

Final

Hydroacoustic and Airborne
Monitoring at the Naval Station
Mayport – Interim Report

9–11 June 2015

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Table of Contents

Interim Summary.....	1
Measurement Equipment	6
Underwater Sound Descriptors.....	6
Airborne Sound Descriptors	6
Underwater Measurement Data Management	6
Quality Control	7
Propagation Rate	7
Discussion.....	9
Glossary	9

Figures

Figure 1 – Acoustic Spreading loss of RMS Levels – King Piles	8
Figure 2 – Acoustic Spreading Loss RMS - Sheet Piles	8

Tables

Table 1 – Data Summary of Maximum Levels	1
Table 2 – Data at Near Position Normalized to 10 meters	5

Appendices

- A: Time History of Pile Driving and 1/3 Octave Band Spectra
- B: Spread sheet of 1/3 Octave Band levels
- C: One-Minute Airborne Data

1 Interim Summary

2 This report summarizes underwater and airborne acoustic monitoring results for pile-driving at
3 Naval Station Mayport in Jacksonville, Florida during 9 through 11 June 2015. Both 96.5-
4 centimeter (cm) (38-inch [in]) × 45.7-cm (18-in) king piles and 122-cm (48-in) sheet piles were
5 installed. All pile-driving was accomplished using an APE 300 vibratory hammer; which has an
6 eccentric moment of 66.25 kilograms per meter (5,750 inches per pound). Noise levels were
7 measured for 15 king piles and 17 sheet piles. The hydroacoustic monitoring took place at three
8 distances from the pile-driving—“near,” “mid-range,” and “distant”—which all varied between
9 and within days. The near and mid-range locations were manned, and the distant location had
10 an autonomous recording system in place. Three different measures of maximum noise were
11 taken—root mean square (RMS), sound exposure level (SEL), and cumulative SEL (cSEL). The
12 compiled hydroacoustic data also allowed estimation of sound attenuation with range
13 (propagation rate). **Table 1** is a summary of maximum noise levels measured during the
14 monitoring of the king and sheet piles. On 10 June it was not possible to maintain a distance of
15 10 meters from the pile and the distances ranged from 8 to 13 meters these distances were
16 normalized to 10 meters. **Table 2** shows the calculated normalized data for the 11 piles that
17 were measured at distances greater to and less than the 10 meter position. Appendix A shows
18 the time history and 1/3 octave band spectra measured on 9 June, Appendix B shows the data
19 used in a excel spreadsheet format.

20 On 9 June, noise monitoring was completed on seven king piles and seven sheet piles (some of
21 the sheets were driven twice). The average driving time for the king piles was approximately 18
22 minutes, and for the sheet piles the average driving time was less than 20 seconds each. The
23 near position ranged from 9 and 13 m (29 – 43 ft), mid-range monitoring was done at ranges
24 between 100 and 240 m (328–787 ft), and the distant monitoring site was at approximately 840
25 m (2,755 ft). Noise from ship construction at the dock near the distant measurement site
26 masked the sound from the king-pile driving in the morning; therefore those data were not used
27 in the analysis. Ship construction activity ceased in the afternoon when the sheet piles were
28 installed; the afternoon data were included in the analysis.

29 On 10 June, noise monitoring was conducted on seven king piles. Five of the king piles were
30 driven for 10 minutes or less. The remaining piles were driven for approximately 30 minutes
31 each. The near position ranged from 10 and 13 m (33 – 43 ft), the mid-range position ranged
32 between 100–240 m (330–790 ft), and distant monitoring was approximately 420 m (1,380 ft)
33 from the source.

34 On 11 June, two king piles and 10 sheet piles were installed. Due to delays and the overall
35 driving time for the first king pile, noise from only one of the two king piles installed was
36 measured. Data were collected at the near position which was at 10 m (33ft), the Mid-range
37 monitoring was at 110 m (360 ft), and the distant location was at approximately 400 m (1,300 ft).

38 Airborne (AB) noise measurements were also made from fixed locations on all three days at 10–
39 20 m (33–66 ft) from the pile driving. The objective was to place a sound level meter (SLM) as
40 close as possible to the pile-driving while remaining safely out of the way of construction

41 activities. Unfortunately, noise from the power pack and other construction activities
42 overpowered the noise from the vibratory hammer.

43 On 9 June, the SLM location was at a fixed position 10 to 15m (33 – 50 ft) from the pile-driving
44 operations. On 10 June, the AB SLM was located on the barge near the vibratory power plant at
45 a range of 20m (65 ft) from the pile driving and 10m (33 ft) from the power plant. On 11 June,
46 the AB SLM malfunctioned due to the high temperature and humidity at the only location
47 available to place it.

48 The airborne noise levels measured are shown in **Appendix C**.

49

50 Table 1 – Data Summary of Maximum Levels

Pile Type	Start Time	Stop Time	Driving Duration	Distance (meters)	RMS (dB re: 1µPa)		SEL (dB re: 1µPa)		cSEL (dB re 1µPa ² -sec)
					Average	Range	Average	Range	
9 JUNE 2015									
King Pile	08:35:09	09:07:44	00:32:35	12	142	107-157	142	107-157	173
				110	126	117-145	126	117-142	^B
King Pile	09:11:45	09:24:58	00:13:13	10	142	123-158	142	125-156	167
				110	127	118-147	127	118-145	^B
King Pile	09:27:30	09:37:41	00:10:11	9	148	123-159	148	124-159	176
				240	124	118-130	124	118-133	^B
King Pile	09:43:09:	09:51:54	00:08:45	10	151	127-161	151	127-161	183
				230	124	117-129	124	117-128	^B
King Pile	09:54:18	10:02:41	00:08:23	9	156	127-164	156	129-164	186
				235	123	118-133	123	118-129	^B
King Pile	10:06:13	10:13:47	00:07:34	10	155	126-166	156	128-166	187
				110	128	118-134	129	118-134	^B
King Pile	10:16:00	11:02:22	00:46:22	13	161	124-169	161	126-169	199
				115	133	118-145	133	118-145	^B
Sheet Pile	13:08:41	13:09:28	00:00:13	12	ND	ND	ND	ND	ND
				190	146	128-151	146	137-151	164
Sheet Pile	13:10:56	13:11:10	00:00:14	10	ND	ND	ND	ND	ND
				205	139	126-144	139	125-143	165
Sheet Pile	13:12:16	13:12:31	00:00:15	9	156	124-162	156	124-162	172
				205	136	118-145	136	119-145	^B
Sheet Pile	13:14:04	13:14:16	00:00:12	10	153	142-158	153	142-158	168
				205	134	121-143	134	121-143	^B
Sheet Pile	13:15:49	13:16:02	00:00:13	9	154	139-160	154	141-160	170
				205	138	120-147	138	120-146	^B
Sheet Pile	13:17:29	13:17:41	00:00:12	10	151	139-158	151	141-158	167
				205	133	121-142	125	120-142	^B

Pile Type	Start Time	Stop Time	Driving Duration	Distance (meters)	RMS (dB re: 1µPa)		SEL (dB re: 1µPa)		cSEL (dB re 1µPa ² -sec)
					Average	Range	Average	Range	
Sheet Pile	13:19:14	13:19:27	00:00:13	10	150	139-156	150	139-157	166
				205	132	120-142	132	120-142	B
Sheet Pile	13:21:27	13:22:17	00:00:50	8	147	128-173	147	129-173	180
				205	132	119-152	132	120-152	161
Sheet Pile	13:24:28	13:25:29	00:01:01	9	157	137-168	157	138-166	177
				205	143	120-148	143	120-148	B
Sheet Pile	13:31:13	13:31:31	00:00:18	10	150	136-156	151	136-157	166
				205	138	120-146	138	120-145	B
Sheet Pile	13:32:09	13:32:27	00:00:18	9	152	136-162	152	137-161	170
				205	138	126-142	138	128-143	B
Sheet Pile	13:33:07	13:33:15	00:00:08	9	146	135-162	148	134-161	168
				205	136	127-141	136	124-141	B
10 JUNE 2015									
King Pile	11:37:30	11:45:19	00:07:49	10	146	127-149	146	127-149	B
				100	127	116-132	127	116-132	B
				420	ND	ND	ND	ND	ND
King Pile	11:50:35	11:56:45	00:06:10	13	141	129-146	141	128-147	B
				100	127	116-132	127	116-132	B
				420	ND	ND	ND	ND	ND
King Pile	15:37:28	15:45:17	00:07:49	10	143	128-149	143	128-149	B
				100	131	119-135	131	119-135	B
				420	125	122-126	125	122-126	B
King Pile	15:48:35	15:58:44	00:10:09	10	145	128-151	145	128-150	150
				100	130	118-138	130	118-137	B
				420	124	121-128	124	122-126	B
King Pile	16:00:52	16:08:12	00:07:20	10	144	130-148	144	130-147	B
				100	131	122-136	131	125-134	B
				420	123	119-126	123	120-126	B

Pile Type	Start Time	Stop Time	Driving Duration	Distance (meters)	RMS (dB re: 1µPa)		SEL (dB re: 1µPa)		cSEL (dB re 1µPa ² -sec)
					Average	Range	Average	Range	
King Pile	16:11:24	16:21:56	00:10:32	10	143	127-150	143	127-151	151
				100	129	116-134	129	117-134	B
				420	123	119-126	123	121-126	B
King Pile	16:26:01	16:56:20	00:30:19	10	144	128-149	144	128-148	B
				100	131	117-135	131	117-134	B
				420	123	119-131	123	122-132	B
King Pile	16:58:47	17:26:56 ^B	00:28:09	10	151	130-158	151	130-158	184
				100	138	126-148	138	128-147	B
				420	127	120-139	127	121-139	B
11 JUNE 2015									
King Pile	09:17:09	11:50:05	02:32:56	10	151	136-164	151	138-164	193
				110	136	116-150	136	116-150	B
				400	130	123-139	130	122-140	B
Sheet Pile	15:09:36	15:09:57	00:00:22	10	150	133-159	150	131-160	169
				110	137	120-145	137	120-145	B
				400	130	122-136	130	122-136	B
Sheet Pile	15:12:07	15:11:24	00:00:18	10	146	129-161	147	130-162	167
				110	138	128-148	138	128-148	B
				400	131	123-137	131	125-138	B
Sheet Pile	15:13:23	15:13:39	00:00:17	10	145	128-158	146	130-157	165
				110	139	128-145	139	128-145	B
				400	130	123-134	130	123-135	B
Sheet Pile	15:14:55	15:15:19	00:00:26	10	158	135-167	159	137-166	177
				110	146	133-150	146	133-150	150
				400	137	126-140	136	126-140	B
Sheet Pile	15:16:39	15:17:01	00:00:22	10	151	132-160	152	133-161	170
				110	141	133-147	141	133-147	B
				400	132	124-137	132	126-136	B

Pile Type	Start Time	Stop Time	Driving Duration	Distance (meters)	RMS (dB re: 1µPa)		SEL (dB re: 1µPa)		cSEL (dB re 1µPa ² -sec)
					Average	Range	Average	Range	
Sheet Pile	15:18:54	15:19:16	00:00:23	10	158	132-169	158	132-170	179
				110	147	128-154	147	128-154	163
				400	137	125-145	137	125-147	^B
Sheet Pile	15:21:58	15:24:21	00:00:30	10	135	123-164	136	124-163	176
				110	125	118-148	125	118-148	154
				400	136	124-141	136	124-141	^B
Sheet Pile	15:25:54	15:26:09	00:00:15	10	156	131-167	157	133-166	167
				110	145	132-151	145	132-151	^B
				400	132	125-136	132	124-136	^B
Sheet Pile	15:27:28	15:27:45	00:00:17	10	148	130-160	150	134-160	173
				110	140	128-146	140	128-146	^B
				400	137	128-141	137	128-141	^B
Sheet Pile	15:29:05	15:29:22	00:00:17	10	146	130-156	146	130-157	165
				110	140	132-149	140	132-149	^B
				400	131	124-137	131	125-138	^B

^B – One-second SELs less than 150 dB do not accumulate to cause injury, per NMFS guidance

52 Table 2 – Data at Near Position Normalized to 10 meters

Measured Distance	Measured RMS Level		RMS Normalized to 10 meters		Measured SEL Level		SEL Normalized to 10 meters	
	Average	Range	Average	Range	Average	Range	Average	Range
9 June 2015								
12	142	107-157	141	106-158	142	107-157	141	106-158
9	148	123-159	147	122-158	148	124-159	147	123-158
9	156	127-164	155	126-163	156	129-164	155	128-163
13	161	124-169	164	127-172	161	126-169	164	129-172
12	ND	ND	ND	ND	ND	ND	ND	ND
9	156	124-162	155	123-161	156	124-162	155	123-161
9	154	139-160	154	139-160	154	141-160	154	141-160
8	147	128-173	146	127-172	147	128-173	146	127-172
9	157	137-168	156	136-167	157	138-166	156	137-165
9	152	136-162	151	135-161	152	137-161	151	136-160
9	146	135-162	145	134-161	148	134-161	147	133-160
10 June 2015								
13	141	129-146	143	131-148	141	128-147	143	130-149

1 Measurement Equipment

2 Reson Model TC-4013 and Reson Model TC-4033 hydrophones were used for the underwater
3 measurements. The signal from the hydrophones was fed directly into a Larson Davis Model
4 831 Precision Sound Level Meter (LDL 831). The LDL 831 captures the signal and stores the
5 measurement data to be downloaded for analysis at the end of each day.

6 During vibratory driving, the maximum peak sound pressures (LZ_{peak}) and the fast RMS sound
7 pressure level were measured “live” using the LDL 831. The LDL 831 SLM provided
8 measurements of the un-weighted results for each data type, including the one-third octave
9 band spectra for the 1-second LZ_{max} . Additional analyses of the acoustical impulses were
10 performed using the LDL 831 SLMs as well.

