



# INTERSTATE 64 PENINSULA STUDY

## NOISE TECHNICAL MEMORANDUM



OCTOBER 2012



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RICHMOND, VA 23219

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## ACRONYMS

CNE	Common Noise Environment
dB(A)	Decibel ( A weighted)
EBL	Express Bus Lane
EIS	Environmental Impact Statement
ETL	Express Toll Lane
FHWA	Federal Highway Administration
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
I-64	Interstate 64
I-664	Interstate 664
I-95	Interstate 95
IL	Insertion Loss
Lav	Average Noise Level
Leq	Equivalent Noise Level
Lmax	Maximum Noise Level
LOS	Level of Service
Lpk	Instantaneous Peak Noise Level
MPO	Metropolitan Planning Organization
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
NHS	National Highway System
STRAHNET	Strategic Highway Network
SYIP	Six-Year Improvement Program
TNM	Traffic Noise Model
TPO	Transportation Planning Organization
VDOT	Virginia Department of Transportation

## I. Introduction

Impacts associated with noise are often a prime concern when evaluating roadway improvement projects. Roadway construction at a new location or improvement to the existing transportation network may cause impacts to the noise sensitive environment located adjacent to the project corridor. For this reason, FHWA and VDOT have established a noise analysis methodology and associated noise level criteria to assess the potential noise impacts associated with the construction and use of transportation projects.

The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA), is evaluating options to improve the 75 mile long Interstate 64 (I-64) corridor from the Interstate 95 (I-95) (Exit 190) interchange in the City of Richmond to the Interstate 664 (I-664) (Exit 264) interchange in the City of Hampton. This study is known as the Interstate 64 Peninsula Study (hereinafter referred to as the I-64 Study in this document). As shown in **Figure 1**, the study area is located within seven localities, including the City of Richmond, Henrico County, New Kent County, James City County, York County, the City of Newport News, and the City of Hampton.

The number of lanes on existing I-64 varies through the study area. In the vicinity of the City of Richmond, from Exit 190 to Exit 197, there are generally three travel lanes in each direction. Between Exit 197 and mile marker 254, there are generally two travel lanes in each direction. Beginning at mile marker 254 and continuing east to the City of Hampton area, I-64 widens to four lanes in each direction with three general purpose lanes and one 2+ person High Occupancy Vehicle (HOV 2+) lane during the AM and PM peak periods. There are some additional lanes between closely spaced interchanges at the eastern end of the corridor to provide for easier merging of traffic on and off of the I-64 mainline.

