

Appendix D

SOUND LEVEL ASSESSMENT REPORT

Dodge County Wind Project Dodge and Steele Counties, Minnesota

Prepared for:

Dodge County Wind, LLC
700 Universe Boulevard
Juno Beach, Florida 33408

Prepared by:



Epsilon Associates, Inc.
3 Mill & Main Place, Suite 250
Maynard, MA 01754

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1.0 EXECUTIVE SUMMARY

The Dodge County Wind Project (the Project) is a proposed wind power generation facility with a total capacity of approximately 170 megawatt (MW) and will consist of 68 wind turbines within an approximately 81 square mile region (Project Area) in Dodge and Steele Counties, Minnesota. The Project is being developed by Dodge County Wind, LLC (DCW), a wholly-owned indirect subsidiary of NextEra Energy Resources (NEER). Epsilon Associates, Inc. (Epsilon) has been retained by DCW through Atwell, LLC (Atwell) to conduct a sound level assessment for this Project.

In general, this sound level assessment has been designed based on procedures identified in the Guidance for Large Wind Energy Conversion System, Noise Study Protocol and Report (LWECS Guidance) published by the Minnesota Department of Commerce, Energy Facility Permitting, dated October 8, 2012. The assessment included a sound monitoring program to determine existing sound levels in the vicinity of the Project, computer modeling to predict cumulative worst-case future L₅₀ sound levels from the Project, and a comparison of operational sound levels to regulatory limits. The analysis includes a total of 72 wind turbines (68 proposed + 4 alternates) of which 64 are GE 2.5-116 Low Noise Trailing Edge (LNTE) wind turbines (4 alts) and eight (8) are GE 2.3-116 LNTE wind turbines. This Project is required to comply with Minnesota Pollution Control Agency (MPCA) State Noise Ordinance Standards, which are set forth in Section 4 of this report. For this analysis, all receptors with land use considered as Noise Area Classification 1 (NAC 1) were included in the modeling and evaluated as per Minn. Rule 7030.0040. The most restrictive of the noise limits is the nighttime L₅₀ sound level for NAC 1 of 50 dBA.

The worst-case sound levels produced by the Project were predicted through modeling. These modeled L₅₀ sound levels are below the MPCA limit of 50 dBA. Nighttime measurements showed non-wind-turbine ambient L₅₀ broadband sound levels range from 25 to 56 dBA when ground-level wind speeds were at or below 11 mph and winds at hub height corresponded to conditions in the modeling. These measured sound levels exceeded 50 dBA at five (5) of the six (6) locations during the measurement program. Ambient sound levels in the Project Area fluctuate due to sound sources such as ground-level winds and vegetation rustle, both of which can cause ambient sound levels to exceed the MPCA L₅₀ nighttime limit of 50 dBA. The highest predicted worst-case Project Only L₅₀ sound level at a modeling receptor is 47 dBA, and, therefore, is below the most restrictive MPCA sound limit of 50 dBA.

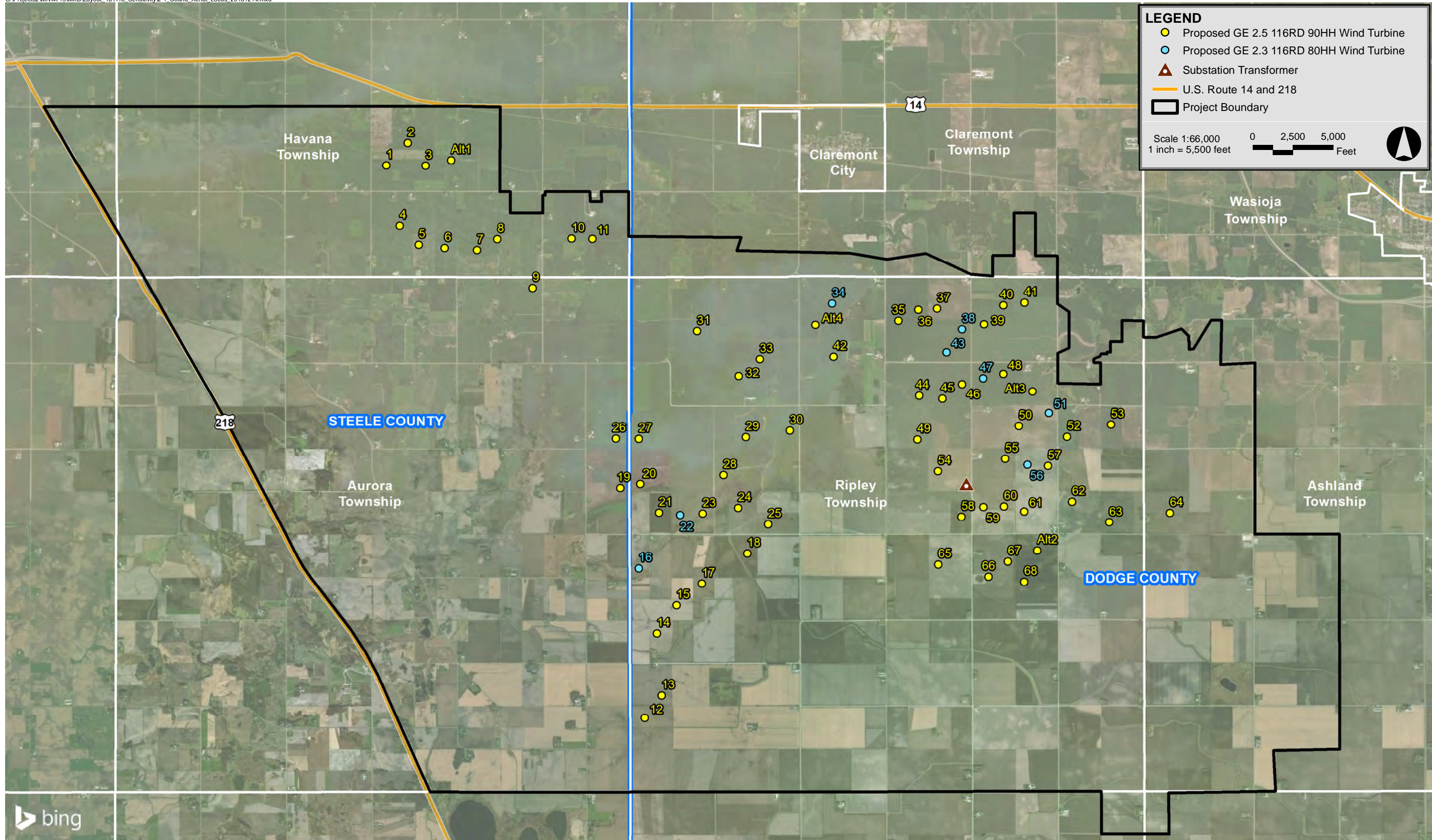
2.0 INTRODUCTION

The proposed Project to be located in Dodge and Steele Counties, Minnesota will consist of 68 wind turbines. The proposed wind turbines are a combination of GE 2.5 MW and GE 2.3 MW units with rotor diameters of 116 meters for each, and hub heights of 90 and 80 meters, respectively. All wind turbines will be Low Noise Trailing Edge (LNTE) models. Of the 72 wind turbines included in the analysis (68 proposed + 4 alternates), 58 are located in Dodge County and 14 are located in Steele County. A collector substation is proposed for the Project with a 225 megavolt-ampere (MVA) transformer. The substation is located in Dodge County. Figure 2-1 shows the locations of the 68 proposed wind turbines, 4 alternate wind turbines, and substation transformer over aerial imagery in Dodge and Steele Counties.

A detailed discussion of sound from wind turbines is presented in a white paper prepared by the Renewable Energy Research Laboratory.¹ A few points are repeated herein. Wind turbine sound can originate from two different sources: mechanical sound from the interaction of turbine components, and aerodynamic sound produced by the flow of air over the rotor blades. Prior to the 1990's, both were significant contributors to wind turbine sound. However, recent advances in wind turbine design have greatly reduced the contribution of mechanical sound. Aerodynamic sound has also been reduced from modern wind turbines due to slower rotational speeds and changes in materials of construction. Aerodynamic sound, in general, is broadband (has contributions from a wide range of frequencies). It originates from encounters of the wind turbine blades with localized airflow inhomogeneities and wakes from other turbine blades and from airflow across the surface of the blades, particularly the front and trailing edges. Aerodynamic sound generally increases with increasing wind speed up to a certain point, then typically remains constant, even with higher wind speeds. However, sound levels in general also increase with increasing wind speed with or without the presence of wind turbines.

This report presents the findings of an ambient measurement program and a sound level modeling analysis for the Project. The wind turbines were modeled in Cadna/A using sound data from a GE technical report provided by DCW through Atwell. The proposed substation transformer was also included in the model. The results of this analysis are found within this report.

¹ Renewable Energy Research Laboratory, Department of Mechanical and Industrial Engineering, University of Massachusetts at Amherst, Wind Turbine Acoustic Noise, June 2002, amended January 2006.



Dodge County Wind Dodge & Steele Counties, MN

3.0 SOUND METRICS

There are several ways in which sound levels are measured and quantified. All of them use the logarithmic decibel (dB) scale. The following information defines the sound level terminology used in this analysis.

The decibel scale is logarithmic to accommodate the wide range of sound intensities found in the environment. A property of the decibel scale is that the sound pressure levels of two or more separate sounds are not directly additive. For example, if a sound of 50 dB is added to another sound of 50 dB, the total is only a 3-decibel increase (53 dB), which is equal to doubling in sound energy but not equal to a doubling in decibel quantity (100 dB). Thus, every 3-dB change in sound level represents a doubling or halving of sound energy. Relative to this characteristic, a change in sound levels of less than 3 dB is imperceptible to the human ear.

Another mathematical property of decibels is that if one source of sound is at least 10 dB louder than another source, then the total sound level is simply the sound level of the higher-level source. For example, a sound source at 60 dB plus another sound source at 47 dB is equal to 60 dB.

A sound level meter (SLM) that is used to measure sound is a standardized instrument.² It contains “weighting networks” (e.g., A-, C-, Z-weightings) to adjust the frequency response of the instrument. Frequencies, reported in Hertz (Hz), are detailed characterizations of sounds, often addressed in musical terms as “pitch” or “tone”. The most commonly used weighting network is the A-weighting because it most closely approximates how the human ear responds to sound at various frequencies. The A-weighting network is the accepted scale used for community sound level measurements; therefore, sounds are frequently reported as detected with a sound level meter using this weighting. A-weighted sound levels emphasize middle frequency sounds (i.e., middle pitched – around 1,000 Hz), and de-emphasize low and high frequency sounds. These sound levels are reported in decibels designated as “dBA”. Z-weighted sound levels are measured sound levels without any weighting curve and are otherwise referred to as “unweighted”. Sound pressure levels for some common indoor and outdoor environments are shown in Figure 3-1.

Because the sounds in our environment vary with time they cannot simply be described with a single number. Two methods are used for describing variable sounds. These are exceedance levels and the equivalent level, both of which are derived from a large number of moment-to-moment A-weighted sound level measurements. Exceedance levels are values from the cumulative amplitude distribution of all of the sound levels observed during

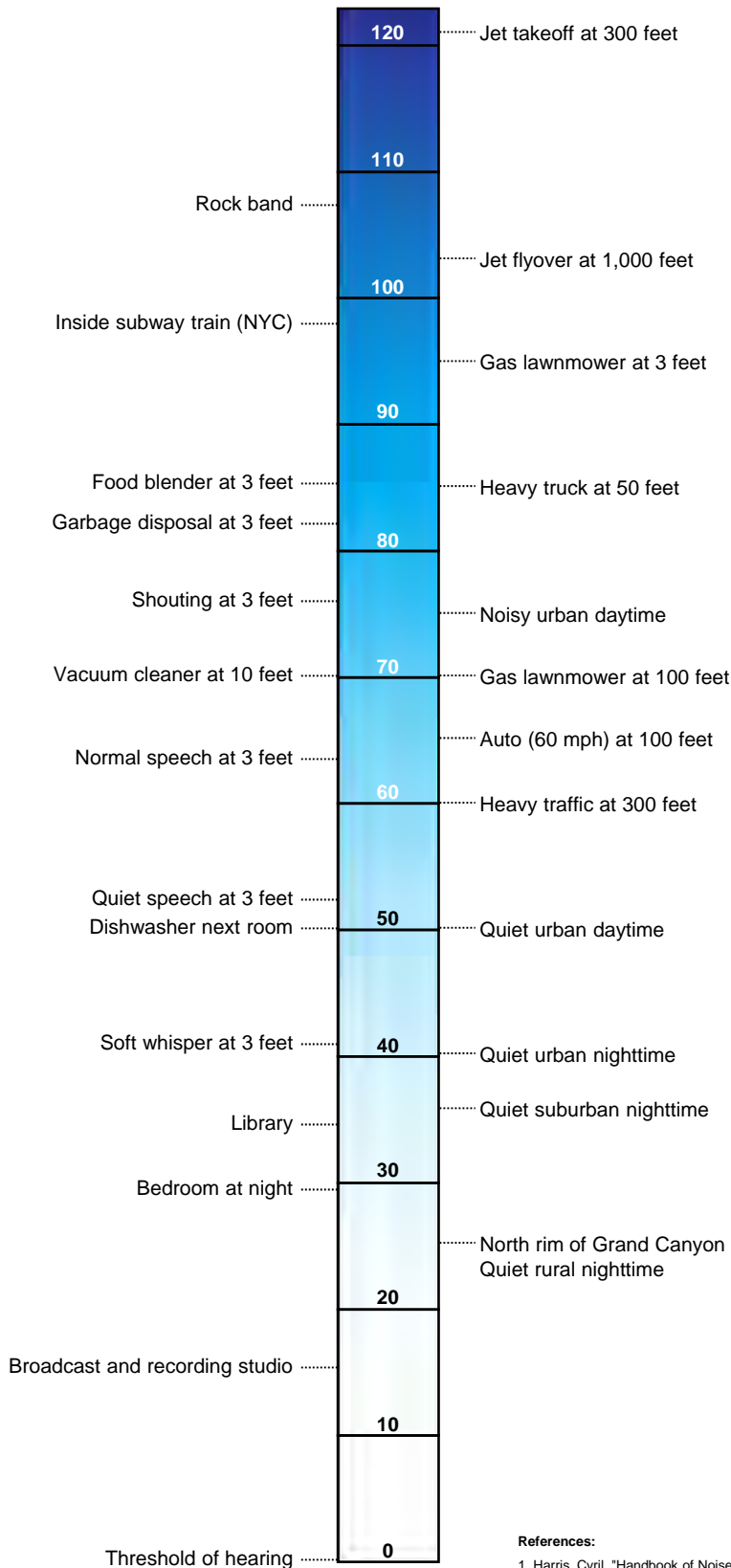
² *American National Standard Specification for Sound Level Meters*, ANSI S1.4-1983 (R2006), published by the Standards Secretariat of the Acoustical Society of America, Melville, NY.

a measurement period. Exceedance levels are designated L_n , where n can have a value between 0 and 100 in terms of percentage. Several sound level metrics that are reported in community sound monitoring are described below.

- ◆ L_{10} is the sound level exceeded only 10 percent of the time. It is close to the maximum level observed during the measurement period. The L_{10} is sometimes called the intrusive sound level because it is caused by occasional louder sounds like those from passing motor vehicles.
- ◆ L_{50} is the sound level exceeded 50 percent of the time. It is the median level observed during the measurement period. The L_{50} is affected by occasional louder sounds like those from passing motor vehicles; however, it is often found comparable to the equivalent sound level under relatively steady sound level conditions.
- ◆ L_{90} is the sound level exceeded 90 percent of the time during the measurement period. The L_{90} is close to the lowest sound level observed. It is essentially the same as the residual sound level, which is the sound level observed when there are no obvious nearby intermittent sound sources.
- ◆ L_{eq} , the equivalent level, is the level of a hypothetical steady sound that would have the same energy (*i.e.*, the same time-averaged mean square sound pressure) as the actual fluctuating sound observed. The equivalent level is designated L_{eq} and is typically A-weighted. The equivalent level represents the time average of the fluctuating sound pressure, but because sound is represented on a logarithmic scale and the averaging is done with linear mean square sound pressure values, the L_{eq} is mostly determined by loud sounds if there are fluctuating sound levels.

Sound Pressure Level, dBA

COMMON INDOOR SOUNDS **COMMON OUTDOOR SOUNDS**



References:

- Harris, Cyril, "Handbook of Noise Acoustical Measurements and Noise Control", p 1-10., 1998
- "Controlling Noise", USAF, AFMC, AFDT, Elgin AFB, Fact Sheet, August 1996
- California Dept. of Trans., "Technical Noise Supplement", Oct, 1998

4.0 NOISE REGULATIONS

4.1 Federal Regulations

There are no federal community noise regulations applicable to this Project.

4.2 Minnesota State Regulations

The proposed Dodge County Wind Project within Dodge and Steele Counties, MN is required to comply with MPCA's 7030.0040 sound standard, which states:

Subpart 1. Scope. These standards describe the limiting levels of sound established on the basis of present knowledge for the preservation of public health and welfare. These standards are consistent with speech, sleep, annoyance, and hearing conservation requirements for receivers within areas grouped according to land activities by the noise area classification (NAC) system established in part 7030.0050. However, these standards do not, by themselves, identify the limiting levels of impulsive noise needed for the preservation of public health and welfare. Noise standards in subpart 2 apply to all sources.

Subpart 2. Noise Standards.

| Noise Area Classification | Daytime | | Nighttime | |
|------------------------------|-----------------|-----------------|-----------------|-----------------|
| | L ₅₀ | L ₁₀ | L ₅₀ | L ₁₀ |
| 1 | 60 | 65 | 50 | 55 |
| 2 | 65 | 70 | 65 | 70 |
| 3 | 75 | 80 | 75 | 80 |

Minn. Rule 7030.0020 defines daytime hours as 7:00AM to 10:00PM and nighttime hours from 10:00PM to 7:00AM. All daytime and nighttime limits are expressed in A-weighted decibels (dBA) and are applicable over the duration of an hour. These are to be measured using the fast response characteristic of the measurement instrumentation per Minn. Rule 7030.0060.

Noise is defined by the State of Minnesota³ as "any sound not occurring in the natural environment, including, but not limited to, sounds emanating from aircraft and highways, and industrial, commercial, and residential sources."

³ Minnesota Statutes 2017 Section 116.06

NAC 1⁴ receptors are protected by the lowest sound level limits of the MPCA. Since wind turbines can operate under conditions resulting in maximum sound power during both the day and at night, the Project would need to comply during the period with more stringent limits, nighttime. Furthermore, because wind turbine sound is generally steady during a relatively constant wind speed there would be minimal difference, i.e. < 5 dBA, between the L₅₀ and L₁₀ sound levels due to a wind turbine. As the L₅₀ and L₁₀ noise limits differ by 5 decibels, the L₅₀ limit is more restrictive for a wind energy facility. Therefore, NAC 1 receptors have been evaluated against the L₅₀ sound level limit of 50 dBA in this analysis.

⁴ NAC 1 is defined per Rule 7030.0050 as household units (including farm houses); hotels, motels or other overnight lodging; mobile home parks or courts; other residential units; motion picture production; medical and other health services; correctional institutions; educational services; religious activities; cultural activities and nature exhibitions; entertainment assembly; camping and picnicking areas (designated); resorts and group camps; other cultural, entertainment, and recreational activities.

5.0 EXISTING SOUND LEVELS

5.1 Overview

The Project is to be located in Dodge and Steele Counties, MN, to the south of Highway 14. The Project is proposed to have 68 GE wind turbines, a portion of which will be 2.5 MW units, with the remainder 2.3 MW units.

5.2 Sound Level Environment

An ambient sound level survey was conducted to characterize the current acoustical environment in the community within, and to the west of, the Project Area. Existing sound sources include: vehicles on Highway 14 (including trucks) and on other local roads, occasional trains to the north of the Project Area, wind, dogs, rustling vegetation, occasional distant aircraft, livestock and farm equipment, and geese along with other birds.

5.3 Sound Level Measurement Locations

Sound level measurement locations were originally selected based on the LW ECS Guidance document which requires at least seven (7) days of measurements (“long-term”). The document specifies that measurements be performed within the Project Area at no fewer than three locations including the “worst-case” receptor predicted by the sound level model. The worst-case modeling receptor is monitoring Location L3, as determined by modeling results using a preliminary wind turbine layout.⁵ This layout is documented in a pre-construction sound level measurement protocol (the Protocol) that was submitted to the MN DOC on March 14, 2018. The layout is shown on Figure 1 of the Protocol which is provided as Appendix A of this report. Under the current modeling, this location has a modeled broadband sound level equal to the worst-case modeled sound level at a residence and is considered to be non-participating.

Since this was a pre-construction program for DCW and Epsilon interprets subsections #1 and #2 in the LW ECS Guidance to pertain to a post-construction evaluation, no off-site long-term monitoring locations were selected. However, supplemental short-term measurements were performed to the west of the Project Area, west of Highway 218. Details of the long-term and short-term locations are described below.

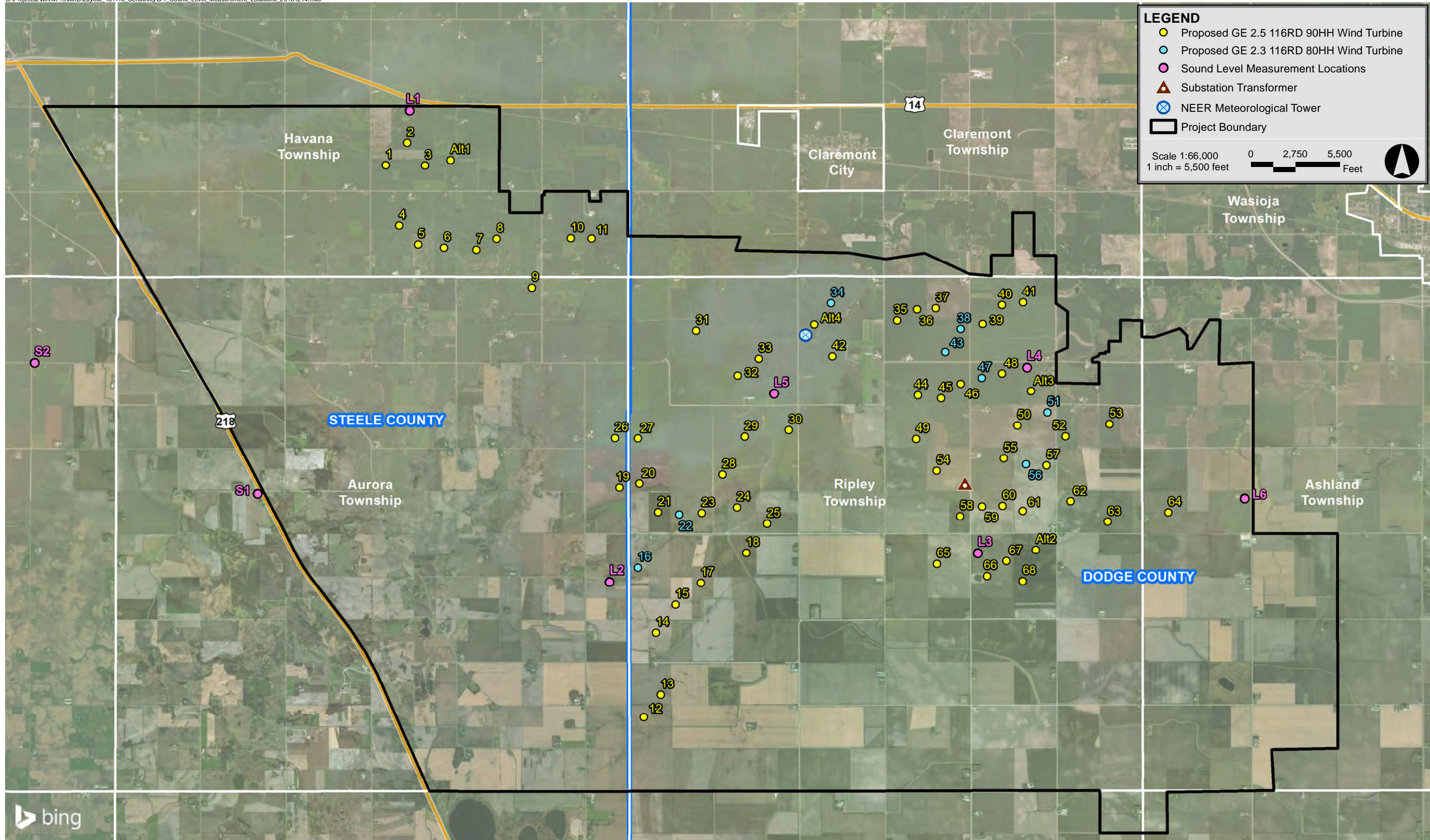
5.3.1 Long-term Locations

The selection of the sound monitoring locations was intended to be representative of receptors within the Project Boundary per the requirements of the LW ECS Guidance document. Figure 5-1 shows the actual long-term measurement locations overlaid upon an

⁵ Under the current (181116) layout, this location still has the highest modeled sound level.

aerial photograph of the surrounding area. Each measurement location is described below. DCW coordinated access to private property prior to the commencement of the measurement program. The coordinates for the six long-term locations were obtained by Epsilon staff using Global Positioning System (GPS) instrumentation and are presented in latitude longitude coordinates in reference to the NAD83 datum in Table 5-1. All distances are rounded to the nearest 10 feet or shown in miles. Photographs of the six locations are included in Figures 5-2 through 5-7, respectively.

- ◆ Location L1 – Modeling Receptor #506
 - Approximately 2,020 feet to the closest proposed wind turbine (#2). This location is representative of the residences near Highway 14 in the northwest corner of the Project Area.
- ◆ Location L2 – Modeling Receptor #202
 - Approximately 1,950 feet to the closest proposed wind turbine (#16). This location is representative of residences in the southwest area of the Project and of the residences near proposed GE 1.7 wind turbines.
- ◆ Location L3 – Modeling Receptor #210
 - Approximately 1,520 feet to the closest proposed wind turbine (#66). This location is representative of the modeling receptor with the highest modeled sound level.
- ◆ Location L4 – Modeling Receptor #121
 - Approximately 1,470 feet to the closest proposed wind turbine (#Alt3). This location is representative of the residences in the northeast corner of the Project Area.
- ◆ Location L5 – Modeling Receptor #107
 - Approximately 2,370 feet to the closest proposed wind turbine (#33). This location is representative of the residences in the northern central part of the Project Area.
- ◆ Location L6 – Modeling Receptor #174
 - Approximately 4,810 feet to the closest proposed wind turbine (#64). This location is representative of the residences on the eastern end of the Project Area.



Dodge County Wind Dodge & Steele Counties, MN

Figure 5-2 Photo of Sound Level Measurement Location L1 (facing north)



Figure 5-3 Photo of Sound Level Measurement Location L2 (facing south)



Figure 5-4 Photo of Sound Level Measurement Location L3 (facing west)



Figure 5-5 Photo of Sound Level Measurement Location L4 (facing north)



Figure 5-6 Photo of Sound Level Measurement Location L5 (facing west)



Figure 5-7 Photo of Sound Level Measurement Location L6 (facing south)



Table 5-1 GPS Coordinates – Long-term Sound Level Measurement Locations

| Location | Coordinates | |
|----------|--------------|---------------|
| | Latitude (°) | Longitude (°) |
| L1 | 44.05075 | 93.09703 |
| L2 | 43.97113 | 93.04990 |
| L3 | 43.97566 | 92.96365 |
| L4 | 44.00745 | 92.95164 |
| L5 | 44.00298 | 93.01144 |
| L6 | 43.98523 | 92.90135 |

5.3.2 Short-term Locations

A total of two (2) short-term measurement locations were utilized for the program. The specific locations were field-identified by the Epsilon engineer to capture sound levels representative of homes outside the Project Area near Route 218 and at a significant distance from Route 218. The earlier Figure 5-1 shows the actual short-term measurement locations with respect to the Project Area. Each measurement location is described herein. The coordinates for the two short-term locations were obtained by Epsilon staff using Global Positioning System (GPS) instrumentation and are presented in latitude longitude coordinates in reference to the NAD83 datum in Table 5-2. Photographs of the two locations are included in Figures 5-8 and 5-9, respectively.

- ◆ Location S1 – North side of SE 73rd Street approximately 130 feet west of the Highway 218 intersection
 - 3.5 miles from the nearest proposed wind turbine (#5). This location is representative of residences in close vicinity to Highway 218 along the western boundary of the Project Area.

- ◆ Location S2 – South side of SE 58th Street approximately 200 feet east of the SE 24th intersection
 - 4.6 miles from the nearest proposed wind turbine (#4). This location is representative of residences in agricultural areas to the west of the Project Area away from any highway.

Table 5-2 **GPS Coordinates – Short-term Sound Level Measurement Locations**

| Location | Coordinates | |
|----------|--------------|--------------|
| | Latitude (°) | Latitude (°) |
| S1 | 43.98647 | 93.13259 |
| S2 | 44.00808 | 93.18485 |

Figure 5-8 Photo of Sound Level Measurement Location S1 (facing east)



Figure 5-9 Photo of Sound Level Measurement Location S2 (facing west)



5.4 Sound Measurement Methodology

5.4.1 *Long-term Measurement Methodology*

Programmable unattended sound level meters were placed at on-site Locations L1, L2, L3, L4, L5, and L6. These monitors continuously measured sound levels from generally Tuesday, March 20, 2018 to Thursday, March 29, 2018. Sound levels were measured at a height of approximately five feet above the ground at locations where there were no large reflective surfaces to affect the measured levels.

In addition to the collection of sound level data, ground-level wind speeds were continuously measured and logged at each location. Only hourly sound levels coupled with hourly-averaged ground level wind speeds have been summarized. Per the LWECs Guidance, sound levels measured under wind speeds above 11 mph were considered invalid and removed from the analysis.

A NEER on-site meteorological tower located approximately 822 feet southwest from proposed wind turbine #Alt4 measured and logged wind speeds during the sound level measurement period. The location of the on-site met tower is identified in Figure 5-1. Meteorological data collected during the measurement period at the Dodge Center Airport

National Weather Service (NWS) station in Dodge Center, MN were also archived from the National Centers for Environmental Information (NCEI). These data are included in Appendix B and were used to determine hourly precipitation periods during the measurement program during which the Guidance requires removal of measured sound levels from the results.

At Location L1, a continuous programmable unattended sound level meter was placed on the property at 6893 SE 28th St in Claremont. This measurement location is a residence with pending participation that is representative of residences in the northwest corner of the Project near Hwy 14. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 12:00 PM Tuesday, March 20 until 2:00 PM Thursday, March 29 for a total of 218 hours.

At Location L2, a continuous programmable unattended sound level meter was placed on the property at 8375 SE 89th Ave in Claremont. This measurement location is a residence that is representative of residences in the southwest corner of the Project Area and of the residences near proposed GE 1.7 wind turbines. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 2:00 PM Tuesday, March 20 until 11:00 AM Thursday, March 29 for a total of 213 hours.

At Location L3, a continuous programmable unattended sound level meter was placed on the property at 67214 140th Ave in Claremont. This measurement location is a residence with pending participation that has the highest modeled Project Only broadband sound level at a residence. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 6:00 PM Tuesday, March 20 until 10:00 AM Thursday, March 29 for a total of 208 hours.

At Location L4, a continuous programmable unattended sound level meter was placed on the property 14643 650th St in Claremont. This measurement location is a participating residence and is representative of residences in the northeast corner of the Project. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 9:00 AM Thursday, March 22 until 1:00 PM Thursday, March 29 for a total of 172 hours.

At Location L5, a continuous programmable unattended sound level meter was placed on the property at 11688 655th St in Claremont. This measurement location is a participating residence and is representative of residences around the northern center of the Project site. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 3:00 PM Tuesday, March 20 until 12:00 PM Thursday, March 29 for a total of 214 hours.

At Location L6, a continuous programmable unattended sound level meter was placed on the property at 66583 170th Ave in Dodge Center. This measurement location is a non-participating residence and is representative of residences on the eastern end of the Project site. The sound level meter continuously measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics from 9:00 AM Wednesday, March 21 until 9:00 AM Thursday, March 29 for a total of 192 hours.

In addition to A-weighted and Z-weighted sound levels, broadband equivalent C-weighted sound level data (LC_{eq}) were also collected at each location. Sound observations were made at all six locations during daytime hours generally corresponding to equipment setups on March 20 and March 21. Sound observations were also made during nighttime hours from 10:30 PM to 12:30 AM on the night of March 21 to 22. An Epsilon engineer checked on the integrity of the long-term monitoring equipment no less than one time following the initial setup.

5.4.2 *Short-term Measurement Methodology*

In addition to the long-term data, short-term sound level measurements were made at Locations S1 and S2 at publicly accessible locations. One daytime and one nighttime sound level measurement, each 20-minutes in duration, was taken at each location during conditions when there was no precipitation⁶ and ground-level wind speeds were less than 11 mph as measured by hand-held meteorological equipment. Sound observations were made during both periods at each location by the Epsilon engineer.

Sound levels were measured at a height of approximately five feet above the ground at locations where there were no large reflective surfaces to affect the measured levels. Below is a description of the measurement program for each location.

Short-term measurements were performed at Location S1 on the road edge approximately 100 feet to the west of the intersection of Hwy 218 and SE 73rd St. A tripod-mounted sound level meter measured and stored A-weighted broadband and Z-weighted one-third octave-band sound level statistics for 20 minutes starting at 1:06 PM for the daytime period on Wednesday, March 21 and at 12:34 AM on Thursday, March 22 for the nighttime period. Broadband equivalent C-weighted sound level data (LC_{eq}) were also collected.

Short-term measurements were performed at Location S2 on the road edge approximately 200 feet to the east of the intersection of SE 58th St and SE 24th Ave. A tripod-mounted sound level meter measured and stored A-weighted broadband and Z-weighted one-third

⁶ Negligible snow flurry briefly occurred during daytime measurement at Location S2 with roads remaining dry

octave-band sound level statistics for 20 minutes starting at 12:06 PM for the daytime period on Wednesday, March 21 and at 1:09 AM on Thursday, March 22 for the nighttime period. Broadband equivalent C-weighted sound level data (LC_{eq}) were also collected.

5.5 Measurement Equipment

5.5.1 *Sound Level Equipment*

Six Larson Davis (LD) model 831 sound level meters, equipped with PCB Piezotronics Type 1 preamplifiers, PCB 377B20 or 377C20 half-inch microphones, and environmental protection kits were used to collect continuous broadband A-weighted (dBA), broadband C-weighted equivalent (LC_{eq}), and Z-weighted one-third octave-band sound pressure level data at Locations L1, L2, L3, L4, L5, and L6. Each microphone was tripod-mounted at a height of five feet above ground with a 7-inch diameter windscreen. The meters utilized fast response and were set to log data every hour along with a one-minute time history for A-weighted parameters including: L_1 , L_{10} , L_{50} , L_{90} , and L_{eq} .

One LD model 831 meter was used to collect short-term broadband A-weighted, LC_{eq} , and Z-weighted one-third octave-band sound pressure level data at Locations S1 and S2 for 20 minutes during daytime and nighttime hours. This meter was tripod-mounted at a height of five feet above ground with a 7-inch diameter windscreen. The meter utilized fast response and was set to log data every 20 minutes along with a one-second time history for the same A-weighted parameters as the long-term meters.

All meters meet Type 1 ANSI S1.4-1983 (R2006) standards for sound level meters and were calibrated and certified as accurate to standards set by the National Institute of Standards and Technology. These calibrations were conducted by an independent laboratory within the prior 12 months of the measurement program. Additionally, all sound level measurement equipment was calibrated in the field before and after the surveys with the manufacturer's acoustical calibrator which meets the standards of IEC 942 Class 1L and ANSI/ASA S1.40-2006 (R2016).

5.5.2 *Meteorological Equipment*

Wind speed can have a strong influence on ambient sound levels. In order to understand how the existing sound levels are influenced by wind speed and as per the LWECs Guidance, continuous wind speed data were recorded at each long-term location by Epsilon. A HOBO H21-002 micro-weather station (manufactured by Onset Computer Corporation) was used to continuously measure the ground-level wind speed. The wind sensor was mounted at a height of approximately five feet above the ground (microphone height) and data were logged every hour to be synced with the sound level measurements. These sensors have a measurement range of 0 to 44 m/s (99 mph) and an accuracy of ± 1.1 m/s (2.4 mph), or better. Depending on the model used, the starting threshold was ≤ 1 m/s (2.2 mph) or ≤ 0.5 m/s (1.1 mph). Wind direction data were additionally collected at

Location L4 and L5. The wind direction measurement range is 0 to 358 degrees (2-degree dead band), with an accuracy of ± 5 degrees. For the short-term measurements where weather station utilization was not practical, wind speeds were measured with a hand-held Davis Instruments TurboMeter electronic wind speed indicator.

In addition to Epsilon's portable weather stations, Dodge County Wind's on-site meteorological tower measured and logged wind speeds during the measurement program. These data were scaled to a height of 89 meters, to represent hub height wind speeds, and averaged over hourly periods to correlate with the sound data. The location of the meteorological tower is approximately 822 feet southwest of proposed wind turbine #Alt4 as shown in Figure 5-1.

Meteorological data collected during the measurement period at the Dodge Center Airport National Weather Service (NWS) station in Dodge Center, MN were also archived from the National Centers for Environmental Information (NCEI) and are included in Appendix B.

5.6 Measured and Calculated Sound Levels

A brief summary of the measured (A-weighted) and measured/calculated (C-weighted) sound levels and sound sources at each long-term and short-term location is provided in this section. Several weather events were notable during the approximately 7-day measurement program, including 47 hours of precipitation, as determined from the NCEI data. These periods were excluded from the analysis as per the LWECS Guidance but included in the graphical presentations in this section. Short-term measurements were performed during dry periods. Snow cover was either minimal or nonexistent during the entire measurement program. Since this was a pre-construction program for DCW and Epsilon interprets subsection #29 in the LWECS Guidance to pertain to a post-construction evaluation, no comparison of measured sound levels to the Minnesota limits is provided in this report.

5.6.1 *Long-term Sound Levels*

5.6.1.1 Location L1

Based on personal observations, sound levels at Location L1 were influenced by vehicular traffic (including trucks) on Hwy 14, wind, occasional trains, and birds. The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (8% of measurements), are summarized below. Ground level wind speeds did not exceed 11 mph at this location during the monitoring period. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-10 (A-weighted sound levels) and Figure 5-11 (C-weighted sound levels) as per the LWECS Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by traffic on Hwy 14.

- ◆ The L₁₀ A-weighted sound levels ranged from 41 to 61 dBA;

- ◆ The L₅₀ A-weighted sound levels ranged from 29 to 55 dBA.

5.6.1.2 Location L2

Based on personal observations, sound levels at Location L2 were influenced by farm vehicles, livestock, birds, wind, and some distant vehicles on local roads. The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (7% of measurements), are summarized below. Ground level wind speeds did not exceed 11 mph at this location during the monitoring period. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-12 (A-weighted sound levels) and Figure 5-13 (C-weighted sound levels) as per the LWECs Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by farm activity and livestock on the property.

- ◆ The L₁₀ A-weighted sound levels ranged from 27 to 69 dBA;
- ◆ The L₅₀ A-weighted sound levels ranged from 20 to 53 dBA.

5.6.1.3 Location L3

Based on personal observations, sound levels at Location L3 were influenced by wind, birds, a mechanical noise to the east (nighttime only), and distant vehicles on local roads and Hwy 14. The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (6% of measurements), are summarized below. Ground level wind speeds did not exceed 11 mph at this location during the monitoring period. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-14 (A-weighted sound levels) and Figure 5-15 (C-weighted sound levels) as per the LWECs Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by the unknown and off-property mechanical noise at nighttime and by birds during the daytime.

- ◆ The L₁₀ A-weighted sound levels ranged from 19 to 58 dBA;
- ◆ The L₅₀ A-weighted sound levels ranged from 18 to 53 dBA.

In addition to broadband sound levels, one-third octave-band sound levels were collected at this location and are presented in this report. One-third octave-band data from an hourly period during representative wind speed conditions, interpreted by Epsilon as low ground-level wind speed and high hub-height wind speed, are presented for this location in Figure 5-16 for the worst-case modeled receptor⁷ per the LWECs Guidance. Z-weighted, A-weighted, and C-weighted one-third octave-band frequency levels are included in the figure.