11 Airborne measurements were made using a 0.5-inch G.R.A.S. Model 40AQ pre-polarized
12 random-incidence microphone. The signal was fed into an LDL 820 SLM. The system was
13 calibrated with a Larson Davis Model CAL200 Acoustic Calibrator. The microphone was
14 calibrated at the beginning and end of each day. Pre-event and post-event calibration levels
15 were within 0.1 decibel (dB).

16 Underwater Sound Descriptors

17 The acoustic monitoring reported data in several formats, depending on the type of pile driving
18 and the type of acoustic measurement. Impact pile driving produces pulse-type sounds, while
19 vibratory pile installation produces a more continuous type of sound.

20 For vibratory driving, data reporting included the RMS sound pressure level, the SEL,
21 Cumulative SEL and the L_{max} average one-third octave band frequency spectrum over the entire
22 pile-driving event.

23 Airborne Sound Descriptors

24 A-weighted airborne data were collected for vibratory driving. During data collection, 1-second
25 and 1-minute intervals were used for measuring airborne data. The airborne data represent the
26 1-second “fast” C-weighted RMS (L_{max}). Due to the short driving periods for the sheet piles, the
27 data shown are for the driving period. For the king piles, the data are the 1-minute L_{eq} and the
28 L_{max} for the entire driving period. The tables in **Appendix B** show the data including the L_{eq} and
29 L_{max} .

30 Underwater Measurement Data Management

31 For each day of monitoring, digital data captured by the SLMs were downloaded to a computer.
32 Some of the readings during the monitoring were recorded in field notebooks to track levels and
33 assess the ranges used for monitoring.

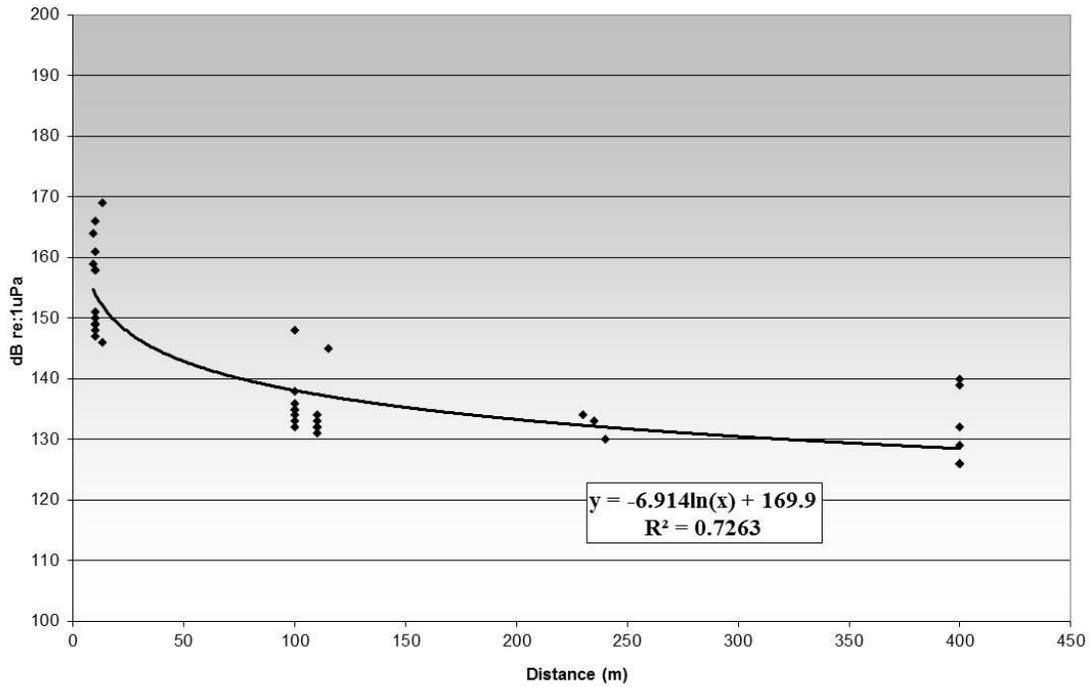
1 Quality Control

2 The underwater and airborne measurement systems were calibrated prior to use in the field with
 3 a G.R.A.S. Type 42AA pistonphone and hydrophone coupler. For the underwater systems, the
 4 pistonphone calibrator produces a continuous 136.4 or 145.3 dB (referenced to one
 5 microPascal) tone at 250 Hertz. For the airborne system the pistonphone produces a
 6 continuous 114.0 dB tone at 250 Hertz. The SLMs are calibrated to this tone and it is measured
 7 as well as recorded by the SLM at the beginning of all the data files. The system calibration
 8 status was checked at the end of the measurement event by both measuring the calibration
 9 tone and recording the post-measurement tone on the media files. Signal analysis included the
 10 measurement of the calibration tone at the beginning and end of recording events. All systems
 11 were found to be within 0.5 dB of the calibration levels. The pistonphone output has been
 12 certified at an independent facility.

13 All field notes were recorded in water-resistant field notebooks. Such notebook entries include
 14 calibration notes, measurement positions (i.e., distance from the source and depth of the
 15 sensor), system gain settings, and the equipment used to make each measurement. Notebook
 16 entries were copied after each measurement day and filed for safekeeping. Recorded media
 17 were labeled and stored for subsequent analysis.

18 Propagation Rate

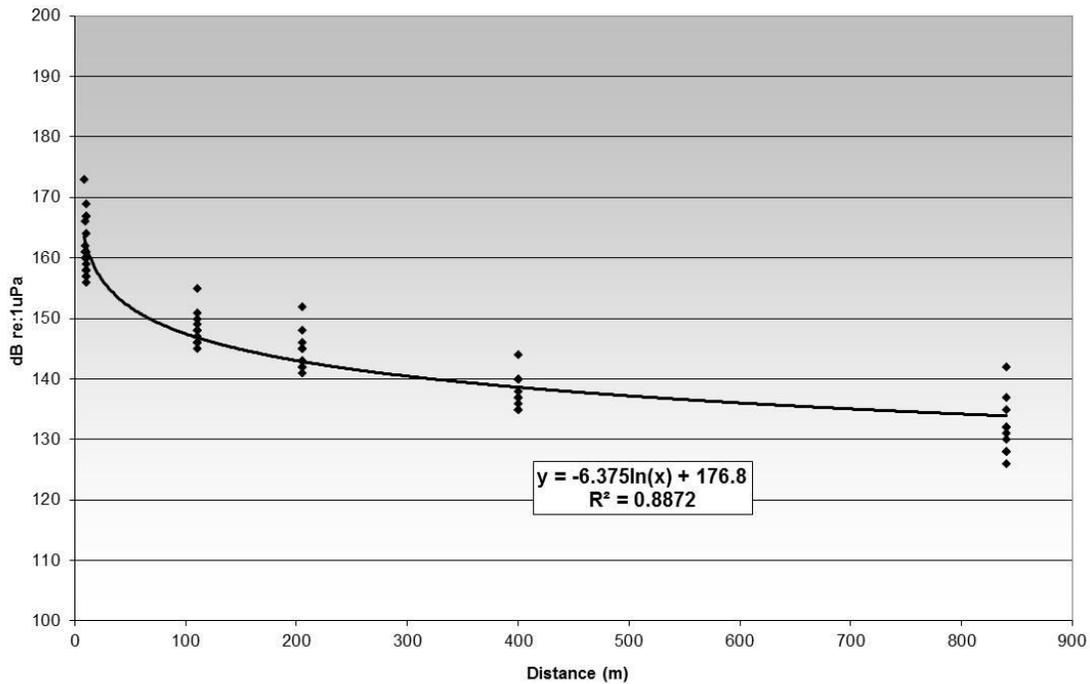
19 The propagation rate, or acoustic spreading loss, was calculated for both the sheet piles and the
 20 king piles. The term “rate” applies to the logarithmic attenuation of noise levels as sound
 21 propagates away from the source. Empirically derived propagation rates like these provide a
 22 valuable utility in estimating sound harassment areas for future projects. The propagation rates
 23 were similar for both types of piles driven with the vibratory hammer. **Figures 1 and 2** show the
 24 acoustic spreading loss curves that can be used to calculate the overall distances to the various
 25 regulatory threshold levels. The dataset of measurement distances for the sheet piles ranged
 26 from 8 to 840 m (26 to 2,800 ft) while the distances for the king piles ranged from 9 to 400 m (30
 27 to 1,300 ft). The propagation loss for the king piles was 14.7Log and for the sheet piles the
 28 propagation loss was 15.9Log.



1

2

Figure 1 – Acoustic Spreading loss of RMS Levels – King Piles



3

4

Figure 2 – Acoustic Spreading Loss RMS - Sheet Piles

1 Discussion

2 There was a considerable amount of variability in the levels measured for each type of pile
3 driven, for example during the driving of the sheet piles the average levels range from 145 to
4 159 dB and the average levels when driving in the King piles ranged from 141 to 164 dB. The
5 overall average for the sheet piles was 151 dB and for the King piles the average level was 148
6 dB. The installation of the sheet piles tended to be louder than the installation of the king piles;
7 this is most likely due to the differences in the overall mas of the king pile compared to the sheet
8 piles and the difference in the length of time it took to drive a sheet pile compared to the king
9 piles.

10 The times to install a sheet pile ranged from 12 to 61 seconds while the king piles ranged from 6
11 minutes to 152 minutes (2.5 hours). The average time to install a sheet pile was 21 seconds
12 and the average time to install a king pile was 24 minutes.

13

14

15 Glossary

16 **Ambient sound** – Normal background noise in the environment that has no distinguishable
17 sources.

18 **Ambient sound level** – The background sound level, which is a composite of sound from all
19 sources near and far. The normal or existing level of environmental sound at a given location.
20 Distribution of sound pressure versus frequency for a waveform, dimension in root mean square
21 pressure, and defined frequency bandwidth.

22 **Background level** – Is similar to Ambient Sound Level with the exception that is a composite of
23 all sound measured during the construction period minus the pile driving.

24 **Amplitude** – The maximum deviation between the sound pressure and the ambient pressure.

25 **Cumulative sound exposure level (SELcumulative)** – In an evaluation of pile driving impacts,
26 it may be necessary to estimate the cumulative SEL associated with a series of pile strike
27 events. SELcumulative can be estimated from the single-strike SEL and the number of strikes
28 that likely would be required to place the pile at its final depth by using the following equation:

29
$$SEL_{cumulative} = SEL_{single\ strike} + 10 \cdot \log(\# \text{ of pile strikes})$$

30 **Decibel (dB)** – A customary scale most commonly used for reporting levels of sound. A
31 difference of 10 dB corresponds to a factor of 10 in sound power. A unit describing the
32 amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of
33 the sound measured to the reference pressure. The reference pressure for water is 1 micro-
34 Pascal (μPa), and for air it is 20 micro-Pascals (the threshold of healthy human audibility).

35 **Frequency** – The number of complete pressure fluctuations per second above and below
36 atmospheric pressure. Normal human hearing is between 20 and 20,000 Hz. Infrasonic sounds
37 are below 20 Hz and ultrasonic sounds are above 20,000 Hz. Measured in cycles per second
38 (Hz).

- 1 **Frequency spectrum** – The distribution of frequencies that comprise a sound.
- 2 **Hertz (Hz)** – The units of frequency where 1 Hertz equals 1 cycle per second. **Fast, Slow and**
- 3 **Impulse** – Most sound level meters have two conventional time weightings, F = Fast and S =
- 4 Slow with time constants of 125 ms and 1000 ms respectively. Some also have Impulse Time
- 5 Weighting which is a quasi-peak detection characteristic with rapid rise time (35 ms) and a
- 6 much slower 1.5 second decay.
- 7 F : Fast = 125 ms up and down,
- 8 S – 1 second up and down
- 9 I – Impulse - 35 ms while the signal level is increasing or 1,500 ms while the signal level
- 10 is decreasing
- 11 **LZF** – Z-weighted, Fast, Sound Level **LZI** – Z-weighted impulse RMS sound pressure level
- 12 **LZ_{eq}** – Z-weighted, Leq, Sound Level
- 13 **LZ_{peak}** – Z-weighted peak sound level
- 14 **Peak sound pressure level (L_{PEAK})** – The largest absolute value of the instantaneous sound
- 15 pressure. This pressure is expressed as a decibel (referenced to a pressure of 1 micro-Pascal
- 16 [μ Pa] for water and 20 μ Pa for air) or in units of pressure, such as μ Pa or PSI.
- 17 **Project action area** – The area experiencing direct and indirect project-related noise effects
- 18 **Root mean square (RMS) sound pressure level** – Decibel measure of the square root of
- 19 mean square (RMS) pressure. For impulses, the average of the squared pressures over the
- 20 time that comprise that portion of the waveform containing 90 percent of the sound energy of
- 21 the impulse.
- 22 **Sound** – Small disturbances in a fluid from ambient conditions through which energy is
- 23 transferred away from a source by progressive fluctuations of pressure (or sound waves).
- 24 **Sound exposure** – The integral over all time of the square of the sound pressure of a transient
- 25 waveform.
- 26 **Sound exposure level (SEL)** – The time integral of frequency-weighted squared instantaneous
- 27 sound pressures. Proportionally equivalent to the time integral of the pressure squared. Sound
- 28 energy associated with a pile driving pulse, or series of pulses, is characterized by the SEL.
- 29 SEL is the constant sound level in one second, which has the same amount of acoustic energy
- 30 as the original time-varying sound (i.e., the total energy of an event). SEL is calculated by
- 31 summing the cumulative pressure squared over the time of the event.
- 32 **Sound pressure level (SPL)** – An expression of the sound pressure using the decibel (dB)
- 33 scale and the standard reference pressures of 1 micro-Pascal (μ Pa) for water, and 20 μ Pa for
- 34 air and other gases. Sound pressure is the sound force per unit area, usually expressed in
- 35 micro-Pascals (or micro-Newtons per square meter), where 1 Pascal is the pressure resulting
- 36 from a force of 1 Newton exerted over an area of 1 square meter. The SPL is expressed in
- 37 decibels as 20 times the logarithm to the base 10 of the ratio between the pressure exerted by
- 38 the sound to a reference sound pressure (e.g., 20 micro-Pascals). SPL is the quantity that is
- 39 directly measured by a sound level meter.

