | | 24.0 | 0 |
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| 109 | | 22.0 | 0 |
| 110 | | 24.1 | 0 |
| 111 | | 23.7 | 0 |
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| 114 | | 24.5 | 0 |
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| 119 | | 23.0 | 0 |
| 120 | | 23.2 | 0 |
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| 123 | | 19.9 | 0 |
| 124 | | 17.6 | 0 |
| 125 | | 17.3 | 0 |
| 126 | | 21.0 | 0 |
| 127 | | 17.4 | 0 |
| 128 | | 17.5 | 0 |
| 129 | | 21.8 | 0 |
| 130 | | 18.8 | 0 |
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| 133 | | 20.1 | 0 |
| 134 | | 20.4 | 0 |
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| 144 | | 14.0 | 0 |
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| 147 | | 21.9 | 0 |
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| 149 | | 15.8 | 0 |
| 150 | | 16.2 | 0 |
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| 3 | | 10.8 | 0 |
| 4 | | 12.4 | 0 |
| 5 | | 12.3 | 0 |
| 6 | | 11.9 | 0 |
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| 9 | | 11.5 | 0 |
| 10 | | 8.0 | 0 |
| 11 | | 7.7 | 0 |
| 12 | | 8.1 | 0 |
| 13 | | 15.2 | 0 |
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| 15 | | 14.9 | 0 |

| | | |
|---|---|---|
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| 17 | 12.7 | 0 |
| 18 | 11.9 | 0 |
| 19 | 12.4 | 0 |
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| 21 | 13.4 | 0 |
| 22 | 12.2 | 0 |
| 23 | 12.1 | 0 |
| 24 | 8.4 | 0 |
| 25 | 8.3 | 0 |
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| 53 | 15.5 | 0 |
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| 57 | 16.6 | 0 |
| 58 | 16.5 | 0 |
| 59 | 15.9 | 0 |
| 60 | 16.0 | 0 |
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| 75 | 16.7 | 0 |
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| 85 | 14.8 | 0 |
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| 99 | 24.9 | 0 |
| 100 | 23.3 | 0 |
| 101 | 23.4 | 0 |
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| 106 | 22.6 | 0 |
| 107 | 19.2 | 0 |
| 108 | 22.2 | 0 |
| 109 | 22.9 | 0 |
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| 119 | 21.0 | 0 |
| 120 | 20.5 | 0 |

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| 127 | | 20.8 | 0 |
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| 5 | | 10.7 | 0 |
| 6 | | 10.3 | 0 |
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| 21 | | 11.7 | 0 |
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| 72 | | 14.4 | 0 |
| 73 | | 12.8 | 0 |
| 74 | | 8.4 | 0 |

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| 100 | | 20.5 | 0 |
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| 103 | | 21.7 | 0 |
| 104 | | 21.8 | 0 |
| 105 | | 21.7 | 0 |
| 106 | | 20.0 | 0 |
| 107 | | 20.4 | 0 |
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| 111 | | 19.3 | 0 |
| 112 | | 17.6 | 0 |
| 113 | | 21.9 | 0 |
| 114 | | 21.8 | 0 |
| 115 | | 17.0 | 0 |
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| 118 | | 20.3 | 0 |
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| 120 | | 18.1 | 0 |
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| 123 | | 23.4 | 0 |
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| 126 | | 22.0 | 0 |
| 127 | | 23.8 | 0 |
| 128 | | 23.9 | 0 |
| 129 | | 25.4 | 0 |
| 130 | | 23.6 | 0 |
| 131 | | 23.7 | 0 |
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| 135 | | 23.9 | 0 |
| 136 | | 18.2 | 0 |
| 137 | | 22.1 | 0 |
| 138 | | 21.9 | 0 |
| 139 | | 24.0 | 0 |
| 140 | | 24.2 | 0 |
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| 143 | | 23.7 | 0 |
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| 147 | | 23.6 | 0 |
| 148 | | 21.3 | 0 |
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| 14 | 1.Fl | 38.8 | 0.0 |
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| 8 | | 7.2 | 0 |
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| 22 | | 3.9 | 0 |
| 23 | | 3.8 | 0 |
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| 87 | 12.4 | 0 |
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| 94 | 20.0 | 0 |
| 95 | 16.9 | 0 |
| 96 | 17.8 | 0 |
| 97 | 16.3 | 0 |
| 98 | 18.6 | 0 |
| 99 | 18.7 | 0 |
| 100 | 15.3 | 0 |
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| 102 | 15.4 | 0 |
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| 127 | 24.1 | 0 |
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| 150 | | 15.6 | 0 |
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| 14 | | -5.1 | 0 |
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| 49 | | -3.1 | 0 |
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| 54 | | -6.1 | 0 |
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| 56 | | -5.1 | 0 |
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| 80 | | -4.6 | 0 |
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| 82 | | -5.0 | 0 |
| 83 | | -5.0 | 0 |
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| 86 | | -3.0 | 0 |
| 87 | | -2.6 | 0 |