⁷ As identified in the Protocol (Appendix A)

5.6.1.4 Location L4

Based on personal observations, sound levels at Location L4 were influenced by distant vehicles on local roads, wind, birds, and dogs. The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (5% of measurements) and 22 hours when ground level wind speeds exceeded 11 mph (13% of measurements), are summarized below. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-17 (A-weighted sound levels) and Figure 5-18 (C-weighted sound levels) as per the LWECS Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by wind conditions in the area.

- ◆ The L₁₀ A-weighted sound levels ranged from 21 to 53 dBA;
- ◆ The L₅₀ A-weighted sound levels ranged from 19 to 49 dBA.

5.6.1.5 Location L5

Based on personal observations, sound levels at Location L5 were influenced by wind, birds, some automotive work at the residence, distant vehicles on Hwy 14, and an off-property mechanical noise (nighttime only). The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (7% of measurements) and 6 hours when ground level wind speeds exceeded 11 mph (3% of measurements), are summarized below. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-19 (A-weighted sound levels) and Figure 5-20 (C-weighted sound levels) as per the LWECS Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by various sources.

- ◆ The L₁₀ A-weighted sound levels ranged from 26 to 60 dBA;
- ◆ The L₅₀ A-weighted sound levels ranged from 20 to 56 dBA.

5.6.1.6 Location L6

Based on personal observations, sound levels at Location L6 were influenced by wind, distant vehicles, occasional trains, birds, dogs, mechanical noise from manufacturing facilities in various directions from the residence. The range of A-weighted sound levels from the continuous measurements, neglecting periods of precipitation (5% of measurements) and 24 hours when ground level wind speeds exceeded 11 mph (12% of measurements), are summarized below. A complete set of the measured sound levels and meteorological considerations are presented graphically in Figure 5-21 (A-weighted sound levels) and Figure 5-22 (C-weighted sound levels) as per the LWECS Guidance. Based on the personal observations at the site, the sound levels at this location are primarily controlled by various sources.

Figure 5-10: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L1

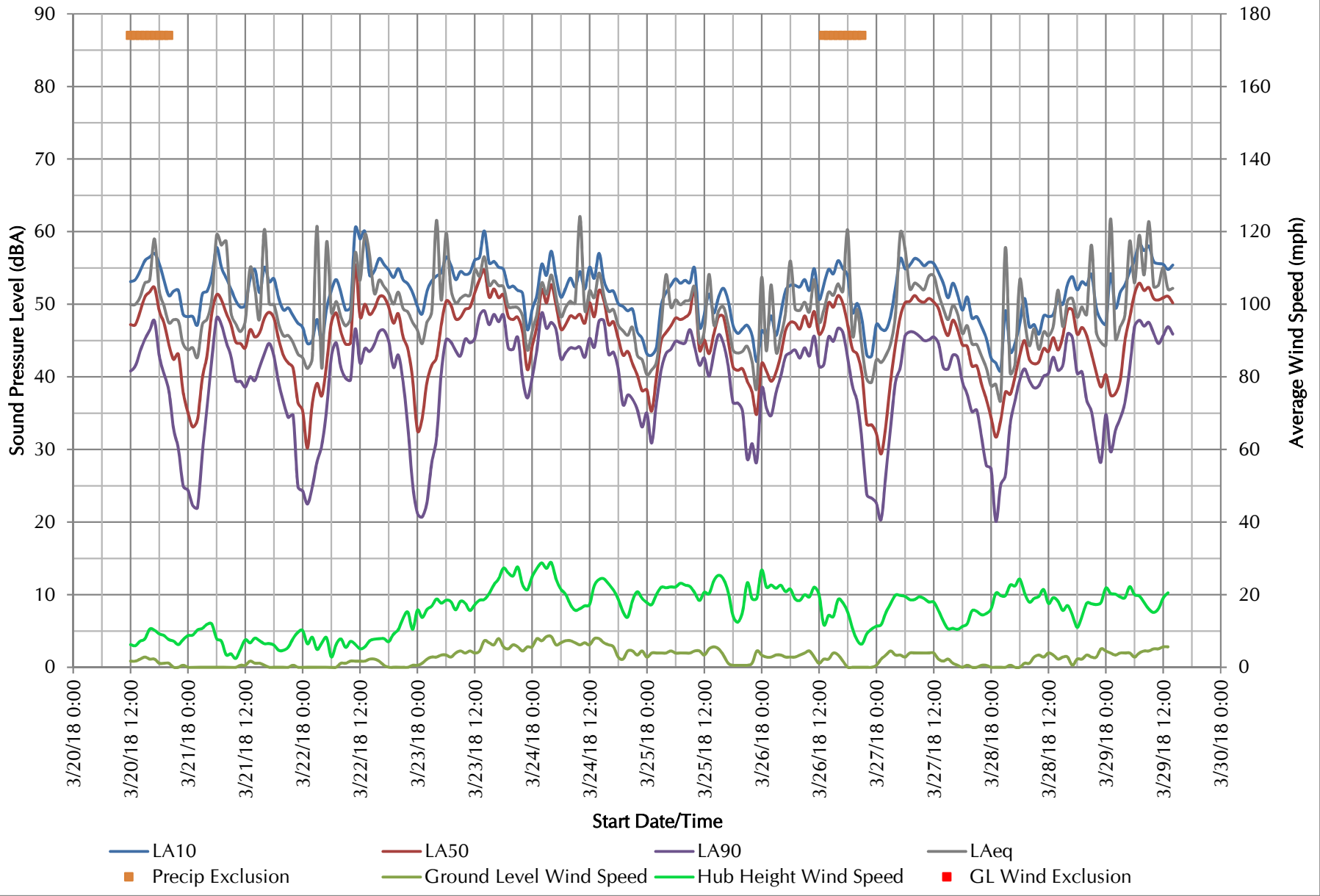


Figure 5-11: Measured / Calculated Hourly C-weighted Sound Pressure Levels (dBC) versus Met Data
Location L1

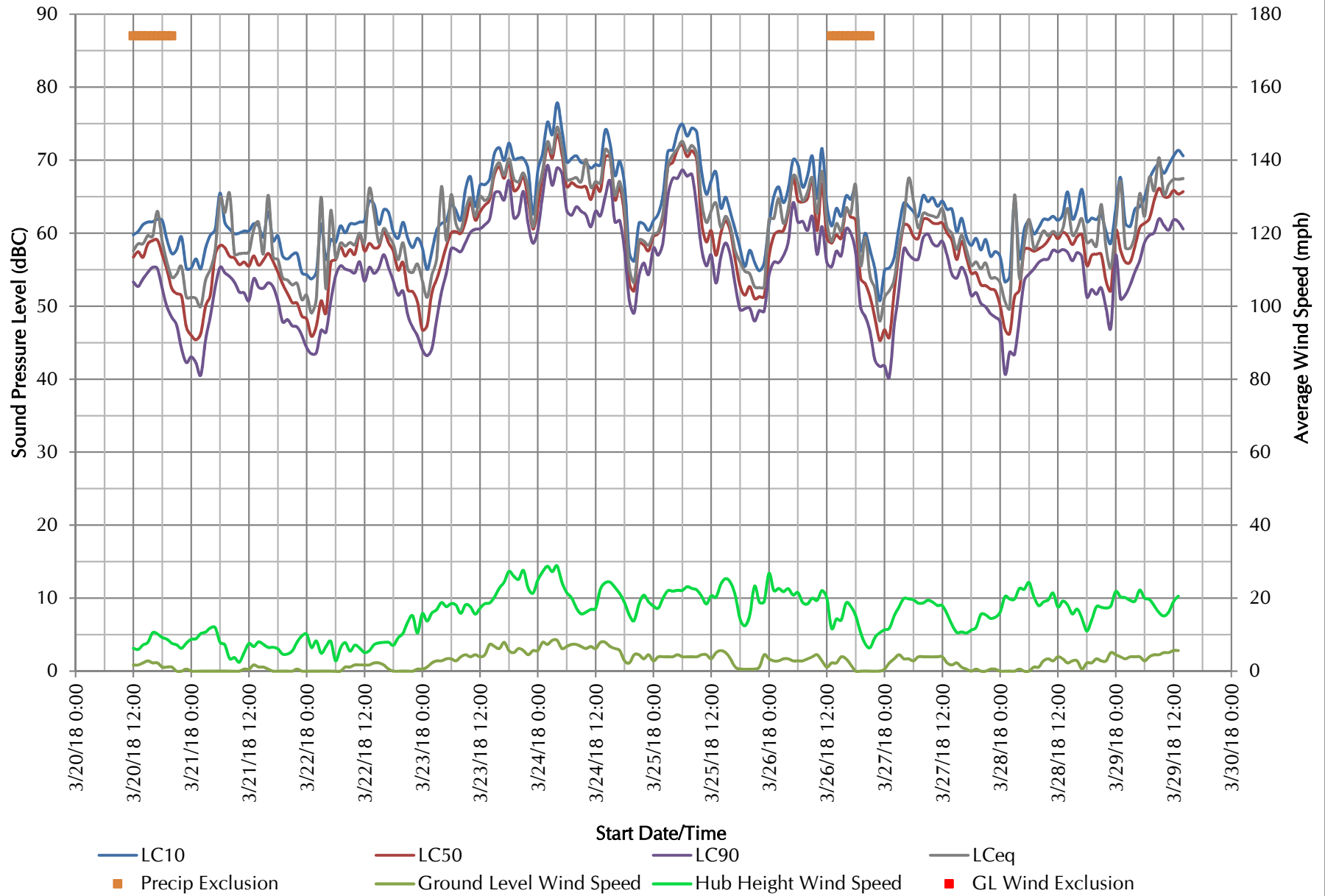


Figure 5-12: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L2

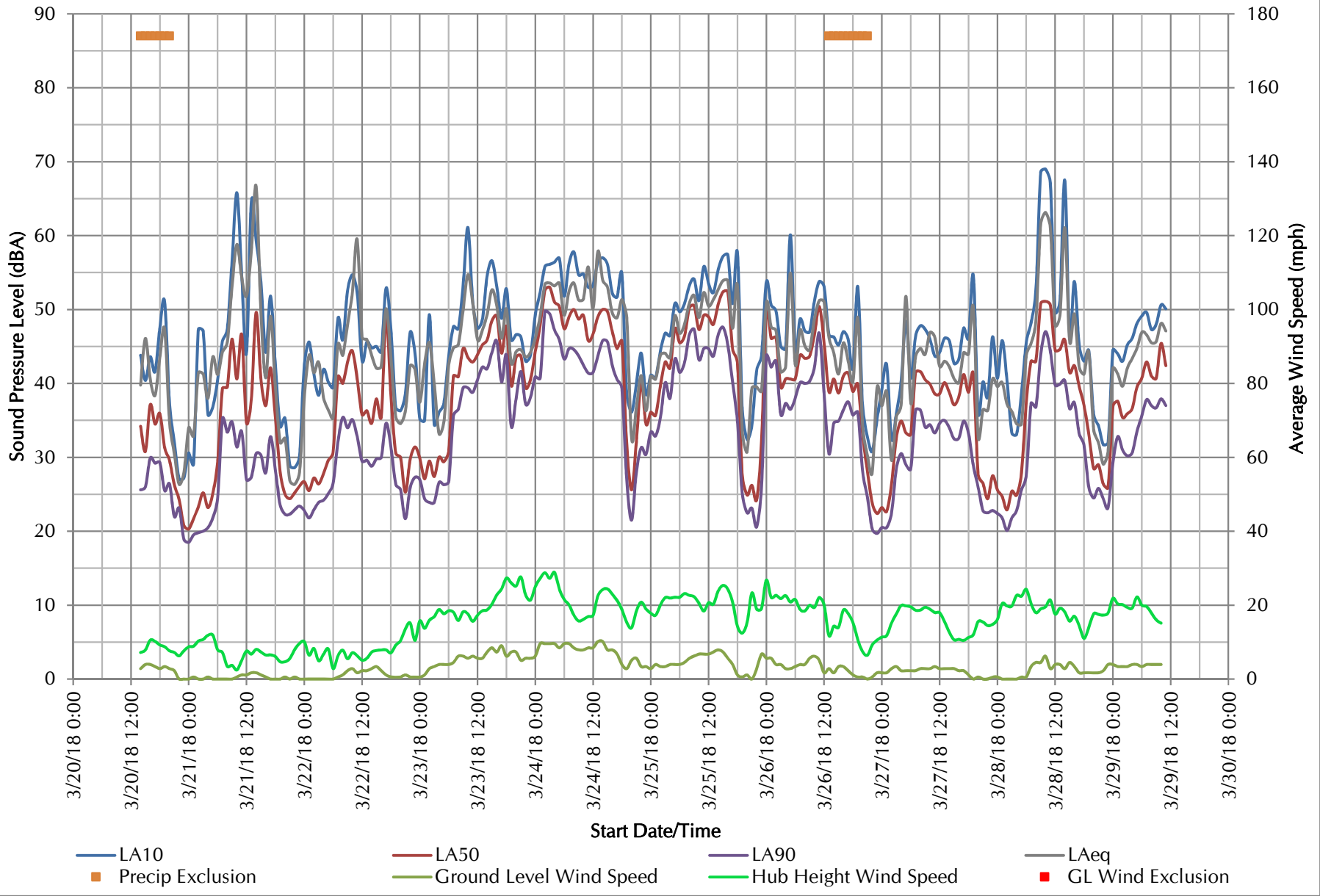


Figure 5-13: Measured / Calculated Hourly C-weighted Sound Pressure Levels (dBC) versus Met Data
Location L2

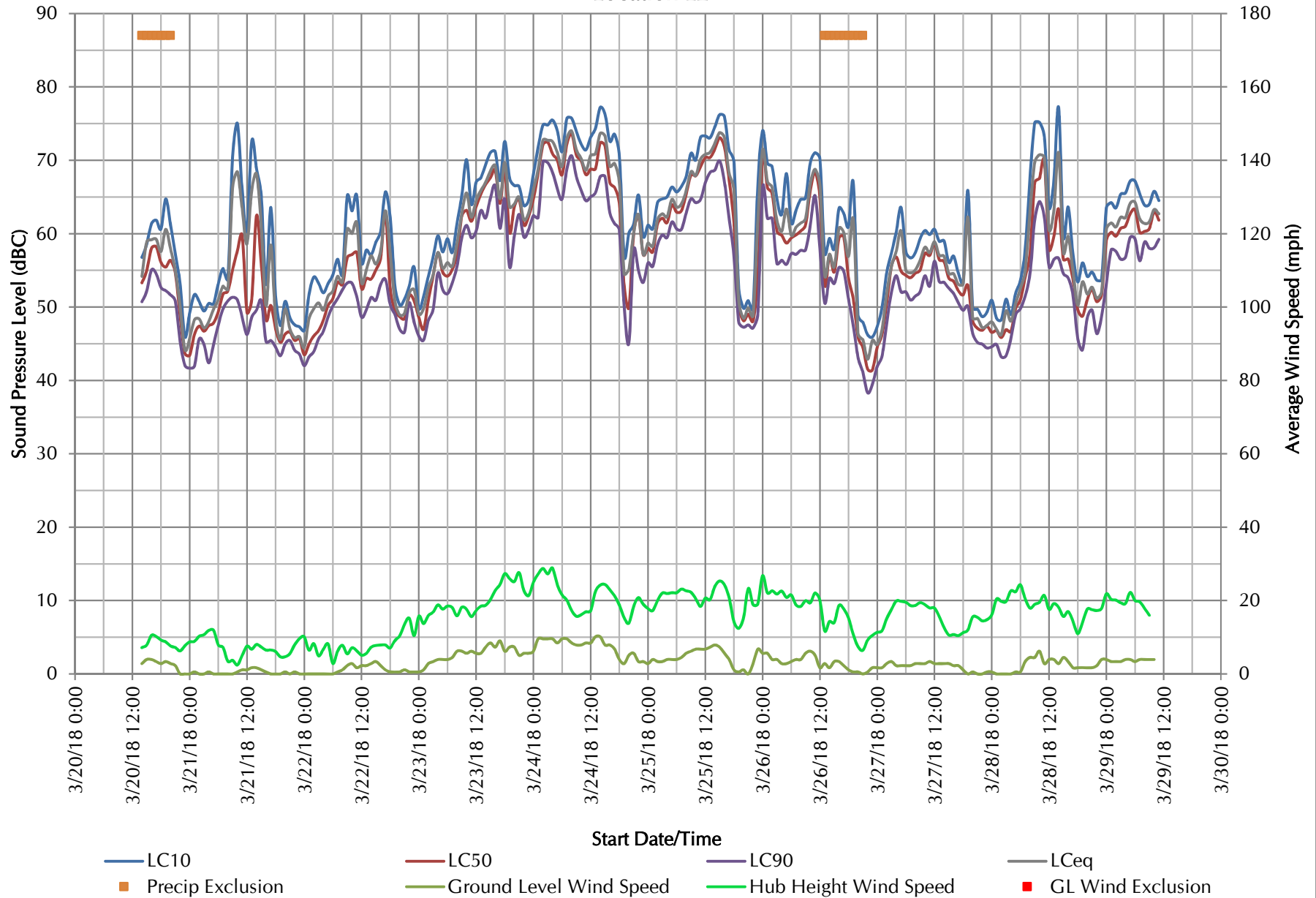


Figure 5-14: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L3

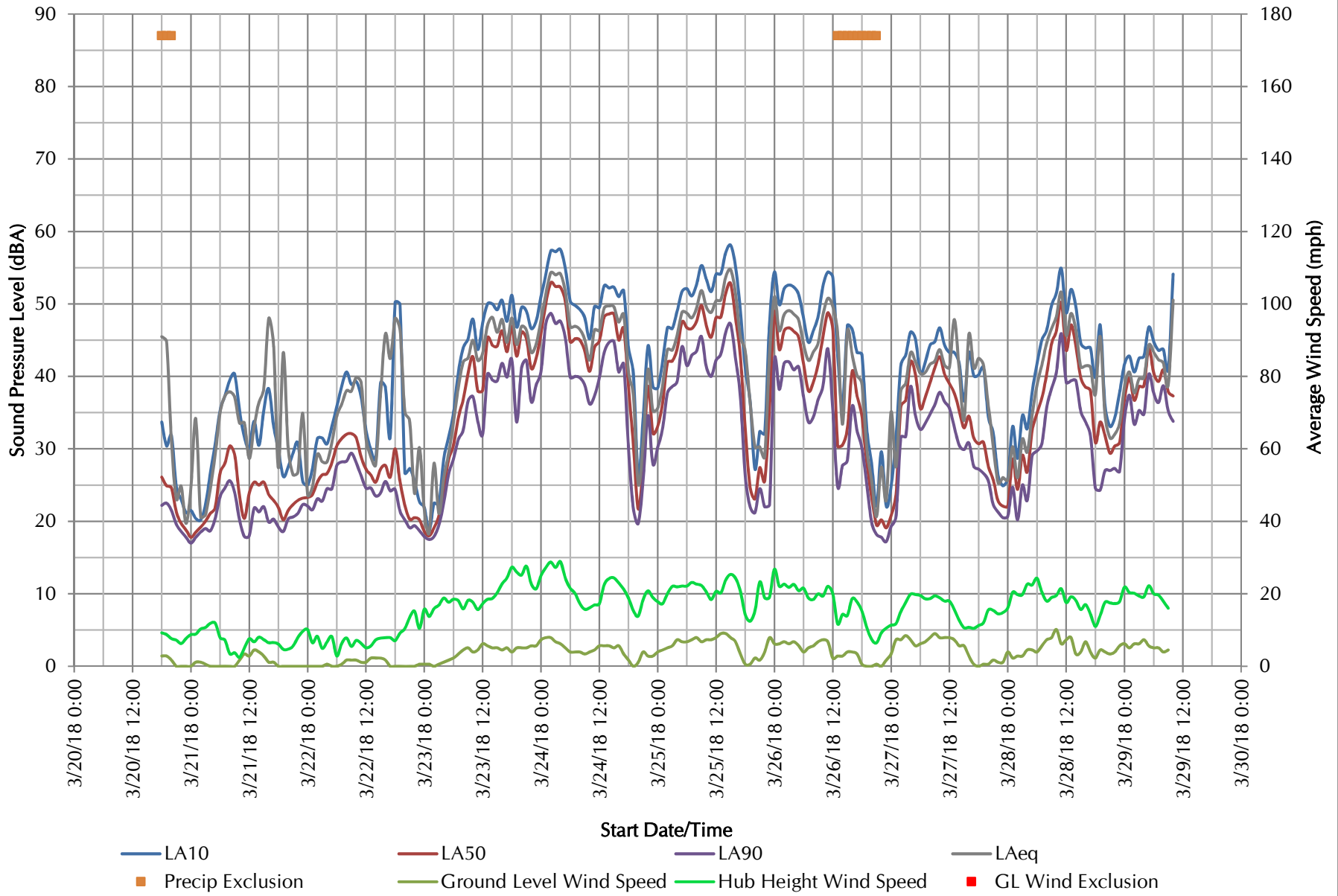


Figure 5-15: Measured / Calculated Hourly C-weighted Sound Pressure Levels (dBC) versus Met Data
Location L3

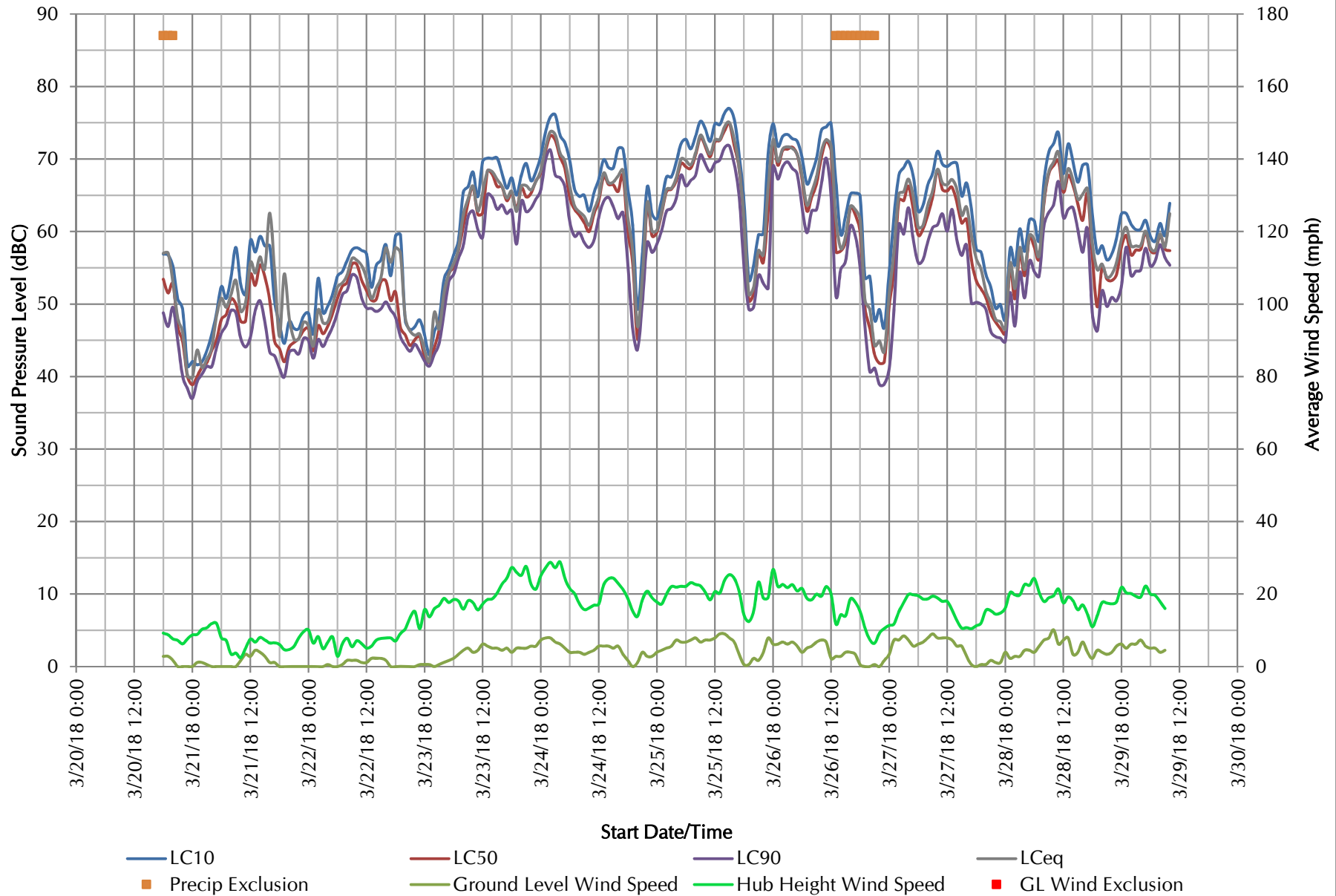


Figure 5-16: Measured One-Third Octave Band Sound Levels During A Representative Hub Height Wind Speed Period - Location L3

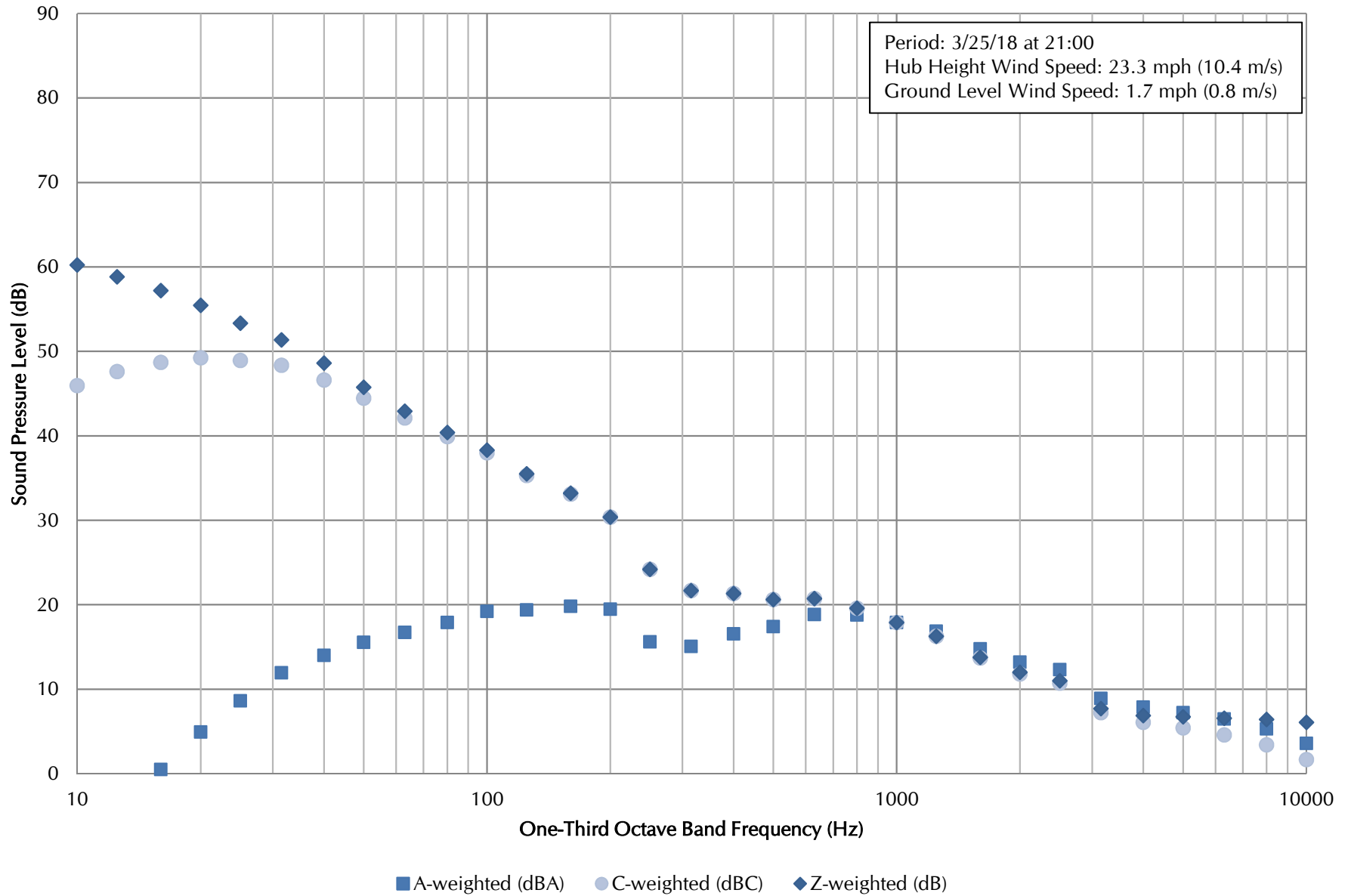
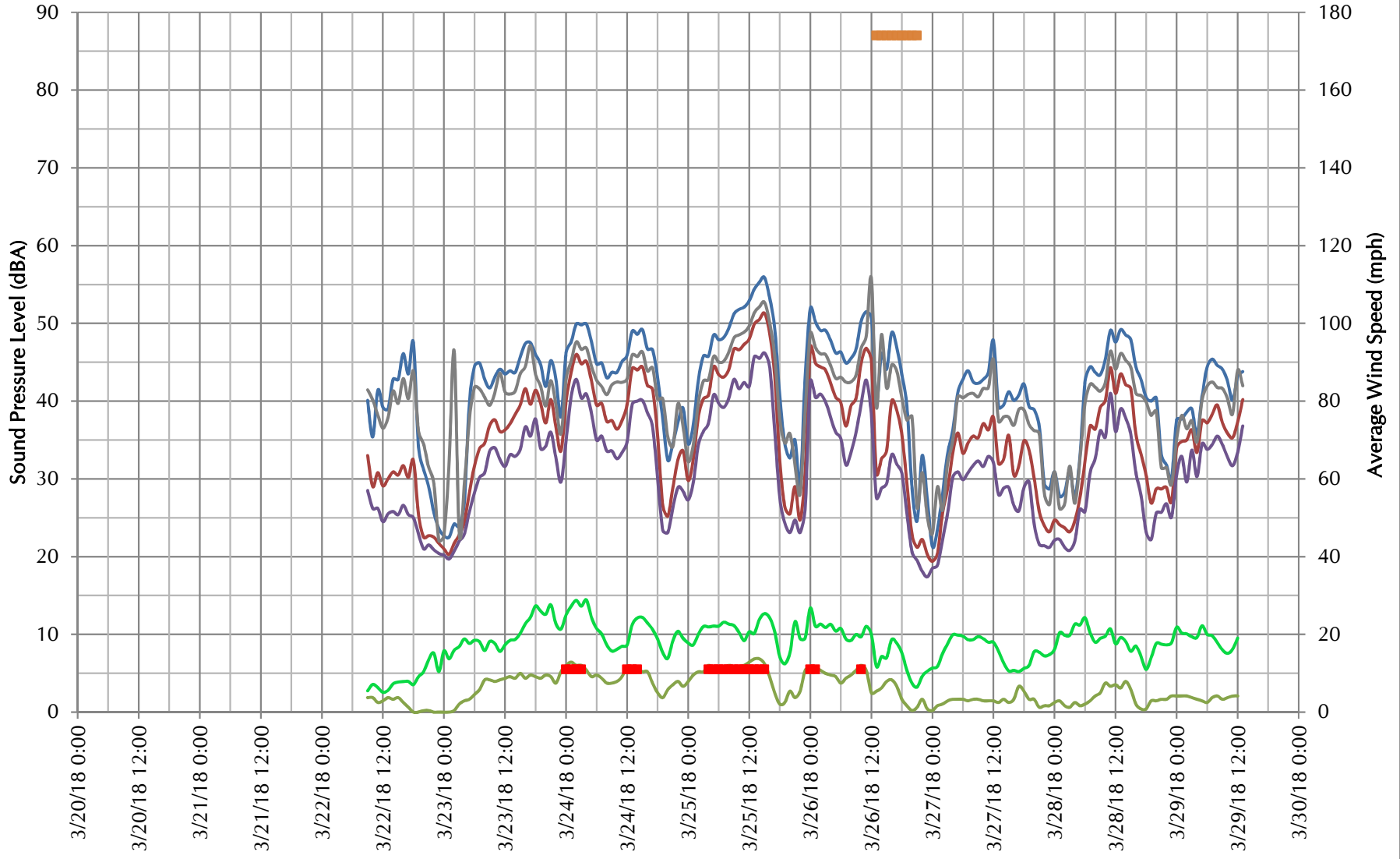


Figure 5-17: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L4



— LA10 — LA50 — LA90 — LAeq
■ Precip Exclusion — Ground Level Wind Speed — Hub Height Wind Speed ■ GL Wind Exclusion

Figure 5-18: Measured / Calculated Hourly C-Weighted Sound Pressure Levels (dBC) versus Met Data
Location L4

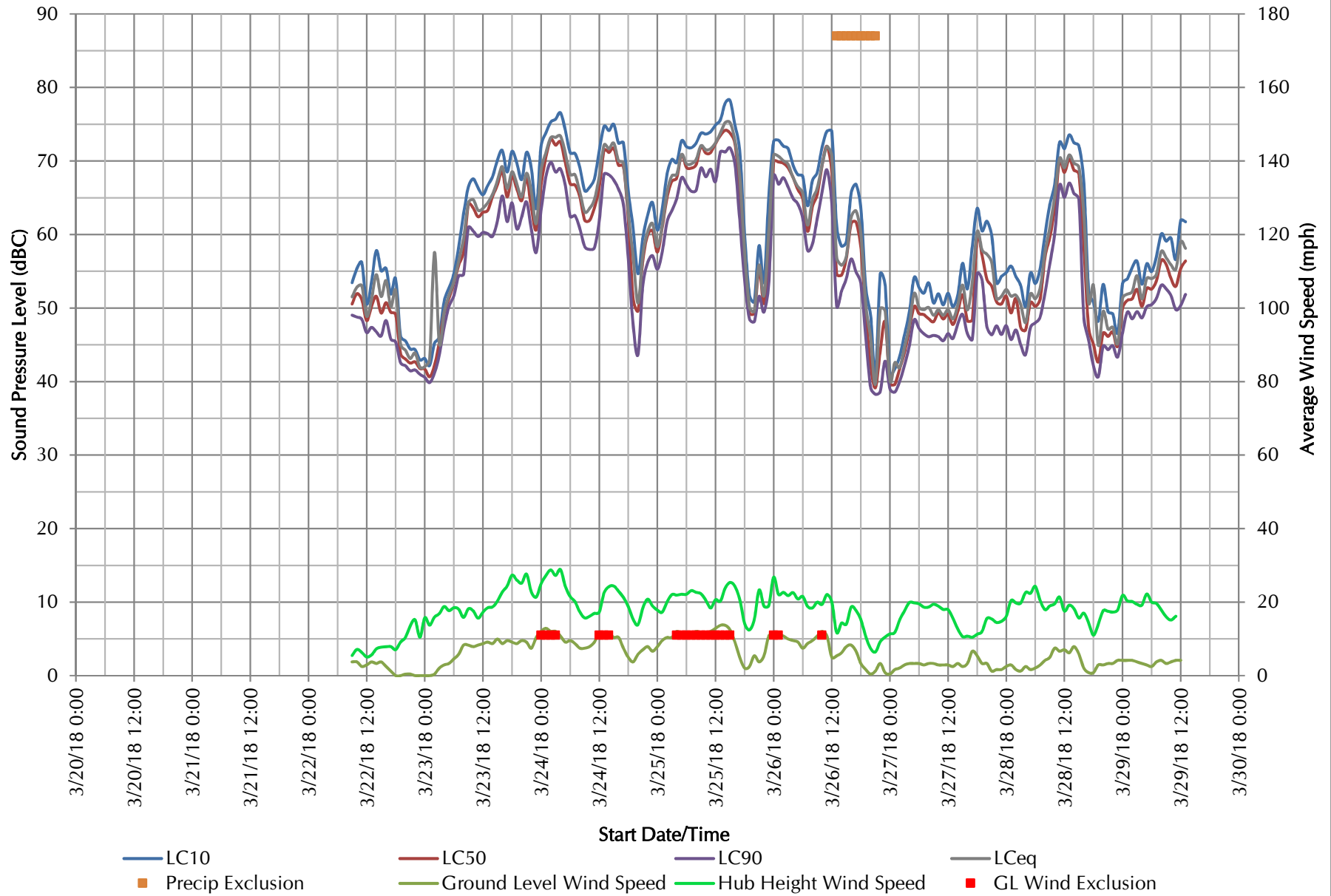


Figure 5-19: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L5

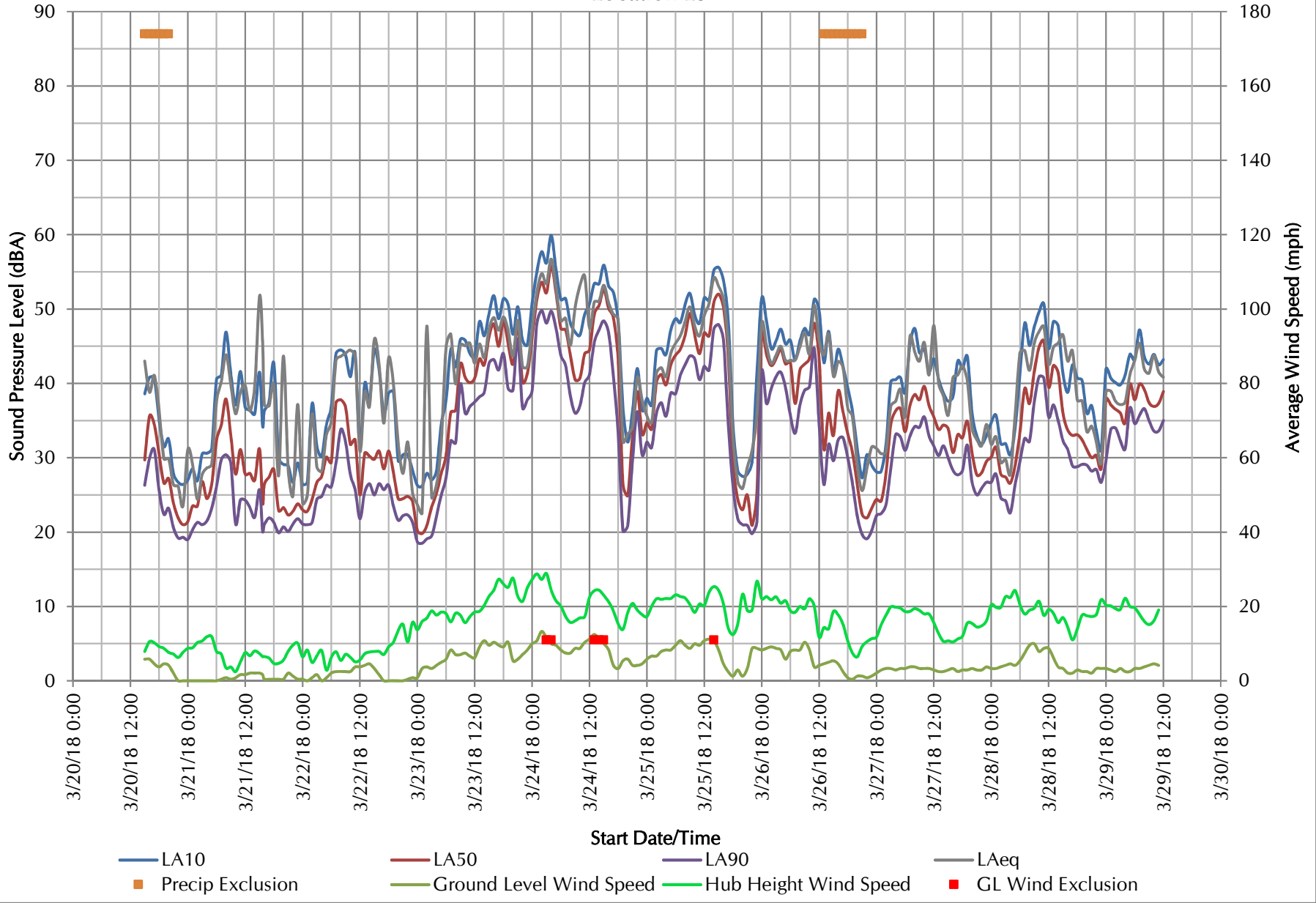


Figure 5-20: Measured / Calculated Hourly C-weighted Sound Pressure Levels (dBC) versus Met Data
Location L5