- 1 **Z-weighted** – Z-weighting is a flat frequency response of 10Hz to 20 kHz ± 1.5 dB. This
- 2 response replaces the older "Linear" or "Unweighted" responses as these did not define the
- 3 frequency range over which the meter would be linear.

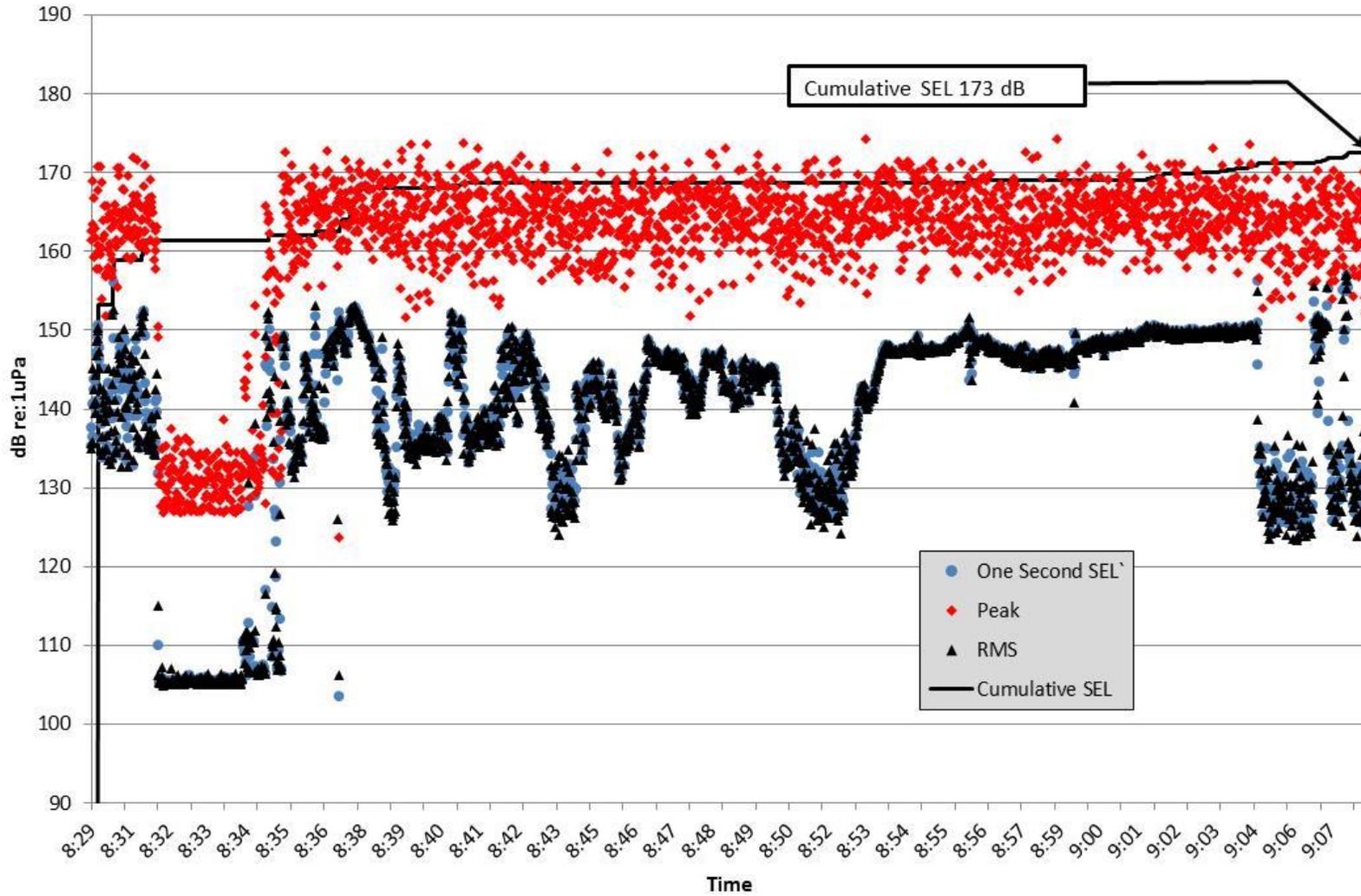
Appendix

A

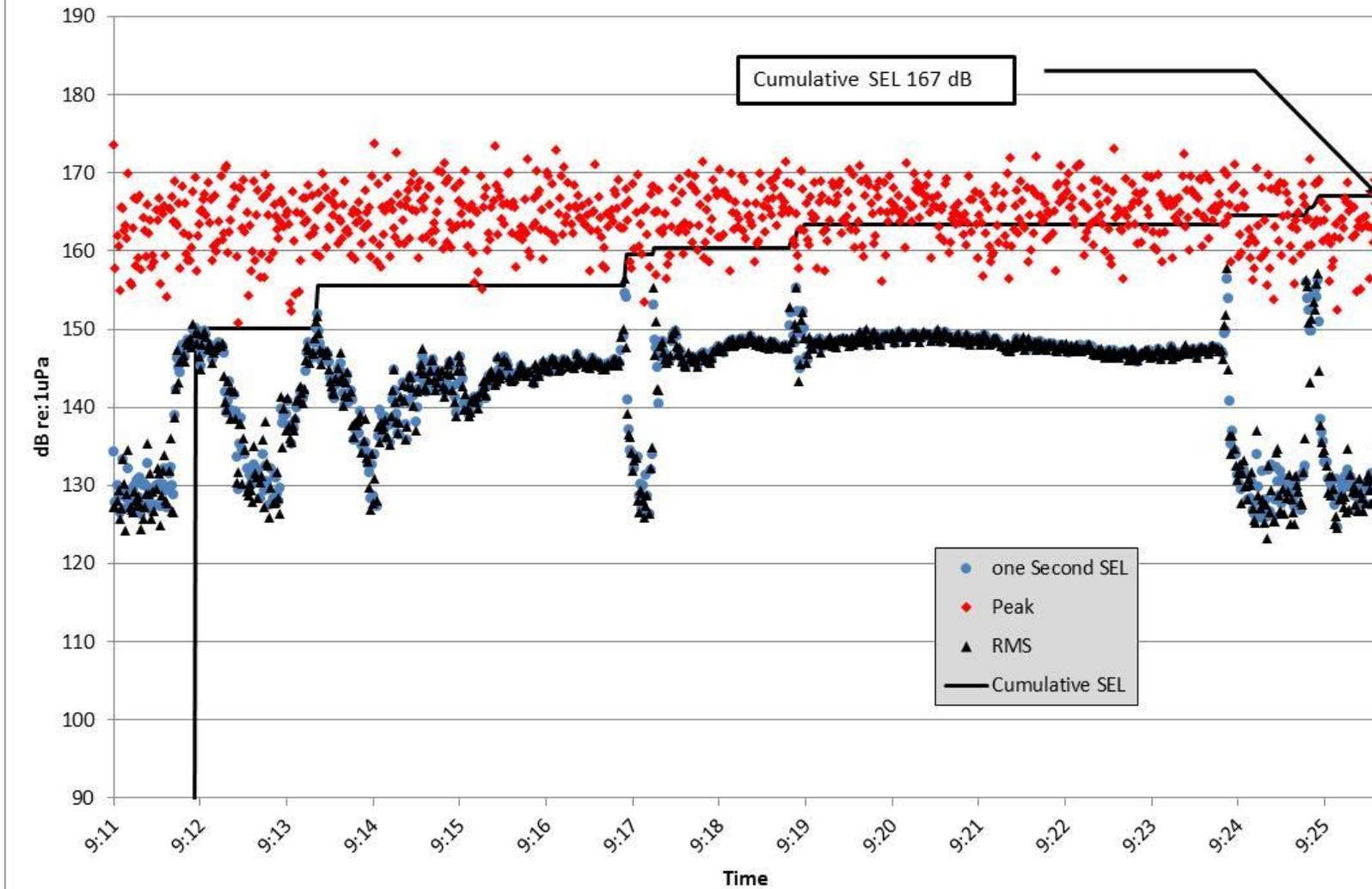
Time History of Pile Driving
and 1/3-Octave Band Spectra

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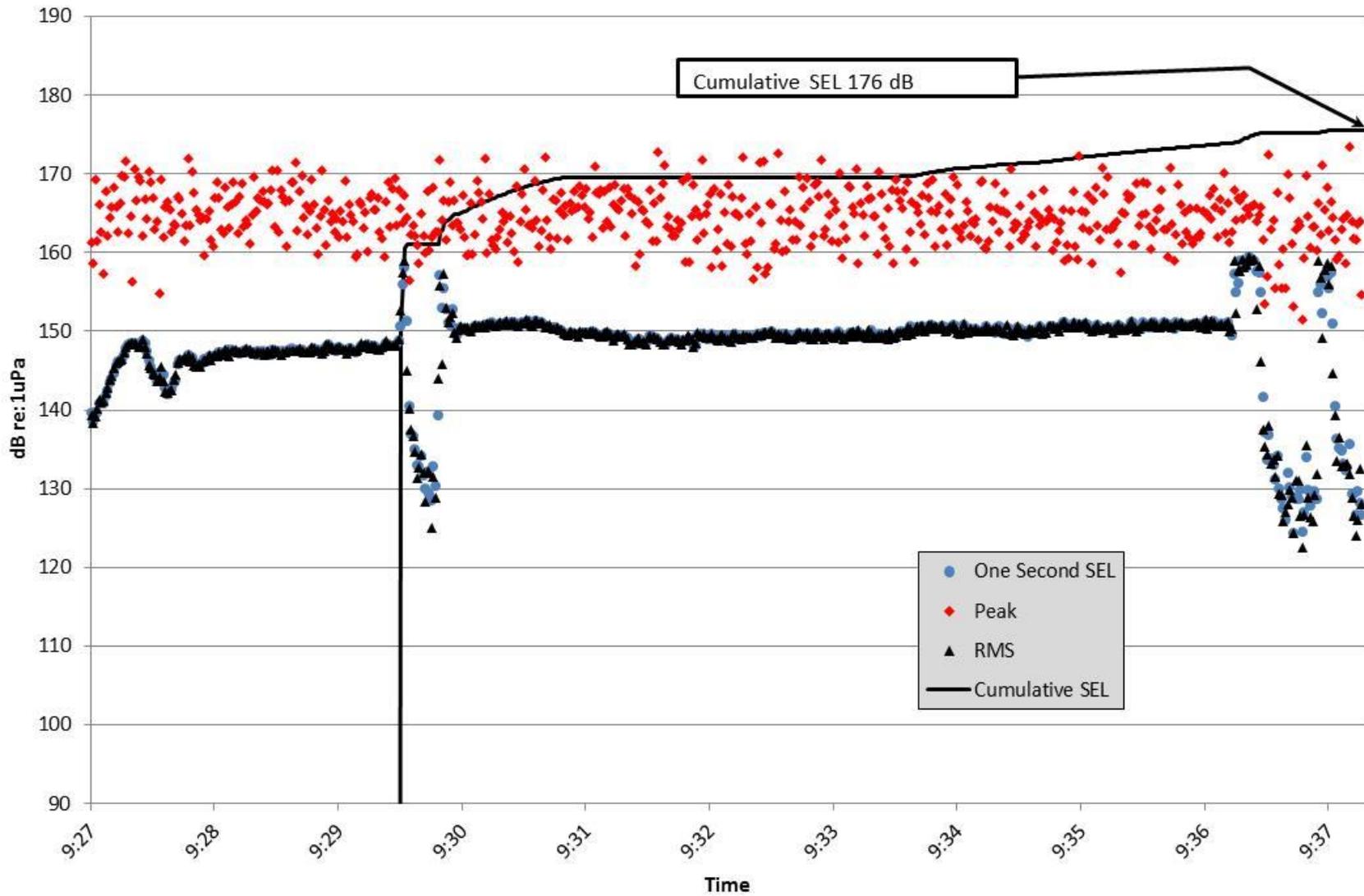
**Naval Station Mayport
King Pile #1
June 9, 2015**