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|---|---|---|---|
| 88 | | 1.4 | 0 |
| 89 | | 1.6 | 0 |
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| 91 | | 0.4 | 0 |
| 92 | | 0.5 | 0 |
| 93 | | 0.7 | 0 |
| 94 | | 3.6 | 0 |
| 95 | | 1.1 | 0 |
| 96 | | 1.4 | 0 |
| 97 | | 2.2 | 0 |
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| 99 | | 2.4 | 0 |
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| 102 | | 3.0 | 0 |
| 103 | | 4.1 | 0 |
| 104 | | 4.1 | 0 |
| 105 | | 3.8 | 0 |
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| 112 | | 1.5 | 0 |
| 113 | | 1.2 | 0 |
| 114 | | 1.1 | 0 |
| 115 | | 0.6 | 0 |
| 116 | | 0.5 | 0 |
| 117 | | 0.2 | 0 |
| 118 | | 1.6 | 0 |
| 119 | | 1.8 | 0 |
| 120 | | -0.6 | 0 |
| 121 | | 13.7 | 0 |
| 122 | | 8.6 | 0 |
| 123 | | 6.1 | 0 |
| 124 | | 12.0 | 0 |
| 125 | | 12.2 | 0 |
| 126 | | 12.3 | 0 |
| 127 | | 11.4 | 0 |
| 128 | | 9.2 | 0 |
| 129 | | 9.3 | 0 |
| 130 | | 16.1 | 0 |
| 131 | | 12.4 | 0 |
| 132 | | 12.8 | 0 |
| 133 | | 25.8 | 0 |
| 134 | | 20.2 | 0 |
| 135 | | 20.5 | 0 |
| 136 | | 28.2 | 0 |
| 137 | | 28.1 | 0 |
| 138 | | 28.1 | 0 |
| 139 | | 14.0 | 0 |
| 140 | | 13.6 | 0 |
| 141 | | 13.1 | 0 |
| 142 | | 10.8 | 0 |
| 143 | | 10.8 | 0 |
| 144 | | 12.6 | 0 |
| 145 | | 8.8 | 0 |
| 146 | | 8.8 | 0 |
| 147 | | 8.3 | 0 |
| 148 | | 8.3 | 0 |
| 149 | | 8.2 | 0 |
| 150 | | 12.9 | 0 |
| 16 | 1.Fl | 36.1 | 0.0 |
| 1 | | -3.8 | 0 |
| 2 | | -3.8 | 0 |
| 3 | | -3.8 | 0 |
| 4 | | -3.9 | 0 |
| 5 | | -3.9 | 0 |
| 6 | | -4.2 | 0 |
| 7 | | -4.5 | 0 |
| 8 | | -4.2 | 0 |
| 9 | | -3.5 | 0 |
| 10 | | -2.4 | 0 |
| 11 | | -2.4 | 0 |
| 12 | | -2.3 | 0 |
| 13 | | 3.9 | 0 |
| 14 | | 3.8 | 0 |
| 15 | | 3.0 | 0 |
| 16 | | 1.0 | 0 |
| 17 | | -1.8 | 0 |
| 18 | | -1.9 | 0 |
| 19 | | 0.4 | 0 |
| 20 | | 0.4 | 0 |
| 21 | | 0.4 | 0 |
| 22 | | -1.8 | 0 |
| 23 | | -1.6 | 0 |
| 24 | | -1.4 | 0 |
| 25 | | 1.9 | 0 |
| 26 | | 1.9 | 0 |
| 27 | | 2.1 | 0 |
| 28 | | 4.1 | 0 |
| 29 | | 5.8 | 0 |
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| 34 | | 6.7 | 0 |
| 35 | | 7.7 | 0 |
| 36 | | 8.0 | 0 |
| 37 | | 7.1 | 0 |
| 38 | | 5.0 | 0 |
| 39 | | 6.9 | 0 |
| 40 | | 6.3 | 0 |
| 41 | | 8.5 | 0 |

| | | |
|---|---|---|
| 42 | 8.4 | 0 |
| 43 | 8.2 | 0 |
| 44 | 1.7 | 0 |
| 45 | 1.7 | 0 |
| 46 | -1.6 | 0 |
| 47 | 0.8 | 0 |
| 48 | -1.9 | 0 |
| 49 | 9.8 | 0 |
| 50 | 12.4 | 0 |
| 51 | 12.3 | 0 |
| 52 | 3.7 | 0 |
| 53 | 3.3 | 0 |
| 54 | 2.8 | 0 |
| 55 | 2.2 | 0 |
| 56 | 2.3 | 0 |
| 57 | 1.7 | 0 |
| 58 | 0.2 | 0 |
| 59 | 0.2 | 0 |
| 60 | 0.1 | 0 |
| 61 | 0.3 | 0 |
| 62 | 0.0 | 0 |
| 63 | -0.4 | 0 |
| 64 | 0.8 | 0 |
| 65 | 0.7 | 0 |
| 66 | 0.5 | 0 |
| 67 | 0.8 | 0 |
| 68 | 0.2 | 0 |
| 69 | 0.2 | 0 |
| 70 | 0.9 | 0 |
| 71 | 1.5 | 0 |
| 72 | 1.3 | 0 |
| 73 | 2.8 | 0 |
| 74 | 3.6 | 0 |
| 75 | 3.6 | 0 |
| 76 | 9.9 | 0 |
| 77 | 11.1 | 0 |
| 78 | 11.7 | 0 |
| 79 | 9.7 | 0 |
| 80 | 10.1 | 0 |
| 81 | 12.5 | 0 |
| 82 | 9.0 | 0 |
| 83 | 9.3 | 0 |
| 84 | 9.4 | 0 |
| 85 | 8.0 | 0 |
| 86 | 11.9 | 0 |
| 87 | 11.2 | 0 |
| 88 | 8.9 | 0 |
| 89 | 13.2 | 0 |
| 90 | 7.2 | 0 |
| 91 | 4.0 | 0 |
| 92 | 3.9 | 0 |
| 93 | 4.0 | 0 |
| 94 | 7.8 | 0 |
| 95 | 5.3 | 0 |
| 96 | 5.5 | 0 |
| 97 | 6.4 | 0 |
| 98 | 6.4 | 0 |
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| 100 | 6.2 | 0 |
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| 103 | 6.6 | 0 |
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| 110 | 12.1 | 0 |
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| 115 | 15.3 | 0 |
| 116 | 15.9 | 0 |
| 117 | 15.8 | 0 |
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| 126 | 16.2 | 0 |
| 127 | 16.0 | 0 |
| 128 | 13.1 | 0 |
| 129 | 11.0 | 0 |
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| 135 | 15.8 | 0 |
| 136 | 23.5 | 0 |
| 137 | 25.9 | 0 |
| 138 | 25.6 | 0 |
| 139 | 22.3 | 0 |
| 140 | 22.2 | 0 |
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| 146 | 20.8 | 0 |

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| 148 | | 21.5 | 0 |
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| 5 | | -1.9 | 0 |
| 6 | | -2.0 | 0 |
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| 27 | | 4.3 | 0 |
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| 30 | | 10.2 | 0 |
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| 33 | | 10.6 | 0 |
| 34 | | 8.5 | 0 |
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| 36 | | 9.6 | 0 |
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| 124 | | 18.2 | 0 |
| 125 | | 18.2 | 0 |
| 126 | | 18.5 | 0 |
| 127 | | 17.7 | 0 |
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| 144 | | 24.4 | 0 |
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| 147 | | 24.6 | 0 |
| 148 | | 25.4 | 0 |
| 149 | | 19.8 | 0 |
| 150 | | 19.5 | 0 |
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| 13 | | 8.6 | 0 |
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| 23 | | 3.6 | 0 |
| 24 | | 3.6 | 0 |
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| 27 | | 6.4 | 0 |
| 28 | | 9.7 | 0 |
| 29 | | 13.0 | 0 |
| 30 | | 12.9 | 0 |
| 31 | | 10.9 | 0 |
| 32 | | 12.0 | 0 |
| 33 | | 12.1 | 0 |
| 34 | | 11.8 | 0 |
| 35 | | 12.2 | 0 |
| 36 | | 11.9 | 0 |
| 37 | | 10.2 | 0 |
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| 41 | | 12.7 | 0 |
| 42 | | 12.8 | 0 |
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| 44 | | 7.1 | 0 |
| 45 | | 6.9 | 0 |
| 46 | | 3.7 | 0 |
| 47 | | 6.2 | 0 |
| 48 | | 3.5 | 0 |
| 49 | | 13.9 | 0 |
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| 52 | | 9.6 | 0 |
| 53 | | 9.7 | 0 |
| 54 | | 10.0 | 0 |