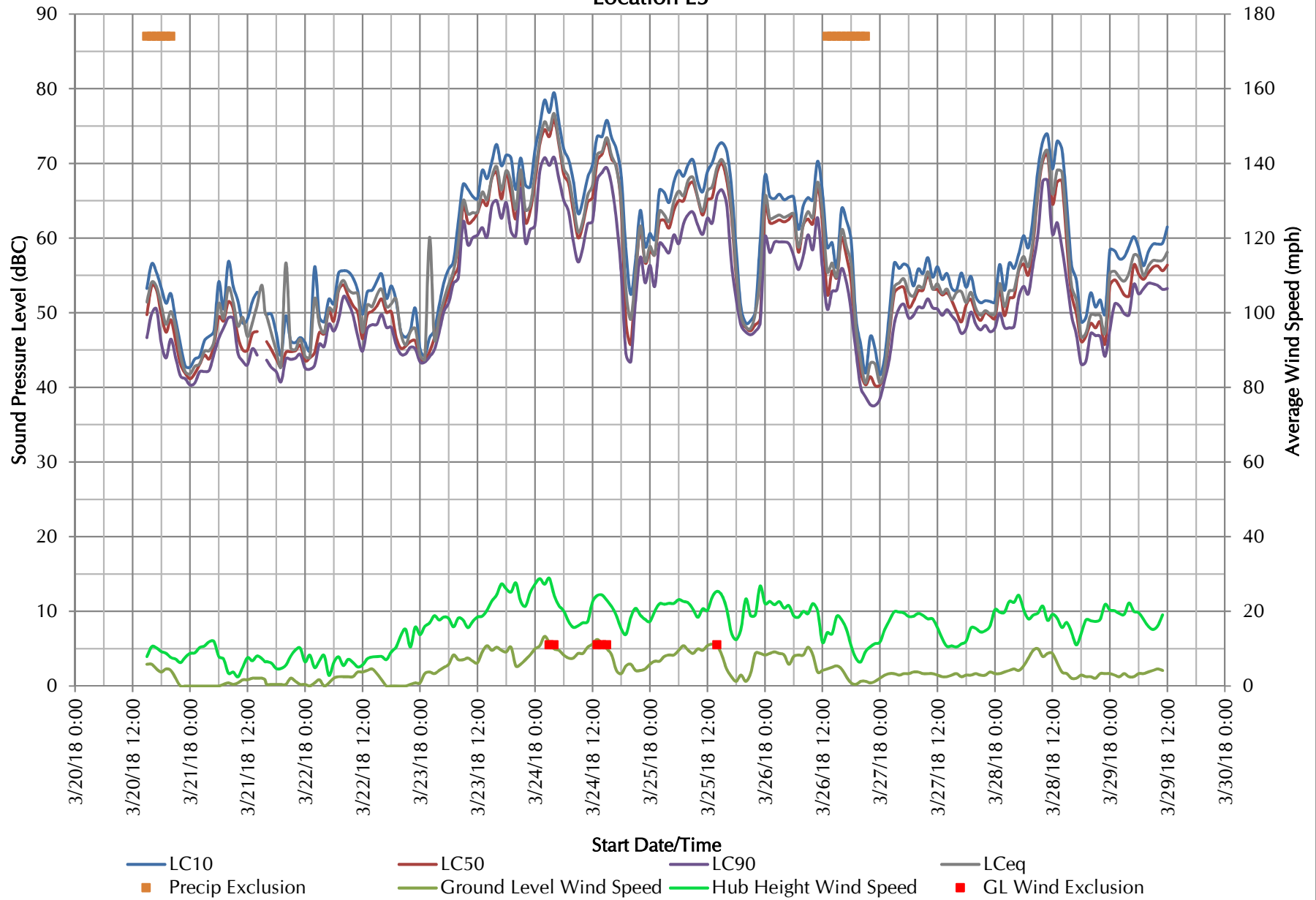


Figure 5-21: Measured Hourly A-weighted Sound Pressure Levels (dBA) versus Met Data
Location L6

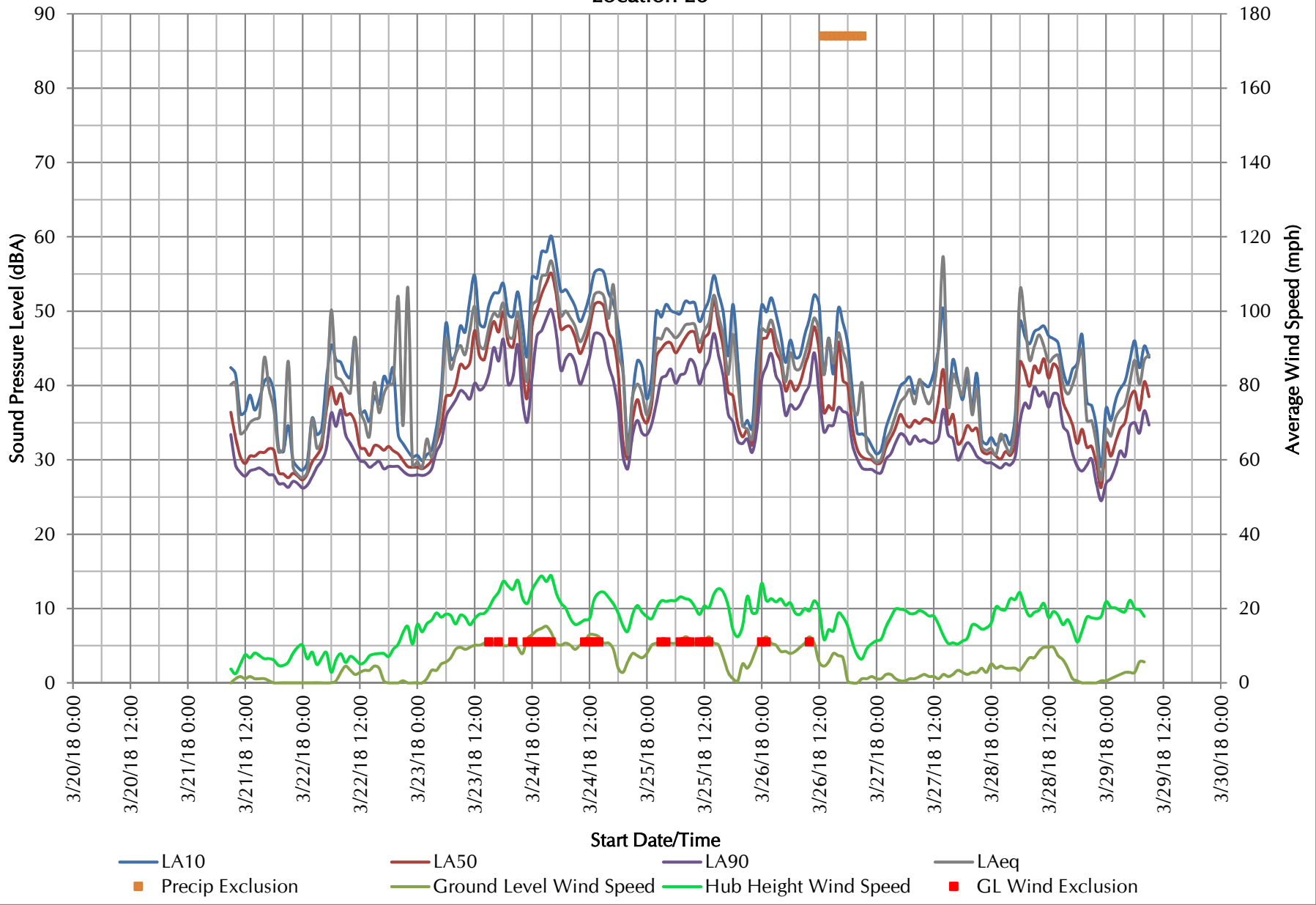
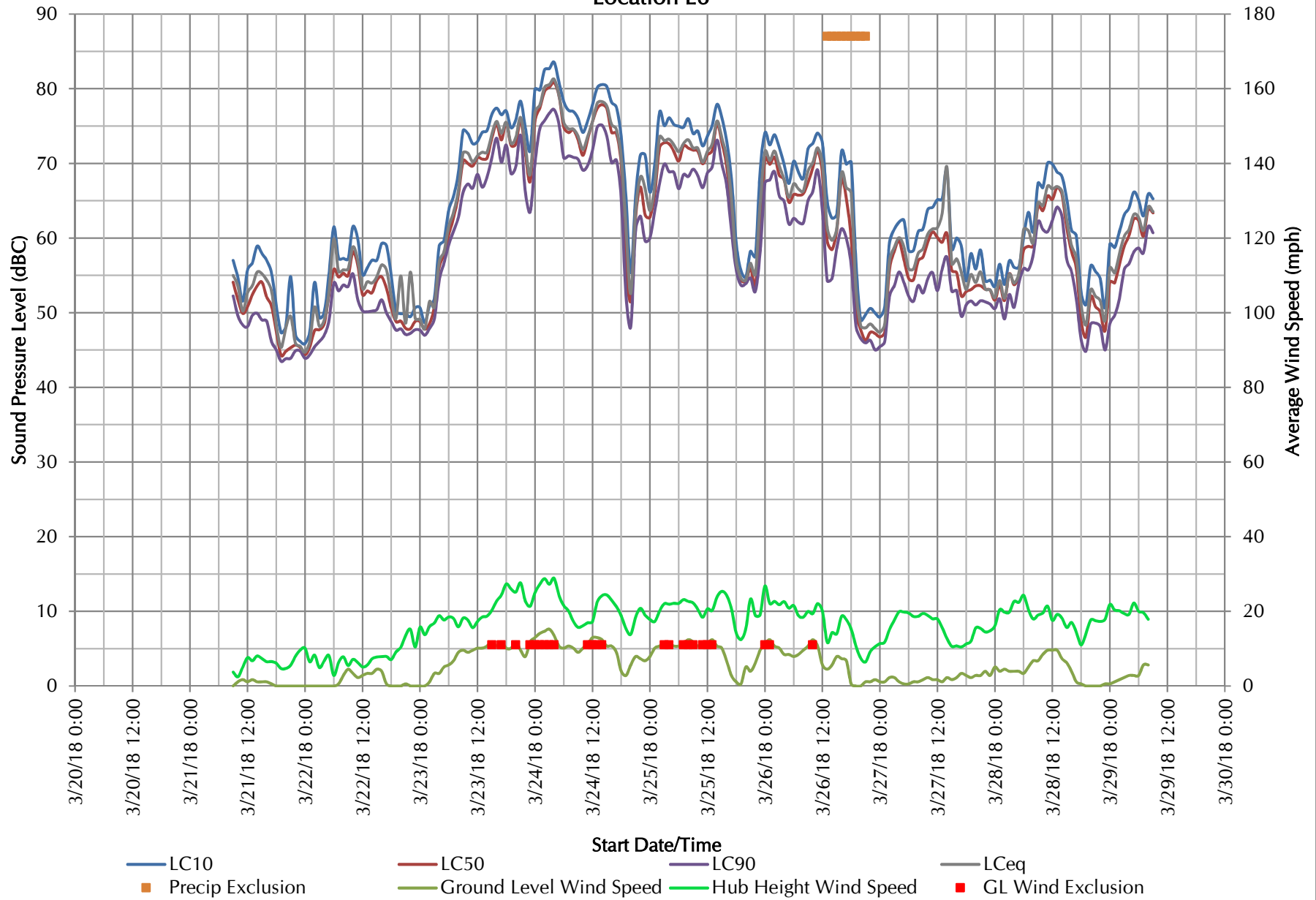


Figure 5-22: Measured / Calculated Hourly C-weighted Sound Pressure Levels (dBC) versus Met Data
Location L6



- ◆ The L₁₀ A-weighted sound levels ranged from 29 to 57 dBA;
- ◆ The L₅₀ A-weighted sound levels ranged from 26 to 52 dBA.

5.6.2 *Short-term Sound Levels*

Short-term sound levels were measured during the nighttime and daytime on March 20, 2018 and March 21, 2018, respectively. A brief summary of the measurement results is presented herein.

5.6.2.1 Location S1

Sound levels at Location S1 were influenced by vehicles on Hwy 218, distant vehicles on Hwy 14, occasional distant trains, dog, and high aircraft. Select results of the 20-minute measurements are shown below and additional details are presented in Appendix C.

- ◆ The L₁₀ A-weighted sound level was 53 dBA for both the daytime and nighttime measurements;
- ◆ The L₅₀ A-weighted sound levels were 41 dBA and 28 dBA for the daytime and nighttime measurements, respectively.

5.6.2.2 Location S2

Sound levels at Location S2 were influenced by birds, distant vehicles on local roads, dogs, and high aircraft. Select results of the 20-minute measurements are shown below and additional details are presented in Appendix C.

- ◆ The L₁₀ A-weighted sound level was 33 dBA for both the daytime and nighttime measurements;
- ◆ The L₅₀ A-weighted sound levels were 28 dBA and 29 dBA for the daytime and nighttime measurements, respectively.

6.0 MODELED SOUND LEVELS

6.1 Sound Sources

6.1.1 Project Wind Turbines

The sound level analysis for the Project conservatively includes 72 wind turbines, of which four (4) are considered alternate locations. Of these 72 wind turbines, 64 wind turbines are GE 2.5-116 LNTE units and eight (8) are GE 2.3-116 LNTE units. All 64 GE 2.5-116 wind turbines have a hub height of 90 meters and a rotor diameter of 116 meters. All eight GE 2.3-116 wind turbines have a hub height of 80 meters and a rotor diameter of 116 meters. A technical report from GE⁸ was provided by DCW through Atwell which documented the expected sound power levels associated with the GE 2.5-116 LNTE wind turbine. A similar technical report from GE⁹ was provided by DCW through Atwell that documented the expected sound power levels associated with the GE 2.3-116 LNTE wind turbine. These sound power levels are defined as “calculated apparent” by the turbine manufacturer and therefore do not include any uncertainty factor.

6.1.2 Substation Transformer

In addition to the wind turbines, there will be a collector substation associated with the Project in Dodge County. The substation is proposed to be located north of wind turbine #58 as shown in Figure 6-1. One 225 megavolt-ampere (MVA) transformer is proposed for the substation. According to the specification sheet provided by the DCW, the sound pressure level for this unit will be 75 dBA. Epsilon has estimated octave-band sound power levels using the broadband sound pressure level provided and techniques in the Electric Power Plant Environmental Noise Guide (Edison Electric Institute), Table 4.5 Sound Power Levels of Transformers. Table 6-1 below summarizes the sound power level data used in the modeling.

Table 6-1 Modeled Substation Transformer Sound Power Levels

| Maximum Rating | Broadband dBA | Sound Power Levels per Octave-Band Center Frequency [Hz] | | | | | | | | |
|----------------|---------------|--|-------|--------|--------|--------|-------|-------|-------|-------|
| | | 31.5 dB | 63 dB | 125 dB | 250 dB | 500 dB | 1k dB | 2k dB | 4k dB | 8k dB |
| 225 MVA | 95 | 92 | 98 | 100 | 95 | 95 | 89 | 84 | 79 | 72 |

⁸ General Electric Company, Technical Documentation Wind Turbine Generator Systems 2.5-116 with LNTE – 60 Hz Product Acoustic Specifications, 2016.

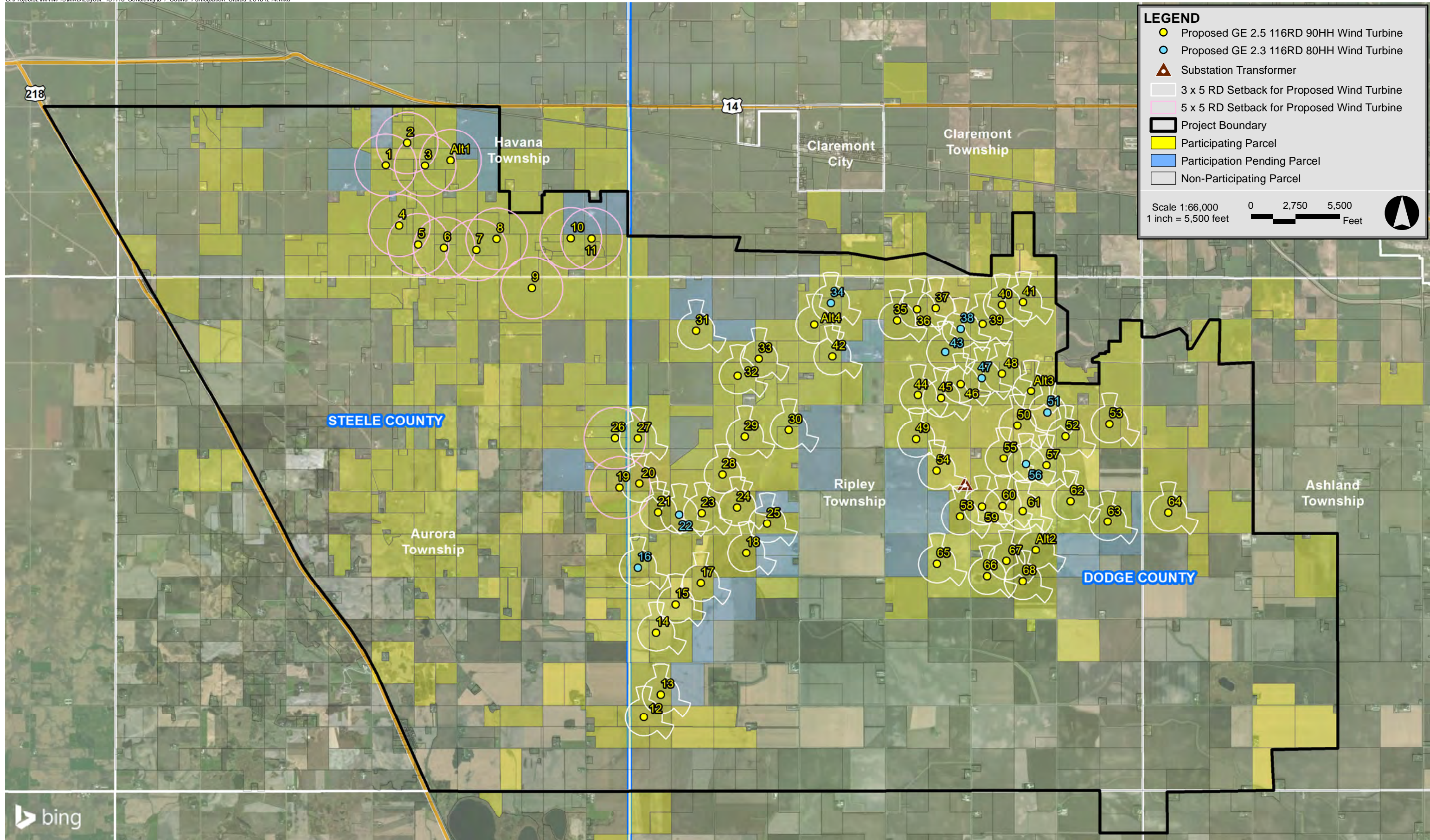
⁹ General Electric Company, Technical Documentation Wind Turbine Generator Systems 2.3-116 with LNTE – 50 Hz and 60 Hz Product Acoustic Specifications, 2015.

6.2 Modeling Methodology

The sound impacts associated with the proposed wind turbines were predicted using the Cadna/A sound level calculation software developed by DataKustik GmbH. This software uses the ISO 9613-2 international standard for sound propagation (Acoustics - Attenuation of sound during propagation outdoors - Part 2: General method of calculation). The benefits of this software are a more refined set of computations due to the inclusion of topography, ground attenuation, multiple building reflections (if applicable), drop-off with distance, and atmospheric absorption. The Cadna/A software allows for octave band calculation of sound from multiple sources as well as computation of diffraction.

Inputs and significant parameters employed in the model are described below:

- ◆ *Project Layout:* A Project layout dated November 16, 2018 was provided by Atwell. The 68 proposed wind turbines and 4 proposed alternates were conservatively input into the model. The Project will also have one 225 MVA transformer at a collector substation. The location of the substation transformer in the model was estimated based on plans received from DCW on July 14 and 18, 2017. The proposed wind turbines and substation are identified in Figure 6-1. Wind turbine location coordinates for the current layout are provided in Appendix D.
- ◆ *Parcel Participation:* A dataset containing participation status information for property parcels in the proximity of the Project was provided by Atwell on December 10, 2018. This information was supplemented by Atwell/DCW regarding a recent change to participation status for the parcel with Receptor #358 whole owner recently signed a participation agreement. Parcels identified as “LSE” within the dataset and the receptor #358 parcel are participating and are indicated as such on Figure 6-1. Consistent with the LWECS requirement, properties in Dodge County not participating in the Project will have turbines set back at least 3 rotor diameters (RD) from their property in non-prevailing wind directions and at least 5 RD from their property in prevailing wind directions from each wind turbine (5 by 3 setback). Therefore, any parcel located in Dodge County that is closer than these setbacks must be a participating parcel for the Project. Accordingly, any non-“LSE” parcel in Dodge County closer than these setbacks has been assigned a “participation pending” status. Properties located in Steele County not participating in the Project will have turbines set back at least 5 rotor diameters from their property in any direction from a wind turbine (5 by 5 setback). Therefore, any parcel located in Steele County closer than this setback must be a participating parcel for the Project. Accordingly, any non-“LSE” parcel in Steele County closer than the 5 by 5 setback has been assigned a “participation pending” status. A setback data layer was provided by Atwell and is shown on Figure 6-1. Participation status used throughout this analysis is shown in Figure 6-1.

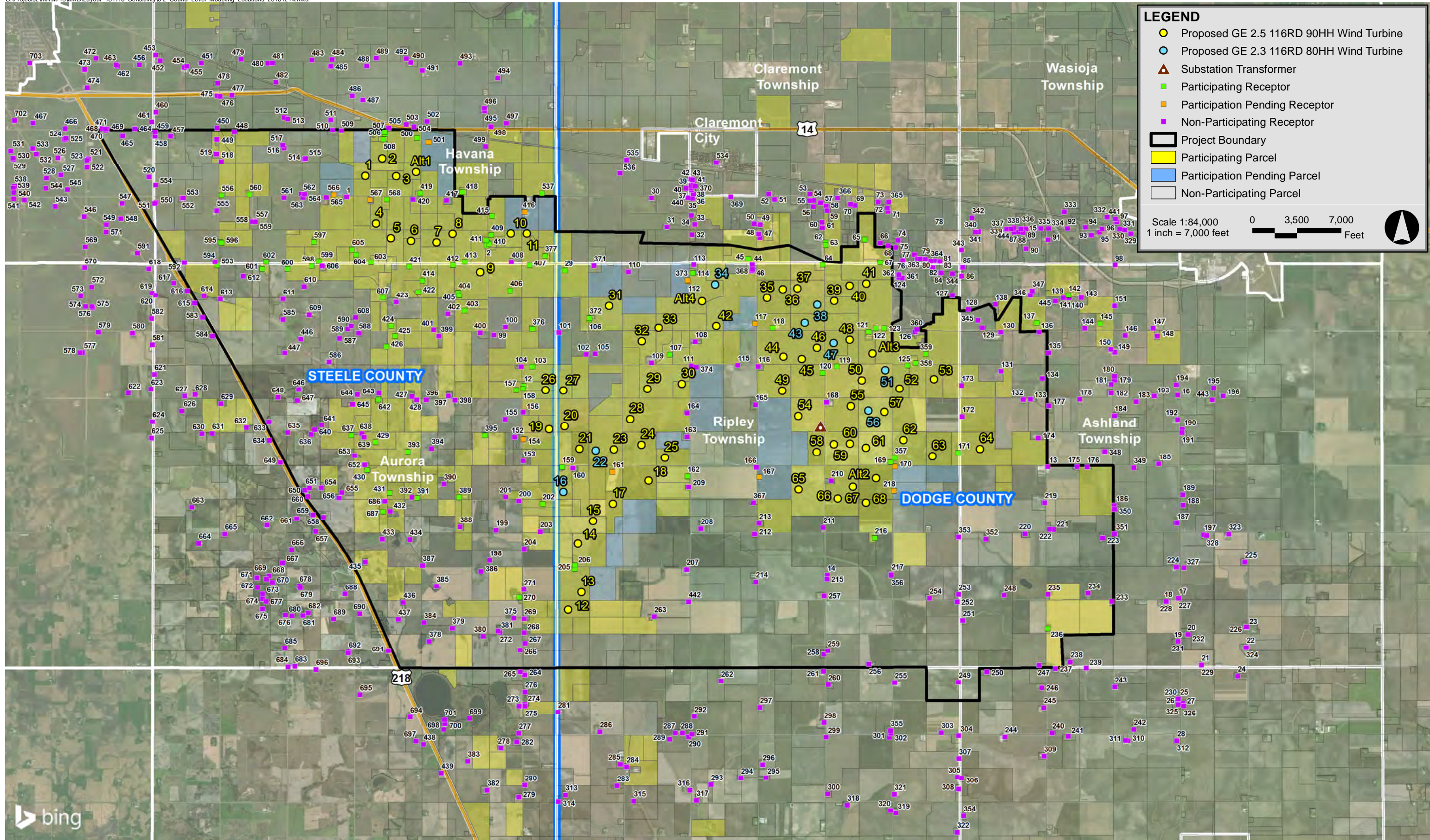


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- ◆ *Modeling Receptor Locations:* A modeling receptor dataset dated June 15, 2017 was provided by Atwell. Receptors within 2 miles of the Project Area categorized as residential, mobile home, town, church, or municipal (694) were input into the Cadna/A model. These modeling receptors were modeled as discrete points at a height of 1.5 meters above ground level to mimic the ears of a typical standing person. Participation status for each modeling receptor was assigned as previously described. All modeling receptors are identified in Figure 6-2 and are distinguished as either participating, participation pending, or non-participating.

A modeling grid with 20-meter spacing was calculated for the entire Project Area. The grid was modeled at a height of 1.5 meters above ground level (AGL) for consistency with the discrete modeling points. This modeling grid allowed for the creation of sound level isolines.

- ◆ *Terrain Elevation:* Elevation contours for the modeling domain were directly imported into Cadna/A which allowed for consideration of terrain shielding where appropriate. The terrain height contour elevations for the modeling domain were generated from elevation information derived from the National Elevation Dataset (NED) developed by the U.S. Geological Survey.
- ◆ *Source Sound Levels:* Maximum broadband sound power levels for the GE 2.5-116 LNTE and GE 2.3-116 LNTE wind turbines provided in technical reports were input to the model. These sound levels represent “worst-case” operational sound level emissions. The substation transformer sound power levels as presented in Table 6-1 were input into the model.
- ◆ *Uncertainty factor:* No uncertainty factor was provided by the wind turbine manufacturer for the GE 2.5-116; however, an uncertainty factor was provided for the GE 2.3-116 unit. An uncertainty factor of 2 dBA was assumed for the GE 2.5-116 unit based on the GE 2.3-116 uncertainty factor and prior experience with wind turbine sound modeling. Therefore, 2 dBA was added to the sound power level for each modeled wind turbine.
- ◆ *Meteorological Conditions:* A temperature of 10°C (50°F) and a relative humidity of 70% was assumed in the model.
- ◆ *Ground Attenuation:* Spectral ground absorption was calculated using a G-factor of 0.5 which corresponds to “mixed ground” consisting of both hard and porous ground cover. This method yields more conservative results (i.e., higher sound levels) as the vast majority of the area is actually agricultural.



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Octave-band sound power levels corresponding to the highest available broadband sound power level for each wind turbine type including uncertainty and estimated octave-band sound power levels from the proposed substation transformer were input into Cadna/A to model L_{eq} sound pressure levels during conditions when worst-case sound power levels are expected. Sound pressure levels were modeled at 694 receptors within 2 miles of the Project Area. In addition to modeling at discrete points, sound levels were also modeled throughout a large grid of points, each spaced 20 meters apart to allow for the generation of sound level isolines in each modeling scenario.

Several modeling assumptions inherent in the ISO 9613-2 calculation methodology, or selected as conditional inputs by Epsilon, were implemented in the Cadna/A model to ensure conservative results (i.e., higher sound levels), and are described below:

- ◆ All modeled sources were assumed to be operating simultaneously and at the design wind speed corresponding to the greatest sound level impacts.
- ◆ As per ISO 9613-2, the model assumed favorable conditions for sound propagation, corresponding to a moderate, well-developed ground-based temperature inversion, as might occur on a calm, clear night or equivalently downwind propagation.
- ◆ Meteorological conditions assumed in the model ($T = 10^{\circ}\text{C}/\text{RH} = 70\%$) were selected to minimize atmospheric attenuation in the 500 Hz and 1 kHz octave bands where the human ear is most sensitive.
- ◆ No additional attenuation due to tree shielding, air turbulence, or wind shadow effects was considered in the model.

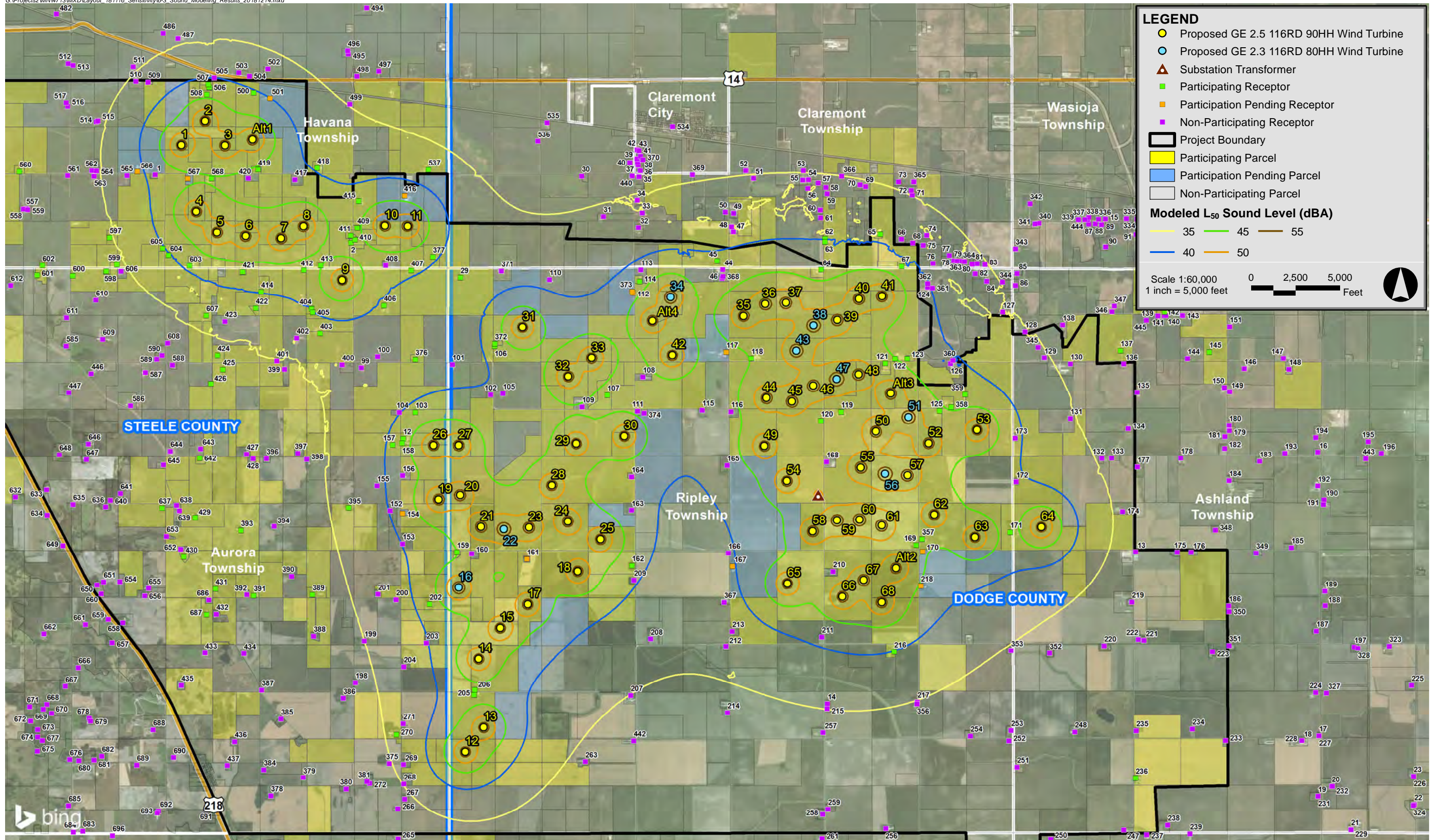
6.3 Sound Level Modeling Results

All modeled sound levels, as output from Cadna/A are A-weighted equivalent sound levels (L_{eq} , dBA). Based on Epsilon's experience in conducting post-construction sound level measurement programs for wind energy facilities, the equivalent sound level has been comparable to the median (L_{50} , dBA) sound level when the wind turbine sound was prevalent and steady under ideal wind and operational conditions.¹⁰ Therefore, the modeled sound levels for this Project may be considered as L_{50} sound levels and directly compared to the Minnesota L_{50} limit.

Table E-1 in Appendix E shows the predicted Project Only broadband (dBA) sound levels at the 694 Noise Area Classification 1 receptors modeled within 2 miles of the Project Area. These broadband L_{50} sound levels range from 17 to 47 dBA and represent the worst-case future L_{50} sound levels produced solely by wind turbines and substation associated with the

¹⁰ Within 0.4 decibels

Project. Four locations (#120, #121, #210 and #119) are modeled to have a sound level of 47 dBA. Location #210 is a non-participating receptor, while locations #119, #120, and #121 are participating. In addition to these discrete modeling points, sound level isolines generated from the modeling grid are presented in Figure 6-3.



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7.0 EVALUATION OF SOUND LEVELS

The proposed Dodge County Wind Project within Dodge and Steele Counties, MN is required to comply with the sound level requirements in Minn. R. Ch. 7030 for Noise Pollution Control. NAC 1 (primarily residential) receptors are protected by the lowest sound level limits of the MPCA. Since wind turbines can operate under conditions resulting in maximum sound power, during both the day and at night, the Project would need to comply during the period with more stringent limits, nighttime. Furthermore, because wind turbine sound is generally steady, the L₅₀ (median) sound level is more likely to be affected by wind turbine sound than the L₁₀ which is controlled more by unsteady sound. The L₅₀ limit is also more restrictive than the L₁₀ limit. Therefore, NAC 1 receptors have been evaluated against the L₅₀ sound level limit of 50 dBA in this analysis.

The highest predicted worst-case Project Only L₅₀ sound level at a modeling receptor is 47 dBA, and, therefore, is below the most restrictive MPCA sound limit of 50 dBA. This sound level is modeled at non-participating receptor #210 and participating receptors #119, #120, and #121. Nighttime measurements showed non-wind-turbine ambient L₅₀ broadband sound levels range from 25 to 56 dBA when ground-level wind speeds were at or below 11 mph and winds at hub height corresponded to conditions in the modeling. These measured sound levels exceeded 50 dBA at five (5) of the six (6) locations during the measurement program. Ambient sound levels in the Project Area fluctuate due to sound sources such as ground-level winds and vegetation rustle, both of which can cause ambient sound levels to exceed the MPCA L₅₀ nighttime limit of 50 dBA. Project Only modeled sound levels sorted from high to low are presented in Table F-2 of Appendix F.

8.0 LOW FREQUENCY AND INFRASOUND

An evaluation of low frequency (LF) and infrasound levels from a wind energy center at receptors is not required by the State of Minnesota. However, a discussion of LF and infrasound, as it pertains to wind turbines, is provided below for informational purposes.

Low frequency (LF) and infrasound are present in the environment due to other sources besides wind turbines. For example, refrigerators, air conditioners, and televisions generate infrasound and low frequency sound. The frequency range of low frequency sound is generally from 20 Hz to 200 Hz, and the range below 20 Hz is often described as “*infrasound*”. However, audibility can extend to frequencies below 20 Hz if the energy is high enough. Since there is no sharp change in hearing at 20 Hz, the division between “low-frequency sound” and “infrasound” should only be considered “practical and conventional.” The threshold of hearing is standardized for frequencies down to 20 Hz.¹¹ Based on extensive research and data, Watanabe and Moeller have proposed normal hearing thresholds for frequencies below 20 Hz.¹² These sound levels are so high that infrasound is generally considered inaudible. For example, the sound level at 8 Hz would need to be 100 dB to be audible.

A detailed infrasound and low frequency noise measurement program of wind turbines was conducted from 2013-2015 by the Ministry for the Environment, Climate and Energy of the Federal State of Baden-Wuerttemberg, Germany.¹³ The conclusions of the German study were:

“Infrasound and low-frequency noise are an everyday part of our technical and natural environment. Compared with other technical and natural sources, the level of infrasound caused by wind turbines is low. Already at a distance of 150 m (~ 500 ft), it is well below the human limits of perception. Accordingly, it is even lower at the usual distances from residential areas. Effects on health caused by infrasound below the perception thresholds have not been scientifically proven. Together with the health authorities, we in Baden-Württemberg have come to the conclusion that adverse effects relating to infrasound from wind turbines cannot be expected on the basis of the evidence at hand.”

¹¹ Acoustics - Normal equal-loudness-level contours, International Standard ISO 226:2003, International Organization for Standardization, Geneva, Switzerland, (2003).

¹² T. Watanabe, and H. Moeller, “Low Frequency Hearing Thresholds in Pressure Field and in Free Field”, J. Low Frequency Noise and Vibration, 9(3), 106-115, (1990).

¹³ *Low frequency noise incl. infrasound from wind turbines and other sources*, LUBW, Baden-Wuerttemberg, Germany, September 2016.

The Massachusetts Department of Environmental Protection (MA DEP) and the Massachusetts Department of Public Health commissioned an expert panel who found that: “Claims infrasound from wind turbines directly impacts the vestibular system have not been demonstrated scientifically. Available evidence shows that the infrasound levels near wind turbines cannot impact the vestibular system.”¹⁴

Health Canada, in collaboration with Statistics Canada, conducted one of the most extensive studies to understand the impacts of wind turbine noise to-date.¹⁵ A cross-section epidemiological study was carried out in 2013 in the provinces of Ontario and Prince Edward Island on randomly selected participants living near and far from operating wind turbines. Many peer-reviewed publications have been written based on the Health Canada research, including an analysis of low frequency and infrasound data. For example, Keith et al concluded that there was no advantage of using C-weighting to measure low frequency sound since the relationship between A-weighting and C-weighting are so highly correlated.¹⁶ In other words, acceptable A-weighted limits also eliminate low frequency and infrasound impacts.

Low frequency and infrasound has also been studied extensively in Japan. Tachibana et al conducted extensive measurements of 34 wind farms nationwide and concluded that infrasound from wind turbines is not audible/sensible, and that wind turbine noise is not a problem in the infrasound region.¹⁷

As noted in the 2011 NARUC report, “the widespread belief that wind turbines produce elevated or even harmful levels of low frequency and infrasonic sound is utterly untrue as proven repeatedly and independently by numerous investigators.”¹⁸

¹⁴ *Wind Turbine Health Impact Study: Review of Independent Expert Panel*, Massachusetts Department of Environmental Protection and Massachusetts Department of Public Health, January 2012.

¹⁵ Health Canada website: <http://www.hc-sc.gc.ca/ewh-semt/noise-bruit/turbine-eoliennes/summary-resume-eng.php>

¹⁶ *Wind turbine sound pressure level calculations at dwellings*, S. E. Keith et al, J. Acoustical Society of America, 139(3), March 2016.

¹⁷ *Nationwide field measurements of wind turbine noise in Japan*, H. Tachibana et al, Noise Control Engineering Journal, 62(2), March-April 2014.

¹⁸ *Assessing Sound Emissions from Proposed Wind Farms & Measuring the Performance of Completed Projects*, NARUC, prepared by Hessler Associates, Inc., October 2011.

9.0 CONCLUSIONS

A comprehensive sound level modeling assessment was conducted for the Dodge County Wind Project. In addition, ambient sound levels were measured to characterize the existing background sound levels within the area.

Nighttime measurements showed non-wind-turbine ambient L₅₀ broadband sound levels range from 25 to 56 dBA when ground-level wind speeds were at or below 11 mph and winds at hub height corresponded to conditions in the modeling. These measured sound levels exceeded 50 dBA at five (5) of the six (6) locations during the measurement program. Ambient sound levels in the Project Area fluctuate due to sound sources such as ground-level winds and vegetation rustle, both of which can cause ambient sound levels to exceed the MPCA L₅₀ nighttime limit of 50 dBA. The highest predicted worst-case Project Only L₅₀ sound level at a modeling receptor is 47 dBA, and, therefore, is below the most restrictive MPCA sound limit of 50 dBA.