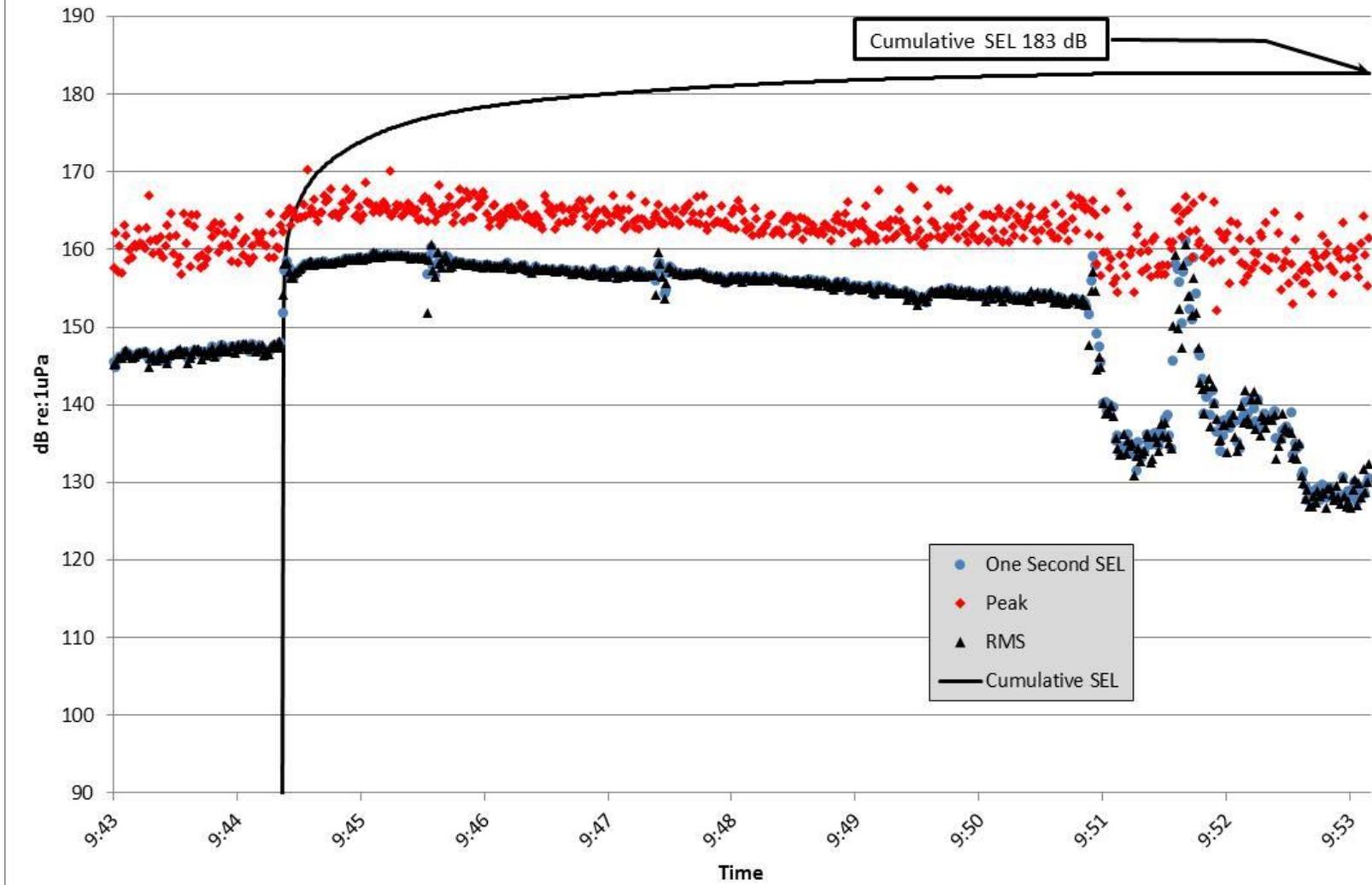
**Naval Station Mayport
King Pile #2
June 9, 2015**

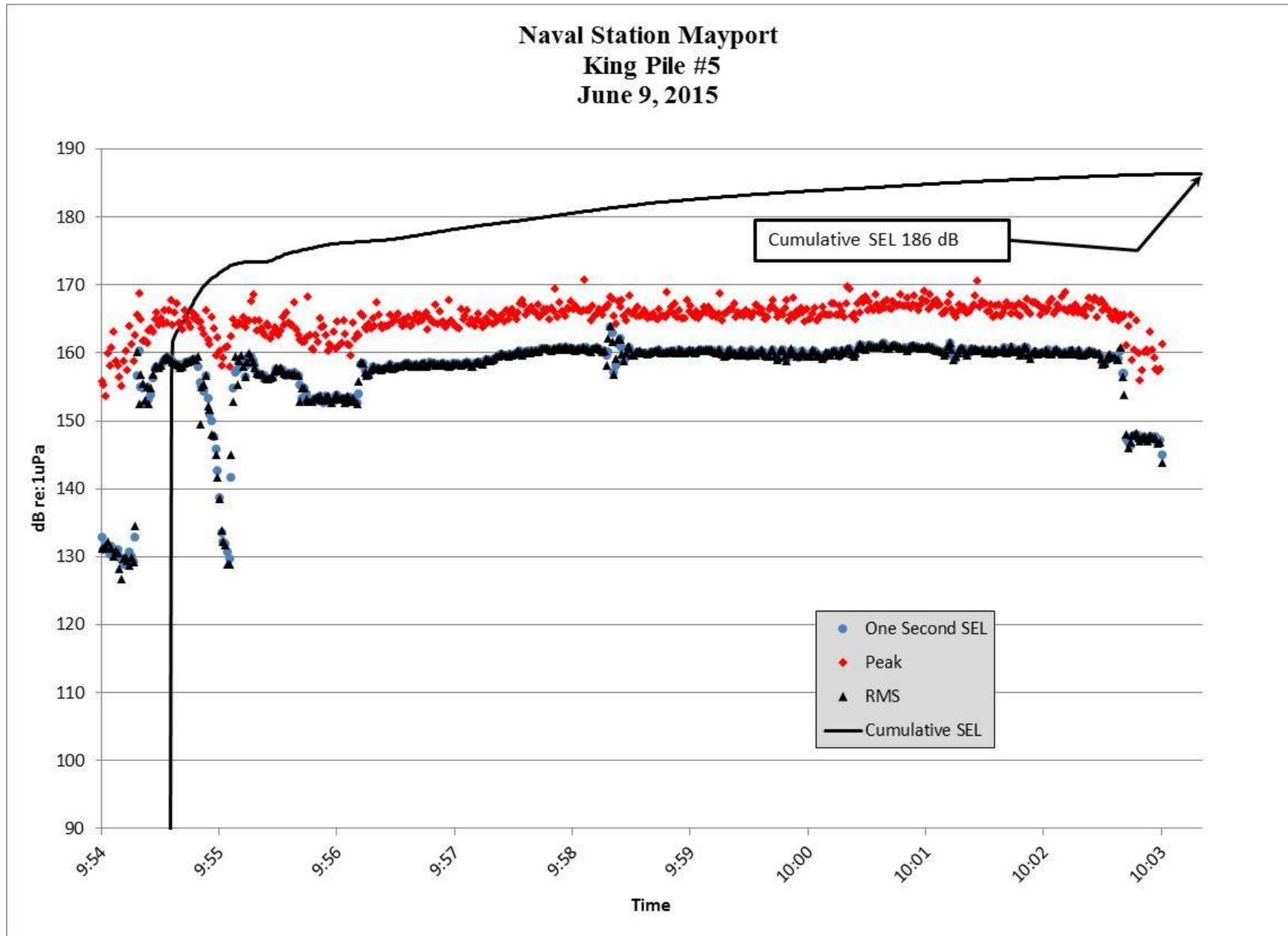


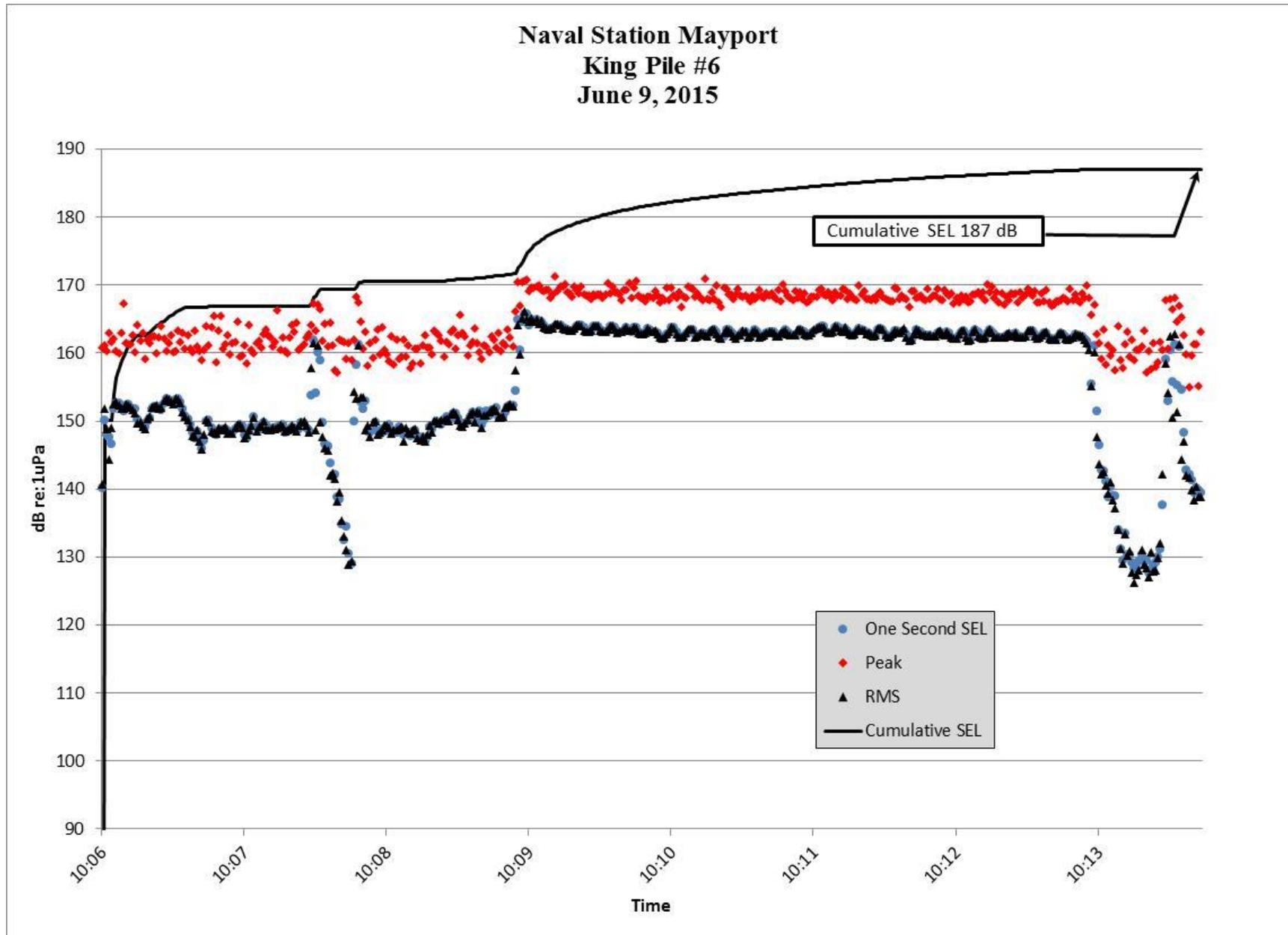
Naval Station Mayport King Pile #3 June 9, 2015



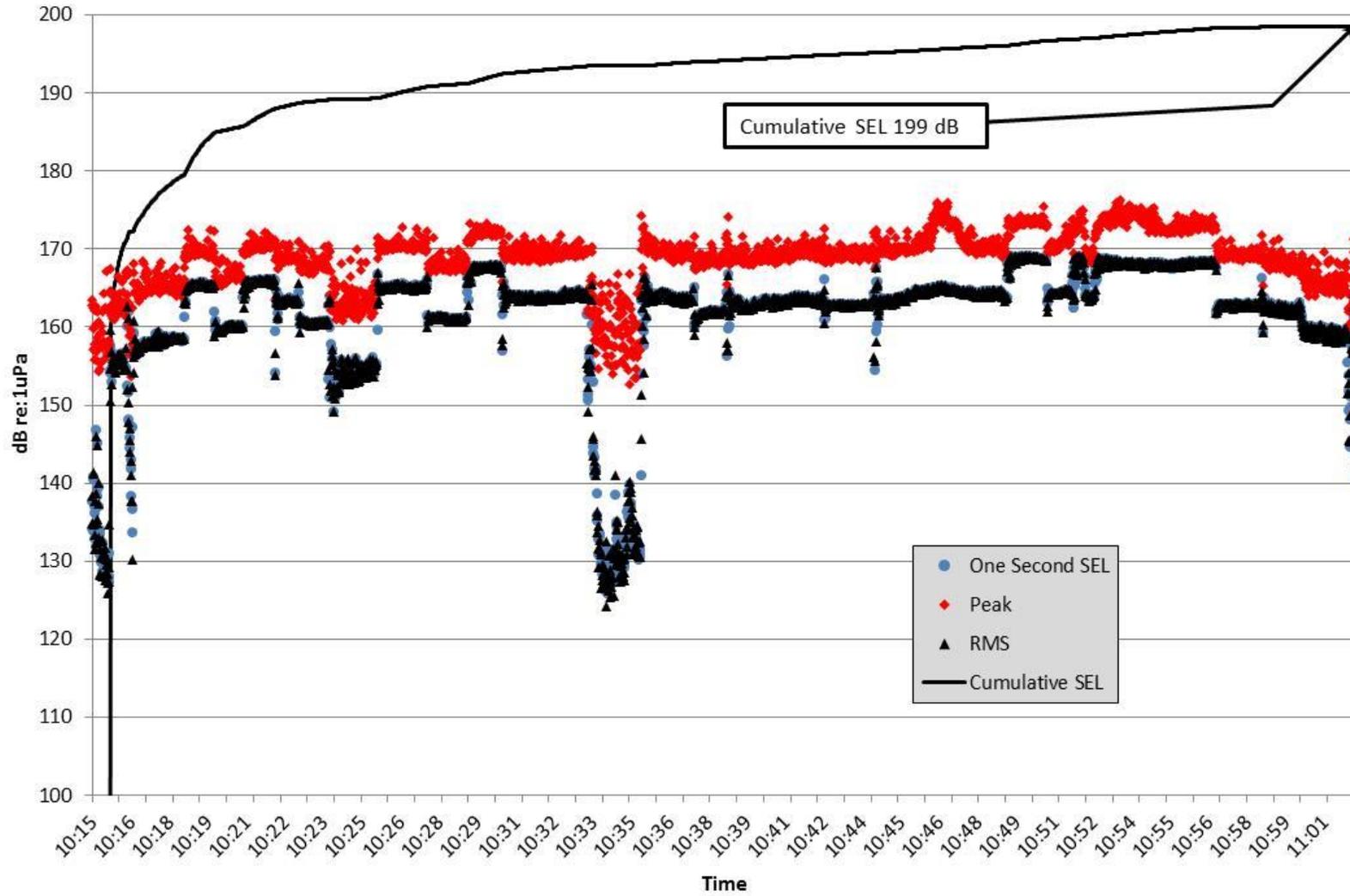
**Naval Station Mayport
King Pile # 4
June 9, 2015**