| | | | |
|---|---|---|---|
| 55 | | 13.4 | 0 |
| 56 | | 13.5 | 0 |
| 57 | | 13.5 | 0 |
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| 66 | | 11.6 | 0 |
| 67 | | 9.2 | 0 |
| 68 | | 7.8 | 0 |
| 69 | | 7.7 | 0 |
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| 79 | | 16.6 | 0 |
| 80 | | 16.1 | 0 |
| 81 | | 17.7 | 0 |
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| 86 | | 16.4 | 0 |
| 87 | | 16.6 | 0 |
| 88 | | 16.5 | 0 |
| 89 | | 16.9 | 0 |
| 90 | | 16.5 | 0 |
| 91 | | 15.7 | 0 |
| 92 | | 16.9 | 0 |
| 93 | | 16.3 | 0 |
| 94 | | 16.2 | 0 |
| 95 | | 17.8 | 0 |
| 96 | | 16.4 | 0 |
| 97 | | 18.0 | 0 |
| 98 | | 18.0 | 0 |
| 99 | | 15.9 | 0 |
| 100 | | 19.6 | 0 |
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| 103 | | 16.3 | 0 |
| 104 | | 16.7 | 0 |
| 105 | | 17.4 | 0 |
| 106 | | 21.7 | 0 |
| 107 | | 21.7 | 0 |
| 108 | | 25.5 | 0 |
| 109 | | 25.2 | 0 |
| 110 | | 25.4 | 0 |
| 111 | | 25.5 | 0 |
| 112 | | 24.3 | 0 |
| 113 | | 24.0 | 0 |
| 114 | | 23.9 | 0 |
| 115 | | 23.1 | 0 |
| 116 | | 23.0 | 0 |
| 117 | | 22.6 | 0 |
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| 119 | | 22.2 | 0 |
| 120 | | 19.3 | 0 |
| 121 | | 19.4 | 0 |
| 122 | | 16.5 | 0 |
| 123 | | 20.0 | 0 |
| 124 | | 18.7 | 0 |
| 125 | | 18.1 | 0 |
| 126 | | 17.8 | 0 |
| 127 | | 14.4 | 0 |
| 128 | | 12.7 | 0 |
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| 131 | | 13.6 | 0 |
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| 133 | | 12.1 | 0 |
| 134 | | 15.9 | 0 |
| 135 | | 16.0 | 0 |
| 136 | | 18.8 | 0 |
| 137 | | 21.0 | 0 |
| 138 | | 21.6 | 0 |
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| 140 | | 21.3 | 0 |
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| 143 | | 22.1 | 0 |
| 144 | | 21.7 | 0 |
| 145 | | 24.1 | 0 |
| 146 | | 23.0 | 0 |
| 147 | | 22.2 | 0 |
| 148 | | 24.6 | 0 |
| 149 | | 24.6 | 0 |
| 150 | | 24.3 | 0 |
| 19 | 1.Fl | 39.4 | 0.0 |
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| 2 | | 1.9 | 0 |
| 3 | | 1.7 | 0 |
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| 5 | | 1.6 | 0 |
| 6 | | 1.6 | 0 |
| 7 | | 2.3 | 0 |
| 8 | | 2.3 | 0 |

| | | |
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| 10 | 4.2 | 0 |
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| 12 | 4.3 | 0 |
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| 16 | 8.9 | 0 |
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| 19 | 6.7 | 0 |
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| 43 | 14.6 | 0 |
| 44 | 11.2 | 0 |
| 45 | 7.9 | 0 |
| 46 | 5.5 | 0 |
| 47 | 7.9 | 0 |
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| 49 | 15.8 | 0 |
| 50 | 14.4 | 0 |
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| 52 | 13.7 | 0 |
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| 55 | 10.1 | 0 |
| 56 | 10.1 | 0 |
| 57 | 10.1 | 0 |
| 58 | 13.7 | 0 |
| 59 | 9.2 | 0 |
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| 61 | 10.7 | 0 |
| 62 | 10.5 | 0 |
| 63 | 9.9 | 0 |
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| 67 | 21.7 | 0 |
| 68 | 21.9 | 0 |
| 69 | 22.0 | 0 |
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| 71 | 20.9 | 0 |
| 72 | 20.7 | 0 |
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| 75 | 20.9 | 0 |
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| 83 | 18.8 | 0 |
| 84 | 18.9 | 0 |
| 85 | 18.0 | 0 |
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| 87 | 18.6 | 0 |
| 88 | 14.2 | 0 |
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| 90 | 17.4 | 0 |
| 91 | 16.5 | 0 |
| 92 | 18.6 | 0 |
| 93 | 16.7 | 0 |
| 94 | 15.7 | 0 |
| 95 | 17.8 | 0 |
| 96 | 17.7 | 0 |
| 97 | 18.3 | 0 |
| 98 | 19.0 | 0 |
| 99 | 16.6 | 0 |
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| 105 | 17.9 | 0 |
| 106 | 21.6 | 0 |
| 107 | 23.4 | 0 |
| 108 | 23.6 | 0 |
| 109 | 23.9 | 0 |
| 110 | 24.6 | 0 |
| 111 | 22.8 | 0 |
| 112 | 23.9 | 0 |
| 113 | 24.5 | 0 |