Appendix A

DCW Sound Level Measurement Protocol

**Dodge County Wind Project
Dodge and Steele Counties, MN**

Sound Level Measurement Protocol

March 9, 2018

Introduction

This protocol describes the methodology involved in measuring the ambient sound levels for the Dodge County Wind (“DCW”) Project. This Project is currently being developed by NextEra Energy Resources, LLC (NEER). DCW will be a wind power generation facility consisting of approximately 70 wind turbines located within Dodge and Steele Counties, Minnesota. Based on a preliminary 170MW layout dated December 12, 2017, the proposed wind turbines will be a combination of GE 1.7 and GE 2.5 megawatt (MW) wind turbines. The GE 1.7 MW wind turbines have a hub height of 80 meters and a rotor diameter of 103 meters. The GE 2.5 MW wind turbines have a hub height of 89 meters and a rotor diameter of 127 meters. Locations of the proposed wind turbines in the 170MW layout dated December 12, 2017 are presented in Figure 1.

As part of this effort, Epsilon will conduct a sound level measurement program to document existing ambient sound levels in the vicinity of the DCW Project. The purpose of this protocol is to describe the measurement methodology, identify acoustical and meteorological equipment proposed, and provide a schedule. Procedures identified in the Guidance for Large Wind Energy Conversion System, Noise Study Protocol and Report (“LWECS Guidance”) published by the Minnesota Department of Commerce (“DOC”), Energy Facility Permitting, dated October 8, 2012 were used in the development of this measurement protocol.

Sound Level Measurement Methodology

The Guidance advises measurement at a minimum of three (3) locations within the Project area where wind turbines are either not constructed or not operating to represent ambient sound level conditions. Broadband A-weighted (dBA) and one-third octave-band (dB) sound levels will be measured at a total of 8 locations in Dodge and Steele Counties to collect pre-construction sound level data. Six (6) of these locations will be long-term measurement locations within the Project Boundary. The long-term sound level measurement locations were selected based on LWECS Guidance, modeled sound levels, proximity of residential locations to the wind turbines, wind turbine types, and proximity to other measurement locations in the measurement program. Per the LWECS Guidance document, one (1) location has been selected to represent the receptor with the worst-case modeled sound level based on a preliminary modeling analysis.

The six (6) preferred long-term locations¹ and eight (8) alternate locations² in Dodge and Steele Counties are shown in Figure 1 and briefly described below. All long-term locations are proposed to be at a residence (exterior) with some on participating parcels and others on non-participating parcels. Non-participating homeowners may be unwilling to grant permission at a particular location; if permission is not granted, measurements will be conducted at an alternate location when practical. In addition, the alternate location may be selected if site conditions realized during setup warrant relocation. At the time of this Protocol, permission has not been obtained at the measurement locations. Additional alternative locations may be selected and/or the number of measurement locations reduced if permission cannot be obtained prior to the commencement of the measurement program.

Preferred Locations:

- ◆ **Location L1P:** Steele Co – One of three non-participating residences highlighted on the figure
- ◆ **Location L2P:** Steele Co – Participating Residence
- ◆ **Location L3P:** Dodge Co – Participating Residence
 - Highest modeled sound level at a participating residence
- ◆ **Location L4P:** Dodge Co – Non-participating Residence
 - Highest modeled sound level
- ◆ **Location L5P:** Dodge Co – Participating Residence
- ◆ **Location L6P:** Dodge Co – One of two non-participating residences highlighted on the figure

Alternate Locations:

- ◆ **Location L1A1:** Steele Co – Participating Residence
- ◆ **Location L1A2:** Steele Co – Participating Residence
- ◆ **Location L2A:** Steele Co – Participating Residence
- ◆ **Location L3A:** Steele Co – Participating Residence
- ◆ **Location L4A:** Dodge Co – Participating Residence
- ◆ **Location L5A:** Dodge Co – Participating Residence
- ◆ **Location L6A1:** Dodge Co – Participating Residence
- ◆ **Location L6A2:** Dodge Co – Participating Residence

Long-term measurements will be supplemented with short-term measurements at two (2) locations west of the Project Boundary. One daytime and one nighttime measurement will be taken for 20-minutes during environmental conditions with no precipitation and with ground-level wind speeds less than 11 mph (5 m/s). Sound observations will be made during both periods at each location by Epsilon staff. Publically accessible locations will be utilized and are briefly described below and shown on Figure 1.

- ◆ **Location S1:** Steele Co

¹ Preferred long-term measurement locations are identified with a “P” in their ID.

² Alternate long-term measurement locations are identified with an “A” in their ID.

- Intersection of US Highway 218 and ST 73rd St
- ◆ **Location S2:** Steele Co
 - Intersection of SE 34th St and SE 58th St

Measurement Equipment

The sound level measurements will be made using Larson Davis (LD) model 831 sound level meters (or equivalent). The model meets “Type 1 Precision” requirements set forth in American National Standards Institute (ANSI) S1.4-1983 standard for sound level meters. The meters will log values of various broadband A-weighted (dBA) sound level measurement parameters including the L_{eq} , L_{max} , L_{10} , L_{50} , and L_{90} . Long-term meters will be programmed to log this statistical data on an hourly basis and short-term meters will log the complete 20-minute measurements. The LWECs Guidance also requires C-weighted data collection. This will be calculated through post-processing analysis since simultaneous A-weighted and C-weighted collection is not possible with commonly available commercial instrumentation. One-minute time history data will be collected by the long-term meters and 1-second time history data will be collected by the short-term meter. The microphones will be tripod-mounted at a height of 1.5 meters (5 feet) above ground. A 7-inch windscreen will be placed on all microphones.

The measurement equipment will be calibrated in the field before and after the survey with the manufacturer’s acoustical calibrator which meets the standards of IEC 942 Class 1L and ANSI S1.40-1984. All calibrations will be within ± 1.0 dB from the most recent calibration otherwise the data collected during that period will be discarded. The meters are calibrated and certified as accurate to standards set by the National Institute of Standards and Technology by an independent laboratory within the past 12 months.

Since this is a wind turbine project, the wind speed during the noise study is significant in importance. The ground-level wind speed has a direct influence on the ambient sound levels. Ground-level wind speed data will be continuously measured at all long-term sound level measurement locations for the duration of the study per the LWECs Guidance. A HOBO H21-002 micro-weather station (or similar) will be used at the monitoring locations. The wind sensors will be mounted at microphone height (1.5 meters) per the LWECs Guidance and log data every hour. This wind instrument has a measurement range of 0 to 45 m/s (100 mph) and an accuracy of ± 1.1 m/s (2.4 mph). The starting threshold is ≤ 1 m/s (2.2 mph). For the short-term measurements where micro-weather station utilization is not practical, wind speeds will be measured for a subset of the measurement period with a hand-held Davis Instruments TurboMeter electronic wind speed indicator.

Additional meteorological parameters, e.g. temperature, precipitation, etc., will be collected through additional instrumentation deployed by Epsilon and/or will be downloaded from the closest National Weather Service station for the entire program.

In order to allow for the characterization of background sound levels during different wind regimes, which may be useful once the wind energy facility is operational, it would be necessary to know the wind speeds at higher heights (hub height, if possible) during the background sound level measurement program. If these data are available during the program, they will be incorporated into the report.

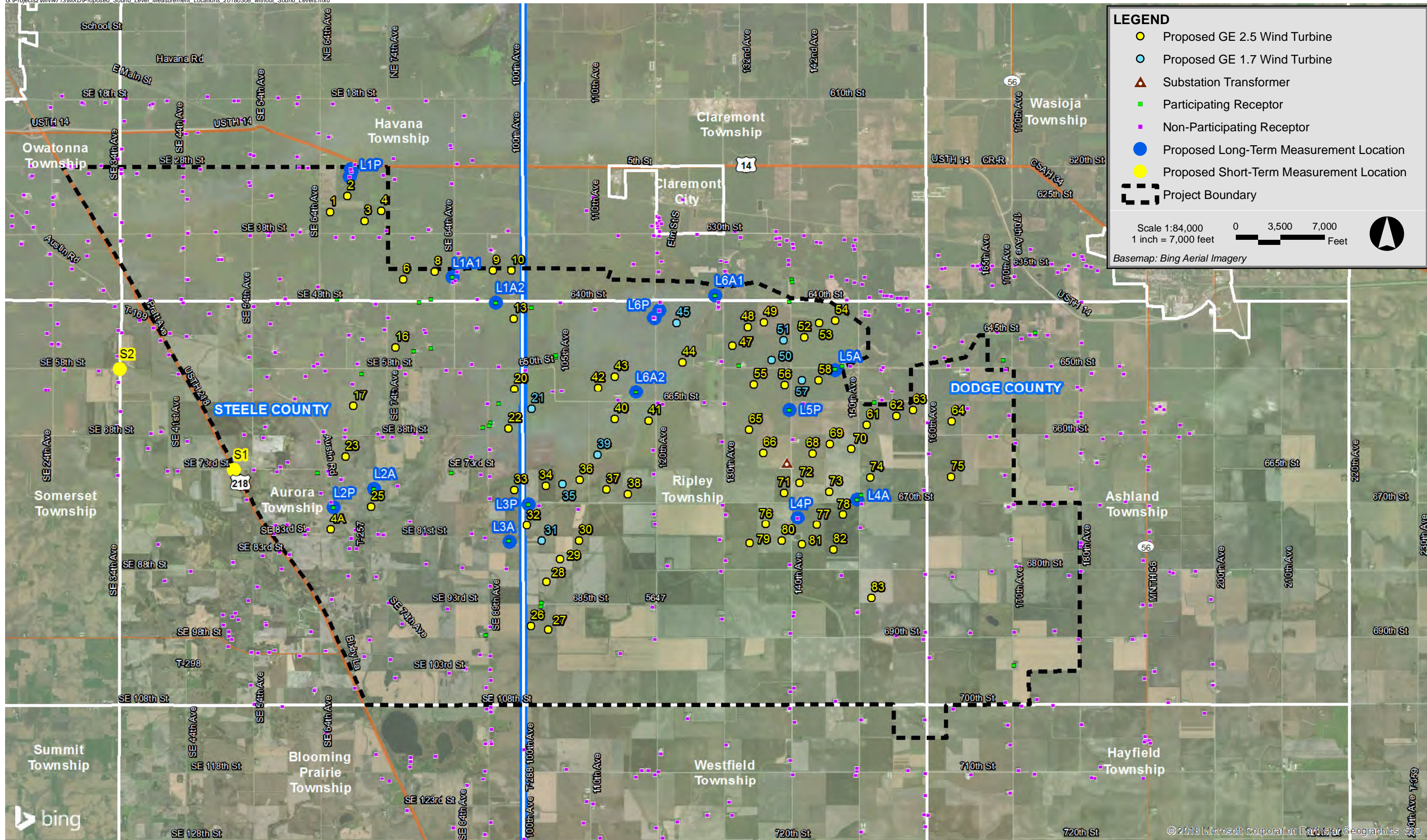
Schedule

The sound level measurement program is planned to commence on Monday, March, 19, 2018. All equipment is expected to be operating by no later than Wednesday, March 21. Following the approach outlined in the Guidance document, the long-term measurements will last for at least 1 week. The equipment will not be staffed continuously; however, observations at the long-term locations will be made four times during the program (see below). The field technician will leave the site on March 21 or March 22 and return on March 28 or March 29. Continuous A-weighted measurements (24 hours/day) will be made concurrently at all long-term measurement locations over the approximately 7-day period. The observation periods will be as follows:

- ◆ Upon deployment (daytime),
- ◆ During the 1st night when all monitors are running (nighttime),
- ◆ During the day after the setup and/or night observations, and
- ◆ During the pick-up (daytime).

Results/Report

The LWECs document will be used as a guide for sound level data processing, result summaries, and the report structure. No extraneous noise events will be excluded from the data. Hourly periods of recorded precipitation and periods with high wind speeds will be removed from the datasets. The percentage of the excluded data will be presented. Sound levels will be presented in graphical format as they were measured in relation to wind speed over the measurement duration. The report will include various figures and tables to effectively summarize the results of the measurement program.