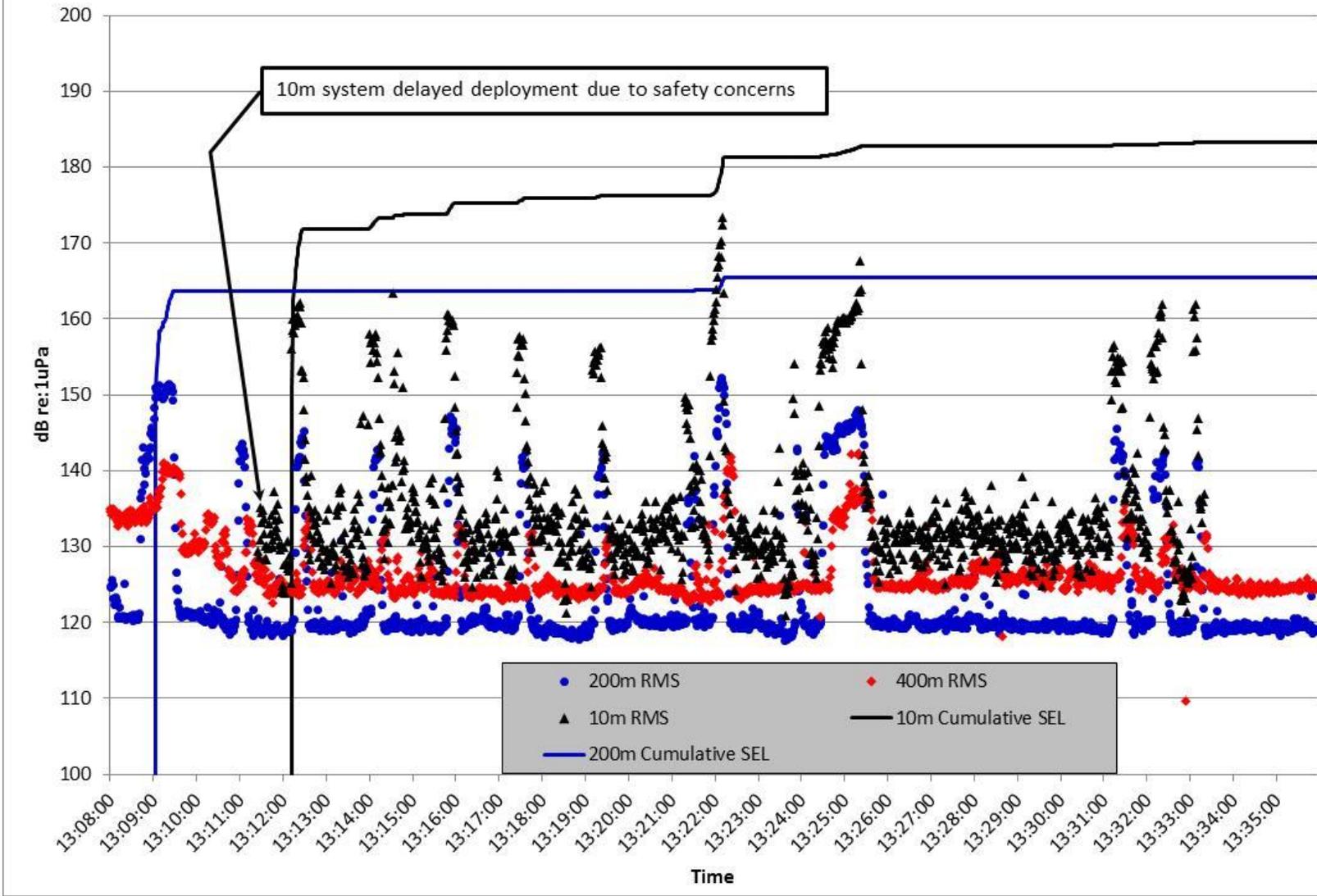




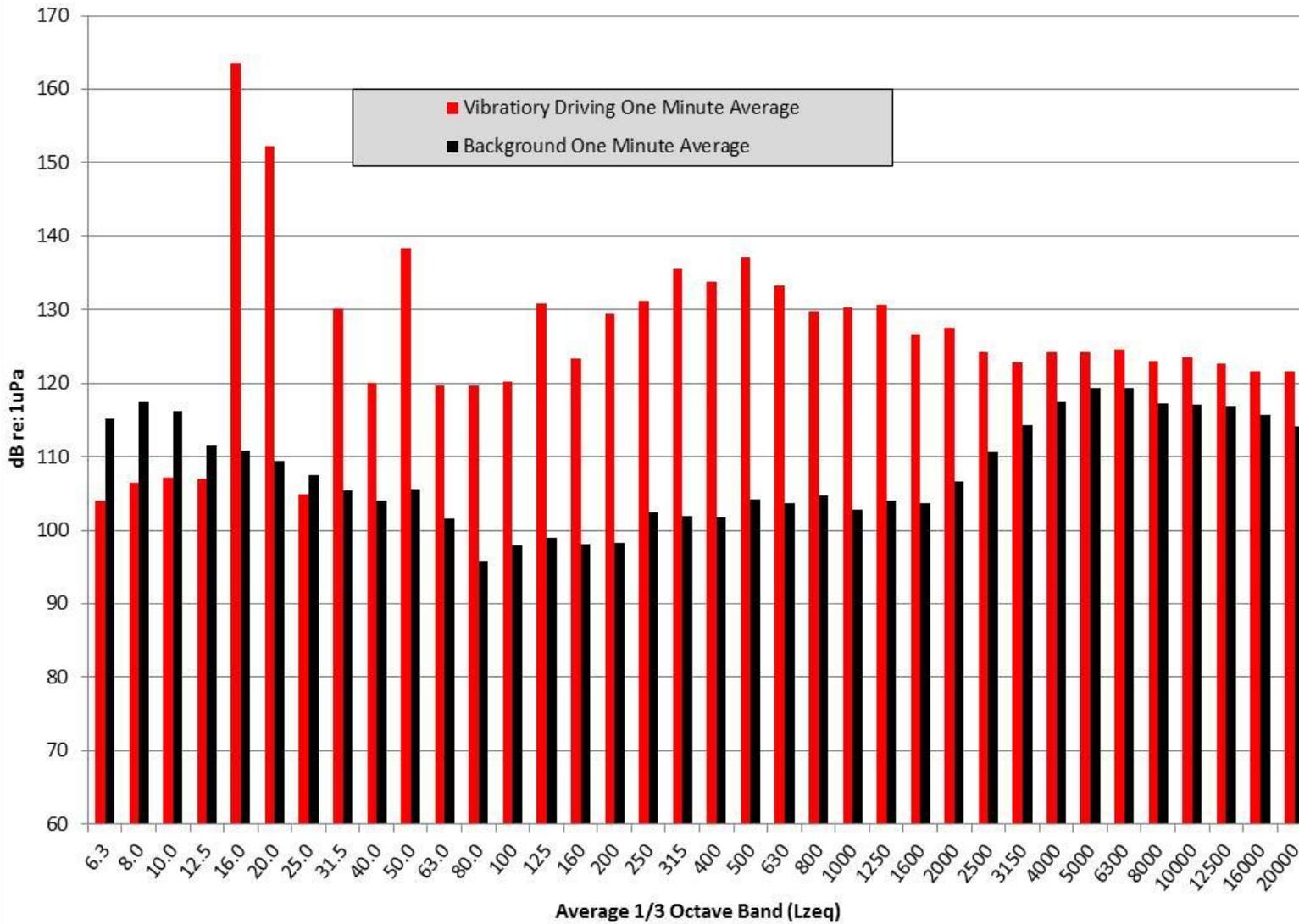
**Naval Station Mayport
King Pile #7
June 9, 2015**



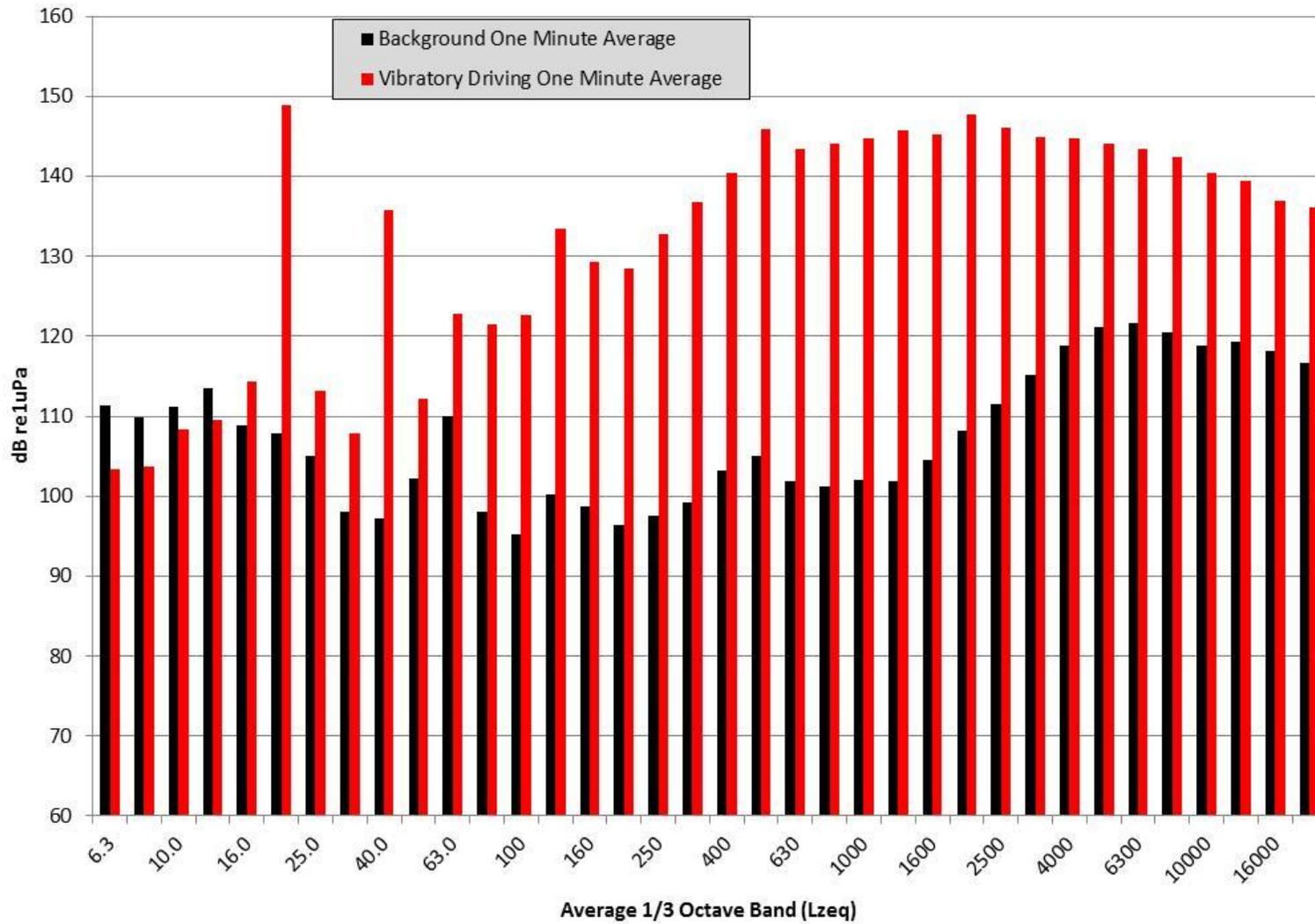
Naval Station Mayport Sheet Piles June 9, 2015



**Naval Station Mayport
Vibratory Installation of King Piles @ 10 meters (Lzeq)
June 9, 2015**



**Naval Station Mayport
Vibratory Installation of Sheet Piles (Lzeq) @ 10 meters
June 9, 2015**



Appendix

B

Spread sheet of 1/3 Octave
Band levels

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Background Spectra for Vibratory Pile Driving