| | | | |
|---|---|---|---|
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| 115 | | 25.3 | 0 |
| 116 | | 25.5 | 0 |
| 117 | | 25.6 | 0 |
| 118 | | 22.2 | 0 |
| 119 | | 22.4 | 0 |
| 120 | | 21.4 | 0 |
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| 123 | | 7.9 | 0 |
| 124 | | 9.2 | 0 |
| 125 | | 9.0 | 0 |
| 126 | | 8.8 | 0 |
| 127 | | 7.4 | 0 |
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| 135 | | 13.9 | 0 |
| 136 | | 12.1 | 0 |
| 137 | | 13.4 | 0 |
| 138 | | 19.0 | 0 |
| 139 | | 17.7 | 0 |
| 140 | | 17.7 | 0 |
| 141 | | 14.5 | 0 |
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| 143 | | 17.9 | 0 |
| 144 | | 12.5 | 0 |
| 145 | | 16.6 | 0 |
| 146 | | 17.3 | 0 |
| 147 | | 18.8 | 0 |
| 148 | | 19.0 | 0 |
| 149 | | 19.3 | 0 |
| 150 | | 19.4 | 0 |
| 20 | 1.Fl | 39.9 | 0.0 |
| 1 | | 3.8 | 0 |
| 2 | | 3.9 | 0 |
| 3 | | 3.9 | 0 |
| 4 | | 3.1 | 0 |
| 5 | | 3.1 | 0 |
| 6 | | 3.1 | 0 |
| 7 | | 4.0 | 0 |
| 8 | | 4.0 | 0 |
| 9 | | 4.6 | 0 |
| 10 | | 7.7 | 0 |
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| 14 | | 16.9 | 0 |
| 15 | | 16.9 | 0 |
| 16 | | 12.0 | 0 |
| 17 | | 6.5 | 0 |
| 18 | | 6.5 | 0 |
| 19 | | 9.8 | 0 |
| 20 | | 9.9 | 0 |
| 21 | | 10.1 | 0 |
| 22 | | 7.6 | 0 |
| 23 | | 7.8 | 0 |
| 24 | | 9.1 | 0 |
| 25 | | 17.5 | 0 |
| 26 | | 17.6 | 0 |
| 27 | | 17.7 | 0 |
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| 29 | | 17.5 | 0 |
| 30 | | 17.4 | 0 |
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| 34 | | 16.2 | 0 |
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| 37 | | 15.6 | 0 |
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| 39 | | 15.6 | 0 |
| 40 | | 14.4 | 0 |
| 41 | | 14.5 | 0 |
| 42 | | 14.8 | 0 |
| 43 | | 12.7 | 0 |
| 44 | | 12.4 | 0 |
| 45 | | 12.4 | 0 |
| 46 | | 8.6 | 0 |
| 47 | | 10.8 | 0 |
| 48 | | 8.5 | 0 |
| 49 | | 22.5 | 0 |
| 50 | | 22.2 | 0 |
| 51 | | 20.0 | 0 |
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| 55 | | 16.6 | 0 |
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| 57 | | 15.6 | 0 |
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| 62 | | 17.1 | 0 |
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| 64 | | 19.5 | 0 |
| 65 | | 20.3 | 0 |
| 66 | | 20.4 | 0 |
| 67 | | 16.5 | 0 |

| | | | |
|---|---|---|---|
| 68 | | 16.5 | 0 |
| 69 | | 12.6 | 0 |
| 70 | | 19.4 | 0 |
| 71 | | 19.9 | 0 |
| 72 | | 20.4 | 0 |
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| 75 | | 24.8 | 0 |
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| 80 | | 24.5 | 0 |
| 81 | | 26.6 | 0 |
| 82 | | 23.5 | 0 |
| 83 | | 23.4 | 0 |
| 84 | | 23.2 | 0 |
| 85 | | 22.6 | 0 |
| 86 | | 24.4 | 0 |
| 87 | | 23.7 | 0 |
| 88 | | 24.6 | 0 |
| 89 | | 23.0 | 0 |
| 90 | | 21.4 | 0 |
| 91 | | 16.3 | 0 |
| 92 | | 18.2 | 0 |
| 93 | | 15.9 | 0 |
| 94 | | 9.7 | 0 |
| 95 | | 12.3 | 0 |
| 96 | | 15.2 | 0 |
| 97 | | 10.4 | 0 |
| 98 | | 10.3 | 0 |
| 99 | | 10.2 | 0 |
| 100 | | 9.8 | 0 |
| 101 | | 9.5 | 0 |
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| 103 | | 15.3 | 0 |
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| 105 | | 14.3 | 0 |
| 106 | | 13.1 | 0 |
| 107 | | 15.9 | 0 |
| 108 | | 16.3 | 0 |
| 109 | | 20.6 | 0 |
| 110 | | 21.0 | 0 |
| 111 | | 18.8 | 0 |
| 112 | | 19.4 | 0 |
| 113 | | 19.7 | 0 |
| 114 | | 19.7 | 0 |
| 115 | | 20.5 | 0 |
| 116 | | 20.7 | 0 |
| 117 | | 20.8 | 0 |
| 118 | | 22.2 | 0 |
| 119 | | 22.0 | 0 |
| 120 | | 22.2 | 0 |
| 121 | | 5.4 | 0 |
| 122 | | 5.3 | 0 |
| 123 | | 5.9 | 0 |
| 124 | | 6.3 | 0 |
| 125 | | 6.3 | 0 |
| 126 | | 6.9 | 0 |
| 127 | | 4.9 | 0 |
| 128 | | 5.7 | 0 |
| 129 | | 8.2 | 0 |
| 130 | | 5.2 | 0 |
| 131 | | 5.1 | 0 |
| 132 | | 5.0 | 0 |
| 133 | | 6.0 | 0 |
| 134 | | 7.7 | 0 |
| 135 | | 8.0 | 0 |
| 136 | | 12.0 | 0 |
| 137 | | 10.3 | 0 |
| 138 | | 10.2 | 0 |
| 139 | | 10.0 | 0 |
| 140 | | 9.5 | 0 |
| 141 | | 9.1 | 0 |
| 142 | | 10.9 | 0 |
| 143 | | 10.0 | 0 |
| 144 | | 8.9 | 0 |
| 145 | | 15.0 | 0 |
| 146 | | 13.4 | 0 |
| 147 | | 13.5 | 0 |
| 148 | | 14.8 | 0 |
| 149 | | 10.2 | 0 |
| 150 | | 10.3 | 0 |
| 21 | 1.Fl | 39.9 | 0.0 |
| 1 | | 6.0 | 0 |
| 2 | | 5.8 | 0 |
| 3 | | 5.9 | 0 |
| 4 | | 6.6 | 0 |
| 5 | | 6.7 | 0 |
| 6 | | 6.8 | 0 |
| 7 | | 7.0 | 0 |
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| 9 | | 7.8 | 0 |
| 10 | | 9.8 | 0 |
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| 12 | | 15.3 | 0 |
| 13 | | 18.5 | 0 |
| 14 | | 18.2 | 0 |
| 15 | | 17.9 | 0 |
| 16 | | 14.5 | 0 |
| 17 | | 12.2 | 0 |
| 18 | | 10.4 | 0 |
| 19 | | 15.6 | 0 |
| 20 | | 15.9 | 0 |
| 21 | | 16.1 | 0 |