Dodge County Wind Dodge & Steele Counties, MN

Appendix B

NCEI Meteorological Data: NWS Station – Dodge Center Airport, Dodge
Center, MN

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|-------------------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 0:15 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 6 | 20 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 0:35 | FM-15 | OVC:08 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 5 | 20 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 0:55 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 6 | 30 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 1:15 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 6 | 40 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 1:35 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 6 | 30 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 1:55 | FM-15 | SCT:04 70 OVC:08 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 3 | 360 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 2:15 | FM-15 | BKN:07 70 OVC:08 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 6 | 20 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 2:35 | FM-15 | BKN:07 70 OVC:08 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 7 | 30 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 2:55 | FM-15 | SCT:04 70 OVC:08 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 5 | 40 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 3:15 | FM-15 | OVC:08 80 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 6 | 60 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 3:35 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 28 | -2.2 | 21 | -6 | 64 | 8 | 80 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 3:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 10 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 4:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 9 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 4:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 8 | 70 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 4:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 9 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 5:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 9 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 5:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 10 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 5:55 | FM-15 | SCT:04 50 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 8 | 80 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 6:15 | FM-15 | SCT:04 50 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 10 | 70 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 6:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 9 | 90 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 6:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 8 | 90 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 7:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 7 | 80 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 7:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 9 | 60 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 7:55 | FM-15 | SCT:04 46 BKN:07 50 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 8 | 70 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 8:15 | FM-15 | BKN:07 35 OVC:08 43 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 8 | 80 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 8:35 | FM-15 | OVC:08 35 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 7 | 70 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 8:55 | FM-15 | SCT:04 22 BKN:07 28 OVC:08 35 | 5 | -SN:03 SN:71 | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 7 | 40 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 9:15 | FM-15 | OVC:08 26 | 10 | -SN:03 SN:71 | 27 | -3 | 24 | -4.4 | 18 | -8 | 69 | 7 | 50 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 9:35 | FM-15 | BKN:07 26 | 7 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 9 | 60 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 9:55 | FM-15 | SCT:04 24 | 7 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 7 | 110 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 10:15 | FM-15 | SCT:04 20 | 7 | -SN:03 SN:71 | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 3 | 90 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 10:35 | FM-15 | SCT:04 20 | 7 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 7 | 80 | | 28.64 | | | | 30.03 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 10:55 | FM-15 | SCT:04 14 | 7 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 7 | 60 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 11:15 | FM-15 | SCT:04 14 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 8 | 60 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 11:35 | FM-15 | CLR:00 | 7 | UP:09 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 5 | 20 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 11:55 | FM-15 | SCT:04 10 | 4 | -SN:03 SN:71 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 6 | 50 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 12:15 | FM-15 | SCT:04 8 SCT:04 13 | 4 | -SN:03 SN:71 | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 60 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 12:35 | FM-15 | SCT:04 15 | 5 | -SN:03 SN:71 | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 5 | 10 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 12:55 | FM-15 | SCT:04 15 | 7 | -SN:03 SN:71 | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 5 | 20 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 13:15 | FM-15 | SCT:04 15 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 30 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 13:35 | FM-15 | SCT:04 17 | 5 | -SN:03 SN:71 | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 7 | 30 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 13:55 | FM-15 | SCT:04 15 | 4 | -SN:03 SN:71 | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 7 | 10 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 14:15 | FM-15 | BKN:07 15 | 3 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 7 | 20 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 14:35 | FM-15 | BKN:07 15 | 3 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 7 | 10 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 14:55 | FM-15 | SCT:04 11 BKN:07 17 | 4 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 7 | 30 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 15:15 | FM-15 | SCT:04 15 BKN:07 19 | 4 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 9 | 20 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 15:35 | FM-15 | BKN:07 15 | 4 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 8 | 40 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 15:55 | FM-15 | SCT:04 15 SCT:04 20 | 4 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 10 | 30 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 16:15 | FM-15 | SCT:04 15 SCT:04 20 | 4 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 10 | 20 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 16:35 | FM-15 | SCT:04 21 | 7 | UP:09 | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 8 | 30 | | 28.59 | | | | 29.98 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|-------------------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 16:55 | FM-15 | SCT:04 19 | 10 | UP:09 | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 8 | 20 | | 28.61 | | | | | 29.99 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 17:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 9 | 10 | | 28.61 | | | | | 29.99 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 17:35 | FM-15 | CLR:00 | 10 | UP:09 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 9 | 30 | | 28.61 | | | | | 29.99 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 17:55 | FM-15 | CLR:00 | 10 | UP:09 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 9 | 20 | | 28.61 | | | | | 30 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 18:15 | FM-15 | CLR:00 | 10 | UP:09 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 8 | 30 | | 28.61 | | | | | 30 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 18:35 | FM-15 | CLR:00 | 10 | UP:09 | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 8 | 30 | | 28.61 | | | | | 30 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 18:55 | FM-15 | CLR:00 | 10 | UP:09 | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 9 | 20 | | 28.62 | | | | | 30.01 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 19:15 | FM-15 | SCT:04 36 SCT:04 42 | 10 | UP:09 | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 7 | 40 | | 28.62 | | | | | 30.01 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 19:35 | FM-15 | SCT:04 27 BKN:07 34 OVC:08 42 | 7 | SN:03 SN:71 | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 6 | 30 | | 28.63 | | | | | 30.02 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 19:55 | FM-15 | BKN:07 23 BKN:07 29 OVC:08 40 | 7 | UP:09 | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 6 | 20 | | 28.63 | | | | | 30.02 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 20:15 | FM-15 | SCT:04 23 SCT:04 30 BKN:07 40 | 10 | UP:09 | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 6 | 20 | | 28.63 | | | | | 30.02 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 20:36 | FM-15 | SCT:04 35 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 6 | 10 | | 28.63 | | | | | 30.02 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 20:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 0 | 0 | | 28.63 | | | | | 30.02 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 21:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 0 | 0 | | 28.64 | | | | | 30.03 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 21:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 3 | 330 | | 28.64 | | | | | 30.03 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 21:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 3 | 330 | | 28.64 | | | | | 30.03 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 22:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 5 | 330 | | 28.64 | | | | | 30.03 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 22:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 3 | 330 | | 28.64 | | | | | 30.03 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 22:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 3 | 340 | | 28.65 | | | | | 30.04 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 23:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 5 | 350 | | 28.65 | | | | | 30.04 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 23:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 5 | 350 | | 28.65 | | | | | 30.04 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 23:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 5 | 340 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/20/2018 23:59 | SOD | | | | | | | | | | | | | | | | | | | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 0:15 | FM-15 | SCT:04 65 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 5 | 340 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 0:35 | FM-15 | OVC:08 65 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 5 | 350 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 0:55 | FM-15 | BKN:07 65 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 5 | 340 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 1:15 | FM-15 | CLR:00 | 10 | | 25 | -4 | 24 | -4.6 | 21 | -6 | 86 | 5 | 340 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 1:35 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 5 | 340 | | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 1:55 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 3 | 360 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 2:15 | FM-15 | CLR:00 | 10 | | 25 | -4 | 24 | -4.6 | 21 | -6 | 86 | 5 | 340 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 2:35 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 5 | 330 | | 28.66 | | | | | 30.05 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 2:55 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 6 | 340 | | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 3:15 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 3 | 350 | | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 3:35 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 5 | 340 | | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 3:55 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 5 | 340 | | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 4:15 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 3 | 360 | | 28.68 | | | | | 30.07 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 4:35 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 5 | 330 | | 28.69 | | | | | 30.08 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 4:55 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 5 | 330 | | 28.7 | | | | | 30.09 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 5:15 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 5 | 330 | | 28.7 | | | | | 30.09 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 5:35 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 5 | 340 | | 28.71 | | | | | 30.1 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 5:55 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 3 | 350 | | 28.71 | | | | | 30.1 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 6:15 | FM-15 | CLR:00 | 10 | | 21 | -6 | 20 | -6.5 | 19 | -7 | 93 | 3 | 330 | | 28.72 | | | | | 30.11 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 6:35 | FM-15 | CLR:00 | 10 | | 23 | -5 | 22 | -5.7 | 19 | -7 | 86 | 0 | 0 | | 28.72 | | | | | 30.11 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 6:55 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 0 | 0 | | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 7:15 | FM-15 | BKN:07 50 | 10 | | 25 | -4 | 24 | -4.6 | 21 | -6 | 86 | 3 | 340 | | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 7:35 | FM-15 | OVC:08 50 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 0 | 0 | | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 7:55 | FM-15 | OVC:08 50 | 10 | | 25 | -4 | 24 | -4.6 | 21 | -6 | 86 | 0 | 0 | | 28.74 | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 8:15 | FM-15 | OVC:08 50 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 0 | 0 | | 28.74 | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 8:35 | FM-15 | OVC:08 50 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 0 | 0 | | 28.74 | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 8:55 | FM-15 | OVC:08 50 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 0 | 0 | | 28.74 | | | | | 30.13 |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULTEMP | HOURLYDRYBULTEMPC | HOURLYWETBULTEMP | HOURLYWETBULTEMPC | HOURLYDewPointTemp | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|------------------|-------------------|------------------|-------------------|--------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 9:15 | FM-15 | OVC:08 50 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 0 | 0 | 28.75 | | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 9:35 | FM-15 | OVC:08 50 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 0 | 0 | 28.75 | | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 9:55 | FM-15 | OVC:08 50 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 0 | 0 | 28.76 | | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 10:15 | FM-15 | OVC:08 50 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 0 | 0 | 28.76 | | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 10:35 | FM-15 | OVC:08 50 | 10 | | 30 | -1 | 25 | -3.6 | 16 | -9 | 55 | 3 | 280 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 10:55 | FM-15 | OVC:08 60 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 7 | 280 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 11:15 | FM-15 | OVC:08 60 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 6 | 270 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 11:35 | FM-15 | OVC:08 60 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 8 | 250 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 11:55 | FM-15 | BKN:07 60 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 8 | 240 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 12:15 | FM-15 | BKN:07 60 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 6 | 240 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 12:35 | FM-15 | SCT:04 60 | 10 | | 32 | 0 | 28 | -2.5 | 19 | -7 | 60 | 6 | 260 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 12:55 | FM-15 | BKN:07 60 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 6 | 280 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 13:15 | FM-15 | BKN:07 60 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 7 | 300 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 13:35 | FM-15 | SCT:04 41 BKN:07 60 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 10 | 290 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 13:55 | FM-15 | BKN:07 41 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 8 | 310 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 14:15 | FM-15 | SCT:04 25 SCT:04 43 | 10 | | 36 | 2 | 31 | -0.8 | 25 | -4 | 70 | 6 | 260 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 14:35 | FM-15 | BKN:07 25 | 10 | | 34 | 1 | 32 | -0.1 | 25 | -4 | 65 | 3 | 310 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 14:55 | FM-15 | SCT:04 25 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 7 | 310 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 15:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 8 | 320 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 15:35 | FM-15 | SCT:04 25 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 7 | 320 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 15:55 | FM-15 | SCT:04 23 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 8 | 350 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 16:15 | FM-15 | SCT:04 23 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 7 | 330 | 28.79 | | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 16:35 | FM-15 | SCT:04 23 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 6 | 340 | 28.79 | | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 16:55 | FM-15 | SCT:04 23 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 8 | 340 | 28.8 | | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 17:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 7 | 350 | 28.8 | | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 17:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 5 | 330 | 28.81 | | | | | 30.2 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 17:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 5 | 350 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 18:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 5 | 340 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 18:35 | FM-15 | SCT:04 95 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 0 | 0 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 18:55 | FM-15 | SCT:04 27 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 19:15 | FM-15 | SCT:04 27 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 0 | 0 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 19:35 | FM-15 | BKN:07 27 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 0 | 0 | 28.82 | | | | | 30.22 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 19:55 | FM-15 | BKN:07 29 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 0 | 0 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 20:15 | FM-15 | OVC:08 29 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 0 | 0 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 20:35 | FM-15 | OVC:08 29 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 3 | 80 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 20:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 21:15 | FM-15 | BKN:07 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 70 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 21:35 | FM-15 | BKN:07 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 21:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 22:15 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 22:35 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 0 | 0 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 22:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 110 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 23:15 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 110 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 23:35 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 5 | 90 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/21/2018 23:55 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 0:15 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 0:35 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 5 | 70 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 0:55 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 1:15 | FM-15 | BKN:07 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 50 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 1:35 | FM-15 | SCT:04 31 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 3 | 80 | 28.87 | | | | | 30.27 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|----------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 1:55 | FM-15 | SCT:04 31 SCT:04 100 | 10 | | 28 | -2 | 28 | -2.4 | 27 | -3 | 93 | 3 | 140 | | 28.87 | | | | | 30.27 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 2:15 | FM-15 | BKN:07 31 | 10 | | 28 | -2 | 28 | -2.4 | 27 | -3 | 93 | 0 | 0 | | 28.87 | | | | | 30.27 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 2:35 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.87 | | | | | 30.27 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 2:55 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.87 | | | | | 30.27 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 3:15 | FM-15 | OVC:08 31 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.88 | | | | | 30.28 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 3:35 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.88 | | | | | 30.28 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 3:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.88 | | | | | 30.28 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 4:15 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 5 | 80 | | 28.88 | | | | | 30.28 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 4:35 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 4:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 110 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 5:15 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 5:35 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 5:55 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 6:15 | FM-15 | OVC:08 29 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 0 | 0 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 6:35 | FM-15 | OVC:08 29 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 0 | 0 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 6:55 | FM-15 | OVC:08 29 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 0 | 0 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 7:15 | FM-15 | OVC:08 27 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 0 | 0 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 7:35 | FM-15 | BKN:07 27 | 7 | | 32 | 0 | 30 | -0.8 | 28 | -2 | 87 | 0 | 0 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 7:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 0 | 0 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 8:15 | FM-15 | SCT:04 29 | 10 | | 34 | 1 | 31 | -0.7 | 25 | -4 | 70 | 3 | 110 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 8:35 | FM-15 | SCT:04 29 | 7 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 6 | 100 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 8:55 | FM-15 | CLR:00 | 7 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 5 | 120 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 9:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 6 | 110 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 9:35 | FM-15 | CLR:00 | 7 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 6 | 90 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 9:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 6 | 80 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 10:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 5 | 60 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 10:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 7 | 70 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 10:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 33 | 0.6 | 27 | -3 | 65 | 6 | 20 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 11:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 33 | 0.6 | 27 | -3 | 65 | 5 | 40 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 11:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 6 | 60 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 11:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 6 | 40 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 12:15 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 6 | 10 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 12:35 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 5 | 40 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 12:55 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 8 | 360 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 13:15 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 5 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 13:35 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 6 | 10 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 13:55 | FM-15 | SCT:04 25 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 3 | 340 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 14:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 8 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 14:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.9 | 30 | -1 | 70 | 9 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 14:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 7 | 350 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 15:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 9 | 20 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 15:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 9 | 360 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 15:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 8 | 50 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 16:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 8 | 30 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 16:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 7 | 20 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 16:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 8 | 10 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 17:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 3 | 10 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 17:35 | FM-15 | SCT:04 55 | 10 | | 39 | 4 | 35 | 1.5 | 28 | -2 | 65 | 5 | 20 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 17:55 | FM-15 | BKN:07 50 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 3 | 20 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 18:15 | FM-15 | BKN:07 50 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 0 | 0 | | 28.92 | | | | | 30.32 |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 18:35 | FM-15 | SCT:04 50 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 3 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 18:55 | FM-15 | SCT:04 100 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 0 | 0 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 19:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 3 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 19:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 32 | -0.2 | 28 | -2 | 81 | 3 | 350 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 19:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 3 | 340 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 20:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 3 | 350 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 20:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.4 | 27 | -3 | 75 | 5 | 360 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 20:55 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 5 | 360 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 21:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 5 | 10 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 21:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 3 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 21:55 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -1 | 27 | -3 | 80 | 3 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 22:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 0 | 0 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 22:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 6 | 20 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 22:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 3 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 23:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 3 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 23:35 | FM-15 | SCT:04 100 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 5 | 20 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/22/2018 23:55 | FM-15 | SCT:04 100 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 5 | 20 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 0:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 5 | 30 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 0:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 3 | 20 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 0:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.5 | 23 | -5 | 75 | 5 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 1:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 5 | 10 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 1:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 30 | | 28.95 | | | | | 30.35 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 1:55 | FM-15 | SCT:04 110 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 3 | 30 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 2:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 5 | 50 | | 28.94 | | | | | 30.34 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 2:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 28 | -2.5 | 23 | -5 | 75 | 5 | 40 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 2:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 5 | 50 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 3:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 5 | 70 | | 28.93 | | | | | 30.33 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 3:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 6 | 70 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 3:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 7 | 60 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 4:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 60 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 4:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 5 | 80 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 4:55 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 3 | 80 | | 28.92 | | | | | 30.32 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 5:15 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 7 | 80 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 5:35 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 7 | 80 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 5:55 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 7 | 70 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 6:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 8 | 70 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 6:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 8 | 80 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 6:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 9 | 80 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 7:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 9 | 90 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 7:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 8 | 100 | | 28.91 | | | | | 30.31 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 7:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 10 | 90 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 8:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.5 | 19 | -7 | 60 | 14 | 90 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 8:35 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 100 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 8:55 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 14 | 90 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 9:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.8 | 19 | -7 | 56 | 15 | 80 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 9:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.8 | 19 | -7 | 56 | 13 | 90 | | 28.89 | | | | | 30.29 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 9:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.8 | 19 | -7 | 56 | 10 | 80 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 10:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 9 | 90 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 10:35 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 11 | 100 | | 28.9 | | | | | 30.3 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 10:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 30 | -1.1 | 19 | -7 | 52 | 13 | 80 | | 28.89 | | | | | 30.29 |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMPF | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMPF | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 11:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 13 | 80 | 28.88 | | | | | 30.28 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 11:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 15 | 90 | 28.88 | | | | | 30.28 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 11:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 13 | 90 | 28.87 | | | | | 30.27 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 12:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 13 | 90 | 28.87 | | | | | 30.27 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 12:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 16 | 90 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 12:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 14 | 100 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 13:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 14 | 90 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 13:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 15 | 80 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 13:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 14 | 80 | 28.82 | | | | | 30.22 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 14:15 | FM-15 | CLR:00 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 15 | 80 | 28.82 | | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 14:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 18 | 70 | 28.81 | | | | | 30.2 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 14:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 17 | 90 | 28.8 | | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 15:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 18 | 80 | 28.79 | | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 15:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 18 | 80 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 15:55 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 18 | 80 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 16:15 | FM-15 | SCT:04 120 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 20 | 90 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 16:35 | FM-15 | SCT:04 110 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 15 | 80 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 16:55 | FM-15 | BKN:07 110 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 16 | 90 | 28.75 | | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 17:15 | FM-15 | OVC:08 110 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 17 | 80 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 17:35 | FM-15 | OVC:08 100 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 18 | 80 | 28.72 | | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 17:55 | FM-15 | BKN:07 100 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 20 | 80 | 28.72 | | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 18:15 | FM-15 | SCT:04s 100s | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 18 | 80 | 28.73 | | | | | 30.12 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 18:35 | FM-15 | SCT:04 100 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 20 | 90 | 28.71 | | | | | 30.1 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 18:55 | FM-15 | SCT:04 100 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 14 | 90 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 19:15 | FM-15 | SCT:04 100 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 15 | 90 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 19:35 | FM-15 | SCT:04 100 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 15 | 90 | 28.73 | | | | | 30.12 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 19:56 | FM-15 | SCT:04 90 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 15 | 80 | 28.73 | | | | | 30.12 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 20:15 | FM-15 | SCT:04 90 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 17 | 90 | 28.73 | | | | | 30.12 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 20:35 | FM-15 | SCT:04 80 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 17 | 90 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 20:56 | FM-15 | SCT:04s 95s | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 16 | 100 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 21:15 | FM-15 | SCT:04 95 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 18 | 100 | 28.74 | | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 21:35 | FM-15 | SCT:04 80 BKN:07 95 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 13 | 100 | 28.76 | | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 21:56 | FM-15 | SCT:04 95 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 11 | 90 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 22:15 | FM-15 | SCT:04 80 BKN:07 95 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 11 | 90 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 22:35 | FM-15 | SCT:04 80 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 13 | 90 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 22:55 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 14 | 100 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 23:15 | FM-15 | SCT:04 90 | 10 | | 36 | 2 | 30 | -1.1 | 19 | -7 | 52 | 17 | 100 | 28.78 | | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 23:35 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 17 | 100 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/23/2018 23:55 | FM-15 | SCT:04 80 SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 17 | 100 | 28.77 | | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 0:15 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 17 | 100 | 28.76 | | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 0:35 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 16 | 100 | 28.75 | | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 0:55 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 20 | 100 | 25 | 28.74 | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 1:15 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 20 | 100 | 26 | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 1:35 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 22 | 90 | 25 | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 1:55 | FM-15 | SCT:04 80 SCT:04 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 17 | 90 | 28 | 28.72 | | | | | 30.11 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 2:15 | FM-15 | SCT:04 80 | 10 | | 32 | 0 | 28 | -2.5 | 19 | -7 | 60 | 22 | 90 | 28.7 | | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 2:35 | FM-15 | SCT:04 80 | 10 | | 32 | 0 | 27 | -2.6 | 18 | -8 | 55 | 23 | 90 | 30 | 28.69 | | | | | 30.08 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 2:55 | FM-15 | OVC:08 80 | 10 | | 32 | 0 | 27 | -2.6 | 18 | -8 | 55 | 22 | 90 | 28 | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 3:15 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 23 | 80 | 28 | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 3:35 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 25 | -3.6 | 16 | -9 | 55 | 21 | 90 | 30 | 28.67 | | | | | 30.06 |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 3:55 | FM-15 | OVC:08 70 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 22 | 80 | 26 | 28.67 | | | | | 30.06 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 4:15 | FM-15 | BKN:07 70 BKN:07 85 | 10 | | 30 | -1 | 25 | -3.6 | 16 | -9 | 55 | 18 | 80 | | 28.68 | | | | | 30.07 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 4:35 | FM-15 | SCT:04 60 SCT:04 85 | 10 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 16 | 80 | 24 | 28.7 | | | | | 30.09 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 4:55 | FM-15 | BKN:07 60 | 10 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 20 | 80 | 26 | 28.71 | | | | | 30.1 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 5:15 | FM-15 | BKN:07 60 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 21 | 80 | | 28.72 | | | | | 30.11 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 5:35 | FM-15 | SCT:04 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 18 | 80 | 26 | 28.72 | | | | | 30.11 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 5:55 | FM-15 | SCT:04 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 20 | 80 | 26 | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 6:15 | FM-15 | SCT:04 80 SCT:04 95 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 22 | 70 | | 28.73 | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 6:35 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 21 | 70 | 25 | 28.74 | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 6:55 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 17 | 60 | 21 | 28.75 | | | | | 30.14 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 7:15 | FM-15 | SCT:04 90 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 17 | 60 | 24 | 28.77 | | | | | 30.16 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 7:35 | FM-15 | SCT:04 80 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 22 | 70 | 25 | 28.76 | | | | | 30.15 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 7:55 | FM-15 | SCT:04 80 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 13 | 70 | 23 | 28.77 | | | | | 30.16 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 8:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 14 | 60 | | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 8:35 | FM-15 | SCT:04 80 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 16 | 60 | 20 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 8:55 | FM-15 | SCT:04 80 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 16 | 70 | | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 9:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 16 | 60 | | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 9:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 17 | 70 | 22 | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 9:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 18 | 70 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 10:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 17 | 80 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 10:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 17 | 70 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 10:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 15 | 80 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 11:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 16 | 70 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 11:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 15 | 80 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 11:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 18 | 90 | 24 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 12:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 18 | 90 | 26 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 12:35 | FM-15 | SCT:04 80 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 23 | 90 | 26 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 12:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 18 | 80 | 25 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 13:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.4 | 23 | -5 | 60 | 20 | 90 | | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 13:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 15 | 80 | 24 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 13:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 22 | 80 | 25 | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 14:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 18 | 90 | 24 | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 14:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 21 | 80 | 25 | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 14:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 18 | 80 | | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 15:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 15 | 80 | | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 15:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 17 | 80 | 22 | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 15:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 21 | 80 | 26 | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 16:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 17 | 80 | 23 | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 16:35 | FM-15 | CLR:00 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 21 | 80 | | 28.78 | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 16:55 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 17 | 80 | | 28.79 | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 17:15 | FM-15 | BKN:07 90 | 10 | | 37 | 3 | 32 | -0.1 | 23 | -5 | 56 | 16 | 80 | | 28.8 | | | | | 30.19 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 17:35 | FM-15 | BKN:07 90 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 9 | 90 | | 28.81 | | | | | 30.2 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 17:55 | FM-15 | OVC:08 90 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 11 | 90 | | 28.81 | | | | | 30.2 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 18:15 | FM-15 | OVC:08 90 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 9 | 90 | | 28.82 | | | | | 30.21 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 18:35 | FM-15 | OVC:08 90 | 10 | | 36 | 2 | 32 | -0.1 | 25 | -4 | 65 | 7 | 80 | | 28.82 | | | | | 30.22 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 18:55 | FM-15 | OVC:08 90 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 7 | 80 | | 28.84 | | | | | 30.23 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 19:16 | FM-15 | BKN:07 90 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 5 | 40 | | 28.84 | | | | | 30.23 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 19:35 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 6 | 40 | | 28.85 | | | | | 30.24 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 19:55 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 9 | 60 | | 28.84 | | | | | 30.23 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 20:15 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 10 | 70 | | 28.84 | | | | | 30.23 |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 20:35 | FM-15 | BKN:07 80 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 9 | 70 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 20:55 | FM-15 | SCT:04 80 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 8 | 80 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 21:15 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 29 | -1.4 | 25 | -4 | 75 | 9 | 90 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 21:35 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 29 | -1.8 | 23 | -5 | 69 | 11 | 100 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 21:55 | FM-15 | BKN:07 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 100 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 22:15 | FM-15 | OVC:08 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 100 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 22:35 | FM-15 | OVC:08 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 100 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 22:55 | FM-15 | SCT:04 90 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 11 | 100 | 17 | 28.87 | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 23:15 | FM-15 | BKN:07 80 BKN:07 90 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 11 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 23:35 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 11 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/24/2018 23:56 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 28 | -2.5 | 23 | -5 | 75 | 13 | 90 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 0:15 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 14 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 0:35 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 14 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 0:55 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 10 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 1:15 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 100 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 1:35 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 100 | 17 | 28.87 | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 1:55 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 110 | 20 | 28.85 | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 2:15 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 17 | 110 | 22 | 28.85 | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 2:35 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 15 | 110 | 22 | 28.85 | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 2:55 | FM-15 | OVC:08 80 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 16 | 110 | 22 | 28.85 | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 3:15 | FM-15 | BKN:07 70 OVC:08 80 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 14 | 110 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 3:35 | FM-15 | OVC:08 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 14 | 110 | 20 | 28.85 | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 3:55 | FM-15 | OVC:08 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 14 | 110 | 18 | 28.84 | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 4:15 | FM-15 | OVC:08 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 16 | 110 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 4:35 | FM-15 | SCT:04 70 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 15 | 120 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 4:55 | FM-15 | BKN:07 80 | 10 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 18 | 120 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 5:15 | FM-15 | SCT:04 80 | 10 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 15 | 110 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 5:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.4 | 18 | -8 | 69 | 17 | 110 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 5:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.4 | 18 | -8 | 69 | 16 | 110 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 6:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.4 | 18 | -8 | 69 | 21 | 120 | 25 | 28.84 | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 6:35 | FM-15 | SCT:04 80 | 10 | | 27 | -3 | 24 | -4.7 | 16 | -9 | 64 | 20 | 110 | 23 | 28.84 | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 6:55 | FM-15 | SCT:04 80 | 10 | | 27 | -3 | 24 | -4.7 | 16 | -9 | 64 | 18 | 110 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 7:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.4 | 18 | -8 | 69 | 15 | 110 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 7:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.7 | 16 | -9 | 64 | 15 | 110 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 7:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 17 | 110 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 8:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 24 | -4.4 | 16 | -9 | 59 | 20 | 120 | 24 | 28.85 | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 8:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 25 | -4 | 18 | -8 | 64 | 16 | 110 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 8:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 15 | 120 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 9:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 26 | -3.3 | 18 | -8 | 59 | 15 | 140 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 9:35 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 27 | -2.6 | 18 | -8 | 55 | 16 | 130 | 20 | 28.87 | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 9:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.9 | 18 | -8 | 51 | 16 | 140 | 20 | 28.87 | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 10:15 | FM-15 | SCT:04 100 | 10 | | 34 | 1 | 29 | -1.9 | 18 | -8 | 51 | 17 | 130 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 10:35 | FM-15 | SCT:04 100 | 10 | | 34 | 1 | 29 | -1.9 | 18 | -8 | 51 | 14 | 120 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 10:55 | FM-15 | SCT:04 100 | 10 | | 36 | 2 | 30 | -1.3 | 18 | -8 | 48 | 11 | 120 | 28.87 | | | | | 30.26 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 11:15 | FM-15 | SCT:04 100 | 10 | | 36 | 2 | 30 | -1.3 | 18 | -8 | 48 | 15 | 140 | 28.85 | | | | | 30.25 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 11:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 14 | 110 | 28.85 | | | | | 30.24 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 11:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 15 | 120 | 28.84 | | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 12:15 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | -0.1 | 19 | -7 | 45 | 17 | 130 | 23 | 28.84 | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 12:35 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | -0.3 | 18 | -8 | 42 | 16 | 140 | 22 | 28.84 | | | | 30.23 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 12:55 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | -0.1 | 19 | -7 | 45 | 16 | 130 | 28.82 | | | | | 30.22 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|-------------------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 13:15 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | 0.2 | 21 | -6 | 48 | 15 | 130 | | 28.82 | | | | 30.21 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 13:35 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | -0.1 | 19 | -7 | 45 | 17 | 130 | 21 | 28.81 | | | | 30.2 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 13:55 | FM-15 | SCT:04 90 | 10 | | 39 | 4 | 32 | -0.3 | 18 | -8 | 42 | 18 | 140 | 24 | 28.8 | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 14:15 | FM-15 | BKN:07 80 | 10 | | 39 | 4 | 32 | -0.3 | 18 | -8 | 42 | 17 | 140 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 14:35 | FM-15 | BKN:07 80 | 10 | | 39 | 4 | 32 | 0.2 | 21 | -6 | 48 | 17 | 140 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 14:55 | FM-15 | BKN:07 80 | 10 | | 39 | 4 | 32 | -0.1 | 19 | -7 | 45 | 16 | 140 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 15:15 | FM-15 | OVC:08 80 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 14 | 140 | | 28.78 | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 15:35 | FM-15 | OVC:08 80 | 10 | | 39 | 4 | 33 | 0.5 | 23 | -5 | 52 | 15 | 150 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 15:55 | FM-15 | BKN:07 80 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 14 | 140 | 20 | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 16:15 | FM-15 | OVC:08 80 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 13 | 140 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 16:35 | FM-15 | OVC:08 80 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 9 | 140 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 16:55 | FM-15 | OVC:08 80 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 10 | 140 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 17:15 | FM-15 | OVC:08 80 | 10 | | 41 | 5 | 35 | 1.5 | 25 | -4 | 53 | 8 | 150 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 17:35 | FM-15 | OVC:08 80 | 10 | | 39 | 4 | 34 | 0.9 | 25 | -4 | 56 | 8 | 150 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 17:55 | FM-15 | OVC:08 70 | 10 | | 39 | 4 | 34 | 1.3 | 27 | -3 | 61 | 6 | 160 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 18:15 | FM-15 | OVC:08 70 | 10 | | 39 | 4 | 34 | 1.3 | 27 | -3 | 61 | 6 | 150 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 18:35 | FM-15 | OVC:08 70 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 5 | 150 | | 28.75 | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 18:55 | FM-15 | OVC:08 70 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 5 | 140 | | 28.75 | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 19:15 | FM-15 | OVC:08 70 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 6 | 140 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 19:35 | FM-15 | OVC:08 70 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 6 | 130 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 19:55 | FM-15 | OVC:08 70 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 7 | 130 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 20:15 | FM-15 | BKN:07 70 OVC:08 75 | 10 | | 37 | 3 | 33 | 0.6 | 27 | -3 | 65 | 7 | 130 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 20:35 | FM-15 | SCT:04 60 OVC:08 70 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 8 | 120 | | 28.75 | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 20:55 | FM-15 | SCT:04 60 SCT:04 70 | 10 | | 36 | 2 | 33 | 0.3 | 27 | -3 | 70 | 8 | 120 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 21:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.4 | 23 | -5 | 60 | 9 | 120 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 21:35 | FM-15 | CLR:00 | 10 | | 36 | 2 | 32 | -0.1 | 25 | -4 | 65 | 9 | 120 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 21:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 11 | 130 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 22:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 11 | 140 | | 28.78 | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 22:35 | FM-15 | SCT:04 60 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 9 | 140 | | 28.78 | | | | 30.17 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 22:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 6 | 150 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 23:15 | FM-15 | SCT:04 100 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 9 | 140 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 23:35 | FM-15 | SCT:04 90 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 18 | 140 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/25/2018 23:55 | FM-15 | SCT:04 43 SCT:04 50 BKN:07 65 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 15 | 140 | | 28.8 | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 0:15 | FM-15 | SCT:04 47 SCT:04 60 OVC:08 80 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 16 | 140 | 22 | 28.8 | | | | 30.19 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 0:35 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 11 | 130 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 0:55 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 17 | 130 | 21 | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 1:15 | FM-15 | OVC:08 80 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 16 | 130 | | 28.79 | | | | 30.18 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 2:35 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 120 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 2:55 | FM-15 | SCT:04 110 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 10 | 120 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 3:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 9 | 120 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 3:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 10 | 120 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 3:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 9 | 110 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 4:15 | FM-15 | BKN:07 100 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 9 | 110 | | 28.77 | | | | 30.16 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 4:35 | FM-15 | OVC:08 100 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 10 | 120 | | 28.76 | | | | 30.15 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 4:55 | FM-15 | OVC:08 100 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 11 | 110 | | 28.75 | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 5:15 | FM-15 | OVC:08 100 | 10 | | 30 | -1 | 26 | -3.2 | 19 | -7 | 64 | 11 | 120 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 5:35 | FM-15 | BKN:07 100 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 120 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 5:55 | FM-15 | BKN:07 100 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 110 | | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 6:15 | FM-15 | BKN:07 100 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 11 | 100 | | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 6:35 | FM-15 | BKN:07 100 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 10 | 100 | | 28.72 | | | | 30.11 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMPF | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMPF | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|-------------------------------|------------------|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 6:55 | FM-15 | BKN:07 90 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 110 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 7:15 | FM-15 | SCT:04 30 BKN:07 36 BKN:07 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 120 | | 28.75 | | | | 30.14 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 7:35 | FM-15 | SCT:04 30 OVC:08 36 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 120 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 7:55 | FM-15 | BKN:07 36 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 120 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 8:15 | FM-15 | BKN:07 32 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 13 | 120 | | 28.74 | | | | 30.13 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 8:35 | FM-15 | OVC:08 39 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 13 | 120 | | 28.73 | | | | 30.12 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 8:55 | FM-15 | SCT:04 39 SCT:04 100 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 14 | 110 | | 28.71 | | | | 30.1 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 9:15 | FM-15 | SCT:04 100 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 11 | 120 | | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 9:35 | FM-15 | SCT:04 38 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 15 | 140 | | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 9:55 | FM-15 | BKN:07 36 | 10 | | 34 | 1 | 31 | -0.8 | 25 | -4 | 70 | 16 | 130 | | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 10:15 | FM-15 | BKN:07 36 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 16 | 130 | 20 | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 10:35 | FM-15 | SCT:04 36 | 10 | | 36 | 2 | 32 | -0.1 | 25 | -4 | 65 | 17 | 130 | 22 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 10:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.5 | 23 | -5 | 60 | 17 | 120 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 11:15 | FM-15 | SCT:04 70 | 10 | | 36 | 2 | 32 | -0.1 | 25 | -4 | 65 | 16 | 130 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 11:35 | FM-15 | SCT:04 29 BKN:07 70 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 15 | 130 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 11:55 | FM-15 | BKN:07 29 OVC:08 70 | 10 | | 36 | 2 | 32 | -0.1 | 25 | -4 | 65 | 11 | 140 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 12:15 | FM-15 | OVC:08 31 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 10 | 120 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 12:35 | FM-15 | OVC:08 31 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 6 | 100 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 12:55 | FM-15 | OVC:08 29 | 10 | | 37 | 3 | 32 | 0.2 | 25 | -4 | 60 | 8 | 100 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 13:15 | FM-15 | OVC:08 29 | 7 | RA:02 RA:61 | 37 | 3 | 33 | 0.6 | 27 | -3 | 65 | 8 | 130 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 13:35 | FM-15 | OVC:08 33 | 3 | RA:02 RA:61 | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 7 | 100 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 13:55 | FM-15 | OVC:08 33 | 10 | | 37 | 3 | 34 | 1.2 | 30 | -1 | 75 | 8 | 90 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 14:15 | FM-15 | OVC:08 33 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 11 | 100 | | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 14:35 | FM-15 | OVC:08 33 | 10 | | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 11 | 110 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 14:55 | FM-15 | OVC:08 29 | 10 | RA:02 RA:61 | 37 | 3 | 34 | 1.2 | 30 | -1 | 75 | 8 | 110 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 15:15 | FM-15 | OVC:08 29 | 10 | RA:02 RA:61 | 37 | 3 | 33 | 0.8 | 28 | -2 | 70 | 11 | 110 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 15:36 | FM-15 | BKN:07 27 OVC:08 44 | 3 | RA:02 RA:62 | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 15 | 100 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 15:55 | FM-15 | BKN:07 27 OVC:08 35 | 4 | RA:02 RA:61 | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 14 | 100 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 16:15 | FM-15 | OVC:08 25 | 2.50V | SN:03 SN:71 | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 10 | 110 | | 28.59 | | | | 29.97 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 16:35 | FM-15 | OVC:08 23 | 10 | UP:09 | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 10 | 100 | | 28.59 | | | | 29.97 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 16:55 | FM-15 | BKN:07 16 OVC:08 21 | 7 | DZ:01 DZ:51 | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 13 | 110 | 16 | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 17:15 | FM-15 | OVC:08 14 | 2.5 | UP:09 | 34 | 1 | 33 | 0.7 | 32 | 0 | 93 | 13 | 110 | 16 | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 17:35 | FM-15 | OVC:08 12 | 2 | UP:09 | 34 | 1 | 33 | 0.7 | 32 | 0 | 93 | 9 | 110 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 17:55 | FM-15 | OVC:08 7 | 1.25 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 6 | 110 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 18:15 | FM-15 | OVC:08 7 | 2 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 7 | 100 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 18:35 | FM-15 | OVC:08 7 | 2.5 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 6 | 180 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 18:55 | FM-15 | OVC:08 7 | 2 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 3 | 150 | | 28.59 | | | | 29.97 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 19:15 | FM-15 | SCT:04 7 OVC:08 15 | 2 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 5 | 110 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 19:35 | FM-15 | BKN:07 3 BKN:07 7 OVC:08 14 | 2 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 3 | 110 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 19:55 | FM-15 | OVC:08 3 | 1.75 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 0 | 0 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 20:15 | FM-15 | OVC:08 3 | 1.5 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 0 | 0 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 20:35 | FM-15 | OVC:08 3 | 1.5 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 3 | 120 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 20:55 | FM-15 | OVC:08 5 | 2.5 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 3 | 140 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 21:15 | FM-15 | OVC:08 7 | 3 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 6 | 180 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 21:35 | FM-15 | OVC:08 7 | 5 | UP:09 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 5 | 190 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 21:55 | FM-15 | OVC:08 7 | 5 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 8 | 200 | | 28.56 | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 22:15 | FM-15 | OVC:08 7 | 2.5 | BR:1 | 34 | 1 | 34 | 1.1 | 34 | 1 | 100 | 7 | 230 | | 28.56 | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 22:35 | FM-15 | OVC:08 5 | 2 | BR:1 | 34 | 1 | 33 | 0.7 | 32 | 0 | 93 | 7 | 220 | | 28.55 | | | | 29.93 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 22:55 | FM-15 | OVC:08 5 | 1.75 | BR:1 | 34 | 1 | 33 | 0.7 | 32 | 0 | 93 | 6 | 240 | | 28.55 | | | | 29.93 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 23:15 | FM-15 | OVC:08 3 | 2 | BR:1 | 32 | 0 | 32 | 0 | 32 | 0 | 100 | 7 | 250 | | 28.55 | | | | 29.93 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTemp | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|--------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 23:35 | FM-15 | OVC:08 5 | 2 | BR:1 | 32 | 0 | 32 | 0 | 32 | 0 | 100 | 7 | 250 | | 28.54 | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 23:55 | FM-15 | OVC:08 3 | 2.5 | BR:1 | 32 | 0 | 32 | 0 | 32 | 0 | 100 | 7 | 260 | | 28.54 | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/26/2018 23:59 | SOD | | | | | | | | | | | | | | | | | | | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 0:15 | FM-15 | OVC:08 3 | 2.5 | BR:1 | 32 | 0 | 32 | 0 | 32 | 0 | 100 | 7 | 250 | | 28.54 | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 0:35 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 7 | 260 | | 28.53 | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 0:55 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 7 | 280 | | 28.52 | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 1:15 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 280 | | 28.52 | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 1:35 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 9 | 290 | | 28.52 | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 1:55 | FM-15 | OVC:08 3 | 2.5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 290 | | 28.52 | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 2:15 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 10 | 290 | | 28.53 | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 2:35 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 280 | | 28.54 | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 2:55 | FM-15 | OVC:08 3 | 2 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 280 | | 28.55 | | | | 29.93 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 3:15 | FM-15 | OVC:08 3 | 2 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 280 | 16 | 28.56 | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 3:35 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 10 | 290 | | 28.56 | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 3:55 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 14 | 300 | | 28.56 | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 4:15 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 15 | 300 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 4:35 | FM-15 | OVC:08 3 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 310 | 18 | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 4:55 | FM-15 | OVC:08 5 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 9 | 310 | | 28.56 | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 5:15 | FM-15 | OVC:08 5 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 10 | 300 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 5:35 | FM-15 | OVC:08 7 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 320 | | 28.58 | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 5:55 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 15 | 310 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 6:15 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 300 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 6:35 | FM-15 | OVC:08 9 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 300 | 16 | 28.62 | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 6:55 | FM-15 | BKN:07 9 OVC:08 13 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 10 | 300 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 7:15 | FM-15 | BKN:07 7 OVC:08 11 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 290 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 7:35 | FM-15 | OVC:08 7 | 3 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 310 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 7:55 | FM-15 | OVC:08 7 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 300 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 8:15 | FM-15 | OVC:08 9 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 320 | 17 | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 8:35 | FM-15 | OVC:08 9 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 13 | 310 | | 28.64 | | | | 30.03 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 8:55 | FM-15 | OVC:08 7 | 4 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 300 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 9:15 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 15 | 310 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 9:35 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 290 | 17 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 9:55 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 10 | 280 | | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 10:15 | FM-15 | OVC:08 7 | 5 | BR:1 | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 11 | 290 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 10:35 | FM-15 | OVC:08 7 | 5 | BR:1 | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 13 | 300 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 10:55 | FM-15 | OVC:08 7 | 4 | BR:1 | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 10 | 300 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 11:15 | FM-15 | OVC:08 7 | 5 | BR:1 | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 8 | 310 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 11:35 | FM-15 | OVC:08 7 | 7 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 11 | 300 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 11:55 | FM-15 | OVC:08 7 | 7 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 13 | 280 | 16 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 12:15 | FM-15 | OVC:08 9 | 10 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 11 | 270 | | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 12:35 | FM-15 | OVC:08 11 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 9 | 290 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 12:55 | FM-15 | OVC:08 11 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 9 | 290 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 13:15 | FM-15 | OVC:08 13 | 10 | | 37 | 3 | 35 | 1.6 | 32 | 0 | 81 | 11 | 310 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 13:35 | FM-15 | OVC:08 13 | 10 | | 37 | 3 | 35 | 1.6 | 32 | 0 | 81 | 10 | 310 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 13:55 | FM-15 | OVC:08 13 | 10 | | 37 | 3 | 35 | 1.6 | 32 | 0 | 81 | 9 | 270 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 14:15 | FM-15 | BKN:07 13 | 10 | | 37 | 3 | 35 | 1.6 | 32 | 0 | 81 | 7 | 280 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 14:35 | FM-15 | SCT:04 15 | 10 | | 39 | 4 | 36 | 2.3 | 32 | 0 | 75 | 8 | 260 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 14:55 | FM-15 | CLR:00 | 10 | | 41 | 5 | 38 | 3.3 | 34 | 1 | 76 | 7 | 240 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 15:15 | FM-15 | CLR:00 | 10 | | 41 | 5 | 37 | 2.9 | 32 | 0 | 70 | 6 | 260 | | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 15:35 | FM-15 | CLR:00 | 10 | | 43 | 6 | 38 | 3.5 | 32 | 0 | 66 | 8 | 260 | | 28.65 | | | | 30.04 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMPF | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMPF | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 15:55 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 6 | 270 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 16:15 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 9 | 240 | 28.65 | | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 16:35 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 6 | 260 | 28.65 | | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 16:55 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 6 | 270 | 28.65 | | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 17:15 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 8 | 250 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 17:35 | FM-15 | CLR:00 | 10 | | 43 | 6 | 40 | 4.4 | 36 | 2 | 76 | 9 | 220 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 17:55 | FM-15 | CLR:00 | 10 | | 41 | 5 | 39 | 3.8 | 36 | 2 | 81 | 10 | 230 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 18:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 37 | 2.7 | 34 | 1 | 81 | 8 | 240 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 18:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 36 | 2.1 | 34 | 1 | 87 | 7 | 230 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 18:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 1.3 | 32 | 0 | 87 | 9 | 220 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 19:15 | FM-15 | CLR:00 | 7 | | 34 | 1 | 33 | 0.7 | 32 | 0 | 93 | 9 | 220 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 19:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 10 | 220 | 28.67 | | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 19:55 | FM-15 | SCT:04 85 | 7 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 10 | 220 | 28.67 | | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 20:15 | FM-15 | SCT:04 85 | 7 | | 34 | 1 | 32 | 0.2 | 30 | -1 | 87 | 9 | 220 | 28.67 | | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 20:35 | FM-15 | CLR:00 | 7 | | 32 | 0 | 30 | -0.8 | 28 | -2 | 87 | 9 | 230 | 28.67 | | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 20:55 | FM-15 | CLR:00 | 7 | | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 220 | 28.67 | | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 21:15 | FM-15 | CLR:00 | 7 | | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 7 | 210 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 21:35 | FM-15 | CLR:00 | 7 | | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 9 | 220 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 21:55 | FM-15 | CLR:00 | 7 | | 32 | 0 | 31 | -0.4 | 30 | -1 | 93 | 8 | 210 | 28.66 | | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 22:35 | FM-15 | CLR:00 | 7 | | 32 | 0 | 30 | -0.8 | 28 | -2 | 87 | 7 | 220 | 28.65 | | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 22:55 | FM-15 | SCT:04 85 | 7 | | 30 | -1 | 30 | -1.1 | 30 | -1 | 100 | 7 | 220 | 28.64 | | | | | 30.03 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 23:15 | FM-15 | CLR:00 | 7 | | 30 | -1 | 30 | -1.1 | 30 | -1 | 100 | 7 | 210 | 28.63 | | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 23:35 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 6 | 210 | 28.63 | | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 23:55 | FM-15 | CLR:00 | 5 | BR:1 | 30 | -1 | 30 | -1.1 | 30 | -1 | 100 | 7 | 200 | 28.62 | | | | | 30.01 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/27/2018 23:59 | SOD | | | | | | | | | | | | | | | | | | | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 0:15 | FM-15 | CLR:00 | 7 | | 30 | -1 | 30 | -1.1 | 30 | -1 | 100 | 10 | 200 | 28.61 | | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 0:35 | FM-15 | CLR:00 | 5 | BR:1 | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 7 | 200 | 28.61 | | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 0:55 | FM-15 | CLR:00 | 5 | BR:1 | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 6 | 200 | 28.61 | | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 1:15 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 7 | 220 | 28.59 | | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 1:35 | FM-15 | CLR:00 | 7 | | 30 | -1 | 30 | -1.1 | 30 | -1 | 100 | 7 | 210 | 28.59 | | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 1:55 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 7 | 210 | 28.59 | | | | | 29.97 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 2:15 | FM-15 | SCT:04 90 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 7 | 200 | 28.58 | | | | | 29.96 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 2:35 | FM-15 | SCT:04 90 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 6 | 200 | 28.56 | | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 2:55 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 9 | 180 | 28.56 | | | | | 29.95 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 3:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 7 | 180 | 28.56 | | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 3:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 8 | 180 | 28.56 | | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 3:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 9 | 180 | 28.56 | | | | | 29.94 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 4:15 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 9 | 170 | 28.55 | | | | | 29.93 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 4:35 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 9 | 180 | 28.54 | | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 4:55 | FM-15 | SCT:04 90 | 7 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 8 | 180 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 5:15 | FM-15 | SCT:04 90 | 7 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 6 | 190 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 5:35 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 9 | 180 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 5:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 8 | 180 | 28.52 | | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 6:15 | FM-15 | CLR:00 | 7 | | 28 | -2 | 28 | -2.4 | 27 | -3 | 93 | 9 | 170 | 28.52 | | | | | 29.9 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 6:35 | FM-15 | CLR:00 | 7 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 8 | 180 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 6:55 | FM-15 | SCT:04 100 | 7 | | 30 | -1 | 29 | -1.5 | 28 | -2 | 93 | 8 | 180 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 7:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -0.8 | 28 | -2 | 87 | 10 | 190 | 28.54 | | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 7:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 32 | -0.2 | 28 | -2 | 81 | 13 | 180 | 28.54 | | | | | 29.92 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 7:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 11 | 180 | 28.53 | | | | | 29.91 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 8:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 32 | -0.2 | 28 | -2 | 81 | 16 | 170 | 28.53 | | | | | 29.91 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMP | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMP | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|-------------------------------|------------------|--------------------------|-------------------|--------------------|-------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 8:35 | FM-15 | CLR:00 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 15 | 180 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 8:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 17 | 170 | | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 9:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 15 | 180 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 9:35 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 18 | 180 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 9:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 13 | 200 | | 28.54 | | | | | 29.92 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 10:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 34 | 0.9 | 30 | -1 | 81 | 21 | 190 | | 28.54 | | | | | 29.92 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 10:35 | FM-15 | SCT:04 100 | 10 | | 37 | 3 | 36 | 2.1 | 34 | 1 | 87 | 16 | 180 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 10:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 36 | 2.1 | 34 | 1 | 87 | 14 | 190 | | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 11:15 | FM-15 | CLR:00 | 10 | | 39 | 4 | 37 | 2.7 | 34 | 1 | 81 | 11 | 190 | 20 | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 11:35 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 16 | 210 | 22 | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 11:55 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 17 | 210 | | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 12:15 | FM-15 | CLR:00 | 10 | | 43 | 6 | 38 | 3.1 | 30 | -1 | 61 | 16 | 200 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 12:35 | FM-15 | CLR:00 | 10 | | 43 | 6 | 39 | 3.9 | 34 | 1 | 71 | 20 | 190 | 23 | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 12:55 | FM-15 | CLR:00 | 10 | | 43 | 6 | 40 | 4.4 | 36 | 2 | 76 | 18 | 190 | 23 | 28.51 | | | | | 29.89 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 13:15 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 18 | 190 | | 28.51 | | | | | 29.89 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 13:35 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 18 | 200 | 23 | 28.49 | | | | | 29.87 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 13:55 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 16 | 210 | 20 | 28.48 | | | | | 29.86 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 14:15 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 13 | 210 | 20 | 28.48 | | | | | 29.86 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 14:35 | FM-15 | CLR:00 | 10 | | 46 | 8 | 41 | 5.3 | 36 | 2 | 66 | 14 | 220 | | 28.48 | | | | | 29.86 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 14:42 | FM-15 | | | | 46 | 8 | | | 36 | 2 | 66 | 11 | 230 | | | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 14:49 | FM-15 | | | | 46 | 8 | | | 37 | 3 | 71 | 10 | 210 | | | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 14:55 | FM-15 | CLR:00 | 10 | | 46 | 8 | 41 | 5.3 | 36 | 2 | 66 | 13 | 220 | 17 | 28.47 | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 15:15 | FM-15 | CLR:00 | 10 | | 46 | 8 | 42 | 5.5 | 37 | 3 | 71 | 14 | 230 | | 28.46 | | | | | 29.84 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 15:35 | FM-15 | CLR:00 | 10 | | 48 | 9 | 43 | 5.8 | 36 | 2 | 62 | 13 | 240 | | 28.46 | | | | | 29.84 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 15:55 | FM-15 | CLR:00 | 10 | | 48 | 9 | 43 | 6.1 | 37 | 3 | 66 | 16 | 250 | 20 | 28.46 | | | | | 29.84 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 16:15 | FM-15 | SCT:04 24 | 10 | | 46 | 8 | 42 | 5.5 | 37 | 3 | 71 | 13 | 260 | | 28.47 | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 16:35 | FM-15 | SCT:04 24 | 10 | | 46 | 8 | 42 | 5.5 | 37 | 3 | 71 | 13 | 280 | | 28.47 | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 16:55 | FM-15 | CLR:00 | 10 | | 46 | 8 | 42 | 5.5 | 37 | 3 | 71 | 9 | 270 | | 28.47 | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 17:15 | FM-15 | CLR:00 | 10 | | 46 | 8 | 41 | 5.3 | 36 | 2 | 66 | 8 | 270 | | 28.47 | | | | | 29.85 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 17:35 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 8 | 270 | | 28.48 | | | | | 29.86 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 17:55 | FM-15 | CLR:00 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 7 | 280 | | 28.48 | | | | | 29.86 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 18:15 | FM-15 | BKN:07 27 | 10 | | 45 | 7 | 41 | 5 | 36 | 2 | 71 | 6 | 260 | | 28.49 | | | | | 29.87 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 18:35 | FM-15 | OVC:08 25 | 10 | | 43 | 6 | 40 | 4.6 | 37 | 3 | 81 | 5 | 250 | | 28.49 | | | | | 29.87 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 18:55 | FM-15 | OVC:08 23 | 10 | | 43 | 6 | 40 | 4.6 | 37 | 3 | 81 | 7 | 260 | | 28.5 | | | | | 29.88 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 19:15 | FM-15 | OVC:08 23 | 10 | | 43 | 6 | 40 | 4.6 | 37 | 3 | 81 | 5 | 290 | | 28.5 | | | | | 29.88 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 19:35 | FM-15 | SCT:04 17 OVC:08 24 | 10 | | 43 | 6 | 40 | 4.6 | 37 | 3 | 81 | 11 | 310 | | 28.51 | | | | | 29.89 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 19:55 | FM-15 | BKN:07 27 BKN:07 85 | 10 | | 43 | 6 | 40 | 4.6 | 37 | 3 | 81 | 9 | 300 | | 28.51 | | | | | 29.89 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 20:15 | FM-15 | SCT:04 24 SCT:04 29 BKN:07 85 | 10 | | 41 | 5 | 39 | 4 | 37 | 3 | 87 | 8 | 300 | | 28.52 | | | | | 29.9 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 20:35 | FM-15 | OVC:08 22 | 10 | | 41 | 5 | 39 | 4 | 37 | 3 | 87 | 9 | 310 | | 28.53 | | | | | 29.91 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 20:55 | FM-15 | OVC:08 22 | 10 | | 39 | 4 | 38 | 3.2 | 36 | 2 | 87 | 11 | 320 | | 28.54 | | | | | 29.92 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 21:15 | FM-15 | OVC:08 24 | 10 | | 39 | 4 | 38 | 3.2 | 36 | 2 | 87 | 10 | 320 | | 28.55 | | | | | 29.93 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 21:35 | FM-15 | OVC:08 24 | 10 | | 39 | 4 | 38 | 3.2 | 36 | 2 | 87 | 9 | 320 | | 28.55 | | | | | 29.93 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 21:55 | FM-15 | OVC:08 26 | 10 | | 39 | 4 | 37 | 2.7 | 34 | 1 | 81 | 8 | 320 | | 28.56 | | | | | 29.94 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 22:15 | FM-15 | OVC:08 26 | 10 | | 39 | 4 | 37 | 2.7 | 34 | 1 | 81 | 8 | 320 | | 28.56 | | | | | 29.94 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 22:35 | FM-15 | OVC:08 24 | 10 | | 37 | 3 | 36 | 2.1 | 34 | 1 | 87 | 8 | 330 | | 28.56 | | | | | 29.95 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 22:55 | FM-15 | OVC:08 24 | 10 | | 37 | 3 | 35 | 1.6 | 32 | 0 | 81 | 9 | 320 | | 28.56 | | | | | 29.95 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 23:15 | FM-15 | OVC:08 24 | 10 | | 37 | 3 | 34 | 1.2 | 30 | -1 | 75 | 11 | 330 | | 28.58 | | | | | 29.96 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 23:35 | FM-15 | BKN:07 24 | 10 | | 36 | 2 | 33 | 0.5 | 28 | -2 | 75 | 15 | 330 | | 28.58 | | | | | 29.96 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 23:55 | FM-15 | CLR:00 | 10 | | 34 | 1 | 32 | -0.2 | 28 | -2 | 81 | 13 | 320 | | 28.59 | | | | | 29.97 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/28/2018 23:59 | SOD | | | | | | | | | | | | | | | | | | | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULTEMPF | HOURLYDRYBULTEMPC | HOURLYWETBULTEMPF | HOURLYWETBULTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|-------------------|-------------------|-------------------|-------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 0:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 30 | -0.8 | 28 | -2 | 87 | 9 | 320 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 0:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 10 | 320 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 0:55 | FM-15 | SCT:04 95 | 10 | | 30 | -1 | 29 | -1.7 | 27 | -3 | 86 | 13 | 320 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 1:15 | FM-15 | SCT:04 95 | 10 | | 30 | -1 | 28 | -2.1 | 25 | -4 | 80 | 10 | 330 | 16 | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 1:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 10 | 330 | | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 1:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 14 | 330 | 22 | 28.59 | | | | 29.98 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 2:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 27 | -2.8 | 25 | -4 | 86 | 11 | 330 | 17 | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 2:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.2 | 23 | -5 | 80 | 14 | 330 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 2:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 26 | -3.5 | 23 | -5 | 86 | 15 | 340 | 21 | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 3:15 | FM-15 | SCT:04 95 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 14 | 340 | 18 | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 3:35 | FM-15 | SCT:04 85 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 11 | 340 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 3:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 14 | 340 | | 28.61 | | | | 29.99 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 4:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 15 | 340 | 24 | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 4:35 | FM-15 | SCT:04 85 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 15 | 340 | | 28.61 | | | | 30 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 4:55 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 15 | 330 | | 28.63 | | | | 30.02 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 5:15 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 11 | 340 | | 28.64 | | | | 30.03 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 5:35 | FM-15 | SCT:04 85 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 13 | 340 | 18 | 28.65 | | | | 30.04 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 5:55 | FM-15 | SCT:04 85 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 11 | 340 | 17 | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 6:15 | FM-15 | SCT:04 85 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 13 | 340 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 6:35 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 14 | 340 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 6:55 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 14 | 340 | | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 7:35 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 16 | 340 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 7:55 | FM-15 | CLR:00 | 10 | | 25 | -4 | 23 | -5 | 19 | -7 | 80 | 14 | 350 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 8:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 13 | 340 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 8:35 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 13 | 340 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 8:55 | FM-15 | CLR:00 | 10 | | 27 | -3 | 25 | -3.9 | 21 | -6 | 80 | 13 | 350 | | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 9:15 | FM-15 | CLR:00 | 10 | | 27 | -3 | 24 | -4.2 | 19 | -7 | 74 | 13 | 350 | | 28.71 | | | | 30.1 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 9:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 25 | -3.9 | 19 | -7 | 69 | 13 | 360 | | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 9:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 13 | 340 | | 28.71 | | | | 30.1 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 10:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 14 | 330 | 18 | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 10:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 13 | 330 | 18 | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 10:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 15 | 340 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 11:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 14 | 340 | | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 12:15 | FM-15 | CLR:00 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 15 | 340 | 18 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 12:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 30 | -1.1 | 23 | -5 | 65 | 15 | 350 | | 28.66 | | | | 30.05 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 12:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.5 | 23 | -5 | 60 | 15 | 330 | 21 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 13:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.5 | 23 | -5 | 60 | 18 | 360 | 23 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 13:35 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 17 | 330 | 24 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 13:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.5 | 23 | -5 | 60 | 17 | 350 | 22 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 14:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 31 | -0.8 | 21 | -6 | 56 | 17 | 350 | 24 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 14:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.5 | 21 | -6 | 52 | 16 | 340 | | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 14:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 16 | 340 | 23 | 28.67 | | | | 30.06 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 15:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 15 | 330 | 22 | 28.68 | | | | 30.07 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 15:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 15 | 340 | | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 15:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 16 | 340 | 21 | 28.69 | | | | 30.08 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 16:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 16 | VRB | 22 | 28.7 | | | | 30.09 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 16:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 30 | -0.9 | 18 | -8 | 45 | 14 | 330 | | 28.71 | | | | 30.1 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 16:55 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 15 | 340 | 20 | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 17:15 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 14 | 330 | | 28.72 | | | | 30.11 | |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 17:35 | FM-15 | CLR:00 | 10 | | 37 | 3 | 31 | -0.8 | 19 | -7 | 48 | 11 | 330 | 16 | 28.72 | | | | 30.11 | |

Table B-1

| STATION | STATION_NAME | ELEVATION | LATITUDE | LONGITUDE | DATE | REPORTTYPE | HOURLYSKYCONDITIONS | HOURLYVISIBILITY | HOURLYPRESENTWEATHERTYPE | HOURLYDRYBULBTEMPF | HOURLYDRYBULBTEMPC | HOURLYWETBULBTEMPF | HOURLYWETBULBTEMPC | HOURLYDewPointTempF | HOURLYDewPointTempC | HOURLYRelativeHumidity | HOURLYWindSpeed | HOURLYWindDirection | HOURLYWindGustSpeed | HOURLYStationPressure | HOURLYPressureTendency | HOURLYPressureChange | HOURLYSeaLevelPressure | HOURLYPrecip | HOURLYAltimeterSetting | |
|------------|----------------------------|-----------|----------|-----------|-----------------|------------|---------------------|------------------|--------------------------|--------------------|--------------------|--------------------|--------------------|---------------------|---------------------|------------------------|-----------------|---------------------|---------------------|-----------------------|------------------------|----------------------|------------------------|--------------|------------------------|-------|
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 17:55 | FM-15 | CLR:00 | 10 | | 36 | 2 | 30 | -1.1 | 19 | -7 | 52 | 9 | 340 | | 28.73 | | | | | | 30.12 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 18:15 | FM-15 | CLR:00 | 10 | | 36 | 2 | 30 | -1.1 | 19 | -7 | 52 | 8 | 330 | | 28.74 | | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 18:35 | FM-15 | CLR:00 | 10 | | 34 | 1 | 29 | -1.5 | 21 | -6 | 60 | 7 | 330 | | 28.74 | | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 18:55 | FM-15 | SCT:04 90 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 7 | 320 | | 28.74 | | | | | | 30.13 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 19:15 | FM-15 | CLR:00 | 10 | | 32 | 0 | 28 | -2.1 | 21 | -6 | 64 | 5 | 310 | | 28.75 | | | | | | 30.14 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 19:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 6 | 300 | | 28.75 | | | | | | 30.14 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 19:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 6 | 290 | | 28.76 | | | | | | 30.15 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 20:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 7 | 310 | | 28.77 | | | | | | 30.16 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 20:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 7 | 310 | | 28.77 | | | | | | 30.16 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 20:55 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 7 | 310 | | 28.78 | | | | | | 30.17 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 21:15 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 8 | 310 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 21:35 | FM-15 | CLR:00 | 10 | | 30 | -1 | 27 | -2.8 | 21 | -6 | 69 | 7 | 310 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 21:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 310 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 22:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 5 | 290 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 22:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 3 | 300 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 22:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 3 | 300 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 23:15 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 3 | 300 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 23:35 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 5 | 300 | | 28.79 | | | | | | 30.18 |
| WBAN:04978 | DODGE CENTER AIRPORT MN US | 397.8 | 44.01778 | -92.83139 | 3/29/2018 23:55 | FM-15 | CLR:00 | 10 | | 28 | -2 | 26 | -3.5 | 21 | -6 | 74 | 6 | 300 | | 28.8 | | | | | | 30.19 |

Appendix C

Short-term Sound Level Measurement Data

Table C-1: Short-term Sound Level Measurement Results

| S1 | Sound Pressure Level | | | | | | | |
|-----------|----------------------|-----|-----|-----|-----|-----|-----|-----|
| | Leq | L10 | L50 | L90 | Leq | L10 | L50 | L90 |
| | dBA | dBA | dBA | dBA | dBC | dBC | dBC | dBC |
| Daytime | 52 | 53 | 41 | 31 | 63 | 64 | 55 | 50 |
| Nighttime | 50 | 53 | 28 | 23 | 58 | 59 | 47 | 44 |
| S2 | Sound Pressure Level | | | | | | | |
| | Leq | L10 | L50 | L90 | Leq | L10 | L50 | L90 |
| | dBA | dBA | dBA | dBA | dBC | dBC | dBC | dBC |
| Daytime | 30 | 33 | 28 | 24 | 48 | 49 | 47 | 46 |
| Nighttime | 30 | 33 | 29 | 26 | 47 | 49 | 47 | 46 |

Notes:

1. Daytime and nighttime measurements were on March 20, 2018 and March 21, 2018, respectively

Appendix D

DCW Wind Turbine Coordinates

Table D-1: DCW Wind Turbine Coordinates

| Wind Turbine ID | Coordinates NAD83 UTM Zone 15N (meters) | |
|-----------------|--|--------------|
| | X (Easting) | Y (Northing) |
| 1 | 491773.49 | 4876513.69 |
| 2 | 492177.40 | 4876929.74 |
| 3 | 492515.95 | 4876507.29 |
| 4 | 492027.69 | 4875376.03 |
| 5 | 492382.70 | 4875021.02 |
| 6 | 492872.33 | 4874956.90 |
| 7 | 493480.60 | 4874916.73 |
| 8 | 493862.85 | 4875124.65 |
| 9 | 494524.33 | 4874201.90 |
| 10 | 495256.04 | 4875133.97 |
| 11 | 495645.46 | 4875128.40 |
| 12 | 496632.97 | 4866120.24 |
| 13 | 496950.55 | 4866540.12 |
| 14 | 496863.02 | 4867708.41 |
| 15 | 497232.19 | 4868242.38 |
| 16 | 496520.92 | 4868936.19 |
| 17 | 497702.64 | 4868650.42 |
| 18 | 498559.17 | 4869213.08 |
| 19 | 496175.92 | 4870443.22 |
| 20 | 496546.68 | 4870518.48 |
| 21 | 496901.03 | 4869976.79 |
| 22 | 497294.89 | 4869935.28 |
| 23 | 497723.95 | 4869962.98 |
| 24 | 498388.48 | 4870067.35 |
| 25 | 498952.27 | 4869760.73 |
| 26 | 496087.93 | 4871373.26 |
| 27 | 496519.91 | 4871371.21 |
| 28 | 498114.74 | 4870686.08 |
| 29 | 498532.91 | 4871403.19 |
| 30 | 499356.88 | 4871529.00 |
| 31 | 497612.89 | 4873395.25 |
| 32 | 498398.28 | 4872549.54 |
| 33 | 498796.96 | 4872868.03 |
| 34 | 500149.90 | 4873911.23 |
| 35 | 501398.06 | 4873589.09 |
| 36 | 501770.29 | 4873795.69 |
| 37 | 502124.90 | 4873815.21 |
| 38 | 502595.92 | 4873426.22 |
| 39 | 503005.34 | 4873519.47 |
| 40 | 503372.12 | 4873881.51 |
| 41 | 503770.23 | 4873926.96 |
| 42 | 500177.97 | 4872914.07 |
| 43 | 502301.86 | 4872993.95 |
| 44 | 501790.90 | 4872182.22 |
| 45 | 502227.91 | 4872122.24 |
| 46 | 502591.63 | 4872391.24 |
| 47 | 502991.91 | 4872505.27 |
| 48 | 503371.39 | 4872585.69 |
| 49 | 501755.51 | 4871361.61 |
| 50 | 503662.93 | 4871608.22 |