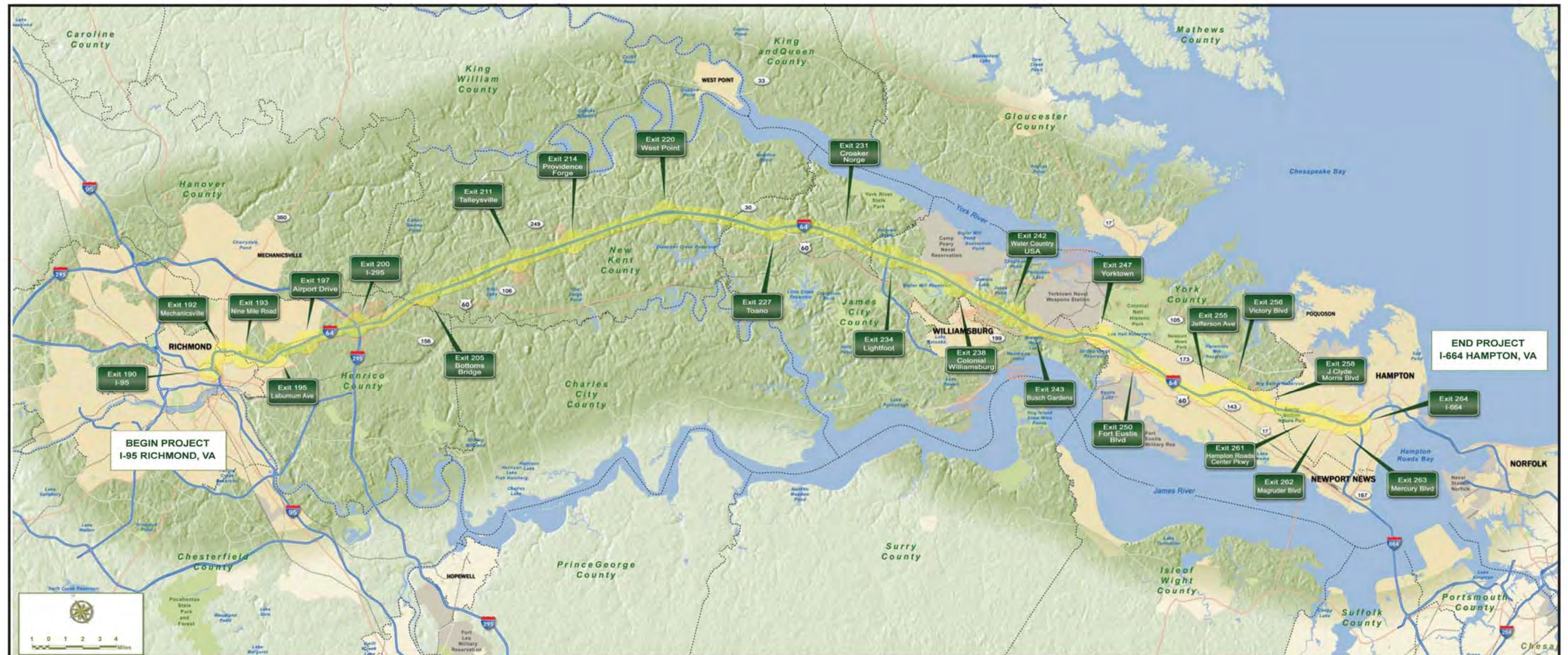
There are a number of possible solutions to address the need for improvements within the I-64 Study Area, as described in detail in the *Alternatives Development Technical Memorandum*. The goals are to develop the best and most cost effective solutions that meet the project purpose and needs while avoiding and/or minimizing impacts to the human and natural environments. The alternatives being carried forward in this study are listed below and are discussed in more detail in **Section II.E Evaluation of Design Year Noise Levels & Noise Impact Assessment**.

- No-Build Alternative – serves as a baseline for the comparison of future conditions and impacts along with highway.
- Alternative 1A – adding additional general purpose lanes to the outside of the existing general purpose lanes.
- Alternative 1B – adding additional general purpose lanes towards the median.
- Alternatives 2A – adding additional lanes to the outside and tolling all lanes.
- Alternatives 2B – adding additional lanes to the median and tolling all lanes.
- Alternative 3 – adding managed lanes towards and within the median.

It should be noted that Alternatives 1A and 2A, and Alternatives 1B and 2B, are the same design for the I-64 mainline and interchange areas, except that the entire improved facility would be tolled under Alternatives 2A and 2B. Due to the similarity of Alternatives 1A and 2A, and Alternatives 1B and 2B, a noise sensitivity analysis was completed for Alternatives 2A and 2B using TNM in order to make comparisons in the predicted noise levels. This sensitivity analysis is described in detail in **Appendix E** and is summarized in **Section II.E Evaluation of Design Year Noise Levels & Noise Impact Assessment**. The sensitivity analysis showed that the highest difference in projected noise levels between Alternatives 1A and 2A, and Alternatives 1B and 2B, would be less than 1 dB(A). Therefore, since the preliminary design for Alternatives 1A and 2A, and Alternatives 1B and 2B, are the same and the noise

levels would be virtually identical, no further additional noise analyses were completed for Alternatives 2A and 2B. As a result, the analysis presented in this report focuses on the No-Build Alternative along with Build Alternatives 1A and 1B and 3. Data is shown in the text and tables as Alternatives 1A/2A, Alternatives 1B/2B, and Alternative 3.