| | | |
|---|---|---|
| 22 | 21.7 | 0 |
| 23 | 21.9 | 0 |
| 24 | 21.9 | 0 |
| 25 | 22.9 | 0 |
| 26 | 22.9 | 0 |
| 27 | 23.0 | 0 |
| 28 | 21.4 | 0 |
| 29 | 21.4 | 0 |
| 30 | 21.3 | 0 |
| 31 | 20.2 | 0 |
| 32 | 19.9 | 0 |
| 33 | 20.0 | 0 |
| 34 | 19.7 | 0 |
| 35 | 17.9 | 0 |
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| 50 | 22.3 | 0 |
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| 55 | 20.7 | 0 |
| 56 | 19.8 | 0 |
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| 58 | 17.0 | 0 |
| 59 | 18.9 | 0 |
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| 66 | 18.2 | 0 |
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| 68 | 11.5 | 0 |
| 69 | 11.6 | 0 |
| 70 | 16.7 | 0 |
| 71 | 15.8 | 0 |
| 72 | 16.8 | 0 |
| 73 | 17.8 | 0 |
| 74 | 20.9 | 0 |
| 75 | 22.9 | 0 |
| 76 | 23.0 | 0 |
| 77 | 23.4 | 0 |
| 78 | 23.5 | 0 |
| 79 | 24.2 | 0 |
| 80 | 24.3 | 0 |
| 81 | 24.4 | 0 |
| 82 | 25.2 | 0 |
| 83 | 25.3 | 0 |
| 84 | 24.4 | 0 |
| 85 | 26.1 | 0 |
| 86 | 26.3 | 0 |
| 87 | 25.2 | 0 |
| 88 | 17.7 | 0 |
| 89 | 11.2 | 0 |
| 90 | 10.4 | 0 |
| 91 | 11.7 | 0 |
| 92 | 11.6 | 0 |
| 93 | 15.0 | 0 |
| 94 | 9.1 | 0 |
| 95 | 10.4 | 0 |
| 96 | 10.5 | 0 |
| 97 | 13.7 | 0 |
| 98 | 13.6 | 0 |
| 99 | 13.3 | 0 |
| 100 | 13.0 | 0 |
| 101 | 12.7 | 0 |
| 102 | 12.6 | 0 |
| 103 | 14.1 | 0 |
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| 106 | 10.7 | 0 |
| 107 | 13.5 | 0 |
| 108 | 14.7 | 0 |
| 109 | 15.8 | 0 |
| 110 | 18.1 | 0 |
| 111 | 15.5 | 0 |
| 112 | 16.0 | 0 |
| 113 | 16.2 | 0 |
| 114 | 15.8 | 0 |
| 115 | 16.8 | 0 |
| 116 | 16.9 | 0 |
| 117 | 16.7 | 0 |
| 118 | 17.0 | 0 |
| 119 | 17.0 | 0 |
| 120 | 17.7 | 0 |
| 121 | 3.6 | 0 |
| 122 | 3.8 | 0 |
| 123 | 4.7 | 0 |
| 124 | 5.1 | 0 |
| 125 | 4.9 | 0 |
| 126 | 4.8 | 0 |

| | | | |
|---|---|---|---|
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| 128 | | 3.8 | 0 |
| 129 | | 6.7 | 0 |
| 130 | | 4.1 | 0 |
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| 132 | | 4.0 | 0 |
| 133 | | 4.7 | 0 |
| 134 | | 6.1 | 0 |
| 135 | | 7.3 | 0 |
| 136 | | 9.7 | 0 |
| 137 | | 7.9 | 0 |
| 138 | | 8.2 | 0 |
| 139 | | 8.9 | 0 |
| 140 | | 8.2 | 0 |
| 141 | | 6.5 | 0 |
| 142 | | 9.5 | 0 |
| 143 | | 8.2 | 0 |
| 144 | | 5.9 | 0 |
| 145 | | 11.5 | 0 |
| 146 | | 11.5 | 0 |
| 147 | | 11.4 | 0 |
| 148 | | 7.7 | 0 |
| 149 | | 7.4 | 0 |
| 150 | | 7.3 | 0 |
| 22 | 1.Fl | 40.4 | 0.0 |
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| 2 | | 6.8 | 0 |
| 3 | | 6.9 | 0 |
| 4 | | 7.4 | 0 |
| 5 | | 7.5 | 0 |
| 6 | | 7.5 | 0 |
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| 25 | | 25.7 | 0 |
| 26 | | 25.6 | 0 |
| 27 | | 25.9 | 0 |
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| 29 | | 24.1 | 0 |
| 30 | | 23.9 | 0 |
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| 32 | | 22.7 | 0 |
| 33 | | 22.5 | 0 |
| 34 | | 21.2 | 0 |
| 35 | | 21.7 | 0 |
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| 39 | | 20.4 | 0 |
| 40 | | 18.7 | 0 |
| 41 | | 18.0 | 0 |
| 42 | | 17.2 | 0 |
| 43 | | 17.6 | 0 |
| 44 | | 17.7 | 0 |
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| 47 | | 13.9 | 0 |
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| 50 | | 25.2 | 0 |
| 51 | | 25.0 | 0 |
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| 66 | | 16.7 | 0 |
| 67 | | 9.4 | 0 |
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| 70 | | 14.6 | 0 |
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| 73 | | 15.3 | 0 |
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| 75 | | 17.6 | 0 |
| 76 | | 20.5 | 0 |
| 77 | | 20.7 | 0 |
| 78 | | 21.0 | 0 |
| 79 | | 21.6 | 0 |
| 80 | | 21.7 | 0 |