Table D-1: DCW Wind Turbine Coordinates

| Wind Turbine ID | Coordinates NAD83 UTM Zone 15N (meters) | |
|-----------------|--|--------------|
| | X (Easting) | Y (Northing) |
| 51 | 504224.94 | 4871855.24 |
| 52 | 504569.48 | 4871409.27 |
| 53 | 505395.56 | 4871637.86 |
| 54 | 502140.74 | 4870760.46 |
| 55 | 503404.54 | 4870993.37 |
| 56 | 503820.93 | 4870883.24 |
| 57 | 504206.39 | 4870859.18 |
| 58 | 502581.34 | 4869899.76 |
| 59 | 502997.22 | 4870084.96 |
| 60 | 503382.55 | 4870096.20 |
| 61 | 503764.41 | 4869999.27 |
| 62 | 504662.35 | 4870183.97 |
| 63 | 505359.94 | 4869797.24 |
| 64 | 506497.95 | 4869971.23 |
| 65 | 502147.93 | 4869004.19 |
| 66 | 503091.92 | 4868779.21 |
| 67 | 503453.82 | 4869064.27 |
| 68 | 503763.25 | 4868682.38 |
| Alt1 | 492991.91 | 4876607.27 |
| Alt2 | 504008.92 | 4869270.22 |
| Alt3 | 503919.66 | 4872259.61 |
| Alt4 | 499837.87 | 4873507.53 |

Sound Level Modeling Results – Tabular – Sorted by Receptor ID

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 1 | 491323.97 | 4876003.31 | Non-Participating | 1 | 41 |
| 2 | 494675.74 | 4874843.64 | Participating | 1 | 44 |
| 12 | 495571.71 | 4871482.46 | Participating | 1 | 43 |
| 13 | 508114.34 | 4869543.75 | Non-Participating | 1 | 33 |
| 14 | 502838.46 | 4866942.77 | Non-Participating | 1 | 35 |
| 15 | 507596.16 | 4875246.28 | Non-Participating | 1 | 30 |
| 16 | 511230.91 | 4871253.21 | Non-Participating | 1 | 26 |
| 17 | 511252.81 | 4866394.34 | Non-Participating | 1 | 25 |
| 18 | 510963.01 | 4866310.55 | Non-Participating | 1 | 25 |
| 19 | 511236.15 | 4865354.84 | Non-Participating | 1 | 24 |
| 20 | 511469.59 | 4865525.69 | Non-Participating | 1 | 24 |
| 21 | 511803.28 | 4864790.87 | Non-Participating | 1 | 23 |
| 22 | 512882.51 | 4865215.73 | Non-Participating | 1 | 23 |
| 23 | 512873.66 | 4865696.43 | Non-Participating | 1 | 23 |
| 24 | 512672.12 | 4864525.97 | Non-Participating | 1 | 22 |
| 25 | 511249.27 | 4863981.03 | Non-Participating | 1 | 23 |
| 26 | 511259.59 | 4863882.99 | Non-Participating | 1 | 23 |
| 27 | 511344.96 | 4863873.64 | Non-Participating | 1 | 23 |
| 28 | 511215.66 | 4862975.26 | Non-Participating | 1 | 23 |
| 29 | 496552.23 | 4874244.46 | Participating | 1 | 38 |
| 30 | 498628.08 | 4875979.63 | Non-Participating | 1 | 34 |
| 31 | 499002.42 | 4875287.65 | Non-Participating | 1 | 36 |
| 32 | 499599.12 | 4875101.12 | Non-Participating | 1 | 37 |
| 33 | 499667.39 | 4875349.30 | Non-Participating | 1 | 36 |
| 34 | 499579.55 | 4875568.90 | Non-Participating | 1 | 35 |
| 35 | 499611.30 | 4875969.22 | Non-Participating | 1 | 34 |
| 36 | 499630.61 | 4876074.26 | Non-Participating | 1 | 34 |
| 37 | 499592.84 | 4876172.35 | Non-Participating | 1 | 33 |
| 38 | 499584.90 | 4876221.63 | Non-Participating | 1 | 34 |
| 39 | 499575.64 | 4876277.53 | Non-Participating | 1 | 33 |
| 40 | 499452.74 | 4876213.03 | Non-Participating | 1 | 34 |
| 41 | 499633.37 | 4876323.52 | Non-Participating | 1 | 33 |
| 42 | 499577.34 | 4876430.68 | Non-Participating | 1 | 33 |
| 43 | 499610.04 | 4876414.33 | Non-Participating | 1 | 33 |
| 44 | 501043.37 | 4874380.00 | Non-Participating | 1 | 42 |
| 45 | 500947.46 | 4874527.17 | Participating | 1 | 41 |
| 46 | 501031.13 | 4874231.83 | Non-Participating | 1 | 43 |
| 47 | 501227.06 | 4875030.65 | Non-Participating | 1 | 39 |
| 48 | 501197.62 | 4875115.32 | Non-Participating | 1 | 38 |
| 49 | 501230.36 | 4875345.51 | Non-Participating | 1 | 37 |
| 50 | 501090.13 | 4875362.70 | Non-Participating | 1 | 37 |
| 51 | 501571.15 | 4875944.50 | Non-Participating | 1 | 35 |
| 52 | 501438.59 | 4876074.41 | Non-Participating | 1 | 35 |
| 53 | 502423.50 | 4876077.06 | Non-Participating | 1 | 35 |
| 54 | 502510.29 | 4875920.42 | Non-Participating | 1 | 35 |
| 55 | 502413.98 | 4875915.66 | Non-Participating | 1 | 35 |
| 56 | 502502.88 | 4875773.32 | Non-Participating | 1 | 36 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 57 | 502679.62 | 4875863.27 | Non-Participating | 1 | 36 |
| 58 | 502810.85 | 4875788.66 | Non-Participating | 1 | 36 |
| 59 | 502831.49 | 4875681.24 | Non-Participating | 1 | 36 |
| 60 | 502714.55 | 4875399.19 | Non-Participating | 1 | 38 |
| 61 | 502721.16 | 4875266.90 | Non-Participating | 1 | 38 |
| 62 | 502793.92 | 4874915.01 | Participating | 1 | 40 |
| 63 | 502795.77 | 4874857.59 | Participating | 1 | 40 |
| 64 | 502728.04 | 4874380.81 | Participating | 1 | 44 |
| 65 | 503738.09 | 4874989.75 | Participating | 1 | 39 |
| 66 | 504105.86 | 4874905.08 | Non-Participating | 1 | 39 |
| 67 | 504104.11 | 4874434.02 | Participating | 1 | 42 |
| 68 | 504298.15 | 4874837.83 | Non-Participating | 1 | 38 |
| 69 | 503489.38 | 4875803.62 | Non-Participating | 1 | 35 |
| 70 | 503392.81 | 4875830.08 | Non-Participating | 1 | 35 |
| 71 | 504290.41 | 4875654.93 | Non-Participating | 1 | 35 |
| 72 | 504273.87 | 4875735.63 | Non-Participating | 1 | 35 |
| 73 | 504056.70 | 4875882.71 | Non-Participating | 1 | 35 |
| 74 | 504535.62 | 4874968.38 | Non-Participating | 1 | 37 |
| 75 | 504475.43 | 4874793.75 | Non-Participating | 1 | 38 |
| 76 | 504646.75 | 4874484.85 | Non-Participating | 1 | 38 |
| 77 | 504921.92 | 4874625.08 | Non-Participating | 1 | 37 |
| 78 | 505001.62 | 4874532.14 | Non-Participating | 1 | 37 |
| 79 | 505124.98 | 4874525.20 | Non-Participating | 1 | 36 |
| 80 | 505184.52 | 4874515.28 | Non-Participating | 1 | 36 |
| 81 | 505399.82 | 4874479.23 | Non-Participating | 1 | 36 |
| 82 | 505367.74 | 4874307.25 | Non-Participating | 1 | 36 |
| 83 | 505532.77 | 4874466.33 | Non-Participating | 1 | 35 |
| 84 | 505566.18 | 4874182.83 | Non-Participating | 1 | 36 |
| 85 | 506083.22 | 4874314.89 | Non-Participating | 1 | 34 |
| 86 | 506058.09 | 4874109.83 | Non-Participating | 1 | 34 |
| 87 | 507311.95 | 4875159.44 | Non-Participating | 1 | 31 |
| 88 | 507422.02 | 4875164.20 | Non-Participating | 1 | 30 |
| 89 | 507528.65 | 4875149.91 | Non-Participating | 1 | 30 |
| 90 | 507599.42 | 4874772.15 | Non-Participating | 1 | 31 |
| 91 | 508121.97 | 4874981.77 | Non-Participating | 1 | 29 |
| 92 | 508591.19 | 4875255.26 | Non-Participating | 1 | 28 |
| 93 | 509166.13 | 4875086.85 | Non-Participating | 1 | 28 |
| 94 | 509022.59 | 4875282.64 | Non-Participating | 1 | 27 |
| 95 | 509351.34 | 4875158.02 | Non-Participating | 1 | 28 |
| 96 | 509416.42 | 4875235.41 | Non-Participating | 1 | 22 |
| 97 | 509776.66 | 4875411.96 | Non-Participating | 1 | 27 |
| 98 | 509731.74 | 4874372.94 | Non-Participating | 1 | 28 |
| 99 | 494854.60 | 4872697.99 | Non-Participating | 1 | 37 |
| 100 | 495132.34 | 4872890.10 | Non-Participating | 1 | 37 |
| 101 | 496413.53 | 4872753.51 | Non-Participating | 1 | 39 |
| 102 | 497067.91 | 4872235.01 | Non-Participating | 1 | 41 |
| 103 | 495778.39 | 4871934.81 | Participating | 1 | 42 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 104 | 495507.06 | 4871937.58 | Non-Participating | 1 | 40 |
| 105 | 497277.52 | 4872254.03 | Non-Participating | 1 | 41 |
| 106 | 497138.35 | 4873069.61 | Participating | 1 | 42 |
| 107 | 499065.71 | 4872231.14 | Participating | 1 | 44 |
| 108 | 499677.17 | 4872538.85 | Non-Participating | 1 | 44 |
| 109 | 498632.85 | 4872029.26 | Non-Participating | 1 | 45 |
| 110 | 498077.69 | 4874206.61 | Non-Participating | 1 | 39 |
| 111 | 499582.38 | 4871957.52 | Non-Participating | 1 | 44 |
| 112 | 499505.52 | 4873983.70 | Participation Pending | 1 | 44 |
| 113 | 499640.46 | 4874375.81 | Non-Participating | 1 | 42 |
| 114 | 499618.58 | 4874177.48 | Participating | 1 | 43 |
| 115 | 500691.28 | 4871972.52 | Non-Participating | 1 | 42 |
| 116 | 501183.27 | 4871944.87 | Non-Participating | 1 | 44 |
| 117 | 501103.10 | 4872967.75 | Participation Pending | 1 | 44 |
| 118 | 501528.69 | 4872860.66 | Participating | 1 | 45 |
| 119 | 503071.21 | 4871942.22 | Participating | 1 | 47 |
| 120 | 502725.93 | 4871787.44 | Participating | 1 | 47 |
| 121 | 503827.13 | 4872773.68 | Participating | 1 | 47 |
| 122 | 503996.46 | 4872856.76 | Participating | 1 | 45 |
| 123 | 504201.25 | 4872856.23 | Participating | 1 | 44 |
| 124 | 504551.09 | 4874079.47 | Non-Participating | 1 | 40 |
| 125 | 504758.52 | 4871963.59 | Participating | 1 | 46 |
| 126 | 504942.08 | 4872768.12 | Non-Participating | 1 | 41 |
| 127 | 505837.17 | 4873650.51 | Non-Participating | 1 | 36 |
| 128 | 506220.82 | 4873313.16 | Non-Participating | 1 | 35 |
| 129 | 506549.56 | 4872868.13 | Non-Participating | 1 | 35 |
| 130 | 506996.44 | 4872762.57 | Non-Participating | 1 | 34 |
| 131 | 506998.03 | 4871828.06 | Non-Participating | 1 | 36 |
| 132 | 507534.25 | 4871148.65 | Non-Participating | 1 | 35 |
| 133 | 507702.53 | 4871154.60 | Non-Participating | 1 | 34 |
| 134 | 507988.15 | 4871657.51 | Non-Participating | 1 | 33 |
| 135 | 508141.14 | 4872275.11 | Non-Participating | 1 | 32 |
| 136 | 507912.94 | 4872763.80 | Non-Participating | 1 | 32 |
| 137 | 507852.51 | 4872992.61 | Participating | 1 | 32 |
| 138 | 506865.15 | 4873428.54 | Non-Participating | 1 | 34 |
| 139 | 508493.79 | 4873588.15 | Non-Participating | 1 | 30 |
| 140 | 508608.89 | 4873590.53 | Non-Participating | 1 | 30 |
| 141 | 508631.91 | 4873590.93 | Non-Participating | 1 | 30 |
| 142 | 508613.65 | 4873652.84 | Participating | 1 | 30 |
| 143 | 508917.66 | 4873593.31 | Non-Participating | 1 | 29 |
| 144 | 509004.04 | 4872856.29 | Non-Participating | 1 | 29 |
| 145 | 509375.92 | 4872966.88 | Participating | 1 | 29 |
| 146 | 509975.20 | 4872682.45 | Non-Participating | 1 | 28 |
| 147 | 510643.93 | 4872858.40 | Non-Participating | 1 | 27 |
| 148 | 510742.82 | 4872673.86 | Non-Participating | 1 | 27 |
| 149 | 509722.39 | 4872284.72 | Non-Participating | 1 | 29 |
| 150 | 509630.84 | 4872355.63 | Non-Participating | 1 | 29 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 151 | 509722.69 | 4873399.56 | Non-Participating | 1 | 28 |
| 152 | 495349.84 | 4870249.67 | Non-Participating | 1 | 40 |
| 153 | 495559.21 | 4869681.85 | Non-Participating | 1 | 40 |
| 154 | 495562.38 | 4870204.93 | Participation Pending | 1 | 42 |
| 155 | 495124.76 | 4870677.40 | Non-Participating | 1 | 39 |
| 156 | 495559.28 | 4870851.63 | Non-Participating | 1 | 42 |
| 157 | 495387.82 | 4871379.34 | Participating | 1 | 41 |
| 158 | 495550.87 | 4871409.04 | Participating | 1 | 43 |
| 159 | 496488.82 | 4869537.11 | Participating | 1 | 45 |
| 160 | 496747.46 | 4869514.95 | Non-Participating | 1 | 46 |
| 161 | 497688.18 | 4869422.48 | Participation Pending | 1 | 46 |
| 162 | 499490.33 | 4869311.02 | Participating | 1 | 42 |
| 163 | 499484.18 | 4870256.98 | Non-Participating | 1 | 42 |
| 164 | 499480.74 | 4870826.96 | Non-Participating | 1 | 42 |
| 165 | 501120.03 | 4871028.07 | Non-Participating | 1 | 42 |
| 166 | 501137.73 | 4869524.71 | Non-Participating | 1 | 40 |
| 167 | 501212.34 | 4869298.23 | Participation Pending | 1 | 40 |
| 168 | 502822.20 | 4871087.25 | Non-Participating | 1 | 46 |
| 169 | 504355.79 | 4869657.97 | Participating | 1 | 46 |
| 170 | 504464.66 | 4869547.53 | Participation Pending | 1 | 46 |
| 171 | 505966.47 | 4869876.74 | Participating | 1 | 44 |
| 172 | 506068.12 | 4870744.95 | Non-Participating | 1 | 41 |
| 173 | 506052.46 | 4871492.14 | Non-Participating | 1 | 41 |
| 174 | 507891.98 | 4870234.05 | Non-Participating | 1 | 34 |
| 175 | 508823.64 | 4869539.44 | Non-Participating | 1 | 31 |
| 176 | 509063.51 | 4869535.71 | Non-Participating | 1 | 30 |
| 177 | 508143.94 | 4871002.25 | Non-Participating | 1 | 33 |
| 178 | 508887.77 | 4871155.48 | Non-Participating | 1 | 31 |
| 179 | 509716.92 | 4871621.42 | Non-Participating | 1 | 29 |
| 180 | 509716.39 | 4871712.56 | Non-Participating | 1 | 29 |
| 181 | 509642.37 | 4871517.50 | Non-Participating | 1 | 29 |
| 182 | 509638.57 | 4871313.88 | Non-Participating | 1 | 29 |
| 183 | 510238.58 | 4871099.40 | Non-Participating | 1 | 28 |
| 184 | 509715.57 | 4870766.88 | Non-Participating | 1 | 29 |
| 185 | 510779.47 | 4869615.18 | Non-Participating | 1 | 27 |
| 186 | 509710.09 | 4868616.84 | Non-Participating | 1 | 28 |
| 187 | 511208.69 | 4868187.15 | Non-Participating | 1 | 26 |
| 188 | 511358.45 | 4868626.10 | Non-Participating | 1 | 26 |
| 189 | 511354.81 | 4868870.63 | Non-Participating | 1 | 26 |
| 190 | 511340.26 | 4870437.24 | Non-Participating | 1 | 26 |
| 191 | 511328.61 | 4870357.34 | Non-Participating | 1 | 26 |
| 192 | 511231.78 | 4870673.51 | Non-Participating | 1 | 26 |
| 193 | 510669.32 | 4871235.95 | Non-Participating | 1 | 27 |
| 194 | 511198.71 | 4871506.32 | Non-Participating | 1 | 26 |
| 195 | 512094.54 | 4871434.48 | Non-Participating | 1 | 25 |
| 196 | 512320.76 | 4871236.81 | Non-Participating | 1 | 25 |
| 197 | 511855.79 | 4867910.86 | Non-Participating | 1 | 25 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 198 | 494754.88 | 4867302.15 | Non-Participating | 1 | 34 |
| 199 | 494905.17 | 4868021.02 | Non-Participating | 1 | 35 |
| 200 | 495449.94 | 4868724.88 | Non-Participating | 1 | 38 |
| 201 | 495138.07 | 4868819.47 | Non-Participating | 1 | 37 |
| 202 | 496022.17 | 4868650.40 | Participating | 1 | 42 |
| 203 | 495966.21 | 4867985.63 | Non-Participating | 1 | 40 |
| 204 | 495581.29 | 4867570.63 | Non-Participating | 1 | 37 |
| 205 | 496788.12 | 4867093.39 | Participating | 1 | 44 |
| 206 | 496798.37 | 4867179.05 | Participating | 1 | 44 |
| 207 | 499466.54 | 4867083.00 | Non-Participating | 1 | 35 |
| 208 | 499809.28 | 4868052.25 | Non-Participating | 1 | 37 |
| 209 | 499522.27 | 4869059.69 | Non-Participating | 1 | 41 |
| 210 | 502932.76 | 4869206.67 | Non-Participating | 1 | 47 |
| 211 | 502739.87 | 4868086.02 | Non-Participating | 1 | 41 |
| 212 | 501100.51 | 4867929.92 | Non-Participating | 1 | 37 |
| 213 | 501205.69 | 4868183.52 | Non-Participating | 1 | 37 |
| 214 | 501126.31 | 4866789.30 | Non-Participating | 1 | 34 |
| 215 | 502829.57 | 4866859.28 | Non-Participating | 1 | 35 |
| 216 | 503980.77 | 4867832.68 | Participating | 1 | 40 |
| 217 | 504375.89 | 4866974.59 | Non-Participating | 1 | 35 |
| 218 | 504434.89 | 4868964.79 | Participation Pending | 1 | 45 |
| 219 | 508048.06 | 4868683.08 | Non-Participating | 1 | 32 |
| 220 | 507577.42 | 4867933.06 | Non-Participating | 1 | 32 |
| 221 | 508256.18 | 4868031.55 | Non-Participating | 1 | 31 |
| 222 | 508160.93 | 4868043.79 | Non-Participating | 1 | 31 |
| 223 | 509431.73 | 4867831.46 | Non-Participating | 1 | 28 |
| 224 | 511197.03 | 4867137.19 | Non-Participating | 1 | 25 |
| 225 | 512836.13 | 4867255.07 | Non-Participating | 1 | 23 |
| 226 | 512876.54 | 4865698.06 | Non-Participating | 1 | 23 |
| 227 | 511254.51 | 4866393.12 | Non-Participating | 1 | 25 |
| 228 | 510956.59 | 4866312.68 | Non-Participating | 1 | 25 |
| 229 | 511803.46 | 4864790.40 | Non-Participating | 1 | 23 |
| 230 | 511248.62 | 4863982.43 | Non-Participating | 1 | 23 |
| 231 | 511238.56 | 4865356.24 | Non-Participating | 1 | 24 |
| 232 | 511480.24 | 4865525.57 | Non-Participating | 1 | 24 |
| 233 | 509654.54 | 4866311.78 | Non-Participating | 1 | 27 |
| 234 | 509084.69 | 4866510.99 | Non-Participating | 1 | 27 |
| 235 | 508125.47 | 4866480.14 | Non-Participating | 1 | 29 |
| 236 | 508115.22 | 4865668.00 | Participating | 1 | 28 |
| 237 | 508300.10 | 4864702.93 | Non-Participating | 1 | 26 |
| 238 | 508661.25 | 4864863.00 | Non-Participating | 1 | 26 |
| 239 | 509043.52 | 4864717.00 | Non-Participating | 1 | 26 |
| 240 | 508220.95 | 4863160.03 | Non-Participating | 1 | 25 |
| 241 | 508608.56 | 4863085.28 | Non-Participating | 1 | 25 |
| 242 | 510181.05 | 4863250.58 | Non-Participating | 1 | 23 |
| 243 | 509723.76 | 4864264.38 | Non-Participating | 1 | 25 |
| 244 | 507091.02 | 4863071.04 | Non-Participating | 1 | 26 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 245 | 508023.68 | 4863776.16 | Non-Participating | 1 | 26 |
| 246 | 507972.08 | 4864241.82 | Non-Participating | 1 | 26 |
| 247 | 507911.18 | 4864780.64 | Non-Participating | 1 | 27 |
| 248 | 507075.09 | 4866460.06 | Non-Participating | 1 | 30 |
| 249 | 505979.98 | 4864375.54 | Non-Participating | 1 | 28 |
| 250 | 506660.75 | 4864623.72 | Non-Participating | 1 | 28 |
| 251 | 506083.96 | 4865856.15 | Non-Participating | 1 | 30 |
| 252 | 505944.82 | 4866307.39 | Non-Participating | 1 | 31 |
| 253 | 505982.60 | 4866485.83 | Non-Participating | 1 | 32 |
| 254 | 505286.95 | 4866388.36 | Non-Participating | 1 | 32 |
| 255 | 504453.20 | 4864368.89 | Non-Participating | 1 | 29 |
| 256 | 503837.48 | 4864808.63 | Non-Participating | 1 | 30 |
| 257 | 502759.65 | 4866448.52 | Non-Participating | 1 | 34 |
| 258 | 502756.62 | 4865044.88 | Non-Participating | 1 | 31 |
| 259 | 502847.64 | 4865132.72 | Non-Participating | 1 | 31 |
| 260 | 502861.92 | 4864320.45 | Non-Participating | 1 | 29 |
| 261 | 502744.45 | 4864637.95 | Non-Participating | 1 | 30 |
| 262 | 500293.87 | 4864408.55 | Non-Participating | 1 | 30 |
| 263 | 498693.14 | 4865949.36 | Non-Participating | 1 | 34 |
| 264 | 495594.27 | 4864552.69 | Non-Participating | 1 | 31 |
| 265 | 495484.80 | 4864629.42 | Non-Participating | 1 | 32 |
| 266 | 495481.67 | 4865143.24 | Non-Participating | 1 | 33 |
| 267 | 495597.95 | 4865308.34 | Non-Participating | 1 | 34 |
| 268 | 495580.09 | 4865567.90 | Non-Participating | 1 | 35 |
| 269 | 495577.97 | 4865900.74 | Non-Participating | 1 | 36 |
| 270 | 495457.06 | 4866413.77 | Participating | 1 | 36 |
| 271 | 495573.74 | 4866601.10 | Non-Participating | 1 | 37 |
| 272 | 494999.07 | 4865576.36 | Non-Participating | 1 | 33 |
| 273 | 495460.45 | 4863808.79 | Non-Participating | 1 | 29 |
| 274 | 495591.47 | 4863853.66 | Non-Participating | 1 | 29 |
| 275 | 495598.45 | 4863807.52 | Non-Participating | 1 | 29 |
| 276 | 495602.69 | 4864144.71 | Non-Participating | 1 | 30 |
| 277 | 495449.26 | 4863156.32 | Non-Participating | 1 | 28 |
| 278 | 495021.10 | 4862798.98 | Non-Participating | 1 | 27 |
| 279 | 495447.60 | 4861627.16 | Non-Participating | 1 | 26 |
| 280 | 495589.39 | 4861913.81 | Non-Participating | 1 | 26 |
| 281 | 496387.78 | 4863669.96 | Non-Participating | 1 | 30 |
| 282 | 495401.41 | 4862947.65 | Non-Participating | 1 | 28 |
| 283 | 497806.48 | 4861897.78 | Non-Participating | 1 | 27 |
| 284 | 498032.83 | 4862353.66 | Non-Participating | 1 | 27 |
| 285 | 497883.34 | 4862416.63 | Non-Participating | 1 | 27 |
| 286 | 497390.91 | 4863188.77 | Non-Participating | 1 | 29 |
| 287 | 499200.13 | 4863160.86 | Non-Participating | 1 | 28 |
| 288 | 499366.82 | 4863159.80 | Non-Participating | 1 | 28 |
| 289 | 499062.33 | 4863011.63 | Non-Participating | 1 | 28 |
| 290 | 499521.73 | 4863071.93 | Non-Participating | 1 | 28 |
| 291 | 499600.44 | 4863131.46 | Non-Participating | 1 | 28 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 292 | 499653.41 | 4863563.84 | Non-Participating | 1 | 29 |
| 293 | 500052.87 | 4861924.15 | Non-Participating | 1 | 26 |
| 294 | 500766.98 | 4862078.00 | Non-Participating | 1 | 26 |
| 295 | 501364.94 | 4862089.11 | Non-Participating | 1 | 26 |
| 296 | 501290.46 | 4862403.31 | Non-Participating | 1 | 27 |
| 297 | 501228.41 | 4863777.42 | Non-Participating | 1 | 29 |
| 298 | 502760.35 | 4863408.22 | Non-Participating | 1 | 28 |
| 299 | 502811.16 | 4863065.78 | Non-Participating | 1 | 27 |
| 300 | 502845.02 | 4861700.00 | Non-Participating | 1 | 26 |
| 301 | 504324.44 | 4863058.11 | Non-Participating | 1 | 27 |
| 302 | 504359.50 | 4863154.55 | Non-Participating | 1 | 27 |
| 303 | 505569.77 | 4863166.39 | Non-Participating | 1 | 27 |
| 304 | 505982.13 | 4863095.12 | Non-Participating | 1 | 26 |
| 305 | 505957.47 | 4862103.78 | Non-Participating | 1 | 25 |
| 306 | 506058.01 | 4862083.94 | Non-Participating | 1 | 25 |
| 307 | 505988.95 | 4862547.09 | Non-Participating | 1 | 26 |
| 308 | 505982.34 | 4861816.52 | Non-Participating | 1 | 25 |
| 309 | 508028.80 | 4862608.01 | Non-Participating | 1 | 24 |
| 310 | 510037.65 | 4862973.60 | Non-Participating | 1 | 23 |
| 311 | 509978.52 | 4862987.49 | Non-Participating | 1 | 23 |
| 312 | 511214.04 | 4862974.57 | Non-Participating | 1 | 23 |
| 313 | 496566.43 | 4861678.65 | Non-Participating | 1 | 26 |
| 314 | 496394.58 | 4861521.88 | Non-Participating | 1 | 26 |
| 315 | 498202.69 | 4861536.49 | Non-Participating | 1 | 26 |
| 316 | 499547.11 | 4861789.56 | Non-Participating | 1 | 26 |
| 317 | 499706.65 | 4861546.15 | Non-Participating | 1 | 26 |
| 318 | 503314.07 | 4861437.35 | Non-Participating | 1 | 25 |
| 319 | 504482.21 | 4861250.15 | Non-Participating | 1 | 25 |
| 320 | 504352.19 | 4861303.49 | Non-Participating | 1 | 25 |
| 321 | 504448.61 | 4861690.45 | Non-Participating | 1 | 25 |
| 322 | 505946.34 | 4860787.53 | Non-Participating | 1 | 24 |
| 323 | 512456.10 | 4867927.90 | Non-Participating | 1 | 24 |
| 324 | 512869.46 | 4865200.07 | Non-Participating | 1 | 23 |
| 325 | 511241.06 | 4863845.52 | Non-Participating | 1 | 23 |
| 326 | 511377.68 | 4863817.25 | Non-Participating | 1 | 23 |
| 327 | 511380.49 | 4867122.86 | Non-Participating | 1 | 19 |
| 328 | 511919.63 | 4867891.62 | Non-Participating | 1 | 25 |
| 329 | 510106.92 | 4875126.21 | Non-Participating | 1 | 27 |
| 330 | 509957.99 | 4875215.57 | Non-Participating | 1 | 27 |
| 331 | 509838.84 | 4875240.39 | Non-Participating | 1 | 26 |
| 332 | 509540.98 | 4875523.36 | Non-Participating | 1 | 27 |
| 333 | 508513.01 | 4875649.50 | Non-Participating | 1 | 24 |
| 334 | 508137.19 | 4875249.86 | Non-Participating | 1 | 29 |
| 335 | 507954.57 | 4875255.16 | Non-Participating | 1 | 29 |
| 336 | 507476.85 | 4875245.18 | Non-Participating | 1 | 30 |
| 337 | 507291.26 | 4875238.55 | Non-Participating | 1 | 30 |
| 338 | 507308.94 | 4875273.90 | Non-Participating | 1 | 30 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 339 | 507133.29 | 4875236.34 | Non-Participating | 1 | 31 |
| 340 | 506456.95 | 4875177.45 | Non-Participating | 1 | 32 |
| 341 | 506392.06 | 4875165.44 | Non-Participating | 1 | 32 |
| 342 | 506303.13 | 4875506.73 | Non-Participating | 1 | 32 |
| 343 | 506056.14 | 4874737.23 | Non-Participating | 1 | 33 |
| 344 | 505835.16 | 4874164.35 | Non-Participating | 1 | 35 |
| 345 | 506443.65 | 4873048.96 | Non-Participating | 1 | 35 |
| 346 | 507707.14 | 4873655.54 | Non-Participating | 1 | 29 |
| 347 | 507746.57 | 4873752.32 | Non-Participating | 1 | 29 |
| 348 | 509482.74 | 4869911.96 | Non-Participating | 1 | 29 |
| 349 | 510177.21 | 4869522.86 | Non-Participating | 1 | 28 |
| 350 | 509715.75 | 4868523.34 | Non-Participating | 1 | 28 |
| 351 | 509715.75 | 4867936.59 | Non-Participating | 1 | 28 |
| 352 | 506639.54 | 4867805.93 | Non-Participating | 1 | 33 |
| 353 | 505981.69 | 4867853.87 | Non-Participating | 1 | 35 |
| 354 | 506107.06 | 4861179.97 | Non-Participating | 1 | 24 |
| 355 | 504354.46 | 4863221.55 | Non-Participating | 1 | 27 |
| 356 | 504370.17 | 4866942.89 | Non-Participating | 1 | 35 |
| 357 | 504454.04 | 4869760.35 | Participating | 1 | 46 |
| 358 | 504953.18 | 4872026.30 | Participating | 1 | 45 |
| 359 | 505194.11 | 4872241.77 | Participating | 1 | 43 |
| 360 | 504982.82 | 4872823.99 | Non-Participating | 1 | 40 |
| 361 | 504632.53 | 4874064.72 | Non-Participating | 1 | 40 |
| 362 | 504550.66 | 4874140.13 | Non-Participating | 1 | 40 |
| 363 | 505058.05 | 4874529.02 | Non-Participating | 1 | 36 |
| 364 | 505317.29 | 4874471.44 | Non-Participating | 1 | 36 |
| 365 | 504311.78 | 4875881.90 | Non-Participating | 1 | 34 |
| 366 | 503080.23 | 4875981.03 | Non-Participating | 1 | 35 |
| 367 | 501067.74 | 4868680.68 | Non-Participating | 1 | 38 |
| 368 | 501045.42 | 4874262.69 | Non-Participating | 1 | 43 |
| 369 | 500526.98 | 4876004.95 | Non-Participating | 1 | 35 |
| 370 | 499677.17 | 4876262.10 | Non-Participating | 1 | 34 |
| 371 | 497251.94 | 4874354.41 | Non-Participating | 1 | 38 |
| 372 | 497140.70 | 4873107.83 | Participating | 1 | 42 |
| 373 | 499493.80 | 4874005.78 | Participation Pending | 1 | 43 |
| 374 | 499695.62 | 4871921.37 | Non-Participating | 1 | 44 |
| 375 | 495332.11 | 4865917.77 | Non-Participating | 1 | 35 |
| 376 | 495778.75 | 4872841.02 | Participating | 1 | 38 |
| 377 | 496079.55 | 4874600.17 | Participating | 1 | 41 |
| 378 | 493303.66 | 4865363.05 | Non-Participating | 1 | 28 |
| 379 | 493858.51 | 4865675.06 | Non-Participating | 1 | 30 |
| 380 | 494597.57 | 4865481.24 | Non-Participating | 1 | 31 |
| 381 | 494950.93 | 4865608.48 | Non-Participating | 1 | 33 |
| 382 | 494693.22 | 4861787.99 | Non-Participating | 1 | 25 |
| 383 | 494229.69 | 4862485.36 | Non-Participating | 1 | 25 |
| 384 | 493181.97 | 4865807.99 | Non-Participating | 1 | 29 |
| 385 | 493478.15 | 4866684.14 | Non-Participating | 1 | 30 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 386 | 494547.73 | 4867036.45 | Non-Participating | 1 | 33 |
| 387 | 493147.39 | 4867174.99 | Non-Participating | 1 | 30 |
| 388 | 494039.10 | 4868100.58 | Non-Participating | 1 | 33 |
| 389 | 494018.51 | 4868810.50 | Participating | 1 | 33 |
| 390 | 493659.28 | 4869128.74 | Non-Participating | 1 | 33 |
| 391 | 493009.42 | 4868795.04 | Participating | 1 | 31 |
| 392 | 492892.87 | 4868809.26 | Non-Participating | 1 | 30 |
| 393 | 492790.68 | 4869907.25 | Participating | 1 | 31 |
| 394 | 493362.95 | 4869980.97 | Non-Participating | 1 | 32 |
| 395 | 494639.05 | 4870297.72 | Participating | 1 | 36 |
| 396 | 493230.51 | 4871142.26 | Non-Participating | 1 | 33 |
| 397 | 493766.48 | 4871236.38 | Non-Participating | 1 | 34 |
| 398 | 493921.25 | 4871132.90 | Non-Participating | 1 | 34 |
| 399 | 493540.46 | 4872673.61 | Non-Participating | 1 | 34 |
| 400 | 494524.93 | 4872747.21 | Non-Participating | 1 | 36 |
| 401 | 493407.56 | 4872816.88 | Non-Participating | 1 | 35 |
| 402 | 493747.84 | 4873206.91 | Non-Participating | 1 | 37 |
| 403 | 494151.04 | 4873285.23 | Participating | 1 | 38 |
| 404 | 494002.17 | 4873709.27 | Participating | 1 | 40 |
| 405 | 494024.46 | 4873648.96 | Participating | 1 | 40 |
| 406 | 495243.19 | 4873764.68 | Participating | 1 | 39 |
| 407 | 495706.37 | 4874363.08 | Participating | 1 | 41 |
| 408 | 495270.39 | 4874448.85 | Non-Participating | 1 | 43 |
| 409 | 494786.51 | 4875095.87 | Participating | 1 | 44 |
| 410 | 494742.68 | 4874890.93 | Participating | 1 | 44 |
| 411 | 494673.38 | 4874964.89 | Participating | 1 | 43 |
| 412 | 493870.54 | 4874371.18 | Participating | 1 | 44 |
| 413 | 494159.74 | 4874451.58 | Participating | 1 | 45 |
| 414 | 493136.16 | 4874000.60 | Participating | 1 | 40 |
| 415 | 494807.37 | 4875552.26 | Participating | 1 | 42 |
| 416 | 495595.18 | 4875646.56 | Participation Pending | 1 | 43 |
| 417 | 493717.24 | 4875917.78 | Non-Participating | 1 | 42 |
| 418 | 494099.39 | 4876121.20 | Participating | 1 | 40 |
| 419 | 493086.55 | 4876093.83 | Participating | 1 | 44 |
| 420 | 492917.55 | 4875943.58 | Non-Participating | 1 | 44 |
| 421 | 492824.93 | 4874336.74 | Participating | 1 | 43 |
| 422 | 493045.90 | 4873720.17 | Participating | 1 | 38 |
| 423 | 492516.61 | 4873491.63 | Non-Participating | 1 | 36 |
| 424 | 492393.91 | 4872911.32 | Participating | 1 | 34 |
| 425 | 492485.00 | 4872667.59 | Participating | 1 | 34 |
| 426 | 492280.30 | 4872422.45 | Participating | 1 | 33 |
| 427 | 492886.93 | 4871221.63 | Non-Participating | 1 | 32 |
| 428 | 493003.05 | 4871142.66 | Non-Participating | 1 | 32 |
| 429 | 492012.71 | 4870131.27 | Participating | 1 | 30 |
| 430 | 491814.62 | 4869462.51 | Participating | 1 | 29 |
| 431 | 492354.77 | 4868912.11 | Participating | 1 | 30 |
| 432 | 492373.27 | 4868475.96 | Non-Participating | 1 | 30 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 433 | 492178.63 | 4867809.55 | Non-Participating | 1 | 28 |
| 434 | 492842.51 | 4867801.89 | Non-Participating | 1 | 30 |
| 435 | 491772.81 | 4867258.11 | Non-Participating | 1 | 27 |
| 436 | 492683.89 | 4866290.27 | Non-Participating | 1 | 28 |
| 437 | 492560.24 | 4865883.35 | Non-Participating | 1 | 28 |
| 438 | 493165.10 | 4862890.93 | Non-Participating | 1 | 26 |
| 439 | 493590.90 | 4862204.60 | Non-Participating | 1 | 25 |
| 440 | 499494.35 | 4875986.15 | Non-Participating | 1 | 34 |
| 441 | 509739.94 | 4875483.39 | Non-Participating | 1 | 27 |
| 442 | 499516.46 | 4866307.27 | Non-Participating | 1 | 33 |
| 443 | 512055.62 | 4871144.22 | Non-Participating | 1 | 25 |
| 444 | 507243.76 | 4875236.34 | Non-Participating | 1 | 31 |
| 445 | 508298.59 | 4873512.15 | Non-Participating | 1 | 30 |
| 446 | 490229.89 | 4872596.92 | Non-Participating | 1 | 30 |
| 447 | 489847.36 | 4872269.25 | Non-Participating | 1 | 28 |
| 448 | 488635.42 | 4877561.29 | Non-Participating | 1 | 28 |
| 449 | 488219.84 | 4877375.84 | Non-Participating | 1 | 27 |
| 450 | 488227.59 | 4877664.18 | Non-Participating | 1 | 27 |
| 451 | 487845.93 | 4879211.82 | Non-Participating | 1 | 25 |
| 452 | 486858.06 | 4879271.46 | Non-Participating | 1 | 24 |
| 453 | 486750.57 | 4879405.48 | Non-Participating | 1 | 24 |
| 454 | 487445.96 | 4879108.89 | Non-Participating | 1 | 25 |
| 455 | 487500.71 | 4879138.87 | Non-Participating | 1 | 25 |
| 456 | 486363.48 | 4879172.96 | Non-Participating | 1 | 23 |
| 457 | 487110.32 | 4877460.18 | Non-Participating | 1 | 25 |
| 458 | 486739.40 | 4877456.16 | Non-Participating | 1 | 25 |
| 459 | 486738.89 | 4877554.33 | Non-Participating | 1 | 25 |
| 460 | 486756.68 | 4878037.63 | Non-Participating | 1 | 24 |
| 461 | 486660.03 | 4877806.42 | Non-Participating | 1 | 24 |
| 462 | 485834.32 | 4879132.42 | Non-Participating | 1 | 23 |
| 463 | 485809.66 | 4879170.03 | Non-Participating | 1 | 23 |
| 464 | 486256.72 | 4877643.56 | Non-Participating | 1 | 24 |
| 465 | 485959.87 | 4877465.90 | Non-Participating | 1 | 24 |
| 466 | 484581.56 | 4877648.78 | Non-Participating | 1 | 22 |
| 467 | 483815.76 | 4877785.78 | Non-Participating | 1 | 21 |
| 468 | 485477.21 | 4877647.07 | Non-Participating | 1 | 23 |
| 469 | 485584.47 | 4877637.05 | Non-Participating | 1 | 23 |
| 470 | 485555.94 | 4877595.45 | Non-Participating | 1 | 23 |
| 471 | 485553.87 | 4877635.12 | Non-Participating | 1 | 23 |
| 472 | 485326.16 | 4879324.31 | Non-Participating | 1 | 22 |
| 473 | 485052.32 | 4879054.82 | Non-Participating | 1 | 22 |
| 474 | 485117.12 | 4878621.98 | Non-Participating | 1 | 21 |
| 475 | 488227.48 | 4878434.34 | Non-Participating | 1 | 26 |
| 476 | 488294.10 | 4878419.31 | Non-Participating | 1 | 27 |
| 477 | 488578.50 | 4878448.47 | Non-Participating | 1 | 27 |
| 478 | 488238.28 | 4878729.90 | Non-Participating | 1 | 26 |
| 479 | 488802.63 | 4879306.04 | Non-Participating | 1 | 26 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 480 | 489444.23 | 4879207.74 | Non-Participating | 1 | 28 |
| 481 | 489545.45 | 4879212.95 | Non-Participating | 1 | 28 |
| 482 | 489635.56 | 4878759.90 | Non-Participating | 1 | 29 |
| 483 | 490495.82 | 4879286.80 | Non-Participating | 1 | 29 |
| 484 | 490977.06 | 4879298.11 | Non-Participating | 1 | 30 |
| 485 | 490949.78 | 4879137.82 | Non-Participating | 1 | 30 |
| 486 | 491460.25 | 4878431.59 | Non-Participating | 1 | 33 |
| 487 | 491713.80 | 4878334.91 | Non-Participating | 1 | 34 |
| 488 | 491806.50 | 4879142.21 | Non-Participating | 1 | 31 |
| 489 | 492039.41 | 4879331.55 | Non-Participating | 1 | 30 |
| 490 | 492860.00 | 4879226.20 | Non-Participating | 1 | 31 |
| 491 | 493142.48 | 4879036.43 | Non-Participating | 1 | 32 |
| 492 | 492758.53 | 4879319.56 | Non-Participating | 1 | 31 |
| 493 | 494040.55 | 4879209.90 | Non-Participating | 1 | 31 |
| 494 | 494946.88 | 4878858.40 | Non-Participating | 1 | 31 |
| 495 | 494631.87 | 4878070.88 | Non-Participating | 1 | 33 |
| 496 | 494622.23 | 4878130.23 | Non-Participating | 1 | 33 |
| 497 | 495153.30 | 4877779.20 | Non-Participating | 1 | 33 |
| 498 | 494779.88 | 4877690.16 | Non-Participating | 1 | 33 |
| 499 | 494656.56 | 4877212.33 | Non-Participating | 1 | 35 |
| 500 | 493010.05 | 4877412.07 | Participating | 1 | 41 |
| 501 | 493292.00 | 4877317.09 | Participation Pending | 1 | 40 |
| 502 | 493253.70 | 4877817.21 | Non-Participating | 1 | 37 |
| 503 | 492754.95 | 4877751.84 | Non-Participating | 1 | 39 |
| 504 | 492937.93 | 4877693.98 | Non-Participating | 1 | 39 |
| 505 | 492333.63 | 4877666.52 | Non-Participating | 1 | 40 |
| 506 | 492251.72 | 4877503.81 | Participating | 1 | 42 |
| 507 | 492234.18 | 4877555.41 | Participating | 1 | 41 |
| 508 | 492209.17 | 4877379.83 | Participating | 1 | 44 |
| 509 | 491204.57 | 4877592.32 | Non-Participating | 1 | 37 |
| 510 | 490993.10 | 4877604.29 | Non-Participating | 1 | 36 |
| 511 | 490950.33 | 4877852.19 | Non-Participating | 1 | 35 |
| 512 | 489835.40 | 4877912.18 | Non-Participating | 1 | 31 |
| 513 | 489914.98 | 4877880.09 | Non-Participating | 1 | 31 |
| 514 | 490320.50 | 4876915.99 | Non-Participating | 1 | 34 |
| 515 | 490345.19 | 4876928.97 | Non-Participating | 1 | 34 |
| 516 | 489824.65 | 4877177.26 | Non-Participating | 1 | 32 |
| 517 | 489798.47 | 4877241.24 | Non-Participating | 1 | 32 |
| 518 | 488326.68 | 4876849.62 | Non-Participating | 1 | 28 |
| 519 | 488211.66 | 4877034.73 | Non-Participating | 1 | 28 |
| 520 | 486597.05 | 4876484.54 | Non-Participating | 1 | 25 |
| 521 | 485139.90 | 4876925.87 | Non-Participating | 1 | 23 |
| 522 | 485112.68 | 4876718.66 | Non-Participating | 1 | 23 |
| 523 | 485111.73 | 4876886.12 | Non-Participating | 1 | 23 |
| 524 | 484576.48 | 4877381.31 | Non-Participating | 1 | 22 |
| 525 | 484604.14 | 4877406.38 | Non-Participating | 1 | 22 |
| 526 | 484415.46 | 4876945.29 | Non-Participating | 1 | 22 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 527 | 484482.97 | 4876529.89 | Non-Participating | 1 | 22 |
| 528 | 484133.35 | 4876454.25 | Non-Participating | 1 | 22 |
| 529 | 483354.68 | 4876911.14 | Non-Participating | 1 | 21 |
| 530 | 483340.51 | 4876941.40 | Non-Participating | 1 | 21 |
| 531 | 483284.50 | 4877111.89 | Non-Participating | 1 | 21 |
| 532 | 483894.45 | 4877038.60 | Non-Participating | 1 | 21 |
| 533 | 483805.65 | 4877165.29 | Non-Participating | 1 | 21 |
| 534 | 500183.35 | 4876832.93 | Non-Participating | 1 | 33 |
| 535 | 498032.98 | 4876897.85 | Non-Participating | 1 | 32 |
| 536 | 497876.00 | 4876576.62 | Non-Participating | 1 | 33 |
| 537 | 496003.73 | 4876090.86 | Participating | 1 | 38 |
| 538 | 483371.66 | 4876260.99 | Non-Participating | 1 | 21 |
| 539 | 483342.50 | 4876216.88 | Non-Participating | 1 | 21 |
| 540 | 483353.94 | 4876115.55 | Non-Participating | 1 | 21 |
| 541 | 483356.50 | 4875964.09 | Non-Participating | 1 | 21 |
| 542 | 483610.07 | 4875926.75 | Non-Participating | 1 | 21 |
| 543 | 484347.49 | 4875779.83 | Non-Participating | 1 | 22 |
| 544 | 484122.70 | 4876211.77 | Non-Participating | 1 | 22 |
| 545 | 484639.57 | 4876183.37 | Non-Participating | 1 | 22 |
| 546 | 485040.33 | 4875536.46 | Non-Participating | 1 | 23 |
| 547 | 485950.14 | 4875850.27 | Non-Participating | 1 | 24 |
| 548 | 485922.83 | 4875490.30 | Non-Participating | 1 | 24 |
| 549 | 485570.32 | 4875343.66 | Non-Participating | 1 | 24 |
| 550 | 486758.93 | 4875870.36 | Non-Participating | 1 | 25 |
| 551 | 486732.47 | 4875847.61 | Non-Participating | 1 | 25 |
| 552 | 487379.99 | 4875967.61 | Non-Participating | 1 | 26 |
| 553 | 487414.85 | 4875979.00 | Non-Participating | 1 | 26 |
| 554 | 486752.22 | 4876287.93 | Non-Participating | 1 | 25 |
| 555 | 488220.58 | 4875677.44 | Non-Participating | 1 | 28 |
| 556 | 488332.16 | 4876043.35 | Participating | 1 | 28 |
| 557 | 489116.44 | 4875427.96 | Non-Participating | 1 | 30 |
| 558 | 489070.22 | 4875417.85 | Non-Participating | 1 | 30 |
| 559 | 489141.82 | 4875405.73 | Non-Participating | 1 | 30 |
| 560 | 488998.60 | 4876062.19 | Participating | 1 | 30 |
| 561 | 489826.70 | 4875987.32 | Non-Participating | 1 | 32 |
| 562 | 490243.39 | 4876075.04 | Non-Participating | 1 | 34 |
| 563 | 490277.50 | 4875981.51 | Non-Participating | 1 | 34 |
| 564 | 490318.56 | 4876072.58 | Non-Participating | 1 | 35 |
| 565 | 490841.49 | 4875989.47 | Non-Participating | 1 | 38 |
| 566 | 491021.44 | 4876062.81 | Participation Pending | 1 | 39 |
| 567 | 491885.42 | 4875936.91 | Participation Pending | 1 | 45 |
| 568 | 492288.14 | 4875939.17 | Participating | 1 | 45 |
| 569 | 485068.52 | 4874814.15 | Non-Participating | 1 | 17 |
| 570 | 485049.92 | 4874303.42 | Non-Participating | 1 | 23 |
| 571 | 485562.84 | 4875163.93 | Non-Participating | 1 | 24 |
| 572 | 485226.22 | 4873854.62 | Non-Participating | 1 | 23 |
| 573 | 484962.06 | 4873636.11 | Non-Participating | 1 | 22 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 574 | 485076.63 | 4873384.34 | Non-Participating | 1 | 23 |
| 575 | 485248.40 | 4873345.47 | Non-Participating | 1 | 23 |
| 576 | 485233.04 | 4873372.20 | Non-Participating | 1 | 23 |
| 577 | 484992.60 | 4872278.33 | Non-Participating | 1 | 23 |
| 578 | 484936.10 | 4872282.95 | Non-Participating | 1 | 23 |
| 579 | 485379.31 | 4872761.19 | Non-Participating | 1 | 23 |
| 580 | 486198.35 | 4872740.10 | Non-Participating | 1 | 24 |
| 581 | 486676.17 | 4872464.77 | Non-Participating | 1 | 25 |
| 582 | 486655.64 | 4873090.69 | Non-Participating | 1 | 25 |
| 583 | 487877.11 | 4873120.91 | Non-Participating | 1 | 26 |
| 584 | 488112.71 | 4872671.02 | Non-Participating | 1 | 26 |
| 585 | 489802.42 | 4873070.99 | Non-Participating | 1 | 29 |
| 586 | 490903.77 | 4872050.05 | Non-Participating | 1 | 30 |
| 587 | 491158.49 | 4872615.01 | Non-Participating | 1 | 31 |
| 588 | 491617.71 | 4872744.89 | Non-Participating | 1 | 32 |
| 589 | 491351.60 | 4872844.56 | Non-Participating | 1 | 31 |
| 590 | 491439.59 | 4872911.18 | Non-Participating | 1 | 33 |
| 591 | 486316.80 | 4874665.05 | Non-Participating | 1 | 25 |
| 592 | 487443.29 | 4874431.59 | Non-Participating | 1 | 25 |
| 593 | 488227.77 | 4874362.55 | Participating | 1 | 27 |
| 594 | 488176.73 | 4874445.52 | Non-Participating | 1 | 27 |
| 595 | 488313.23 | 4874925.37 | Participating | 1 | 28 |
| 596 | 488330.19 | 4874908.78 | Participating | 1 | 28 |
| 597 | 490542.51 | 4874927.42 | Participating | 1 | 35 |
| 598 | 490484.06 | 4874350.37 | Participating | 1 | 33 |
| 599 | 490667.31 | 4874464.80 | Participating | 1 | 34 |
| 600 | 489910.19 | 4874274.68 | Participating | 1 | 31 |
| 601 | 489305.30 | 4874280.67 | Participating | 1 | 30 |
| 602 | 489395.90 | 4874448.33 | Participating | 1 | 30 |
| 603 | 491911.47 | 4874443.00 | Participating | 1 | 41 |
| 604 | 491551.67 | 4874626.99 | Participating | 1 | 40 |
| 605 | 491452.04 | 4874745.89 | Participating | 1 | 40 |
| 606 | 490742.07 | 4874350.00 | Non-Participating | 1 | 34 |
| 607 | 492196.54 | 4873592.10 | Participating | 1 | 36 |
| 608 | 491538.28 | 4873118.40 | Non-Participating | 1 | 33 |
| 609 | 490427.30 | 4873185.69 | Non-Participating | 1 | 31 |
| 610 | 490308.00 | 4873855.52 | Non-Participating | 1 | 32 |
| 611 | 489807.12 | 4873557.35 | Non-Participating | 1 | 30 |
| 612 | 488849.73 | 4874109.24 | Non-Participating | 1 | 29 |
| 613 | 488302.06 | 4873557.83 | Non-Participating | 1 | 27 |
| 614 | 487911.15 | 4873636.20 | Non-Participating | 1 | 27 |
| 615 | 487684.01 | 4873459.47 | Non-Participating | 1 | 26 |
| 616 | 487514.01 | 4873755.84 | Non-Participating | 1 | 26 |
| 617 | 487184.42 | 4873945.73 | Non-Participating | 1 | 26 |
| 618 | 486591.04 | 4874277.89 | Non-Participating | 1 | 25 |
| 619 | 486670.36 | 4873699.15 | Non-Participating | 1 | 25 |
| 620 | 486755.87 | 4873650.47 | Non-Participating | 1 | 25 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 621 | 486727.45 | 4871753.50 | Non-Participating | 1 | 20 |
| 622 | 486094.94 | 4871309.02 | Non-Participating | 1 | 24 |
| 623 | 486638.09 | 4871400.01 | Non-Participating | 1 | 24 |
| 624 | 486672.02 | 4870622.68 | Non-Participating | 1 | 24 |
| 625 | 486655.48 | 4870232.51 | Non-Participating | 1 | 24 |
| 626 | 487378.63 | 4870881.50 | Non-Participating | 1 | 23 |
| 627 | 487448.24 | 4871236.67 | Non-Participating | 1 | 25 |
| 628 | 487697.00 | 4871268.04 | Non-Participating | 1 | 25 |
| 629 | 488319.13 | 4871047.52 | Non-Participating | 1 | 26 |
| 630 | 487859.22 | 4870334.28 | Non-Participating | 1 | 25 |
| 631 | 488100.93 | 4870340.68 | Non-Participating | 1 | 25 |
| 632 | 488931.40 | 4870482.89 | Non-Participating | 1 | 26 |
| 633 | 489465.02 | 4870612.47 | Non-Participating | 1 | 25 |
| 634 | 489473.93 | 4870174.17 | Non-Participating | 1 | 24 |
| 635 | 489918.83 | 4870357.95 | Non-Participating | 1 | 26 |
| 636 | 490477.39 | 4870317.69 | Non-Participating | 1 | 26 |
| 637 | 491440.93 | 4870296.94 | Participating | 1 | 29 |
| 638 | 491691.36 | 4870338.51 | Non-Participating | 1 | 30 |
| 639 | 491742.59 | 4870251.31 | Non-Participating | 1 | 30 |
| 640 | 490556.45 | 4870428.90 | Non-Participating | 1 | 28 |
| 641 | 490729.74 | 4870543.54 | Non-Participating | 1 | 28 |
| 642 | 492088.16 | 4871151.03 | Participating | 1 | 30 |
| 643 | 492101.16 | 4871308.61 | Non-Participating | 1 | 31 |
| 644 | 491583.87 | 4871268.58 | Non-Participating | 1 | 30 |
| 645 | 491466.08 | 4871036.24 | Non-Participating | 1 | 30 |
| 646 | 490182.63 | 4871392.80 | Non-Participating | 1 | 28 |
| 647 | 490146.04 | 4871128.30 | Non-Participating | 1 | 28 |
| 648 | 489684.58 | 4871207.32 | Non-Participating | 1 | 28 |
| 649 | 489742.38 | 4869647.95 | Non-Participating | 1 | 26 |
| 650 | 490330.39 | 4868981.77 | Non-Participating | 1 | 27 |
| 651 | 490439.21 | 4869028.96 | Non-Participating | 1 | 27 |
| 652 | 491759.63 | 4869590.01 | Non-Participating | 1 | 29 |
| 653 | 491515.95 | 4869809.52 | Non-Participating | 1 | 27 |
| 654 | 490718.55 | 4869035.68 | Non-Participating | 1 | 28 |
| 655 | 491214.49 | 4868921.13 | Non-Participating | 1 | 28 |
| 656 | 491144.65 | 4868793.54 | Non-Participating | 1 | 28 |
| 657 | 490586.54 | 4867989.99 | Non-Participating | 1 | 25 |
| 658 | 490772.60 | 4868329.90 | Non-Participating | 1 | 26 |
| 659 | 490521.01 | 4868392.32 | Non-Participating | 1 | 26 |
| 660 | 490399.71 | 4868828.19 | Non-Participating | 1 | 27 |
| 661 | 490132.35 | 4868300.15 | Non-Participating | 1 | 20 |
| 662 | 489421.01 | 4868140.33 | Non-Participating | 1 | 25 |
| 663 | 487623.14 | 4868576.03 | Non-Participating | 1 | 24 |
| 664 | 487782.58 | 4867705.95 | Non-Participating | 1 | 24 |
| 665 | 488410.14 | 4867926.75 | Non-Participating | 1 | 24 |
| 666 | 490006.54 | 4867558.26 | Non-Participating | 1 | 24 |
| 667 | 489786.08 | 4867239.58 | Non-Participating | 1 | 23 |