This report details the steps involved in the noise analysis for the I-64 Study, including noise monitoring/modeling methodologies, results, impact evaluation, and abatement alternatives. The findings in this document are based on conceptual information using preliminary roadway design and topography. A Final Design Noise Analysis will be performed for this project based on specific, detailed engineering information corresponding to the Preferred Alternative. Thus, any conclusions derived in this report should be considered preliminary in nature and subject to change during the Final Design Noise Analysis. Noise barriers found to be feasible and reasonable during this Preliminary Noise Analysis may not be found to be feasible and reasonable during the Final Design Noise Analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.



**Figure 1**  
Project Location Map



## II. Noise Assessment

The following sections summarize the existing noise environment and potential impacts within the vicinity of the study corridor. This section also includes the noise analysis methodology, basic noise terminology, and Noise Abatement Criteria (NAC) which is used to determine the degree of highway noise impact.

### A. Noise Analysis Methodology, Terminology and Criteria

The methodologies applied to the noise analysis for the I-64 Study are in accordance with VDOT's *State Noise Abatement Policy*, effective July 13, 2011 and updated September 2011. VDOT guidelines are based on Title 23 of the Code of Federal Regulations, Part 772 and the FHWA's *Procedures for Abatement of Highway Traffic Noise and Construction Noise*, (23 CFR 772).

To determine the degree of highway noise impact, NAC has been established for a number of different land use categories. **Table 1** documents the NAC for the associated activity land use category shown in the adjacent column. Noise sensitive land uses within this project corridor are considered Categories B, C, D, and E. Category B receptors are comprised of and limited to residential areas. Category C receptors include active sport areas, campgrounds, day care centers, hospitals, libraries, places of worship and parks. Category D receptors represent the interiors of auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio stations, recording studios, schools, and television studios. Category E receptors include hotels, motels, offices, and other developed lands properties or activities not included in Categories A through D or F. Coordination with the City of Richmond, Henrico County, New Kent County, James City County, York County, the City of Newport News and the City of Hampton occurred in the fall of 2011 to ensure that there are no undeveloped permitted land uses present within the project corridor, including Category G. Category G represents undeveloped lands with no permits. At the time of the report, there were no undeveloped permitted land uses present within the project corridor. The NAC are given in terms of an hourly, A-weighted, equivalent sound level. The A-weighted sound level frequency is used for human use areas because it is comprised of the sound level frequencies that are most easily distinguished by the human ear, out of the entire sound level spectrum. Highway traffic noise is categorized as a linear noise source, where varying noise levels occur at a fixed point during a single vehicle pass by. It is acceptable to characterize these fluctuating noise levels with a single number known as the equivalent noise level ( $L_{eq}$ ). The  $L_{eq}$  is the value of a steady sound level that would represent the same sound energy as the actual time-varying sound evaluated over the same time period. For highway noise assessments,  $L_{eq}$  is typically evaluated over a one-hour period.

Noise abatement determination is based on VDOT's three-phase approach. The first phase (**Phase 1**) distinguishes if a sensitive receptor, within a project corridor, warrants the consideration of highway traffic noise abatement. The following describes the **Phase 1** warranted criterion, as discussed in VDOT policy. Receptors that satisfy either condition warrants consideration of highway traffic noise abatement.

- Predicted highway traffic noise levels (for the design year) approach or exceed the highway traffic noise abatement criteria in **Table 1**. "Approach" has been defined by VDOT as 1 dB(A) below the noise abatement criteria.
- ~or~
- A substantial noise increase has been defined by VDOT as a 10 dB(A) increase above existing noise levels for all noise-sensitive exterior activity categories. A 10 dB(A) increase in noise reflects the generally accepted range of a perceived doubling of the loudness.



**Phase 2** and **Phase 3** of the three-phased approach will be discussed in the noise abatement evaluation, located in **Section II.F** of this report.

**Table 1: FWHA/VDOT Noise Abatement Criteria Hourly A-Weighted Sound Level in Decibels (dB(A))<sup>1</sup>**

Activity Category	Activity Leq (h)*	Criteria <sup>2</sup> L10 (h)	Evaluation Location	Description of Activity Category
A	57	60	Exterior	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B <sup>3</sup>	67	70	Exterior	Residential.
C <sup>3</sup>	67	70	Exterior	Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.
D	52	55	Interior	Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or non-profit institutional structures, radio studios, recording studios, schools, and television studios.
E <sup>3</sup>	72	75	Exterior	Hotels, motels, offices, restaurants/bars, and other developed lands, properties of activities not included in A-D or F.
F	--	--	Exterior	Agriculture, airports, bus yards, emergency services, industrial logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.
G	--	--	--	Undeveloped lands that are not permitted.