Time	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000	
13:28:00	111.3	113.9	118.0	113.6	118.7	116.7	106.7	100.5	102.9	105.4	111.4	102.2	93.1	98.5	97.9	98.5	98.8	100.6	105.7	106.7	105.3	102.6	104.7	106.6	107.6	109.2	111.7	113.2	116.7	119.4	119.3	118.6	118.3	117.5	117.2	115.6	
13:28:01	115.7	100.9	111.7	114.8	116.3	116.9	104.7	99.9	96.3	100.3	108.2	102.3	95.4	100.9	98.8	95.2	100.4	102.1	105.3	106.2	106.0	102.9	106.0	106.2	108.6	109.2	110.0	114.6	114.9	118.7	120.1	120.8	119.7	118.7	117.0	116.2	115.9
13:28:02	108.0	108.7	113.7	114.0	113.7	116.4	107.6	102.0	95.8	101.4	110.6	103.1	95.5	99.2	98.7	95.8	100.8	100.6	104.0	105.3	102.7	100.5	103.2	101.7	105.2	105.8	108.4	111.7	115.1	118.5	120.1	118.6	117.3	117.6	118.2	117.2	
13:28:03	113.1	109.1	111.8	117.6	115.6	107.4	101.4	96.7	94.5	99.0	110.1	100.3	98.9	100.0	97.1	98.3	98.7	98.1	99.6	102.6	99.4	98.2	97.6	100.1	103.3	106.8	112.2	117.5	120.0	120.8	120.3	117.9	117.3	118.2	116.2		
13:28:04	113.3	103.8	114.1	119.7	106.8	108.7	104.4	93.9	95.5	105.7	111.0	98.7	99.4	110.0	106.5	101.8	106.6	112.3	112.0	117.5	111.7	111.9	110.2	111.5	110.4	113.6	112.9	114.3	115.9	118.6	121.2	120.6	120.1	117.4	118.2	115.7	
13:28:05	112.9	114.9	116.8	115.4	107.2	112.2	110.6	109.0	109.7	106.1	111.4	98.0	94.8	105.1	101.2	98.0	97.4	101.2	103.9	108.9	103.6	101.8	102.5	103.2	104.5	107.5	111.0	114.7	117.7	121.1	121.8	121.1	119.4	119.1	118.5	116.3	
13:28:06	112.9	116.7	111.4	118.8	116.9	125.3	113.5	112.1	107.0	105.9	110.0	94.6	91.2	100.2	98.6	94.1	95.3	96.7	101.5	104.2	101.1	99.8	101.8	102.4	103.7	108.6	110.8	115.0	118.4	122.1	122.5	122.1	121.4	123.6	119.8	118.8	
13:28:07	113.7	116.2	117.0	120.8	120.7	120.5	115.2	107.3	106.0	105.2	108.5	94.4	93.3	100.7	100.9	102.0	98.1	101.6	103.9	105.0	102.2	100.1	100.0	99.0	100.6	103.2	105.6	112.6	117.2	118.9	119.7	118.1	117.0	119.7	118.0	115.4	
13:28:08	113.0	114.2	114.8	119.8	121.2	118.2	109.6	98.9	99.4	103.4	109.7	101.2	96.5	99.3	98.2	95.4	95.6	95.6	101.4	102.6	99.8	98.4	99.3	99.8	102.2	106.7	108.8	114.6	119.0	120.9	121.3	121.2	119.5	118.4	118.0	115.7	
13:28:09	111.5	112.9	118.0	120.0	116.6	114.4	107.9	97.5	98.3	99.6	111.5	96.8	96.5	101.3	98.4	94.1	94.9	97.4	101.0	104.0	101.1	100.0	99.9	100.6	103.7	106.0	110.0	113.8	118.9	121.2	122.6	121.8	120.5	120.1	120.1	119.0	
13:28:10	114.9	117.4	119.1	115.3	117.6	108.5	105.0	100.0	98.0	103.4	110.8	98.7	96.1	102.0	98.4	95.6	96.5	97.0	102.3	104.5	100.6	100.2	100.4	98.9	102.3	105.7	109.5	114.6	116.7	119.9	120.4	119.3	116.5	117.1	115.9	115.2	
13:28:11	111.9	117.0	117.5	115.7	106.9	108.9	100.1	98.6	100.5	105.9	109.8	101.2	101.2	111.4	107.5	105.0	107.1	115.1	116.1	121.3	117.4	115.5	116.0	116.2	114.9	117.3	117.0	118.5	119.7	121.1	121.8	121.0	118.1	120.9	118.2	116.3	
13:28:12	117.6	112.6	118.7	112.4	109.8	112.7	112.5	108.4	105.5	105.1	110.0	99.0	92.9	98.7	97.9	94.0	97.1	102.3	104.9	110.7	107.8	109.1	109.3	112.0	111.9	115.2	115.1	117.8	119.8	122.9	123.3	121.9	122.2	122.8	118.8	117.8	
13:28:13	113.3	116.7	116.1	111.3	112.5	113.8	110.3	104.3	96.7	105.2	108.8	96.1	89.4	99.7	98.1	95.8	97.7	103.5	107.1	113.1	111.2	109.9	110.2	108.5	108.1	112.0	112.9	115.7	118.2	119.6	120.5	118.5	119.4	118.6	117.1	116.7	
13:28:14	111.6	108.8	117.1	113.1	112.6	105.3	104.9	104.1	97.5	101.1	108.4	96.6	96.5	98.6	97.6	93.6	93.4	94.7	100.5	102.1	100.3	101.0	99.9	99.0	101.9	106.5	111.2	113.5	119.7	123.0	123.8	122.7	119.9	119.5	118.8	116.1	
13:28:15	107.5	112.7	112.1	105.8	112.0	119.7	113.4	106.2	97.3	102.0	109.7	97.1	99.3	99.6	97.4	100.3	98.2	98.9	101.3	104.2	101.7	99.3	99.4	100.4	103.1	109.7	114.2	117.1	123.2	122.8	123.8	119.7	119.2	120.0	117.2	114.0	
13:28:16	110.8	114.2	106.3	114.6	115.8	104.0	98.7	95.1	95.6	101.6	109.0	99.6	97.9	100.0	97.3	94.3	94.6	96.6	100.8	102.6	98.9	99.0	99.4	98.2	101.5	109.3	111.1	114.2	118.8	121.9	122.8	122.0	118.6	121.0	118.5	117.2	
13:28:17	108.4	103.4	107.6	111.5	99.4	106.2	107.3	101.9	97.4	101.2	110.5	100.6	98.8	101.1	97.8	95.1	93.9	99.2	101.1	105.5	102.6	100.2	100.7	100.3	106.0	110.0	114.1	118.8	122.3	124.0	125.6	124.7	121.2	125.6	124.0	124.7	
13:28:18	111.5	108.5	108.9	109.9	104.3	106.2	105.5	105.7	102.1	103.7	111.0	104.8	103.0	115.6	107.5	104.1	111.5	116.3	118.0	121.8	118.4	116.4	116.1	120.3	115.5	121.5	126.0	123.7	119.4	122.0	121.1	119.5	117.2	116.1	115.9	115.3	
13:28:19	111.0	108.6	101.8	106.8	110.4	116.1	117.8	113.8	109.5	111.4	110.9	101.0	96.6	99.5	98.2	97.4	98.2	101.5	107.4	106.9	105.6	104.7	106.4	106.2	105.7	104.9	109.6	116.5	118.7	120.4	121.0	118.5	116.8	115.7	114.6	112.7	
13:28:20	110.6	110.8	112.1	113.9	115.6	116.3	111.0	105.1	101.1	103.0	108.7	101.0	98.1	100.7	100.5	102.6	101.0	105.8	108.4	107.7	104.8	105.1	106.6	107.2	106.8	108.9	111.3	115.3	118.4	121.2	120.6	117.7	119.6	118.0	117.9	116.2	
13:28:21	110.2	110.9	117.6	121.2	118.5	107.8	107.3	95.1	97.7	102.1	111.5	100.8	96.4	101.3	99.5	100.7	98.7	99.0	103.1	104.7	101.8	101.7	102.1	101.5	103.1	107.4	108.2	113.5	118.9	121.4	121.3	121.5	119.8	119.5	119.4	117.0	
13:28:22	104.9	114.8	120.1	118.2	104.3	110.1	105.2	98.0	96.1	99.1	109.3	97.9	93.6	99.9	98.2	96.1	95.0	96.1	99.7	103.9	100.8	101.5	101.7	98.9	100.7	104.2	107.2	113.1	117.4	118.8	120.2	117.9	116.5	117.5	116.2	115.3	
13:28:23	108.8	116.3	114.4	113.6	110.5	109.9	102.6	97.6	98.5	101.3	109.6	99.6	99.5	107.9	102.1	96.8	100.7	104.8	109.9	116.2	113.9	118.0	120.5	123.7	120.9	123.9	120.5	119.2	118.4	120.3	120.7	120.2	117.8	117.2	115.7	115.0	
13:28:24	122.4	114.8	111.1	114.9	113.4	116.4	111.3	106.9	104.0	106.6	110.8	97.9	94.2	106.8	101.0	98.1	102.0	107.2	107.3	110.9	105.6	107.0	105.7	106.8	106.1	105.7	107.8	111.6	114.5	117.6	118.3	116.3	115.1	116.0	115.8	113.8	
13:28:25	117.5	112.6	106.8	117.2	116.9	113.7	105.4	99.5	102.1	110.2	94.0	93.9	101.5	97.6	93.9	96.7	99.3	102.6	105.8	101.0	99.4	99.7	100.0	102.3	108.0	111.4	115.5	120.5	123.0	123.1	121.7	119.2	121.3	119.7	117.0		
13:28:26	117.0	111.9	114.2	117.0	115.9	110.8	114.6	100.3	96.1	100.5	110.1	92.4	88.7	96.9	96.2	93.2	93.4	94.9	100.0	101.9	98.7	97.6	98.9	96.8	101.5	105.6	112.0	113.7	117.6	120.1	121.1	119.0	116.7	117.8	116.8	116.3	
13:28:27	118.2	106.4	116.8	115.1	112.0	109.4	107.2	98.2	95.6	98.2	110.7	93.7	94.1	98.7	97.1	93.8	98.3	96.2	100.6	102.0	98.8	98.0	98.0	96.9	100.5	102.7	107.9	112.8	118.0	119.6	121.2	119.2	116.7	119.7	116.1	115.4	
13:28:28	119.2	114.1	113.0	113.3	108.8	106.2	100.9	93.9	94.7	101.7	108.7	95.5	91.0	98.2	97.4	92.2	94.8	100.2	101.4	98.1	97.6	98.0	98.0	102.3	106.7	110.9	113.9	118.2	120.4	122.8	120.9	118.8	118.8	118.2	116.5		
13:28:29	119.3	116.8	112.6	108.6	104.1	105.6	100.5	92.1	95.7	102.7	109.0	94.6	95.3	102.6	99.0	97.4	98.6	101.6	107.3	107.1	107.7	106.4	106.5	105.3	107.9	112.8	112.3	116.4	119.9	122.4	121.1	119.5	118.1	119.7	116.3	115.5	
13:28:30	119.1	113.9	111.7	113.9	104.6	101.3	104.9	104.8	96.4	105.0	108.2	97.1	90.1	99.7	96.4	93.1	92.4	97.0	102.5	102.7	100.3	98.5	102.2	102.6	105.2	107.6	113.5	115.1	119.0	121.4	121.2	121.1	119.5	119.7	119.2	118.7	
13:28:31	114.2	113.1	109.3	109.9	113.9	114.7	114.4	105.8	97.3	99.6	110.4	89.5	89.9	96.9	95.6	93.4	92.1	94.7	99.8	101.4	97.7	98.3	99.4	98.3	101.0	105.6	110.7	114.3	117.9	121.6	121.7	120.8	118.0	119.8	119.4	117.6	
13:28:32	114.1	108.4	115.5	118.																																	