Table E-1: Project Only Results

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 668 | 489471.01 | 4866930.92 | Non-Participating | 1 | 19 |
| 669 | 489407.69 | 4866850.23 | Non-Participating | 1 | 24 |
| 670 | 489550.29 | 4866777.40 | Non-Participating | 1 | 23 |
| 671 | 489177.54 | 4866889.51 | Non-Participating | 1 | 24 |
| 672 | 489191.30 | 4866647.84 | Non-Participating | 1 | 24 |
| 673 | 489312.09 | 4866497.79 | Non-Participating | 1 | 25 |
| 674 | 489313.39 | 4866375.23 | Non-Participating | 1 | 25 |
| 675 | 489310.25 | 4866131.82 | Non-Participating | 1 | 24 |
| 676 | 489861.71 | 4865984.83 | Non-Participating | 1 | 25 |
| 677 | 489395.33 | 4866310.51 | Non-Participating | 1 | 25 |
| 678 | 490197.73 | 4866693.01 | Non-Participating | 1 | 24 |
| 679 | 490217.54 | 4866649.68 | Non-Participating | 1 | 24 |
| 680 | 490017.33 | 4865967.73 | Non-Participating | 1 | 25 |
| 681 | 490278.87 | 4865979.10 | Non-Participating | 1 | 25 |
| 682 | 490410.02 | 4866045.09 | Non-Participating | 1 | 25 |
| 683 | 490085.49 | 4864761.25 | Non-Participating | 1 | 23 |
| 684 | 489923.58 | 4864746.23 | Non-Participating | 1 | 23 |
| 685 | 489842.93 | 4865195.32 | Non-Participating | 1 | 24 |
| 686 | 492242.97 | 4868718.98 | Non-Participating | 1 | 30 |
| 687 | 492201.39 | 4868471.14 | Participating | 1 | 29 |
| 688 | 491286.85 | 4866494.23 | Non-Participating | 1 | 27 |
| 689 | 491009.28 | 4865891.24 | Non-Participating | 1 | 26 |
| 690 | 491637.21 | 4866020.30 | Non-Participating | 1 | 27 |
| 691 | 492326.88 | 4865129.44 | Non-Participating | 1 | 27 |
| 692 | 491378.79 | 4865103.88 | Non-Participating | 1 | 26 |
| 693 | 491360.33 | 4865074.29 | Non-Participating | 1 | 26 |
| 694 | 492846.71 | 4863545.15 | Non-Participating | 1 | 26 |
| 695 | 491647.96 | 4864076.25 | Non-Participating | 1 | 25 |
| 696 | 490594.15 | 4864686.77 | Non-Participating | 1 | 24 |
| 697 | 492988.35 | 4862968.51 | Non-Participating | 1 | 26 |
| 698 | 493649.83 | 4863248.87 | Non-Participating | 1 | 26 |
| 699 | 494269.33 | 4863513.13 | Non-Participating | 1 | 27 |
| 700 | 493677.47 | 4863383.00 | Non-Participating | 1 | 27 |
| 701 | 493669.38 | 4863482.76 | Non-Participating | 1 | 27 |
| 702 | 483374.01 | 4877839.13 | Non-Participating | 1 | 21 |
| 703 | 483734.01 | 4879213.02 | Non-Participating | 1 | 21 |