Source: VDOT Highway Traffic Noise Manual, Updated September 16, 2011

Notes:

- 1 Either Leq (h) or L10 (h) (but not both) may be used on a project.
  - 2 The Leq (h) and L10 (h) Activity Criteria values are for impact determination only, and are not design standards for noise abatement measure.
  - 3 Includes undeveloped lands permitted for this Activity Criteria.
- \* VDOT utilizes the Leq(h) designation

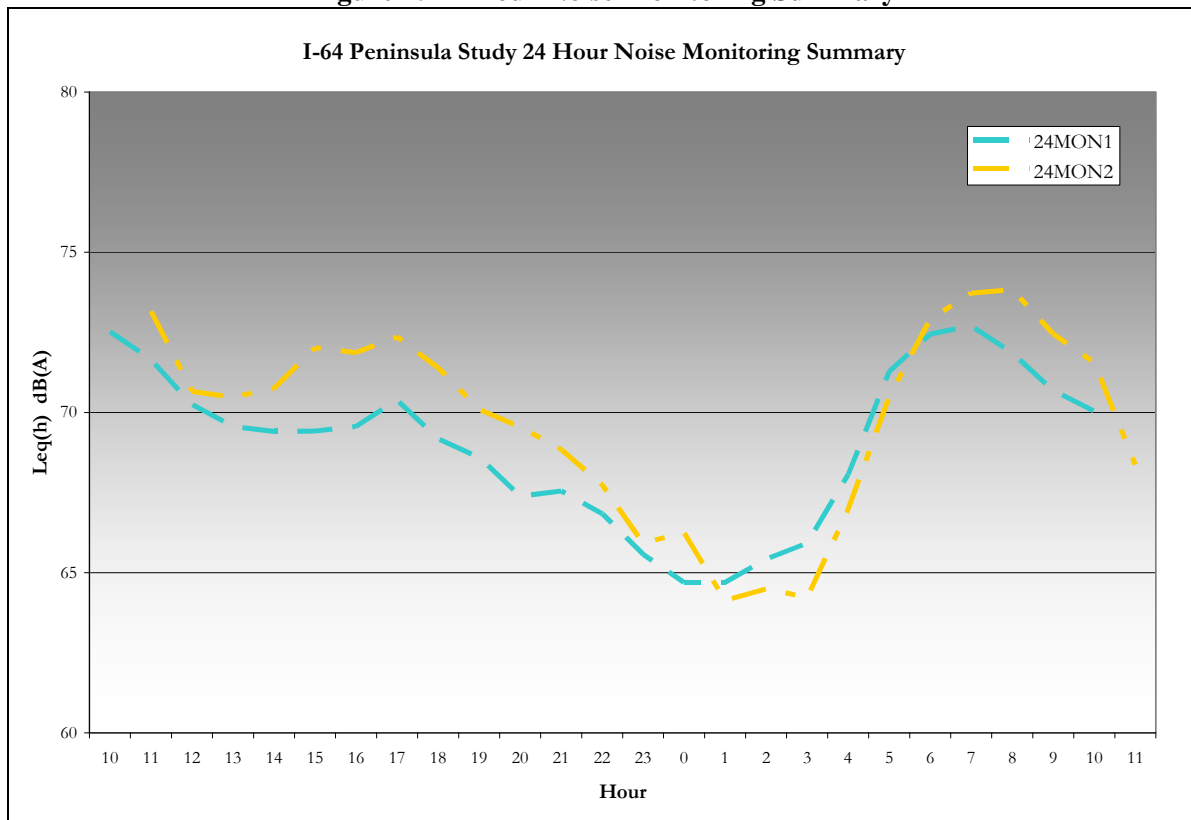
**B. Monitoring of Existing Conditions**

The identification of noise-sensitive land uses guided the selection of noise monitoring locations along the project corridor. In order to determine the existing noise conditions within the project area, noise monitoring was conducted at 59 representative noise sensitive receptor sites. In addition, 479 modeling-only sites were added to fully assess the noise environment throughout the project corridor. **Appendices A, B, and C** identify the project area and the locations of the 59 noise monitoring sites.