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|---|---|---|---|
| 81 | | 21.1 | 0 |
| 82 | | 21.1 | 0 |
| 83 | | 21.7 | 0 |
| 84 | | 22.9 | 0 |
| 85 | | 23.9 | 0 |
| 86 | | 24.2 | 0 |
| 87 | | 24.0 | 0 |
| 88 | | 9.2 | 0 |
| 89 | | 8.4 | 0 |
| 90 | | 8.0 | 0 |
| 91 | | 9.6 | 0 |
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| 96 | | 7.4 | 0 |
| 97 | | 13.5 | 0 |
| 98 | | 13.3 | 0 |
| 99 | | 13.2 | 0 |
| 100 | | 12.8 | 0 |
| 101 | | 12.7 | 0 |
| 102 | | 12.6 | 0 |
| 103 | | 14.3 | 0 |
| 104 | | 14.3 | 0 |
| 105 | | 14.3 | 0 |
| 106 | | 10.2 | 0 |
| 107 | | 12.6 | 0 |
| 108 | | 14.1 | 0 |
| 109 | | 14.5 | 0 |
| 110 | | 17.0 | 0 |
| 111 | | 14.2 | 0 |
| 112 | | 14.8 | 0 |
| 113 | | 15.0 | 0 |
| 114 | | 14.3 | 0 |
| 115 | | 15.4 | 0 |
| 116 | | 15.5 | 0 |
| 117 | | 15.1 | 0 |
| 118 | | 15.2 | 0 |
| 119 | | 15.1 | 0 |
| 120 | | 15.9 | 0 |
| 121 | | 3.5 | 0 |
| 122 | | 3.6 | 0 |
| 123 | | 4.8 | 0 |
| 124 | | 5.5 | 0 |
| 125 | | 5.5 | 0 |
| 126 | | 5.4 | 0 |
| 127 | | 4.5 | 0 |
| 128 | | 4.5 | 0 |
| 129 | | 6.9 | 0 |
| 130 | | 3.2 | 0 |
| 131 | | 3.3 | 0 |
| 132 | | 4.6 | 0 |
| 133 | | 4.8 | 0 |
| 134 | | 6.8 | 0 |
| 135 | | 6.8 | 0 |
| 136 | | 9.1 | 0 |
| 137 | | 9.7 | 0 |
| 138 | | 7.6 | 0 |
| 139 | | 7.0 | 0 |
| 140 | | 6.4 | 0 |
| 141 | | 5.7 | 0 |
| 142 | | 7.5 | 0 |
| 143 | | 6.3 | 0 |
| 144 | | 5.4 | 0 |
| 145 | | 11.4 | 0 |
| 146 | | 8.8 | 0 |
| 147 | | 8.8 | 0 |
| 148 | | 6.8 | 0 |
| 149 | | 6.6 | 0 |
| 150 | | 6.2 | 0 |
| 23 | 1.Fl | 39.9 | 0.0 |
| 1 | | 7.5 | 0 |
| 2 | | 7.5 | 0 |
| 3 | | 7.5 | 0 |
| 4 | | 10.5 | 0 |
| 5 | | 10.7 | 0 |
| 6 | | 10.7 | 0 |
| 7 | | 9.2 | 0 |
| 8 | | 9.5 | 0 |
| 9 | | 12.3 | 0 |
| 10 | | 12.1 | 0 |
| 11 | | 12.5 | 0 |
| 12 | | 18.8 | 0 |
| 13 | | 17.7 | 0 |
| 14 | | 17.3 | 0 |
| 15 | | 17.0 | 0 |
| 16 | | 18.0 | 0 |
| 17 | | 16.9 | 0 |
| 18 | | 17.8 | 0 |
| 19 | | 20.0 | 0 |
| 20 | | 20.1 | 0 |
| 21 | | 18.0 | 0 |
| 22 | | 18.3 | 0 |
| 23 | | 18.4 | 0 |
| 24 | | 18.6 | 0 |
| 25 | | 22.7 | 0 |
| 26 | | 23.6 | 0 |
| 27 | | 24.5 | 0 |
| 28 | | 26.3 | 0 |
| 29 | | 26.1 | 0 |
| 30 | | 26.2 | 0 |
| 31 | | 25.0 | 0 |
| 32 | | 25.1 | 0 |
| 33 | | 24.9 | 0 |
| 34 | | 23.0 | 0 |

| | | |
|---|---|---|
| 35 | 23.9 | 0 |
| 36 | 23.8 | 0 |
| 37 | 22.8 | 0 |
| 38 | 22.8 | 0 |
| 39 | 22.5 | 0 |
| 40 | 23.3 | 0 |
| 41 | 21.4 | 0 |
| 42 | 18.8 | 0 |
| 43 | 17.8 | 0 |
| 44 | 17.4 | 0 |
| 45 | 15.7 | 0 |
| 46 | 13.1 | 0 |
| 47 | 15.2 | 0 |
| 48 | 14.4 | 0 |
| 49 | 23.2 | 0 |
| 50 | 23.1 | 0 |
| 51 | 22.9 | 0 |
| 52 | 26.3 | 0 |
| 53 | 24.2 | 0 |
| 54 | 22.4 | 0 |
| 55 | 17.9 | 0 |
| 56 | 19.0 | 0 |
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| 58 | 15.3 | 0 |
| 59 | 17.4 | 0 |
| 60 | 14.9 | 0 |
| 61 | 11.5 | 0 |
| 62 | 11.1 | 0 |
| 63 | 13.2 | 0 |
| 64 | 8.5 | 0 |
| 65 | 14.4 | 0 |
| 66 | 14.3 | 0 |
| 67 | 8.3 | 0 |
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| 69 | 8.1 | 0 |
| 70 | 12.8 | 0 |
| 71 | 11.8 | 0 |
| 72 | 16.1 | 0 |
| 73 | 15.7 | 0 |
| 74 | 15.2 | 0 |
| 75 | 15.7 | 0 |
| 76 | 18.7 | 0 |
| 77 | 18.7 | 0 |
| 78 | 17.3 | 0 |
| 79 | 19.6 | 0 |
| 80 | 19.7 | 0 |
| 81 | 16.6 | 0 |
| 82 | 18.9 | 0 |
| 83 | 20.7 | 0 |
| 84 | 20.7 | 0 |
| 85 | 21.6 | 0 |
| 86 | 21.3 | 0 |
| 87 | 21.4 | 0 |
| 88 | 7.7 | 0 |
| 89 | 7.3 | 0 |
| 90 | 6.9 | 0 |
| 91 | 6.6 | 0 |
| 92 | 6.7 | 0 |
| 93 | 6.7 | 0 |
| 94 | 4.6 | 0 |
| 95 | 5.6 | 0 |
| 96 | 5.7 | 0 |
| 97 | 7.6 | 0 |
| 98 | 8.4 | 0 |
| 99 | 8.2 | 0 |
| 100 | 8.0 | 0 |
| 101 | 7.9 | 0 |
| 102 | 7.8 | 0 |
| 103 | 8.7 | 0 |
| 104 | 14.2 | 0 |
| 105 | 14.2 | 0 |
| 106 | 9.0 | 0 |
| 107 | 11.6 | 0 |
| 108 | 12.8 | 0 |
| 109 | 13.9 | 0 |
| 110 | 16.1 | 0 |
| 111 | 13.2 | 0 |
| 112 | 13.9 | 0 |
| 113 | 14.0 | 0 |
| 114 | 13.2 | 0 |
| 115 | 14.4 | 0 |
| 116 | 14.5 | 0 |
| 117 | 13.9 | 0 |
| 118 | 13.8 | 0 |
| 119 | 13.8 | 0 |
| 120 | 14.6 | 0 |
| 121 | 3.2 | 0 |
| 122 | 2.3 | 0 |
| 123 | 3.4 | 0 |
| 124 | 5.7 | 0 |
| 125 | 5.7 | 0 |
| 126 | 5.7 | 0 |
| 127 | 4.7 | 0 |
| 128 | 4.7 | 0 |
| 129 | 7.2 | 0 |
| 130 | 3.6 | 0 |
| 131 | 3.7 | 0 |
| 132 | 3.8 | 0 |
| 133 | 5.2 | 0 |
| 134 | 7.4 | 0 |
| 135 | 7.4 | 0 |
| 136 | 8.6 | 0 |
| 137 | 9.5 | 0 |
| 138 | 7.4 | 0 |
| 139 | 6.2 | 0 |