Appendix F

Sound Level Modeling Results – Tabular - Sorted by Sound Level

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 119 | 503071.21 | 4871942.22 | Participating | 1 | 47 |
| 210 | 502932.76 | 4869206.67 | Non-Participating | 1 | 47 |
| 121 | 503827.13 | 4872773.68 | Participating | 1 | 47 |
| 120 | 502725.93 | 4871787.44 | Participating | 1 | 47 |
| 357 | 504454.04 | 4869760.35 | Participating | 1 | 46 |
| 169 | 504355.79 | 4869657.97 | Participating | 1 | 46 |
| 160 | 496747.46 | 4869514.95 | Non-Participating | 1 | 46 |
| 161 | 497688.18 | 4869422.48 | Participation Pending | 1 | 46 |
| 168 | 502822.20 | 4871087.25 | Non-Participating | 1 | 46 |
| 125 | 504758.52 | 4871963.59 | Participating | 1 | 46 |
| 170 | 504464.66 | 4869547.53 | Participation Pending | 1 | 46 |
| 118 | 501528.69 | 4872860.66 | Participating | 1 | 45 |
| 122 | 503996.46 | 4872856.76 | Participating | 1 | 45 |
| 159 | 496488.82 | 4869537.11 | Participating | 1 | 45 |
| 568 | 492288.14 | 4875939.17 | Participating | 1 | 45 |
| 413 | 494159.74 | 4874451.58 | Participating | 1 | 45 |
| 109 | 498632.85 | 4872029.26 | Non-Participating | 1 | 45 |
| 358 | 504953.18 | 4872026.30 | Participating | 1 | 45 |
| 218 | 504434.89 | 4868964.79 | Participation Pending | 1 | 45 |
| 567 | 491885.42 | 4875936.91 | Participation Pending | 1 | 45 |
| 419 | 493086.55 | 4876093.83 | Participating | 1 | 44 |
| 409 | 494786.51 | 4875095.87 | Participating | 1 | 44 |
| 111 | 499582.38 | 4871957.52 | Non-Participating | 1 | 44 |
| 107 | 499065.71 | 4872231.14 | Participating | 1 | 44 |
| 117 | 501103.10 | 4872967.75 | Participation Pending | 1 | 44 |
| 123 | 504201.25 | 4872856.23 | Participating | 1 | 44 |
| 420 | 492917.55 | 4875943.58 | Non-Participating | 1 | 44 |
| 508 | 492209.17 | 4877379.83 | Participating | 1 | 44 |
| 410 | 494742.68 | 4874890.93 | Participating | 1 | 44 |
| 116 | 501183.27 | 4871944.87 | Non-Participating | 1 | 44 |
| 171 | 505966.47 | 4869876.74 | Participating | 1 | 44 |
| 206 | 496798.37 | 4867179.05 | Participating | 1 | 44 |
| 2 | 494675.74 | 4874843.64 | Participating | 1 | 44 |
| 112 | 499505.52 | 4873983.70 | Participation Pending | 1 | 44 |
| 205 | 496788.12 | 4867093.39 | Participating | 1 | 44 |
| 374 | 499695.62 | 4871921.37 | Non-Participating | 1 | 44 |
| 64 | 502728.04 | 4874380.81 | Participating | 1 | 44 |
| 108 | 499677.17 | 4872538.85 | Non-Participating | 1 | 44 |
| 412 | 493870.54 | 4874371.18 | Participating | 1 | 44 |
| 411 | 494673.38 | 4874964.89 | Participating | 1 | 43 |
| 416 | 495595.18 | 4875646.56 | Participation Pending | 1 | 43 |
| 373 | 499493.80 | 4874005.78 | Participation Pending | 1 | 43 |
| 114 | 499618.58 | 4874177.48 | Participating | 1 | 43 |
| 12 | 495571.71 | 4871482.46 | Participating | 1 | 43 |
| 46 | 501031.13 | 4874231.83 | Non-Participating | 1 | 43 |
| 421 | 492824.93 | 4874336.74 | Participating | 1 | 43 |
| 158 | 495550.87 | 4871409.04 | Participating | 1 | 43 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 359 | 505194.11 | 4872241.77 | Participating | 1 | 43 |
| 368 | 501045.42 | 4874262.69 | Non-Participating | 1 | 43 |
| 408 | 495270.39 | 4874448.85 | Non-Participating | 1 | 43 |
| 156 | 495559.28 | 4870851.63 | Non-Participating | 1 | 42 |
| 202 | 496022.17 | 4868650.40 | Participating | 1 | 42 |
| 165 | 501120.03 | 4871028.07 | Non-Participating | 1 | 42 |
| 164 | 499480.74 | 4870826.96 | Non-Participating | 1 | 42 |
| 415 | 494807.37 | 4875552.26 | Participating | 1 | 42 |
| 67 | 504104.11 | 4874434.02 | Participating | 1 | 42 |
| 44 | 501043.37 | 4874380.00 | Non-Participating | 1 | 42 |
| 163 | 499484.18 | 4870256.98 | Non-Participating | 1 | 42 |
| 372 | 497140.70 | 4873107.83 | Participating | 1 | 42 |
| 506 | 492251.72 | 4877503.81 | Participating | 1 | 42 |
| 154 | 495562.38 | 4870204.93 | Participation Pending | 1 | 42 |
| 106 | 497138.35 | 4873069.61 | Participating | 1 | 42 |
| 115 | 500691.28 | 4871972.52 | Non-Participating | 1 | 42 |
| 162 | 499490.33 | 4869311.02 | Participating | 1 | 42 |
| 103 | 495778.39 | 4871934.81 | Participating | 1 | 42 |
| 113 | 499640.46 | 4874375.81 | Non-Participating | 1 | 42 |
| 417 | 493717.24 | 4875917.78 | Non-Participating | 1 | 42 |
| 1 | 491323.97 | 4876003.31 | Non-Participating | 1 | 41 |
| 211 | 502739.87 | 4868086.02 | Non-Participating | 1 | 41 |
| 507 | 492234.18 | 4877555.41 | Participating | 1 | 41 |
| 45 | 500947.46 | 4874527.17 | Participating | 1 | 41 |
| 157 | 495387.82 | 4871379.34 | Participating | 1 | 41 |
| 173 | 506052.46 | 4871492.14 | Non-Participating | 1 | 41 |
| 126 | 504942.08 | 4872768.12 | Non-Participating | 1 | 41 |
| 407 | 495706.37 | 4874363.08 | Participating | 1 | 41 |
| 603 | 491911.47 | 4874443.00 | Participating | 1 | 41 |
| 377 | 496079.55 | 4874600.17 | Participating | 1 | 41 |
| 105 | 497277.52 | 4872254.03 | Non-Participating | 1 | 41 |
| 172 | 506068.12 | 4870744.95 | Non-Participating | 1 | 41 |
| 102 | 497067.91 | 4872235.01 | Non-Participating | 1 | 41 |
| 209 | 499522.27 | 4869059.69 | Non-Participating | 1 | 41 |
| 500 | 493010.05 | 4877412.07 | Participating | 1 | 41 |
| 124 | 504551.09 | 4874079.47 | Non-Participating | 1 | 40 |
| 360 | 504982.82 | 4872823.99 | Non-Participating | 1 | 40 |
| 63 | 502795.77 | 4874857.59 | Participating | 1 | 40 |
| 404 | 494002.17 | 4873709.27 | Participating | 1 | 40 |
| 152 | 495349.84 | 4870249.67 | Non-Participating | 1 | 40 |
| 362 | 504550.66 | 4874140.13 | Non-Participating | 1 | 40 |
| 414 | 493136.16 | 4874000.60 | Participating | 1 | 40 |
| 153 | 495559.21 | 4869681.85 | Non-Participating | 1 | 40 |
| 501 | 493292.00 | 4877317.09 | Participation Pending | 1 | 40 |
| 505 | 492333.63 | 4877666.52 | Non-Participating | 1 | 40 |
| 62 | 502793.92 | 4874915.01 | Participating | 1 | 40 |
| 104 | 495507.06 | 4871937.58 | Non-Participating | 1 | 40 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|-----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 216 | 503980.77 | 4867832.68 | Participating | 1 | 40 |
| 405 | 494024.46 | 4873648.96 | Participating | 1 | 40 |
| 167 | 501212.34 | 4869298.23 | Participation Pending | 1 | 40 |
| 203 | 495966.21 | 4867985.63 | Non-Participating | 1 | 40 |
| 361 | 504632.53 | 4874064.72 | Non-Participating | 1 | 40 |
| 418 | 494099.39 | 4876121.20 | Participating | 1 | 40 |
| 605 | 491452.04 | 4874745.89 | Participating | 1 | 40 |
| 166 | 501137.73 | 4869524.71 | Non-Participating | 1 | 40 |
| 604 | 491551.67 | 4874626.99 | Participating | 1 | 40 |
| 406 | 495243.19 | 4873764.68 | Participating | 1 | 39 |
| 155 | 495124.76 | 4870677.40 | Non-Participating | 1 | 39 |
| 566 | 491021.44 | 4876062.81 | Participation Pending | 1 | 39 |
| 65 | 503738.09 | 4874989.75 | Participating | 1 | 39 |
| 110 | 498077.69 | 4874206.61 | Non-Participating | 1 | 39 |
| 47 | 501227.06 | 4875030.65 | Non-Participating | 1 | 39 |
| 66 | 504105.86 | 4874905.08 | Non-Participating | 1 | 39 |
| 101 | 496413.53 | 4872753.51 | Non-Participating | 1 | 39 |
| 503 | 492754.95 | 4877751.84 | Non-Participating | 1 | 39 |
| 504 | 492937.93 | 4877693.98 | Non-Participating | 1 | 39 |
| 68 | 504298.15 | 4874837.83 | Non-Participating | 1 | 38 |
| 367 | 501067.74 | 4868680.68 | Non-Participating | 1 | 38 |
| 48 | 501197.62 | 4875115.32 | Non-Participating | 1 | 38 |
| 200 | 495449.94 | 4868724.88 | Non-Participating | 1 | 38 |
| 422 | 493045.90 | 4873720.17 | Participating | 1 | 38 |
| 61 | 502721.16 | 4875266.90 | Non-Participating | 1 | 38 |
| 76 | 504646.75 | 4874484.85 | Non-Participating | 1 | 38 |
| 75 | 504475.43 | 4874793.75 | Non-Participating | 1 | 38 |
| 371 | 497251.94 | 4874354.41 | Non-Participating | 1 | 38 |
| 403 | 494151.04 | 4873285.23 | Participating | 1 | 38 |
| 29 | 496552.23 | 4874244.46 | Participating | 1 | 38 |
| 565 | 490841.49 | 4875989.47 | Non-Participating | 1 | 38 |
| 60 | 502714.55 | 4875399.19 | Non-Participating | 1 | 38 |
| 376 | 495778.75 | 4872841.02 | Participating | 1 | 38 |
| 537 | 496003.73 | 4876090.86 | Participating | 1 | 38 |
| 213 | 501205.69 | 4868183.52 | Non-Participating | 1 | 37 |
| 49 | 501230.36 | 4875345.51 | Non-Participating | 1 | 37 |
| 204 | 495581.29 | 4867570.63 | Non-Participating | 1 | 37 |
| 32 | 499599.12 | 4875101.12 | Non-Participating | 1 | 37 |
| 50 | 501090.13 | 4875362.70 | Non-Participating | 1 | 37 |
| 74 | 504535.62 | 4874968.38 | Non-Participating | 1 | 37 |
| 100 | 495132.34 | 4872890.10 | Non-Participating | 1 | 37 |
| 77 | 504921.92 | 4874625.08 | Non-Participating | 1 | 37 |
| 201 | 495138.07 | 4868819.47 | Non-Participating | 1 | 37 |
| 271 | 495573.74 | 4866601.10 | Non-Participating | 1 | 37 |
| 402 | 493747.84 | 4873206.91 | Non-Participating | 1 | 37 |
| 502 | 493253.70 | 4877817.21 | Non-Participating | 1 | 37 |
| 509 | 491204.57 | 4877592.32 | Non-Participating | 1 | 37 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 78 | 505001.62 | 4874532.14 | Non-Participating | 1 | 37 |
| 208 | 499809.28 | 4868052.25 | Non-Participating | 1 | 37 |
| 99 | 494854.60 | 4872697.99 | Non-Participating | 1 | 37 |
| 212 | 501100.51 | 4867929.92 | Non-Participating | 1 | 37 |
| 363 | 505058.05 | 4874529.02 | Non-Participating | 1 | 36 |
| 423 | 492516.61 | 4873491.63 | Non-Participating | 1 | 36 |
| 395 | 494639.05 | 4870297.72 | Participating | 1 | 36 |
| 607 | 492196.54 | 4873592.10 | Participating | 1 | 36 |
| 33 | 499667.39 | 4875349.30 | Non-Participating | 1 | 36 |
| 59 | 502831.49 | 4875681.24 | Non-Participating | 1 | 36 |
| 79 | 505124.98 | 4874525.20 | Non-Participating | 1 | 36 |
| 400 | 494524.93 | 4872747.21 | Non-Participating | 1 | 36 |
| 80 | 505184.52 | 4874515.28 | Non-Participating | 1 | 36 |
| 269 | 495577.97 | 4865900.74 | Non-Participating | 1 | 36 |
| 270 | 495457.06 | 4866413.77 | Participating | 1 | 36 |
| 82 | 505367.74 | 4874307.25 | Non-Participating | 1 | 36 |
| 56 | 502502.88 | 4875773.32 | Non-Participating | 1 | 36 |
| 58 | 502810.85 | 4875788.66 | Non-Participating | 1 | 36 |
| 127 | 505837.17 | 4873650.51 | Non-Participating | 1 | 36 |
| 364 | 505317.29 | 4874471.44 | Non-Participating | 1 | 36 |
| 31 | 499002.42 | 4875287.65 | Non-Participating | 1 | 36 |
| 510 | 490993.10 | 4877604.29 | Non-Participating | 1 | 36 |
| 57 | 502679.62 | 4875863.27 | Non-Participating | 1 | 36 |
| 84 | 505566.18 | 4874182.83 | Non-Participating | 1 | 36 |
| 81 | 505399.82 | 4874479.23 | Non-Participating | 1 | 36 |
| 131 | 506998.03 | 4871828.06 | Non-Participating | 1 | 36 |
| 54 | 502510.29 | 4875920.42 | Non-Participating | 1 | 35 |
| 55 | 502413.98 | 4875915.66 | Non-Participating | 1 | 35 |
| 69 | 503489.38 | 4875803.62 | Non-Participating | 1 | 35 |
| 70 | 503392.81 | 4875830.08 | Non-Participating | 1 | 35 |
| 128 | 506220.82 | 4873313.16 | Non-Participating | 1 | 35 |
| 14 | 502838.46 | 4866942.77 | Non-Participating | 1 | 35 |
| 129 | 506549.56 | 4872868.13 | Non-Participating | 1 | 35 |
| 345 | 506443.65 | 4873048.96 | Non-Participating | 1 | 35 |
| 51 | 501571.15 | 4875944.50 | Non-Participating | 1 | 35 |
| 83 | 505532.77 | 4874466.33 | Non-Participating | 1 | 35 |
| 34 | 499579.55 | 4875568.90 | Non-Participating | 1 | 35 |
| 268 | 495580.09 | 4865567.90 | Non-Participating | 1 | 35 |
| 71 | 504290.41 | 4875654.93 | Non-Participating | 1 | 35 |
| 199 | 494905.17 | 4868021.02 | Non-Participating | 1 | 35 |
| 215 | 502829.57 | 4866859.28 | Non-Participating | 1 | 35 |
| 366 | 503080.23 | 4875981.03 | Non-Participating | 1 | 35 |
| 53 | 502423.50 | 4876077.06 | Non-Participating | 1 | 35 |
| 207 | 499466.54 | 4867083.00 | Non-Participating | 1 | 35 |
| 217 | 504375.89 | 4866974.59 | Non-Participating | 1 | 35 |
| 344 | 505835.16 | 4874164.35 | Non-Participating | 1 | 35 |
| 401 | 493407.56 | 4872816.88 | Non-Participating | 1 | 35 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 499 | 494656.56 | 4877212.33 | Non-Participating | 1 | 35 |
| 52 | 501438.59 | 4876074.41 | Non-Participating | 1 | 35 |
| 356 | 504370.17 | 4866942.89 | Non-Participating | 1 | 35 |
| 72 | 504273.87 | 4875735.63 | Non-Participating | 1 | 35 |
| 353 | 505981.69 | 4867853.87 | Non-Participating | 1 | 35 |
| 375 | 495332.11 | 4865917.77 | Non-Participating | 1 | 35 |
| 597 | 490542.51 | 4874927.42 | Participating | 1 | 35 |
| 132 | 507534.25 | 4871148.65 | Non-Participating | 1 | 35 |
| 369 | 500526.98 | 4876004.95 | Non-Participating | 1 | 35 |
| 564 | 490318.56 | 4876072.58 | Non-Participating | 1 | 35 |
| 73 | 504056.70 | 4875882.71 | Non-Participating | 1 | 35 |
| 511 | 490950.33 | 4877852.19 | Non-Participating | 1 | 35 |
| 86 | 506058.09 | 4874109.83 | Non-Participating | 1 | 34 |
| 399 | 493540.46 | 4872673.61 | Non-Participating | 1 | 34 |
| 487 | 491713.80 | 4878334.91 | Non-Participating | 1 | 34 |
| 563 | 490277.50 | 4875981.51 | Non-Participating | 1 | 34 |
| 606 | 490742.07 | 4874350.00 | Non-Participating | 1 | 34 |
| 515 | 490345.19 | 4876928.97 | Non-Participating | 1 | 34 |
| 562 | 490243.39 | 4876075.04 | Non-Participating | 1 | 34 |
| 130 | 506996.44 | 4872762.57 | Non-Participating | 1 | 34 |
| 267 | 495597.95 | 4865308.34 | Non-Participating | 1 | 34 |
| 365 | 504311.78 | 4875881.90 | Non-Participating | 1 | 34 |
| 514 | 490320.50 | 4876915.99 | Non-Participating | 1 | 34 |
| 174 | 507891.98 | 4870234.05 | Non-Participating | 1 | 34 |
| 263 | 498693.14 | 4865949.36 | Non-Participating | 1 | 34 |
| 398 | 493921.25 | 4871132.90 | Non-Participating | 1 | 34 |
| 424 | 492393.91 | 4872911.32 | Participating | 1 | 34 |
| 440 | 499494.35 | 4875986.15 | Non-Participating | 1 | 34 |
| 85 | 506083.22 | 4874314.89 | Non-Participating | 1 | 34 |
| 133 | 507702.53 | 4871154.60 | Non-Participating | 1 | 34 |
| 198 | 494754.88 | 4867302.15 | Non-Participating | 1 | 34 |
| 214 | 501126.31 | 4866789.30 | Non-Participating | 1 | 34 |
| 397 | 493766.48 | 4871236.38 | Non-Participating | 1 | 34 |
| 30 | 498628.08 | 4875979.63 | Non-Participating | 1 | 34 |
| 35 | 499611.30 | 4875969.22 | Non-Participating | 1 | 34 |
| 257 | 502759.65 | 4866448.52 | Non-Participating | 1 | 34 |
| 599 | 490667.31 | 4874464.80 | Participating | 1 | 34 |
| 38 | 499584.90 | 4876221.63 | Non-Participating | 1 | 34 |
| 40 | 499452.74 | 4876213.03 | Non-Participating | 1 | 34 |
| 138 | 506865.15 | 4873428.54 | Non-Participating | 1 | 34 |
| 370 | 499677.17 | 4876262.10 | Non-Participating | 1 | 34 |
| 425 | 492485.00 | 4872667.59 | Participating | 1 | 34 |
| 36 | 499630.61 | 4876074.26 | Non-Participating | 1 | 34 |
| 41 | 499633.37 | 4876323.52 | Non-Participating | 1 | 33 |
| 343 | 506056.14 | 4874737.23 | Non-Participating | 1 | 33 |
| 442 | 499516.46 | 4866307.27 | Non-Participating | 1 | 33 |
| 486 | 491460.25 | 4878431.59 | Non-Participating | 1 | 33 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 498 | 494779.88 | 4877690.16 | Non-Participating | 1 | 33 |
| 598 | 490484.06 | 4874350.37 | Participating | 1 | 33 |
| 352 | 506639.54 | 4867805.93 | Non-Participating | 1 | 33 |
| 608 | 491538.28 | 4873118.40 | Non-Participating | 1 | 33 |
| 39 | 499575.64 | 4876277.53 | Non-Participating | 1 | 33 |
| 42 | 499577.34 | 4876430.68 | Non-Participating | 1 | 33 |
| 43 | 499610.04 | 4876414.33 | Non-Participating | 1 | 33 |
| 266 | 495481.67 | 4865143.24 | Non-Participating | 1 | 33 |
| 389 | 494018.51 | 4868810.50 | Participating | 1 | 33 |
| 37 | 499592.84 | 4876172.35 | Non-Participating | 1 | 33 |
| 13 | 508114.34 | 4869543.75 | Non-Participating | 1 | 33 |
| 386 | 494547.73 | 4867036.45 | Non-Participating | 1 | 33 |
| 426 | 492280.30 | 4872422.45 | Participating | 1 | 33 |
| 134 | 507988.15 | 4871657.51 | Non-Participating | 1 | 33 |
| 177 | 508143.94 | 4871002.25 | Non-Participating | 1 | 33 |
| 396 | 493230.51 | 4871142.26 | Non-Participating | 1 | 33 |
| 495 | 494631.87 | 4878070.88 | Non-Participating | 1 | 33 |
| 536 | 497876.00 | 4876576.62 | Non-Participating | 1 | 33 |
| 272 | 494999.07 | 4865576.36 | Non-Participating | 1 | 33 |
| 388 | 494039.10 | 4868100.58 | Non-Participating | 1 | 33 |
| 497 | 495153.30 | 4877779.20 | Non-Participating | 1 | 33 |
| 381 | 494950.93 | 4865608.48 | Non-Participating | 1 | 33 |
| 390 | 493659.28 | 4869128.74 | Non-Participating | 1 | 33 |
| 496 | 494622.23 | 4878130.23 | Non-Participating | 1 | 33 |
| 534 | 500183.35 | 4876832.93 | Non-Participating | 1 | 33 |
| 590 | 491439.59 | 4872911.18 | Non-Participating | 1 | 33 |
| 561 | 489826.70 | 4875987.32 | Non-Participating | 1 | 32 |
| 394 | 493362.95 | 4869980.97 | Non-Participating | 1 | 32 |
| 428 | 493003.05 | 4871142.66 | Non-Participating | 1 | 32 |
| 588 | 491617.71 | 4872744.89 | Non-Participating | 1 | 32 |
| 254 | 505286.95 | 4866388.36 | Non-Participating | 1 | 32 |
| 427 | 492886.93 | 4871221.63 | Non-Participating | 1 | 32 |
| 535 | 498032.98 | 4876897.85 | Non-Participating | 1 | 32 |
| 341 | 506392.06 | 4875165.44 | Non-Participating | 1 | 32 |
| 136 | 507912.94 | 4872763.80 | Non-Participating | 1 | 32 |
| 219 | 508048.06 | 4868683.08 | Non-Participating | 1 | 32 |
| 340 | 506456.95 | 4875177.45 | Non-Participating | 1 | 32 |
| 610 | 490308.00 | 4873855.52 | Non-Participating | 1 | 32 |
| 135 | 508141.14 | 4872275.11 | Non-Participating | 1 | 32 |
| 220 | 507577.42 | 4867933.06 | Non-Participating | 1 | 32 |
| 342 | 506303.13 | 4875506.73 | Non-Participating | 1 | 32 |
| 516 | 489824.65 | 4877177.26 | Non-Participating | 1 | 32 |
| 491 | 493142.48 | 4879036.43 | Non-Participating | 1 | 32 |
| 137 | 507852.51 | 4872992.61 | Participating | 1 | 32 |
| 253 | 505982.60 | 4866485.83 | Non-Participating | 1 | 32 |
| 265 | 495484.80 | 4864629.42 | Non-Participating | 1 | 32 |
| 517 | 489798.47 | 4877241.24 | Non-Participating | 1 | 32 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 264 | 495594.27 | 4864552.69 | Non-Participating | 1 | 31 |
| 600 | 489910.19 | 4874274.68 | Participating | 1 | 31 |
| 252 | 505944.82 | 4866307.39 | Non-Participating | 1 | 31 |
| 380 | 494597.57 | 4865481.24 | Non-Participating | 1 | 31 |
| 393 | 492790.68 | 4869907.25 | Participating | 1 | 31 |
| 490 | 492860.00 | 4879226.20 | Non-Participating | 1 | 31 |
| 391 | 493009.42 | 4868795.04 | Participating | 1 | 31 |
| 492 | 492758.53 | 4879319.56 | Non-Participating | 1 | 31 |
| 513 | 489914.98 | 4877880.09 | Non-Participating | 1 | 31 |
| 587 | 491158.49 | 4872615.01 | Non-Participating | 1 | 31 |
| 589 | 491351.60 | 4872844.56 | Non-Participating | 1 | 31 |
| 609 | 490427.30 | 4873185.69 | Non-Participating | 1 | 31 |
| 175 | 508823.64 | 4869539.44 | Non-Participating | 1 | 31 |
| 178 | 508887.77 | 4871155.48 | Non-Participating | 1 | 31 |
| 222 | 508160.93 | 4868043.79 | Non-Participating | 1 | 31 |
| 259 | 502847.64 | 4865132.72 | Non-Participating | 1 | 31 |
| 339 | 507133.29 | 4875236.34 | Non-Participating | 1 | 31 |
| 488 | 491806.50 | 4879142.21 | Non-Participating | 1 | 31 |
| 643 | 492101.16 | 4871308.61 | Non-Participating | 1 | 31 |
| 87 | 507311.95 | 4875159.44 | Non-Participating | 1 | 31 |
| 90 | 507599.42 | 4874772.15 | Non-Participating | 1 | 31 |
| 221 | 508256.18 | 4868031.55 | Non-Participating | 1 | 31 |
| 258 | 502756.62 | 4865044.88 | Non-Participating | 1 | 31 |
| 444 | 507243.76 | 4875236.34 | Non-Participating | 1 | 31 |
| 493 | 494040.55 | 4879209.90 | Non-Participating | 1 | 31 |
| 494 | 494946.88 | 4878858.40 | Non-Participating | 1 | 31 |
| 512 | 489835.40 | 4877912.18 | Non-Participating | 1 | 31 |
| 337 | 507291.26 | 4875238.55 | Non-Participating | 1 | 30 |
| 88 | 507422.02 | 4875164.20 | Non-Participating | 1 | 30 |
| 338 | 507308.94 | 4875273.90 | Non-Participating | 1 | 30 |
| 489 | 492039.41 | 4879331.55 | Non-Participating | 1 | 30 |
| 251 | 506083.96 | 4865856.15 | Non-Participating | 1 | 30 |
| 385 | 493478.15 | 4866684.14 | Non-Participating | 1 | 30 |
| 602 | 489395.90 | 4874448.33 | Participating | 1 | 30 |
| 89 | 507528.65 | 4875149.91 | Non-Participating | 1 | 30 |
| 176 | 509063.51 | 4869535.71 | Non-Participating | 1 | 30 |
| 336 | 507476.85 | 4875245.18 | Non-Participating | 1 | 30 |
| 445 | 508298.59 | 4873512.15 | Non-Participating | 1 | 30 |
| 139 | 508493.79 | 4873588.15 | Non-Participating | 1 | 30 |
| 248 | 507075.09 | 4866460.06 | Non-Participating | 1 | 30 |
| 276 | 495602.69 | 4864144.71 | Non-Participating | 1 | 30 |
| 387 | 493147.39 | 4867174.99 | Non-Participating | 1 | 30 |
| 429 | 492012.71 | 4870131.27 | Participating | 1 | 30 |
| 434 | 492842.51 | 4867801.89 | Non-Participating | 1 | 30 |
| 485 | 490949.78 | 4879137.82 | Non-Participating | 1 | 30 |
| 557 | 489116.44 | 4875427.96 | Non-Participating | 1 | 30 |
| 559 | 489141.82 | 4875405.73 | Non-Participating | 1 | 30 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 644 | 491583.87 | 4871268.58 | Non-Participating | 1 | 30 |
| 15 | 507596.16 | 4875246.28 | Non-Participating | 1 | 30 |
| 379 | 493858.51 | 4865675.06 | Non-Participating | 1 | 30 |
| 431 | 492354.77 | 4868912.11 | Participating | 1 | 30 |
| 586 | 490903.77 | 4872050.05 | Non-Participating | 1 | 30 |
| 611 | 489807.12 | 4873557.35 | Non-Participating | 1 | 30 |
| 140 | 508608.89 | 4873590.53 | Non-Participating | 1 | 30 |
| 141 | 508631.91 | 4873590.93 | Non-Participating | 1 | 30 |
| 142 | 508613.65 | 4873652.84 | Participating | 1 | 30 |
| 256 | 503837.48 | 4864808.63 | Non-Participating | 1 | 30 |
| 261 | 502744.45 | 4864637.95 | Non-Participating | 1 | 30 |
| 262 | 500293.87 | 4864408.55 | Non-Participating | 1 | 30 |
| 558 | 489070.22 | 4875417.85 | Non-Participating | 1 | 30 |
| 601 | 489305.30 | 4874280.67 | Participating | 1 | 30 |
| 642 | 492088.16 | 4871151.03 | Participating | 1 | 30 |
| 392 | 492892.87 | 4868809.26 | Non-Participating | 1 | 30 |
| 560 | 488998.60 | 4876062.19 | Participating | 1 | 30 |
| 639 | 491742.59 | 4870251.31 | Non-Participating | 1 | 30 |
| 645 | 491466.08 | 4871036.24 | Non-Participating | 1 | 30 |
| 281 | 496387.78 | 4863669.96 | Non-Participating | 1 | 30 |
| 432 | 492373.27 | 4868475.96 | Non-Participating | 1 | 30 |
| 484 | 490977.06 | 4879298.11 | Non-Participating | 1 | 30 |
| 638 | 491691.36 | 4870338.51 | Non-Participating | 1 | 30 |
| 686 | 492242.97 | 4868718.98 | Non-Participating | 1 | 30 |
| 446 | 490229.89 | 4872596.92 | Non-Participating | 1 | 30 |
| 144 | 509004.04 | 4872856.29 | Non-Participating | 1 | 29 |
| 274 | 495591.47 | 4863853.66 | Non-Participating | 1 | 29 |
| 335 | 507954.57 | 4875255.16 | Non-Participating | 1 | 29 |
| 91 | 508121.97 | 4874981.77 | Non-Participating | 1 | 29 |
| 143 | 508917.66 | 4873593.31 | Non-Participating | 1 | 29 |
| 347 | 507746.57 | 4873752.32 | Non-Participating | 1 | 29 |
| 348 | 509482.74 | 4869911.96 | Non-Participating | 1 | 29 |
| 430 | 491814.62 | 4869462.51 | Participating | 1 | 29 |
| 585 | 489802.42 | 4873070.99 | Non-Participating | 1 | 29 |
| 637 | 491440.93 | 4870296.94 | Participating | 1 | 29 |
| 652 | 491759.63 | 4869590.01 | Non-Participating | 1 | 29 |
| 687 | 492201.39 | 4868471.14 | Participating | 1 | 29 |
| 260 | 502861.92 | 4864320.45 | Non-Participating | 1 | 29 |
| 275 | 495598.45 | 4863807.52 | Non-Participating | 1 | 29 |
| 346 | 507707.14 | 4873655.54 | Non-Participating | 1 | 29 |
| 273 | 495460.45 | 4863808.79 | Non-Participating | 1 | 29 |
| 334 | 508137.19 | 4875249.86 | Non-Participating | 1 | 29 |
| 181 | 509642.37 | 4871517.50 | Non-Participating | 1 | 29 |
| 182 | 509638.57 | 4871313.88 | Non-Participating | 1 | 29 |
| 184 | 509715.57 | 4870766.88 | Non-Participating | 1 | 29 |
| 145 | 509375.92 | 4872966.88 | Participating | 1 | 29 |
| 483 | 490495.82 | 4879286.80 | Non-Participating | 1 | 29 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 179 | 509716.92 | 4871621.42 | Non-Participating | 1 | 29 |
| 180 | 509716.39 | 4871712.56 | Non-Participating | 1 | 29 |
| 255 | 504453.20 | 4864368.89 | Non-Participating | 1 | 29 |
| 384 | 493181.97 | 4865807.99 | Non-Participating | 1 | 29 |
| 150 | 509630.84 | 4872355.63 | Non-Participating | 1 | 29 |
| 235 | 508125.47 | 4866480.14 | Non-Participating | 1 | 29 |
| 286 | 497390.91 | 4863188.77 | Non-Participating | 1 | 29 |
| 292 | 499653.41 | 4863563.84 | Non-Participating | 1 | 29 |
| 297 | 501228.41 | 4863777.42 | Non-Participating | 1 | 29 |
| 149 | 509722.39 | 4872284.72 | Non-Participating | 1 | 29 |
| 482 | 489635.56 | 4878759.90 | Non-Participating | 1 | 29 |
| 612 | 488849.73 | 4874109.24 | Non-Participating | 1 | 29 |
| 92 | 508591.19 | 4875255.26 | Non-Participating | 1 | 28 |
| 436 | 492683.89 | 4866290.27 | Non-Participating | 1 | 28 |
| 641 | 490729.74 | 4870543.54 | Non-Participating | 1 | 28 |
| 646 | 490182.63 | 4871392.80 | Non-Participating | 1 | 28 |
| 186 | 509710.09 | 4868616.84 | Non-Participating | 1 | 28 |
| 223 | 509431.73 | 4867831.46 | Non-Participating | 1 | 28 |
| 287 | 499200.13 | 4863160.86 | Non-Participating | 1 | 28 |
| 288 | 499366.82 | 4863159.80 | Non-Participating | 1 | 28 |
| 350 | 509715.75 | 4868523.34 | Non-Participating | 1 | 28 |
| 447 | 489847.36 | 4872269.25 | Non-Participating | 1 | 28 |
| 640 | 490556.45 | 4870428.90 | Non-Participating | 1 | 28 |
| 655 | 491214.49 | 4868921.13 | Non-Participating | 1 | 28 |
| 151 | 509722.69 | 4873399.56 | Non-Participating | 1 | 28 |
| 291 | 499600.44 | 4863131.46 | Non-Participating | 1 | 28 |
| 378 | 493303.66 | 4865363.05 | Non-Participating | 1 | 28 |
| 647 | 490146.04 | 4871128.30 | Non-Participating | 1 | 28 |
| 146 | 509975.20 | 4872682.45 | Non-Participating | 1 | 28 |
| 183 | 510238.58 | 4871099.40 | Non-Participating | 1 | 28 |
| 289 | 499062.33 | 4863011.63 | Non-Participating | 1 | 28 |
| 290 | 499521.73 | 4863071.93 | Non-Participating | 1 | 28 |
| 448 | 488635.42 | 4877561.29 | Non-Participating | 1 | 28 |
| 656 | 491144.65 | 4868793.54 | Non-Participating | 1 | 28 |
| 249 | 505979.98 | 4864375.54 | Non-Participating | 1 | 28 |
| 277 | 495449.26 | 4863156.32 | Non-Participating | 1 | 28 |
| 349 | 510177.21 | 4869522.86 | Non-Participating | 1 | 28 |
| 555 | 488220.58 | 4875677.44 | Non-Participating | 1 | 28 |
| 93 | 509166.13 | 4875086.85 | Non-Participating | 1 | 28 |
| 298 | 502760.35 | 4863408.22 | Non-Participating | 1 | 28 |
| 351 | 509715.75 | 4867936.59 | Non-Participating | 1 | 28 |
| 437 | 492560.24 | 4865883.35 | Non-Participating | 1 | 28 |
| 518 | 488326.68 | 4876849.62 | Non-Participating | 1 | 28 |
| 236 | 508115.22 | 4865668.00 | Participating | 1 | 28 |
| 250 | 506660.75 | 4864623.72 | Non-Participating | 1 | 28 |
| 481 | 489545.45 | 4879212.95 | Non-Participating | 1 | 28 |
| 556 | 488332.16 | 4876043.35 | Participating | 1 | 28 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 648 | 489684.58 | 4871207.32 | Non-Participating | 1 | 28 |
| 654 | 490718.55 | 4869035.68 | Non-Participating | 1 | 28 |
| 95 | 509351.34 | 4875158.02 | Non-Participating | 1 | 28 |
| 98 | 509731.74 | 4874372.94 | Non-Participating | 1 | 28 |
| 282 | 495401.41 | 4862947.65 | Non-Participating | 1 | 28 |
| 433 | 492178.63 | 4867809.55 | Non-Participating | 1 | 28 |
| 480 | 489444.23 | 4879207.74 | Non-Participating | 1 | 28 |
| 519 | 488211.66 | 4877034.73 | Non-Participating | 1 | 28 |
| 595 | 488313.23 | 4874925.37 | Participating | 1 | 28 |
| 596 | 488330.19 | 4874908.78 | Participating | 1 | 28 |
| 94 | 509022.59 | 4875282.64 | Non-Participating | 1 | 27 |
| 234 | 509084.69 | 4866510.99 | Non-Participating | 1 | 27 |
| 299 | 502811.16 | 4863065.78 | Non-Participating | 1 | 27 |
| 699 | 494269.33 | 4863513.13 | Non-Participating | 1 | 27 |
| 285 | 497883.34 | 4862416.63 | Non-Participating | 1 | 27 |
| 449 | 488219.84 | 4877375.84 | Non-Participating | 1 | 27 |
| 613 | 488302.06 | 4873557.83 | Non-Participating | 1 | 27 |
| 193 | 510669.32 | 4871235.95 | Non-Participating | 1 | 27 |
| 284 | 498032.83 | 4862353.66 | Non-Participating | 1 | 27 |
| 651 | 490439.21 | 4869028.96 | Non-Participating | 1 | 27 |
| 355 | 504354.46 | 4863221.55 | Non-Participating | 1 | 27 |
| 450 | 488227.59 | 4877664.18 | Non-Participating | 1 | 27 |
| 593 | 488227.77 | 4874362.55 | Participating | 1 | 27 |
| 594 | 488176.73 | 4874445.52 | Non-Participating | 1 | 27 |
| 650 | 490330.39 | 4868981.77 | Non-Participating | 1 | 27 |
| 653 | 491515.95 | 4869809.52 | Non-Participating | 1 | 27 |
| 302 | 504359.50 | 4863154.55 | Non-Participating | 1 | 27 |
| 477 | 488578.50 | 4878448.47 | Non-Participating | 1 | 27 |
| 691 | 492326.88 | 4865129.44 | Non-Participating | 1 | 27 |
| 147 | 510643.93 | 4872858.40 | Non-Participating | 1 | 27 |
| 185 | 510779.47 | 4869615.18 | Non-Participating | 1 | 27 |
| 278 | 495021.10 | 4862798.98 | Non-Participating | 1 | 27 |
| 301 | 504324.44 | 4863058.11 | Non-Participating | 1 | 27 |
| 332 | 509540.98 | 4875523.36 | Non-Participating | 1 | 27 |
| 148 | 510742.82 | 4872673.86 | Non-Participating | 1 | 27 |
| 247 | 507911.18 | 4864780.64 | Non-Participating | 1 | 27 |
| 296 | 501290.46 | 4862403.31 | Non-Participating | 1 | 27 |
| 688 | 491286.85 | 4866494.23 | Non-Participating | 1 | 27 |
| 690 | 491637.21 | 4866020.30 | Non-Participating | 1 | 27 |
| 97 | 509776.66 | 4875411.96 | Non-Participating | 1 | 27 |
| 441 | 509739.94 | 4875483.39 | Non-Participating | 1 | 27 |
| 614 | 487911.15 | 4873636.20 | Non-Participating | 1 | 27 |
| 701 | 493669.38 | 4863482.76 | Non-Participating | 1 | 27 |
| 330 | 509957.99 | 4875215.57 | Non-Participating | 1 | 27 |
| 476 | 488294.10 | 4878419.31 | Non-Participating | 1 | 27 |
| 700 | 493677.47 | 4863383.00 | Non-Participating | 1 | 27 |
| 233 | 509654.54 | 4866311.78 | Non-Participating | 1 | 27 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 283 | 497806.48 | 4861897.78 | Non-Participating | 1 | 27 |
| 303 | 505569.77 | 4863166.39 | Non-Participating | 1 | 27 |
| 329 | 510106.92 | 4875126.21 | Non-Participating | 1 | 27 |
| 435 | 491772.81 | 4867258.11 | Non-Participating | 1 | 27 |
| 660 | 490399.71 | 4868828.19 | Non-Participating | 1 | 27 |
| 16 | 511230.91 | 4871253.21 | Non-Participating | 1 | 26 |
| 192 | 511231.78 | 4870673.51 | Non-Participating | 1 | 26 |
| 194 | 511198.71 | 4871506.32 | Non-Participating | 1 | 26 |
| 237 | 508300.10 | 4864702.93 | Non-Participating | 1 | 26 |
| 294 | 500766.98 | 4862078.00 | Non-Participating | 1 | 26 |
| 295 | 501364.94 | 4862089.11 | Non-Participating | 1 | 26 |
| 475 | 488227.48 | 4878434.34 | Non-Participating | 1 | 26 |
| 583 | 487877.11 | 4873120.91 | Non-Participating | 1 | 26 |
| 698 | 493649.83 | 4863248.87 | Non-Participating | 1 | 26 |
| 293 | 500052.87 | 4861924.15 | Non-Participating | 1 | 26 |
| 553 | 487414.85 | 4875979.00 | Non-Participating | 1 | 26 |
| 190 | 511340.26 | 4870437.24 | Non-Participating | 1 | 26 |
| 191 | 511328.61 | 4870357.34 | Non-Participating | 1 | 26 |
| 238 | 508661.25 | 4864863.00 | Non-Participating | 1 | 26 |
| 304 | 505982.13 | 4863095.12 | Non-Participating | 1 | 26 |
| 316 | 499547.11 | 4861789.56 | Non-Participating | 1 | 26 |
| 478 | 488238.28 | 4878729.90 | Non-Participating | 1 | 26 |
| 552 | 487379.99 | 4875967.61 | Non-Participating | 1 | 26 |
| 584 | 488112.71 | 4872671.02 | Non-Participating | 1 | 26 |
| 246 | 507972.08 | 4864241.82 | Non-Participating | 1 | 26 |
| 616 | 487514.01 | 4873755.84 | Non-Participating | 1 | 26 |
| 658 | 490772.60 | 4868329.90 | Non-Participating | 1 | 26 |
| 313 | 496566.43 | 4861678.65 | Non-Participating | 1 | 26 |
| 315 | 498202.69 | 4861536.49 | Non-Participating | 1 | 26 |
| 689 | 491009.28 | 4865891.24 | Non-Participating | 1 | 26 |
| 694 | 492846.71 | 4863545.15 | Non-Participating | 1 | 26 |
| 280 | 495589.39 | 4861913.81 | Non-Participating | 1 | 26 |
| 317 | 499706.65 | 4861546.15 | Non-Participating | 1 | 26 |
| 615 | 487684.01 | 4873459.47 | Non-Participating | 1 | 26 |
| 629 | 488319.13 | 4871047.52 | Non-Participating | 1 | 26 |
| 187 | 511208.69 | 4868187.15 | Non-Participating | 1 | 26 |
| 189 | 511354.81 | 4868870.63 | Non-Participating | 1 | 26 |
| 479 | 488802.63 | 4879306.04 | Non-Participating | 1 | 26 |
| 692 | 491378.79 | 4865103.88 | Non-Participating | 1 | 26 |
| 693 | 491360.33 | 4865074.29 | Non-Participating | 1 | 26 |
| 188 | 511358.45 | 4868626.10 | Non-Participating | 1 | 26 |
| 239 | 509043.52 | 4864717.00 | Non-Participating | 1 | 26 |
| 635 | 489918.83 | 4870357.95 | Non-Participating | 1 | 26 |
| 659 | 490521.01 | 4868392.32 | Non-Participating | 1 | 26 |
| 245 | 508023.68 | 4863776.16 | Non-Participating | 1 | 26 |
| 300 | 502845.02 | 4861700.00 | Non-Participating | 1 | 26 |
| 314 | 496394.58 | 4861521.88 | Non-Participating | 1 | 26 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 331 | 509838.84 | 4875240.39 | Non-Participating | 1 | 26 |
| 636 | 490477.39 | 4870317.69 | Non-Participating | 1 | 26 |
| 649 | 489742.38 | 4869647.95 | Non-Participating | 1 | 26 |
| 244 | 507091.02 | 4863071.04 | Non-Participating | 1 | 26 |
| 279 | 495447.60 | 4861627.16 | Non-Participating | 1 | 26 |
| 307 | 505988.95 | 4862547.09 | Non-Participating | 1 | 26 |
| 438 | 493165.10 | 4862890.93 | Non-Participating | 1 | 26 |
| 617 | 487184.42 | 4873945.73 | Non-Participating | 1 | 26 |
| 632 | 488931.40 | 4870482.89 | Non-Participating | 1 | 26 |
| 697 | 492988.35 | 4862968.51 | Non-Participating | 1 | 26 |
| 383 | 494229.69 | 4862485.36 | Non-Participating | 1 | 25 |
| 592 | 487443.29 | 4874431.59 | Non-Participating | 1 | 25 |
| 633 | 489465.02 | 4870612.47 | Non-Participating | 1 | 25 |
| 457 | 487110.32 | 4877460.18 | Non-Participating | 1 | 25 |
| 631 | 488100.93 | 4870340.68 | Non-Participating | 1 | 25 |
| 682 | 490410.02 | 4866045.09 | Non-Participating | 1 | 25 |
| 695 | 491647.96 | 4864076.25 | Non-Participating | 1 | 25 |
| 195 | 512094.54 | 4871434.48 | Non-Participating | 1 | 25 |
| 224 | 511197.03 | 4867137.19 | Non-Participating | 1 | 25 |
| 318 | 503314.07 | 4861437.35 | Non-Participating | 1 | 25 |
| 321 | 504448.61 | 4861690.45 | Non-Participating | 1 | 25 |
| 443 | 512055.62 | 4871144.22 | Non-Participating | 1 | 25 |
| 550 | 486758.93 | 4875870.36 | Non-Participating | 1 | 25 |
| 628 | 487697.00 | 4871268.04 | Non-Participating | 1 | 25 |
| 382 | 494693.22 | 4861787.99 | Non-Participating | 1 | 25 |
| 551 | 486732.47 | 4875847.61 | Non-Participating | 1 | 25 |
| 554 | 486752.22 | 4876287.93 | Non-Participating | 1 | 25 |
| 18 | 510963.01 | 4866310.55 | Non-Participating | 1 | 25 |
| 228 | 510956.59 | 4866312.68 | Non-Participating | 1 | 25 |
| 305 | 505957.47 | 4862103.78 | Non-Participating | 1 | 25 |
| 306 | 506058.01 | 4862083.94 | Non-Participating | 1 | 25 |
| 451 | 487845.93 | 4879211.82 | Non-Participating | 1 | 25 |
| 630 | 487859.22 | 4870334.28 | Non-Participating | 1 | 25 |
| 680 | 490017.33 | 4865967.73 | Non-Participating | 1 | 25 |
| 196 | 512320.76 | 4871236.81 | Non-Participating | 1 | 25 |
| 676 | 489861.71 | 4865984.83 | Non-Participating | 1 | 25 |
| 197 | 511855.79 | 4867910.86 | Non-Participating | 1 | 25 |
| 240 | 508220.95 | 4863160.03 | Non-Participating | 1 | 25 |
| 320 | 504352.19 | 4861303.49 | Non-Participating | 1 | 25 |
| 439 | 493590.90 | 4862204.60 | Non-Participating | 1 | 25 |
| 520 | 486597.05 | 4876484.54 | Non-Participating | 1 | 25 |
| 681 | 490278.87 | 4865979.10 | Non-Participating | 1 | 25 |
| 17 | 511252.81 | 4866394.34 | Non-Participating | 1 | 25 |
| 227 | 511254.51 | 4866393.12 | Non-Participating | 1 | 25 |
| 319 | 504482.21 | 4861250.15 | Non-Participating | 1 | 25 |
| 328 | 511919.63 | 4867891.62 | Non-Participating | 1 | 25 |
| 454 | 487445.96 | 4879108.89 | Non-Participating | 1 | 25 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 455 | 487500.71 | 4879138.87 | Non-Participating | 1 | 25 |
| 458 | 486739.40 | 4877456.16 | Non-Participating | 1 | 25 |
| 459 | 486738.89 | 4877554.33 | Non-Participating | 1 | 25 |
| 619 | 486670.36 | 4873699.15 | Non-Participating | 1 | 25 |
| 620 | 486755.87 | 4873650.47 | Non-Participating | 1 | 25 |
| 243 | 509723.76 | 4864264.38 | Non-Participating | 1 | 25 |
| 582 | 486655.64 | 4873090.69 | Non-Participating | 1 | 25 |
| 657 | 490586.54 | 4867989.99 | Non-Participating | 1 | 25 |
| 673 | 489312.09 | 4866497.79 | Non-Participating | 1 | 25 |
| 677 | 489395.33 | 4866310.51 | Non-Participating | 1 | 25 |
| 241 | 508608.56 | 4863085.28 | Non-Participating | 1 | 25 |
| 308 | 505982.34 | 4861816.52 | Non-Participating | 1 | 25 |
| 581 | 486676.17 | 4872464.77 | Non-Participating | 1 | 25 |
| 591 | 486316.80 | 4874665.05 | Non-Participating | 1 | 25 |
| 618 | 486591.04 | 4874277.89 | Non-Participating | 1 | 25 |
| 627 | 487448.24 | 4871236.67 | Non-Participating | 1 | 25 |
| 662 | 489421.01 | 4868140.33 | Non-Participating | 1 | 25 |
| 674 | 489313.39 | 4866375.23 | Non-Participating | 1 | 25 |
| 309 | 508028.80 | 4862608.01 | Non-Participating | 1 | 24 |
| 460 | 486756.68 | 4878037.63 | Non-Participating | 1 | 24 |
| 461 | 486660.03 | 4877806.42 | Non-Participating | 1 | 24 |
| 671 | 489177.54 | 4866889.51 | Non-Participating | 1 | 24 |
| 675 | 489310.25 | 4866131.82 | Non-Participating | 1 | 24 |
| 634 | 489473.93 | 4870174.17 | Non-Participating | 1 | 24 |
| 665 | 488410.14 | 4867926.75 | Non-Participating | 1 | 24 |
| 19 | 511236.15 | 4865354.84 | Non-Participating | 1 | 24 |
| 231 | 511238.56 | 4865356.24 | Non-Participating | 1 | 24 |
| 323 | 512456.10 | 4867927.90 | Non-Participating | 1 | 24 |
| 623 | 486638.09 | 4871400.01 | Non-Participating | 1 | 24 |
| 672 | 489191.30 | 4866647.84 | Non-Participating | 1 | 24 |
| 685 | 489842.93 | 4865195.32 | Non-Participating | 1 | 24 |
| 354 | 506107.06 | 4861179.97 | Non-Participating | 1 | 24 |
| 547 | 485950.14 | 4875850.27 | Non-Participating | 1 | 24 |
| 548 | 485922.83 | 4875490.30 | Non-Participating | 1 | 24 |
| 580 | 486198.35 | 4872740.10 | Non-Participating | 1 | 24 |
| 20 | 511469.59 | 4865525.69 | Non-Participating | 1 | 24 |
| 232 | 511480.24 | 4865525.57 | Non-Participating | 1 | 24 |
| 333 | 508513.01 | 4875649.50 | Non-Participating | 1 | 24 |
| 464 | 486256.72 | 4877643.56 | Non-Participating | 1 | 24 |
| 624 | 486672.02 | 4870622.68 | Non-Participating | 1 | 24 |
| 663 | 487623.14 | 4868576.03 | Non-Participating | 1 | 24 |
| 669 | 489407.69 | 4866850.23 | Non-Participating | 1 | 24 |
| 452 | 486858.06 | 4879271.46 | Non-Participating | 1 | 24 |
| 678 | 490197.73 | 4866693.01 | Non-Participating | 1 | 24 |
| 679 | 490217.54 | 4866649.68 | Non-Participating | 1 | 24 |
| 696 | 490594.15 | 4864686.77 | Non-Participating | 1 | 24 |
| 322 | 505946.34 | 4860787.53 | Non-Participating | 1 | 24 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 625 | 486655.48 | 4870232.51 | Non-Participating | 1 | 24 |
| 666 | 490006.54 | 4867558.26 | Non-Participating | 1 | 24 |
| 453 | 486750.57 | 4879405.48 | Non-Participating | 1 | 24 |
| 465 | 485959.87 | 4877465.90 | Non-Participating | 1 | 24 |
| 549 | 485570.32 | 4875343.66 | Non-Participating | 1 | 24 |
| 571 | 485562.84 | 4875163.93 | Non-Participating | 1 | 24 |
| 622 | 486094.94 | 4871309.02 | Non-Participating | 1 | 24 |
| 664 | 487782.58 | 4867705.95 | Non-Participating | 1 | 24 |
| 225 | 512836.13 | 4867255.07 | Non-Participating | 1 | 23 |
| 242 | 510181.05 | 4863250.58 | Non-Participating | 1 | 23 |
| 311 | 509978.52 | 4862987.49 | Non-Participating | 1 | 23 |
| 310 | 510037.65 | 4862973.60 | Non-Participating | 1 | 23 |
| 456 | 486363.48 | 4879172.96 | Non-Participating | 1 | 23 |
| 667 | 489786.08 | 4867239.58 | Non-Participating | 1 | 23 |
| 21 | 511803.28 | 4864790.87 | Non-Participating | 1 | 23 |
| 229 | 511803.46 | 4864790.40 | Non-Participating | 1 | 23 |
| 670 | 489550.29 | 4866777.40 | Non-Participating | 1 | 23 |
| 25 | 511249.27 | 4863981.03 | Non-Participating | 1 | 23 |
| 26 | 511259.59 | 4863882.99 | Non-Participating | 1 | 23 |
| 230 | 511248.62 | 4863982.43 | Non-Participating | 1 | 23 |
| 469 | 485584.47 | 4877637.05 | Non-Participating | 1 | 23 |
| 470 | 485555.94 | 4877595.45 | Non-Participating | 1 | 23 |
| 471 | 485553.87 | 4877635.12 | Non-Participating | 1 | 23 |
| 579 | 485379.31 | 4872761.19 | Non-Participating | 1 | 23 |
| 27 | 511344.96 | 4863873.64 | Non-Participating | 1 | 23 |
| 325 | 511241.06 | 4863845.52 | Non-Participating | 1 | 23 |
| 468 | 485477.21 | 4877647.07 | Non-Participating | 1 | 23 |
| 575 | 485248.40 | 4873345.47 | Non-Participating | 1 | 23 |
| 576 | 485233.04 | 4873372.20 | Non-Participating | 1 | 23 |
| 326 | 511377.68 | 4863817.25 | Non-Participating | 1 | 23 |
| 546 | 485040.33 | 4875536.46 | Non-Participating | 1 | 23 |
| 570 | 485049.92 | 4874303.42 | Non-Participating | 1 | 23 |
| 574 | 485076.63 | 4873384.34 | Non-Participating | 1 | 23 |
| 683 | 490085.49 | 4864761.25 | Non-Participating | 1 | 23 |
| 521 | 485139.90 | 4876925.87 | Non-Participating | 1 | 23 |
| 522 | 485112.68 | 4876718.66 | Non-Participating | 1 | 23 |
| 523 | 485111.73 | 4876886.12 | Non-Participating | 1 | 23 |
| 684 | 489923.58 | 4864746.23 | Non-Participating | 1 | 23 |
| 23 | 512873.66 | 4865696.43 | Non-Participating | 1 | 23 |
| 226 | 512876.54 | 4865698.06 | Non-Participating | 1 | 23 |
| 462 | 485834.32 | 4879132.42 | Non-Participating | 1 | 23 |
| 463 | 485809.66 | 4879170.03 | Non-Participating | 1 | 23 |
| 572 | 485226.22 | 4873854.62 | Non-Participating | 1 | 23 |
| 577 | 484992.60 | 4872278.33 | Non-Participating | 1 | 23 |
| 626 | 487378.63 | 4870881.50 | Non-Participating | 1 | 23 |
| 22 | 512882.51 | 4865215.73 | Non-Participating | 1 | 23 |
| 28 | 511215.66 | 4862975.26 | Non-Participating | 1 | 23 |

Table F-1: Project Only Results Sorted By Sound Level

| Receptor ID | Coordinates UTM NAD83 Zone 15N | | Participation Status | Noise Area Classification | Project Only Broadband L ₅₀ Sound Level (dBA) |
|-------------|-----------------------------------|------------|----------------------|------------------------------|---|
| | X (m) | Y (m) | | | |
| 312 | 511214.04 | 4862974.57 | Non-Participating | 1 | 23 |
| 324 | 512869.46 | 4865200.07 | Non-Participating | 1 | 23 |
| 578 | 484936.10 | 4872282.95 | Non-Participating | 1 | 23 |
| 24 | 512672.12 | 4864525.97 | Non-Participating | 1 | 22 |
| 545 | 484639.57 | 4876183.37 | Non-Participating | 1 | 22 |
| 573 | 484962.06 | 4873636.11 | Non-Participating | 1 | 22 |
| 472 | 485326.16 | 4879324.31 | Non-Participating | 1 | 22 |
| 527 | 484482.97 | 4876529.89 | Non-Participating | 1 | 22 |
| 543 | 484347.49 | 4875779.83 | Non-Participating | 1 | 22 |
| 466 | 484581.56 | 4877648.78 | Non-Participating | 1 | 22 |
| 524 | 484576.48 | 4877381.31 | Non-Participating | 1 | 22 |
| 525 | 484604.14 | 4877406.38 | Non-Participating | 1 | 22 |
| 473 | 485052.32 | 4879054.82 | Non-Participating | 1 | 22 |
| 528 | 484133.35 | 4876454.25 | Non-Participating | 1 | 22 |
| 544 | 484122.70 | 4876211.77 | Non-Participating | 1 | 22 |
| 526 | 484415.46 | 4876945.29 | Non-Participating | 1 | 22 |
| 96 | 509416.42 | 4875235.41 | Non-Participating | 1 | 22 |
| 532 | 483894.45 | 4877038.60 | Non-Participating | 1 | 21 |
| 474 | 485117.12 | 4878621.98 | Non-Participating | 1 | 21 |
| 533 | 483805.65 | 4877165.29 | Non-Participating | 1 | 21 |
| 542 | 483610.07 | 4875926.75 | Non-Participating | 1 | 21 |
| 467 | 483815.76 | 4877785.78 | Non-Participating | 1 | 21 |
| 538 | 483371.66 | 4876260.99 | Non-Participating | 1 | 21 |
| 539 | 483342.50 | 4876216.88 | Non-Participating | 1 | 21 |
| 540 | 483353.94 | 4876115.55 | Non-Participating | 1 | 21 |
| 541 | 483356.50 | 4875964.09 | Non-Participating | 1 | 21 |
| 529 | 483354.68 | 4876911.14 | Non-Participating | 1 | 21 |
| 530 | 483340.51 | 4876941.40 | Non-Participating | 1 | 21 |
| 531 | 483284.50 | 4877111.89 | Non-Participating | 1 | 21 |
| 702 | 483374.01 | 4877839.13 | Non-Participating | 1 | 21 |
| 703 | 483734.01 | 4879213.02 | Non-Participating | 1 | 21 |
| 661 | 490132.35 | 4868300.15 | Non-Participating | 1 | 20 |
| 621 | 486727.45 | 4871753.50 | Non-Participating | 1 | 20 |
| 327 | 511380.49 | 4867122.86 | Non-Participating | 1 | 19 |
| 668 | 489471.01 | 4866930.92 | Non-Participating | 1 | 19 |
| 569 | 485068.52 | 4874814.15 | Non-Participating | 1 | 17 |