Background Spectra for King Piles

Date	Time	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
2015/06/09	10:31:00	104.7	106.7	106.5	113.1	163.6	152.7	100.1	131.6	121.2	138.3	115.4	121.5	118.3	129.9	123.1	129.5	132.3	135.8	134.1	138.9	132.4	129.2	128.7	130.4	126.1	128.3	122.5	122.0	121.3	122.4	123.1	121.6	119.3	120.2	119.2	118.0
2015/06/09	10:31:01	109.0	101.3	109.9	106.7	163.7	152.9	101.9	131.1	121.1	137.7	109.9	122.4	120.8	130.1	124.1	130.1	132.6	137.4	133.9	137.5	132.3	129.1	130.6	131.2	127.2	126.9	124.2	123.6	123.5	123.6	120.8	121.3	120.3	118.6	117.3	
2015/06/09	10:31:02	92.8	110.8	108.5	107.1	164.0	152.7	107.2	130.4	120.6	138.1	120.6	119.9	120.5	130.9	125.7	129.6	131.3	135.2	133.6	137.0	133.3	128.2	130.4	130.2	126.0	127.3	122.8	122.0	122.5	122.3	122.5	120.6	118.9	119.4	117.9	116.9
2015/06/09	10:31:03	97.9	106.7	104.2	101.7	164.0	152.5	108.7	132.4	122.0	137.7	116.7	121.8	120.5	131.1	124.6	129.2	129.3	133.4	134.9	135.5	132.9	127.6	129.1	129.4	125.6	128.6	122.7	121.4	121.9	123.1	123.9	121.9	120.7	120.4	119.0	117.6
2015/06/09	10:31:04	98.7	104.2	108.8	111.5	163.6	152.5	105.5	132.4	122.4	137.7	117.9	121.4	121.0	131.3	123.5	128.3	129.2	135.4	134.5	135.7	135.0	128.6	131.8	130.8	126.7	128.4	125.2	125.0	125.1	122.6	121.0	120.4	119.5	118.5		
2015/06/09	10:31:05	99.8	108.8	109.9	109.3	163.6	152.3	107.0	131.9	122.1	138.4	116.6	118.6	121.0	131.8	124.2	129.2	132.0	134.6	133.7	136.1	137.0	129.0	130.9	131.1	126.9	127.8	124.1	123.9	124.3	123.2	122.9	120.8	119.0	118.6	117.2	114.9
2015/06/09	10:31:06	100.2	104.2	101.8	110.4	163.5	153.0	102.3	131.1	121.3	138.3	122.1	120.9	121.1	132.6	123.7	126.0	128.7	135.5	134.4	135.8	134.7	129.1	128.1	129.5	126.4	127.0	123.6	122.4	122.8	124.0	123.3	121.4	120.5	120.9	118.5	117.5
2015/06/09	10:31:07	115.3	119.0	107.3	110.5	163.9	152.5	104.9	131.1	120.5	137.8	119.9	120.4	120.5	132.0	123.9	128.0	132.5	136.2	134.4	136.7	134.8	128.3	129.6	129.0	125.5	127.3	123.2	123.5	124.4	124.0	123.7	120.8	119.9	119.9	118.9	116.8
2015/06/09	10:31:08	115.7	101.5	108.2	104.6	163.5	152.5	103.4	131.1	120.8	138.2	119.2	121.6	119.4	130.6	123.9	130.4	135.0	135.9	134.0	137.2	136.3	130.2	132.7	130.6	126.5	127.3	125.8	124.9	125.5	124.3	124.1	122.2	121.7	119.8	119.3	117.7
2015/06/09	10:31:09	105.9	98.1	111.3	108.9	163.5	152.2	107.3	128.9	118.2	138.6	110.5	120.6	119.2	131.2	123.2	129.3	128.7	136.0	135.4	137.8	134.2	128.7	130.1	130.3	126.0	126.9	122.9	122.2	123.1	123.7	123.6	120.8	120.1	119.6	119.5	118.4
2015/06/09	10:31:10	99.6	110.6	97.9	105.6	163.8	153.0	102.1	129.6	120.8	138.6	121.3	118.1	119.6	132.0	122.1	129.4	130.9	134.3	137.7	136.8	133.2	129.6	131.4	131.3	127.8	128.6	124.0	124.0	125.9	124.4	124.7	121.5	121.0	119.9	118.8	117.8
2015/06/09	10:31:11	104.8	107.4	103.6	103.7	163.9	153.0	103.5	129.6	119.0	138.3	120.0	119.4	117.2	131.3	125.0	130.5	131.9	136.6	135.9	138.5	133.7	129.1	131.1	130.9	128.2	128.1	124.8	123.8	123.1	122.5	122.0	119.9	119.0	118.5	116.6	116.3
2015/06/09	10:31:12	103.3	99.6	104.6	105.9	163.7	152.9	104.1	127.8	118.5	138.6	114.3	121.2	117.5	129.9	122.9	129.5	133.0	136.6	136.2	137.1	134.8	130.8	130.2	129.7	127.2	127.6	124.9	124.5	125.5	124.6	124.3	122.9	121.6	120.5	119.8	118.9
2015/06/09	10:31:13	105.0	102.5	110.9	105.3	163.8	152.8	106.3	130.6	120.6	137.9	122.5	123.0	121.1	131.4	123.4	128.2	133.6	137.9	136.1	138.7	134.5	130.3	128.9	130.2	126.8	128.1	123.3	122.1	123.4	123.7	124.3	123.9	122.5	122.0	121.2	120.2
2015/06/09	10:31:14	99.0	105.4	104.0	103.8	163.8	152.3	104.4	130.2	119.8	137.5	117.1	122.1	120.3	131.8	122.2	128.6	133.7	137.9	136.3	140.7	137.2	129.9	127.9	129.8	126.8	127.7	123.3	122.5	123.0	125.9	126.5	127.0	125.3	123.8	123.0	121.4
2015/06/09	10:31:15	101.3	105.2	105.2	109.4	163.2	152.0	101.4	130.6	120.3	137.8	119.9	122.2	119.6	130.0	122.5	126.7	131.2	137.6	135.2	138.1	134.8	130.2	131.7	128.9	125.6	126.8	123.9	124.2	124.8	125.8	126.1	125.4	124.3	122.6	121.6	120.9
2015/06/09	10:31:16	97.9	109.2	107.7	107.6	163.4	152.1	106.2	129.5	120.1	138.5	113.4	122.6	116.4	129.4	123.8	128.3	130.5	138.3	134.3	137.7	134.2	130.7	131.6	129.5	126.1	126.4	124.2	123.9	124.3	123.8	124.2	121.4	119.7	119.8	118.0	117.3
2015/06/09	10:31:17	94.5	100.4	98.7	103.5	163.6	153.0	102.7	128.4	118.7	138.6	121.4	120.1	117.3	131.3	123.4	126.6	132.9	136.6	134.0	139.2	134.7	130.6	130.6	128.5	126.5	127.0	123.8	122.6	125.2	125.0	125.1	122.3	122.0	120.7	118.9	117.8
2015/06/09	10:31:18	101.4	102.6	101.6	109.3	163.9	152.6	106.4	130.3	119.8	138.2	125.1	111.4	121.1	130.1	121.3	127.3	133.9	137.0	133.9	136.7	134.7	129.5	131.4	129.9	127.0	127.7	123.6	123.0	124.5	123.2	123.7	121.9	120.2	121.0	121.1	119.2
2015/06/09	10:31:19	99.8	99.1	110.6	108.2	163.7	152.0	101.4	130.6	120.5	138.0	123.1	116.9	122.4	130.8	122.8	127.7	134.9	136.1	132.5	138.1	134.3	130.0	132.1	131.0	127.2	126.7	125.2	124.9	128.2	126.0	126.0	123.6	121.7	122.0	120.1	119.5
2015/06/09	10:31:20	101.5	106.6	112.2	101.4	163.5	151.6	102.7	130.6	119.7	138.0	121.4	118.5	121.9	131.4	122.5	129.8	133.3	134.7	132.2	137.2	133.5	128.2	127.4	128.3	126.9	126.9	123.3	122.1	122.1	122.0	121.6	119.9	119.6	119.9	120.4	122.3
2015/06/09	10:31:21	103.8	106.7	101.8	99.9	163.3	152.1	100.9	130.1	119.8	137.8	122.1	119.9	121.0	131.5	123.4	126.3	132.3	135.8	134.2	135.5	133.8	129.7	128.7	128.6	126.0	127.5	124.0	124.0	124.7	123.0	123.8	122.2	120.8	121.4	122.3	127.3
2015/06/09	10:31:22	101.3	103.8	104.8	104.9	163.3	152.5	103.8	129.7	120.5	138.5	117.3	121.0	119.5	130.7	124.7	131.5	133.4	136.6	135.5	136.6	133.9	128.3	131.0	129.1	127.3	127.5	124.7	124.3	124.3	123.6	123.3	121.6	120.2	121.0	120.1	123.0
2015/06/09	10:31:23	96.3	100.3	100.6	102.9	163.6	152.9	103.4	129.1	119.0	138.7	120.0	122.2	120.3	129.9	124.0	131.4	132.5	135.5	135.8	136.4	133.1	128.3	129.5	129.4	126.5	126.4	123.8	122.7	123.3	122.6	122.4	122.0	119.9	119.7	120.1	
2015/06/09	10:31:24	100.5	106.8	101.6	106.7	163.9	151.8	103.8	128.9	119.2	138.5	121.9	120.0	120.0	131.0	124.3	130.6	131.0	135.7	133.7	137.3	133.1	128.3	129.9	129.4	126.9	127.7	123.9	121.2	123.7	123.7	124.2	122.0	123.1	122.7	123.5	127.3
2015/06/09	10:31:25	99.3	101.3	103.8	107.2	163.7	151.2	106.5	131.1	119.5	138.0	117.2	121.8	120.6	131.5	123.7	129.1	132.8	134.3	133.4	137.6	131.9	127.5	128.5	129.3	125.5	127.4	123.2	120.8	122.2	124.3	124.6	124.1	127.4	126.2	129.8	129.0
2015/06/09	10:31:26	97.9	104.7	103.6	103.5	163.3	151.3	102.8	131.0	120.5	138.6	119.7	120.2	119.4	130.2	123.9	129.9	132.1	134.9	134.4	137.2	131.8	128.1	127.1	130.4	126.4	125.6	122.8	120.2	121.2	121.7	122.9	123.4	128.9	130.7	127.5	123.8
2015/06/09	10:31:27	103.9	106.0	104.2	102.4	163.5	152.2	102.4	131.9	121.7	138.5	122.1	119.7	120.5	129.5	120.2	128.6	130.2	135.1	135.3	138.6	133.0	128.7	129.2	131.8	127.1	126.7	124.2	122.5	124.9	125.6	125.9	127.1	133.7	132.5	122.9	125.2
2015/06/09	10:31:28	103.5	106.9	107.6	100.9	163.7	152.1	103.8	132.0	121.5	138.6	120.6	120.5	120.5	130.3	122.1	129.9	130.4	136.0	133.6	138.2	132.1	129.4	130.2	132.3	127.5	127.6	124.7	123.4	124.6	124.9	125.2	125.1	130.4	124.3	122.0	123.0
2015/06/09	10:31:29	107.7	106.4	107.0	99.2	163.6	151.6	110.6	128.6	117.3	138.8	111.5	115.9	121.1	131.7	124.6	131.4	129.9	135.2	134.5	136.8	133.8	130.0	130.7	132.6	127.5	128.1	125.0	122.9	123.8	123.7	123.9	124.5	128.2	122.9	123.6	124.7
2015/06/09	10:31:30	101.1	100.0	104.8	112.1	163.7	152.6	108.5	127.9	119.2																											