Monitoring was performed at each of the selected noise sensitive receptors using Metrosonics dB-3080 dosimeters (noise meters). The noise meters were placed at each receptor site in a manner that would yield a typical absolute ambient environment noise reading, and allowed for minimal influence from atypical, background noise sources. Readings were taken on the A-weighted scale and reported in decibels (dB(A)). Prior to noise monitoring, noise meters were calibrated using a Metrosonics cl-304 acoustical calibrator. The noise monitoring equipment meets all requirements of the *American National Standard Specifications for Sound Level Meters, ANSI S1.4-1983 (R1991), Type 2*, and meets all requirements as defined by FHWA. Noise monitoring was conducted in accordance with the methodologies contained in FHWA-PD-96-046, *Measurement of Highway-Related Noise*, (FHWA, May 1996).

24-hour noise monitoring was conducted at two receptor sites, 24MON1 and 24MON2 to establish the peak noise hour(s) within the project area. This data was used to evaluate the fluctuation of traffic noise, establish a diurnal traffic pattern throughout the day, and provide a measurement of nighttime noise levels. The receptor sites were selected based on their proximity to existing I-64, the dominant noise source in the project area. The results of the long-term monitoring showed that the peak noise hour within the project area was 7AM to 8AM. A graphical representation of this data can be seen in **Figure 2**.

**Figure 2: 24-Hour Noise Monitoring Summary**



Source: McCormick Taylor, Inc., Noise Monitoring Data, 2012

Upon completion of the 24-hour monitoring program, short-term noise monitoring was conducted at the remaining 57 representative receptor sites from March 14<sup>th</sup> through March 27<sup>th</sup> between 7AM and 6PM. Typically, the short-term monitoring is conducted during the peak noise hour, as determined during the long-term, 24-hour monitoring. However, due to the length of the project and the schedule, it was not practical to only monitor during that hour, therefore; in most cases, noise monitoring was conducted at each location during the off-peak traffic period. Short-term noise monitoring is not a process to determine design year noise impacts or barrier locations. The monitoring process is only intended as a method to validate the computer noise model by providing a level of consistency between what is present in real-world situations and how that is represented in the computer noise model. Even though the sites were not all monitored during the loudest hour, the monitored sites thoroughly represent existing noise levels at the noise-sensitive locations throughout the project corridor. Short-term monitoring does not need to occur within every common noise environment (CNE) to validate the computer noise model.

Noise monitoring was performed for at least a fifteen minute duration and longer when practical. Noise levels were recorded at 10-second intervals for the duration of each test. Data collected by the noise meters included time, average noise level ( $L_{av}$ ), maximum noise level ( $L_{max}$ ), and instantaneous peak noise level ( $L_{pk}$ ) for each recorded interval. Additional data collected at each monitoring location included atmospheric conditions, wind speed, background noise sources, and unusual/atypical noise events. Traffic data (vehicle volume and speed) were also recorded on all roadways which were visible from the monitoring sites and substantially contributed to the overall noise levels. Traffic was grouped into one of three categories: cars, medium trucks, and heavy trucks, as per VDOT procedures. Combined, all of this data is used during the noise model validation process.

### C. Validation and Modeled Existing Conditions

Computer modeling is the accepted technique for predicting Existing, Design Year No-Build and Build (2040) noise levels associated with traffic-induced noise. Currently, the FHWA Traffic Noise Model (TNM) 2.5 computer-modeling program is the approved highway noise prediction model. The TNM has been established as a reliable tool for representing noise generated by highway traffic. The information applied to the modeling effort includes the following: highway design files (existing and proposed conceptual design), traffic data, roadway cross-sections, and surveying of terrain. Base mapping, aerial photography, and field views were used to identify noise-sensitive land uses within the corridor and any terrain features that may shield roadway noise. Noise sensitive land uses within the project area are predominately residential, which are categorized as Category B; however land uses falling into Categories C, D, and E are also present.