| | | | |
|---|---|---|---|
| 140 | | 5.7 | 0 |
| 141 | | 5.3 | 0 |
| 142 | | 7.3 | 0 |
| 143 | | 5.9 | 0 |
| 144 | | 4.4 | 0 |
| 145 | | 10.4 | 0 |
| 146 | | 8.6 | 0 |
| 147 | | 8.5 | 0 |
| 148 | | 6.1 | 0 |
| 149 | | 5.9 | 0 |
| 150 | | 5.4 | 0 |
| 24 | 1.Fl | 38.9 | 0.0 |
| 1 | | 15.2 | 0 |
| 2 | | 15.7 | 0 |
| 3 | | 15.7 | 0 |
| 4 | | 14.7 | 0 |
| 5 | | 14.7 | 0 |
| 6 | | 14.5 | 0 |
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| 9 | | 13.1 | 0 |
| 10 | | 18.1 | 0 |
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| 12 | | 19.1 | 0 |
| 13 | | 19.2 | 0 |
| 14 | | 14.7 | 0 |
| 15 | | 14.2 | 0 |
| 16 | | 16.8 | 0 |
| 17 | | 18.7 | 0 |
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| 22 | | 17.9 | 0 |
| 23 | | 19.7 | 0 |
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| 26 | | 22.9 | 0 |
| 27 | | 23.1 | 0 |
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| 29 | | 23.3 | 0 |
| 30 | | 22.3 | 0 |
| 31 | | 24.1 | 0 |
| 32 | | 24.7 | 0 |
| 33 | | 24.8 | 0 |
| 34 | | 25.4 | 0 |
| 35 | | 25.6 | 0 |
| 36 | | 25.7 | 0 |
| 37 | | 26.0 | 0 |
| 38 | | 26.3 | 0 |
| 39 | | 26.2 | 0 |
| 40 | | 23.6 | 0 |
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| 45 | | 13.1 | 0 |
| 46 | | 16.2 | 0 |
| 47 | | 15.9 | 0 |
| 48 | | 15.8 | 0 |
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| 50 | | 18.2 | 0 |
| 51 | | 18.2 | 0 |
| 52 | | 13.0 | 0 |
| 53 | | 11.9 | 0 |
| 54 | | 11.6 | 0 |
| 55 | | 9.9 | 0 |
| 56 | | 9.8 | 0 |
| 57 | | 9.7 | 0 |
| 58 | | 9.2 | 0 |
| 59 | | 9.0 | 0 |
| 60 | | 9.6 | 0 |
| 61 | | 9.5 | 0 |
| 62 | | 9.5 | 0 |
| 63 | | 16.2 | 0 |
| 64 | | 8.5 | 0 |
| 65 | | 13.1 | 0 |
| 66 | | 12.9 | 0 |
| 67 | | 6.4 | 0 |
| 68 | | 6.4 | 0 |
| 69 | | 6.3 | 0 |
| 70 | | 11.0 | 0 |
| 71 | | 8.7 | 0 |
| 72 | | 10.9 | 0 |
| 73 | | 13.9 | 0 |
| 74 | | 13.1 | 0 |
| 75 | | 13.8 | 0 |
| 76 | | 15.9 | 0 |
| 77 | | 15.5 | 0 |
| 78 | | 14.4 | 0 |
| 79 | | 16.6 | 0 |
| 80 | | 16.3 | 0 |
| 81 | | 11.4 | 0 |
| 82 | | 16.4 | 0 |
| 83 | | 17.3 | 0 |
| 84 | | 14.3 | 0 |
| 85 | | 17.9 | 0 |
| 86 | | 16.9 | 0 |
| 87 | | 12.7 | 0 |
| 88 | | 5.7 | 0 |
| 89 | | 5.1 | 0 |
| 90 | | 4.8 | 0 |
| 91 | | 5.0 | 0 |
| 92 | | 5.1 | 0 |
| 93 | | 5.3 | 0 |