One Minute King Pile Vibratory Data

Date	Time	6.3	8.0	10.0	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
2015/06/09	10:34:30	116.6	116.5	105.0	109.6	111.1	111.9	107.7	102.5	95.9	102.5	99.1	94.7	95.8	96.1	97.2	97.2	102.6	102.8	102.3	104.4	103.0	102.9	101.7	102.7	102.1	106.4	111.1	115.0	117.5	118.5	117.8	115.2	117.6	115.4	114.3	112.8
2015/06/09	10:34:31	113.5	106.9	108.1	115.2	109.7	106.5	99.0	91.2	95.2	105.6	97.1	95.0	95.3	96.4	97.5	97.1	101.9	101.8	101.4	105.0	104.1	103.7	102.2	103.0	103.1	106.3	111.2	114.6	117.4	118.3	119.5	116.5	117.8	115.8	117.7	115.1
2015/06/09	10:34:32	109.8	108.7	113.2	110.6	106.6	103.8	99.6	93.3	93.6	102.8	97.1	93.8	97.1	96.7	96.6	94.6	101.0	102.1	102.4	105.4	102.3	103.2	101.5	102.4	100.6	103.4	107.5	112.1	113.8	115.5	115.9	115.7	114.5	113.9	114.1	113.2
2015/06/09	10:34:33	114.6	104.1	106.1	106.3	105.5	102.3	96.0	98.8	98.6	103.2	99.5	97.9	95.4	98.9	98.8	98.7	102.3	103.3	102.5	104.9	102.6	104.4	101.5	103.5	102.9	106.7	108.3	111.9	115.5	117.7	118.5	116.5	114.6	115.6	113.7	112.7
2015/06/09	10:34:34	116.1	105.9	106.8	102.1	104.1	106.3	97.3	98.8	99.5	106.5	101.8	96.7	96.1	97.1	96.1	100.6	103.0	104.1	102.9	103.0	103.5	104.1	101.0	102.8	102.4	105.1	109.8	112.9	116.7	117.0	117.8	116.8	115.5	117.3	115.0	114.1
2015/06/09	10:34:35	110.5	109.8	108.7	102.7	112.3	103.7	97.7	97.2	99.5	101.9	99.3	93.1	95.9	96.3	96.5	96.6	100.2	100.0	99.4	102.8	103.0	103.8	101.8	102.7	101.6	105.6	107.8	112.5	115.4	120.0	119.7	118.3	115.3	116.3	114.1	114.9
2015/06/09	10:34:36	107.4	108.6	103.6	102.5	104.8	100.5	96.1	99.2	93.3	104.5	98.8	92.9	96.1	98.0	97.4	98.1	102.5	103.2	100.9	103.8	104.3	104.5	102.0	103.4	102.4	105.7	110.9	113.5	115.8	117.7	118.8	115.9	116.9	115.6	114.9	113.0
2015/06/09	10:34:37	104.8	111.2	102.9	103.0	101.8	98.2	99.7	100.1	100.9	103.8	101.7	96.1	97.3	99.8	98.1	100.6	101.6	102.7	100.7	103.5	103.9	104.7	103.3	104.1	101.3	104.7	109.4	113.7	117.4	119.5	120.5	118.6	118.0	118.4	117.5	117.5
2015/06/09	10:34:38	107.3	104.6	106.9	104.1	108.2	105.1	104.5	103.9	98.8	103.2	104.7	94.4	98.3	98.4	96.5	97.2	103.2	101.7	100.4	103.5	102.8	104.3	102.0	103.0	102.8	106.2	109.6	114.4	117.9	120.0	120.6	116.9	118.0	116.7	114.8	113.8
2015/06/09	10:34:39	106.6	101.4	113.9	115.3	108.9	102.4	100.8	97.6	97.6	105.9	102.6	94.8	98.9	97.1	97.6	96.5	101.4	102.1	99.4	103.0	103.0	104.9	102.4	104.0	102.9	107.2	111.4	116.9	119.6	122.1	122.5	120.9	119.7	118.0	116.6	115.7
2015/06/09	10:34:40	103.1	99.6	112.7	112.5	101.4	102.8	100.7	99.8	100.2	105.1	99.7	95.4	97.3	98.2	96.3	96.1	100.9	101.8	100.6	102.8	103.0	104.7	102.2	104.2	104.9	107.7	113.0	116.5	118.7	120.1	120.2	117.8	117.9	118.4	116.8	115.2
2015/06/09	10:34:41	105.5	113.8	108.2	108.0	103.2	100.0	104.1	102.4	100.8	104.7	100.2	97.2	96.6	99.2	96.9	97.7	101.4	103.2	101.3	103.7	102.4	103.4	101.2	103.1	102.0	103.6	109.0	111.4	114.3	116.5	117.2	115.5	114.9	115.3	115.0	113.0
2015/06/09	10:34:42	123.8	113.4	104.2	107.6	107.7	101.7	102.0	99.3	96.8	102.2	99.3	93.6	97.3	98.1	98.1	98.8	103.3	102.2	100.8	103.8	102.8	103.5	101.6	102.9	103.0	106.7	111.2	115.4	119.5	119.6	118.1	116.6	117.3	116.9	115.3	114.4
2015/06/09	10:34:43	113.3	107.9	114.0	110.7	106.7	101.7	104.7	99.5	96.7	105.8	98.8	93.6	95.6	95.8	97.5	96.4	100.5	100.7	99.4	103.4	103.4	104.0	101.3	104.1	104.2	106.9	111.8	114.8	116.0	118.3	118.8	116.3	116.7	115.8	115.3	113.3
2015/06/09	10:34:44	104.8	103.5	110.0	107.2	112.0	104.8	102.3	99.1	95.4	106.1	101.4	95.0	98.9	100.7	100.4	101.0	104.5	102.8	105.1	104.7	103.8	105.1	103.2	103.3	102.6	106.3	108.2	111.3	114.2	116.7	116.7	114.7	116.2	115.9	114.4	112.3
2015/06/09	10:34:45	106.0	104.8	107.0	107.0	108.6	103.8	104.4	102.0	98.5	103.2	100.9	96.3	99.4	102.9	101.1	99.1	103.8	101.5	102.3	103.6	104.9	104.9	102.6	103.6	104.1	106.7	110.8	114.2	118.1	120.4	120.4	120.4	117.5	119.1	116.8	116.2
2015/06/09	10:34:46	105.0	108.2	101.9	105.6	104.2	101.8	100.1	101.8	98.5	104.7	101.7	93.8	96.7	102.0	98.7	102.7	107.7	112.1	114.7	113.6	107.5	110.9	109.3	109.6	110.5	112.0	113.8	118.4	119.4	118.2	116.6	118.0	115.5	114.1	113.4	
2015/06/09	10:34:47	113.2	108.5	107.4	114.6	104.5	100.8	102.0	98.1	97.5	105.6	103.9	99.1	96.9	100.0	98.6	97.7	100.7	98.8	98.3	103.2	103.2	103.5	101.8	103.7	102.8	106.1	110.3	112.5	116.6	118.1	118.5	116.1	117.3	116.4	116.1	114.2
2015/06/09	10:34:48	108.2	103.2	108.1	110.2	100.0	100.9	102.4	99.2	97.4	104.4	103.0	96.3	100.5	98.2	96.4	98.9	102.4	99.1	98.9	102.8	102.8	103.5	102.0	103.8	102.7	105.8	111.0	114.6	118.7	119.5	118.4	116.3	116.2	116.2	114.5	
2015/06/09	10:34:49	110.1	111.4	99.3	108.1	99.2	106.4	99.4	103.1	99.2	101.4	100.4	95.9	100.2	98.2	98.4	96.5	103.3	103.8	102.3	102.8	104.5	112.1	105.7	105.9	106.4	105.9	109.8	113.3	117.1	118.0	117.8	116.9	115.8	114.6	114.0	112.2
2015/06/09	10:34:50	119.0	103.2	111.6	107.6	104.5	100.6	102.5	101.5	100.1	105.4	99.4	95.7	107.0	106.7	103.7	109.0	110.6	112.5	111.9	110.2	106.4	105.9	101.8	103.6	103.1	106.9	110.3	113.3	117.2	118.2	118.5	117.7	116.9	116.4	116.2	113.1
2015/06/09	10:34:51	103.6	106.5	107.3	106.0	105.1	112.6	118.7	119.1	116.3	111.5	113.1	110.4	112.4	112.3	106.1	109.4	110.6	110.9	106.2	106.3	104.2	104.2	100.3	102.0	102.1	104.3	108.6	112.3	115.8	117.9	117.5	115.1	114.6	114.8	113.8	112.2
2015/06/09	10:34:52	110.0	112.9	115.0	116.6	118.6	125.0	114.4	112.4	108.3	103.1	100.5	97.5	96.4	99.2	97.3	96.6	100.7	99.8	98.2	102.7	102.9	103.9	101.4	102.1	102.9	105.8	110.7	115.1	118.3	120.5	120.0	117.9	118.2	117.8	116.7	114.4
2015/06/09	10:34:53	114.6	116.8	118.6	118.5	121.7	111.3	112.2	108.0	103.5	105.0	100.9	97.2	97.9	97.6	95.0	95.6	100.5	99.0	99.1	102.5	102.8	103.7	100.9	104.2	104.8	107.2	112.1	114.0	118.1	118.7	119.3	116.2	119.9	119.1	117.5	116.0
2015/06/09	10:34:54	108.1	121.3	122.5	116.2	113.1	107.8	107.9	108.6	108.3	107.1	97.4	94.2	96.2	96.2	96.0	95.0	99.4	98.6	97.9	102.3	102.8	103.6	100.5	101.7	102.2	106.2	109.4	113.8	117.2	121.3	121.1	116.2	116.0	117.2	113.9	112.9
2015/06/09	10:34:55	122.6	120.9	118.1	118.6	113.8	109.6	110.0	106.7	108.8	102.6	100.0	96.7	99.0	98.6	97.9	97.3	102.0	99.0	101.4	102.4	103.7	102.8	102.2	103.4	102.7	105.9	109.7	114.3	117.5	119.5	120.7	118.7	116.8	117.7	116.5	114.8
2015/06/09	10:34:56	128.2	119.8	118.2	115.5	114.3	107.8	107.4	103.6	103.4	103.7	102.5	94.3	95.8	97.4	96.5	97.2	99.8	97.7	98.1	102.8	102.7	105.0	101.8	104.6	105.2	108.8	113.8	116.7	121.3	123.6	122.5	118.3	122.6	119.5	119.8	117.1
2015/06/09	10:34:57	122.0	125.0	114.2	109.3	112.4	108.7	107.0	104.8	103.7	106.1	101.7	92.4	98.5	98.6	95.9	96.8	100.3	98.9	100.9	102.2	102.9	104.7	101.7	103.8	102.1	104.4	108.7	111.6	114.8	116.5	115.1	113.9	113.5	113.3	111.6	
2015/06/09	10:34:58	120.4	124.6	118.1	113.1	114.8	107.5	107.6	104.5	106.9	104.2	101.7	94.7	99.4	97.8	99.0	97.1	101.5	101.9	102.8	104.3	102.6	103.8	101.6	103.1	104.0	108.2	112.7	116.8	119.7	121.4	121.6	118.5	118.6	118.5	116.5	114.6
2015/06/09	10:34:59	120.4	122.2	117.8	111.6	107.3	104.5	108.5	104.3	105.7	101.8	99.8	94.3	99.6	98.7	95.9	96.1	101.6	106.1	105.2	106.9	106.5	108.0	108.4	108.8	111.4	112.3	110.1	113.2	117.0	119.3	118.5	117.6	117.5	117.5	115.9	113.6
2015/06/09	10:35:00	120.7	119.6	115.7	109.4	112.3	111.0	108.0	105.5	107.1	101.0	99.9	94.2	98.6	98.4	99.3	99.0	103.3	100.8	101.8	104.9	103.5	104.4	101.7	103.2	103.6	105.4	109.0									

Appendix

C

One-Minute Airborne Data

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Table B-1. Airborne Data for Sheet Piles

Date	Start Time	End Time	Driving Time	LEQ	Lmax	Notes
6/9/2015	13:08:41	13:09:28	00:00:13	98.7	103.6	Distances ranged from approximately 10 to 15 meters on the existing wharf
	13:10:56	13:11:10	00:00:14	89.5	92.7	
	13:12:16	13:12:31	00:00:15	88.9	91.7	
	13:14:04	13:14:16	00:00:12	87.7	90.2	
	13:15:49	13:16:02	00:00:13	86.8	89.3	
	13:17:29	13:17:41	00:00:12	86.5	89.2	
	13:19:14	13:19:27	00:00:13	86.4	88.7	
	13:21:27	13:22:17	00:00:50	88.4	94.9	
	13:24:28	13:25:29	00:01:01	94.3	99.5	
	13:31:13	13:31:31	00:00:18	93.0	96.7	
	13:32:09	13:32:27	00:00:18	88.4	93.1	
	13:33:07	13:33:15	00:00:08	85.7	90.5	
6/9/2015	13:29:00	13:30:00	00:01:00	79.2	83.9	No Pile driving

Table B-2. Airborne Summary Data for King Piles

Date	Start Time	End Time	Driving Time	LEQ	Lmax	Notes
6/9/2015	08:35:09	09:07:44	00:32:35	82.8	91.2	On the existing wharf between 10 and 15 meters from the pile driving
	09:11:45	09:24:58	00:13:13	84.0	90.7	
	09:27:30	09:37:41	00:10:11	84.5	89.9	
	09:43:09	09:51:54	00:08:45	88.4	94.6	
	09:54:18	10:02:41	00:08:23	82.9	86.7	
	10:06:13	10:13:47	00:07:34	82.5	86.8	
	10:16:00	11:02:22	00:46:22	88.2	94.9	
						No Pile Driving
6/10/2015	15:37:28	15:45:17	00:07:49	92.6	95.3	Air borne system was on the work barge approximately 20 meters from the pile driving and 10 meters from the power pack.
	15:48:35	15:58:44	00:10:09	92.7	94.9	
	16:00:52	16:08:12	00:07:20	91.1	93.4	
	16:11:24	16:21:56	00:10:32	91.7	93.0	
	16:26:01	16:56:20	00:30:19	91.6	94.1	
	16:58:47	17:26:56 ^B	00:28:09	91.3	93.3	
6/10/2015	15:32:00	15:34:00	00:01:00	81.5	84	No Pile Driving

King Pile 1-Minute Data

Time	Leq	Lmax	Time	Leq	Lmax	Time	Leq	Lmax
09-June-15			9:18:45	85.0	85.6	10:19:00	85.7	87
8:29:09	80.7	85.3	9:19:45	83.1	85.2	10:20:00	85.8	93.1
8:30:09	84.8	91.2	9:20:45	83.5	84.1	10:21:00	91.9	92.6
8:31:09	85.3	87.8	9:21:45	83.9	85.2	10:22:00	85.5	86.4
8:32:09	84.9	87.6	9:22:45	84.4	85.3	10:23:00	85.1	86.4
8:33:09	83.7	86.6	9:23:45	83.1	84.2	10:24:00	93.2	94.4
8:34:09	83.6	86.1	9:24:45	81.4	83.2	10:25:00	87.8	94.5
8:35:09	84.4	87.4	9:28:30	83.7	84.9	10:26:00	84.4	86.9
8:36:09	83.8	86.6	9:29:30	84.4	85.7	10:27:00	85.4	86.2
8:37:09	82.8	87.1	9:30:30	84.1	85.4	10:28:00	88.4	94.4
8:38:09	81.4	85.6	9:31:30	83.1	89.9	10:29:00	94.1	94.9
8:39:09	81.2	84.1	9:32:30	82.8	83.8	10:30:00	90.0	94
8:40:09	84.7	86.9	9:33:30	84.7	83.9	10:31:00	86.3	87.6
8:41:09	82.6	84.6	9:34:30	84.9	86.9	10:32:00	84.9	85.5
8:42:09	85.0	87.9	9:35:30	85.8	86.1	10:33:00	85.5	86.1
8:43:09	82.6	84.8	9:36:30	87.3	88.3	10:34:00	85.4	86.9
8:44:09	81.3	82.9	9:37:30	82.8	86.2	10:35:00	78.1	79.4
8:45:09	82.1	86.1	9:44:09	84.2	85.3	10:36:00	82.3	93.1
8:46:09	83.3	86.0	9:45:09	83.5	86.6	10:37:00	85.7	86.5
8:47:09	82.7	84.5	9:46:09	88.2	88.8	10:38:00	89.0	94
8:48:09	83.8	86.5	9:47:09	83.9	88.7	10:39:00	93.3	94
8:49:09	83.3	86.5	9:48:09	83.3	88.8	10:40:00	86.1	87
8:50:09	82.4	84.2	9:49:09	90.6	91.6	10:41:00	85.8	86.6
8:51:09	87.6	84.1	9:50:09	91.5	93	10:42:00	86.1	86.6
8:52:09	80.3	81.7	9:51:09	92.8	94.6	10:43:00	90.1	94.4
8:53:09	80.9	84.1	9:52:09	86.4	91.2	10:44:00	93.0	93.5
8:54:09	82.2	83.5	9:55:18	81.5	83.8	10:45:00	90.7	93.5
8:55:09	83.6	86.5	9:56:18	83.9	86.6	10:46:00	86.7	87.4
8:56:09	83.2	84.0	9:57:18	85.1	85.8	10:47:00	86.0	87
8:57:09	81.6	84.7	9:58:18	86.0	86.7	10:48:00	86.3	87
8:58:09	80.3	82.9	9:59:18	81.0	82.5	10:49:00	86.0	86.7
8:59:09	80.5	82.9	10:00:18	80.9	81.5	10:50:00	86.4	87.2
9:00:09	82.2	84.6	10:01:18	81.8	82.5	10:51:00	87.6	94
9:01:09	83.0	84.6	10:02:18	82.4	83.1	10:52:00	91.8	93.1
9:02:09	82.8	83.4	10:03:18	80.0	83	10:53:00	85.4	86.9
9:03:09	83.5	84.3	10:07:13	83.4	85.2	10:54:00	85.9	86.9
9:04:09	83.4	84.0	10:08:13	84.2	86.6	10:55:00	85.0	85.5
9:05:09	83.3	84.1	10:09:13	86.1	86.8	10:56:00	85.0	85.9
9:06:09	81.4	82.4	10:10:13	81.1	86.2	10:57:00	84.8	85.3
9:07:09	81.3	83.4	10:11:13	80.8	81.6	10:58:00	89.8	93
9:12:45	85.7	90.7	10:12:13	81.5	82	10:59:00	90.1	91.4
9:13:45	83.3	86.9	10:13:13	82.4	83	11:00:00	85.1	85.9
9:14:45	81.7	83.6	10:14:13	78.9	83.3	11:01:00	83.9	84.9
9:15:45	84.5	86.7	10:15:13	80.1	83.9	11:02:00	83.4	84.4
9:16:45	85.9	86.6	10:17:00	82.4	86.9			
9:17:45	84.3	88.6	10:18:00	88.4	90			