The modeling process begins with model validation, as per VDOT requirements. This is accomplished by comparing the monitored noise levels with noise levels generated by the computer model, using the traffic volumes, speeds and composition that were witnessed during the monitoring effort. This comparison ensures that reported changes in noise levels between Existing and Design Year (2040) Conditions are due to changes in traffic conditions and not to discrepancies between monitoring and modeling techniques. A difference of three decibels (3 dB(A)) or less between the monitored and modeled level is considered acceptable, since this is the limit of change detectable by the typical human ear. **Table 2** provides a summary of the model validation for the Existing (2012) monitored conditions.

Overall, 55 of the 57 analyzed receptors show less than a 3 dB(A) difference between the monitored and modeled noise levels; therefore the model is considered an accurate representation of actual existing conditions throughout the project area. The two monitoring receptors (site 1R1 and 56R1) that are not within the acceptable 3 dB(A) tolerance thresholds are discussed below. There are many variables that influence the measured noise levels and may cause a difference of several decibels between monitored and modeled (computed) noise levels. Such factors include atmospheric conditions (upwind, neutral

**Table 2: Validation Results**

CNE	Name	Site Representation	Monitored Noise Level	Modeled Noise Level	Difference (Modeled - Monitored)	Validates
1	1R1	1 Residence	61.1	65.6	-4.5	No
2	2R1	10 Residences	63.4	64.7	-1.3	Yes
3	3R1	1 Residence	64.5	66.4	-1.9	Yes
5	5R1	1 Residence	61.8	62.7	-0.9	Yes
	5R2	1 Residence	62.5	64.0	-1.5	Yes
	5R3	9 Residences	62.2	64.0	-1.8	Yes
6	6R1	7 Residences	62.0	62.1	-0.1	Yes
8	8R1	5 Residences	59.4	58.2	1.2	Yes
9	9R1	5 Residences	62.8	65.2	-2.4	Yes
	9R2	15 Residences	56.9	59.3	-2.4	Yes
10	10R1	9 Residences	55.6	56.4	-0.8	Yes
	10R2	4 Residences	60.9	63.3	-2.4	Yes
	10R3	3 Residences	65.1	65.1	0.0	Yes
11	11R1	8 Residences	54.6	56.0	-1.4	Yes
12	12R1	3 Residences	58.6	61.4	-2.8	Yes
15	15R1	4 Residences	59.9	60.3	-0.4	Yes
	15R2	1 Residence	60.6	58.8	1.8	Yes
16	16R1	10 Residences	65.2	65.6	-0.4	Yes
17	17R1	4 Residences	59.9	62.8	-2.9	Yes
18	18R1	12 Residences	64.0	65.9	-1.9	Yes
19	19R1	4 Residences	69.5	67.4	2.1	Yes
20	20R1	5 Residences	62.8	64.3	-1.5	Yes
25	25R1	7 Residences	52.5	54.6	-2.1	Yes
27	27R1	12 Residences	54.7	56.5	-1.8	Yes
29	29R1	Golf Course	62.4	64.2	-1.8	Yes
30	30R1	7 Residences	55.8	57.4	-1.6	Yes
32	32R1	3 Residences	65.1	67.0	-1.9	Yes
33	33R1	1 Residence	61.9	61.0	0.9	Yes
	33R2	11 Residences	65.2	66.2	-1.0	Yes
34	34R1	3 Residences	64.7	65.5	-0.8	Yes
	34R2	3 Residences	61.2	60.8	0.4	Yes
36	36R1	7 Residences	55.9	57.2	-1.3	Yes
	36R2	7 Residences	63.8	63.4	0.4	Yes
39	39R1	School Athletic Field	61.8	62.9	-1.1	Yes
40	40R1	7 Residences	65.7	67.5	-1.8	Yes
42	42R1	3 Residences	60.5	62.0	-1.5	Yes
47	47R1	Park	61.2	62.5	-1.3	Yes
48	48R1	24 Residences	69.2	71.6	-2.4	Yes
	48R2	10 Residences	68.0	68.1	-0.1	Yes
49	49R1	30 Residences	67.1	67.7	-0.6	Yes
	49R2	6 Residences	65.8	64.3	1.5	Yes
	49R3	20 Residences	70.7	72.4	-1.7	Yes
50	50R1	12 Residences	57.4	57.6	-0.2	Yes