| | | | |
|---|---|---|---|
| 94 | | 3.5 | 0 |
| 95 | | 4.3 | 0 |
| 96 | | 5.1 | 0 |
| 97 | | 6.9 | 0 |
| 98 | | 7.1 | 0 |
| 99 | | 7.0 | 0 |
| 100 | | 6.9 | 0 |
| 101 | | 6.8 | 0 |
| 102 | | 6.7 | 0 |
| 103 | | 7.1 | 0 |
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| 105 | | 9.9 | 0 |
| 106 | | 8.8 | 0 |
| 107 | | 9.8 | 0 |
| 108 | | 11.7 | 0 |
| 109 | | 11.9 | 0 |
| 110 | | 13.8 | 0 |
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| 114 | | 11.3 | 0 |
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| 116 | | 10.6 | 0 |
| 117 | | 9.2 | 0 |
| 118 | | 11.6 | 0 |
| 119 | | 7.9 | 0 |
| 120 | | 9.1 | 0 |
| 121 | | 1.1 | 0 |
| 122 | | 1.3 | 0 |
| 123 | | 2.7 | 0 |
| 124 | | 3.7 | 0 |
| 125 | | 3.7 | 0 |
| 126 | | 3.7 | 0 |
| 127 | | 2.8 | 0 |
| 128 | | 2.8 | 0 |
| 129 | | 5.4 | 0 |
| 130 | | 1.8 | 0 |
| 131 | | 2.0 | 0 |
| 132 | | 2.0 | 0 |
| 133 | | 3.6 | 0 |
| 134 | | 4.2 | 0 |
| 135 | | 6.5 | 0 |
| 136 | | 8.1 | 0 |
| 137 | | 8.3 | 0 |
| 138 | | 6.2 | 0 |
| 139 | | 5.4 | 0 |
| 140 | | 4.8 | 0 |
| 141 | | 4.0 | 0 |
| 142 | | 6.1 | 0 |
| 143 | | 4.6 | 0 |
| 144 | | 3.3 | 0 |
| 145 | | 9.7 | 0 |
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| 147 | | 7.2 | 0 |
| 148 | | 4.2 | 0 |
| 149 | | 4.2 | 0 |
| 150 | | 3.4 | 0 |
| 25 | 1.Fl | 37.5 | 0.0 |
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| 2 | | 21.6 | 0 |
| 3 | | 19.0 | 0 |
| 4 | | 17.2 | 0 |
| 5 | | 17.2 | 0 |
| 6 | | 17.1 | 0 |
| 7 | | 15.4 | 0 |
| 8 | | 15.5 | 0 |
| 9 | | 17.7 | 0 |
| 10 | | 16.3 | 0 |
| 11 | | 16.8 | 0 |
| 12 | | 16.4 | 0 |
| 13 | | 12.8 | 0 |
| 14 | | 10.9 | 0 |
| 15 | | 10.6 | 0 |
| 16 | | 10.8 | 0 |
| 17 | | 11.1 | 0 |
| 18 | | 15.3 | 0 |
| 19 | | 15.0 | 0 |
| 20 | | 12.9 | 0 |
| 21 | | 13.2 | 0 |
| 22 | | 15.4 | 0 |
| 23 | | 16.6 | 0 |
| 24 | | 14.7 | 0 |
| 25 | | 18.5 | 0 |
| 26 | | 20.4 | 0 |
| 27 | | 20.6 | 0 |
| 28 | | 19.1 | 0 |
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| 31 | | 19.8 | 0 |
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| 35 | | 21.3 | 0 |
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| 38 | | 22.4 | 0 |
| 39 | | 22.6 | 0 |
| 40 | | 23.6 | 0 |
| 41 | | 25.3 | 0 |
| 42 | | 25.3 | 0 |
| 43 | | 22.5 | 0 |
| 44 | | 20.6 | 0 |
| 45 | | 22.2 | 0 |
| 46 | | 22.0 | 0 |
| 47 | | 22.1 | 0 |

| | | |
|---|---|---|
| 48 | 21.8 | 0 |
| 49 | 15.4 | 0 |
| 50 | 15.3 | 0 |
| 51 | 10.8 | 0 |
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| 53 | 8.8 | 0 |
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| 55 | 10.6 | 0 |
| 56 | 10.5 | 0 |
| 57 | 10.3 | 0 |
| 58 | 8.9 | 0 |
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| 60 | 9.7 | 0 |
| 61 | 7.6 | 0 |
| 62 | 7.6 | 0 |
| 63 | 11.4 | 0 |
| 64 | 6.8 | 0 |
| 65 | 8.5 | 0 |
| 66 | 12.7 | 0 |
| 67 | 5.1 | 0 |
| 68 | 5.2 | 0 |
| 69 | 5.3 | 0 |
| 70 | 11.4 | 0 |
| 71 | 8.9 | 0 |
| 72 | 11.3 | 0 |
| 73 | 15.1 | 0 |
| 74 | 13.0 | 0 |
| 75 | 13.1 | 0 |
| 76 | 14.0 | 0 |
| 77 | 13.5 | 0 |
| 78 | 12.6 | 0 |
| 79 | 14.6 | 0 |
| 80 | 14.1 | 0 |
| 81 | 9.5 | 0 |
| 82 | 14.4 | 0 |
| 83 | 15.1 | 0 |
| 84 | 12.3 | 0 |
| 85 | 15.6 | 0 |
| 86 | 14.3 | 0 |
| 87 | 10.7 | 0 |
| 88 | 4.5 | 0 |
| 89 | 4.3 | 0 |
| 90 | 4.2 | 0 |
| 91 | 5.2 | 0 |
| 92 | 5.4 | 0 |
| 93 | 5.4 | 0 |
| 94 | 2.6 | 0 |
| 95 | 4.1 | 0 |
| 96 | 4.5 | 0 |
| 97 | 7.1 | 0 |
| 98 | 6.9 | 0 |
| 99 | 6.9 | 0 |
| 100 | 6.8 | 0 |
| 101 | 6.7 | 0 |
| 102 | 6.6 | 0 |
| 103 | 7.1 | 0 |
| 104 | 9.9 | 0 |
| 105 | 9.9 | 0 |
| 106 | 8.6 | 0 |
| 107 | 9.5 | 0 |
| 108 | 11.0 | 0 |
| 109 | 11.3 | 0 |
| 110 | 12.8 | 0 |
| 111 | 10.2 | 0 |
| 112 | 10.9 | 0 |
| 113 | 10.8 | 0 |
| 114 | 10.0 | 0 |
| 115 | 11.4 | 0 |
| 116 | 9.7 | 0 |
| 117 | 8.1 | 0 |
| 118 | 10.1 | 0 |
| 119 | 6.8 | 0 |
| 120 | 8.2 | 0 |
| 121 | 0.8 | 0 |
| 122 | 0.8 | 0 |
| 123 | 2.5 | 0 |
| 124 | 4.1 | 0 |
| 125 | 4.1 | 0 |
| 126 | 4.2 | 0 |
| 127 | 3.1 | 0 |
| 128 | 3.1 | 0 |
| 129 | 5.8 | 0 |
| 130 | 2.1 | 0 |
| 131 | 2.3 | 0 |
| 132 | 2.4 | 0 |
| 133 | 3.7 | 0 |
| 134 | 4.4 | 0 |
| 135 | 7.1 | 0 |
| 136 | 8.4 | 0 |
| 137 | 8.5 | 0 |
| 138 | 6.0 | 0 |
| 139 | 5.0 | 0 |
| 140 | 4.3 | 0 |
| 141 | 3.6 | 0 |
| 142 | 5.6 | 0 |
| 143 | 3.9 | 0 |
| 144 | 2.6 | 0 |
| 145 | 9.3 | 0 |
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| 147 | 6.7 | 0 |
| 148 | 3.3 | 0 |
| 149 | 3.4 | 0 |
| 150 | 2.7 | 0 |