CNE	Name	Site Representation	Monitored Noise Level	Modeled Noise Level	Difference (Modeled - Monitored)	Validates
51	51R1	20 Residences	60.7	60.5	0.2	Yes
52	52R1	30 Residences	58.2	56.4	1.8	Yes
53	53R1	223 Residences	57.2	59.8	-2.6	Yes
54	54R1	13 Residences	67.3	67.5	-0.2	Yes
	54R2	17 Residences	64.0	62.0	2.0	Yes
55	55R1	22 Residences	66.4	65.4	1.0	Yes
56	56R1	40 Residences	69.3	62.1	7.2	No
57	57R1	6 Residences	63.5	63.2	0.3	Yes
58	58R1	10 residences	62.0	60.3	1.7	Yes
60	60R1	1 School	63.3	63.3	0.0	Yes
61	61R1	1 Residence	64.9	62.1	2.8	Yes
	61R2	14 Residences	66.0	63.1	2.9	Yes
62	62R1	50 Residences	71.7	72.8	-1.1	Yes
63	63R1	1 Park	70.9	72.7	-1.8	Yes

or downwind), shielding by structures that may be difficult to model, and the representation of louder vehicles passing during the measurement period.

Two monitored receptors do not validate in the noise model due to various factors. Factors in the model that may cause difference with the measured noise levels include level of detail in terrain modeling and the degree of inclusion of smaller elements, such as hard ground zones, tree zones and sparse rows of building. The receptor sites (1R1 and 56R1) that would not validate may be re-monitored during the Final Design Noise Analysis. The non-validated receptors had additional influences during the monitoring phase. These influences are explained in the notes on the noise monitoring data sheets in **Appendix H**.

The validated noise model was the base noise model for the remainder of the preliminary noise analysis. Additional modeling sites were added to the calibrated model to thoroughly predict existing noise levels throughout the project corridor. Additional noise modeling was then performed for existing conditions using traffic data supplied by traffic engineers (reference **Appendix J**). This modeling step was performed to evaluate existing ‘worst-case’ conditions associated with existing worst-case traffic volumes and composition. **Table 3** provides a summary of existing worst-case noise levels, based on supplied existing worst-case traffic volumes. Based on these existing noise levels, the noise impact criterion was determined at each receptor site, based on either the absolute criteria shown in **Table 1** or VDOT’s ‘substantial increase’ (10 dB(A) increase) above existing conditions.

Supplemental noise monitoring should occur during the final design phase within CNEs that have existing noise barriers to further validate existing noise levels. This effort would also ensure more precise conclusions on the existing noise barrier effectiveness.

Traffic noise levels were predicted at all noise-sensitive land uses along existing I-64, using the latest version of the FHWA TNM 2.5. Several field views and noise monitoring trips were conducted between March 14, 2012 and March 27, 2012 to determine the relationship of these sensitive land uses to the existing roadway network. Existing worst-case noise levels were determined by incorporating field reconnaissance of the existing transportation network into the noise model. Major and secondary roadways in close proximity to receptor sites that carry considerable traffic volumes were added to the

noise model. For the purposes of this noise analysis, it was determined through field verification that I-64 is the dominant noise source for the majority of the project area.

Traffic data supplied by traffic engineers, including volumes, speeds and composition, were added to the noise model to predict existing noise levels for the year 2012, throughout the project corridor. Posted roadway speeds were identified during the field view and were also incorporated into the noise model.

#### **D. Common Noise Environment (CNE) Descriptions**

The following is a discussion of the monitored and existing noise environment for each CNE evaluated for the I-64 Study. For reporting purposes, I-64 was divided into areas of CNEs. CNEs are groupings of receptor sites that, by location, form distinct communities within the project area. These areas are used to evaluate traffic noise impacts and potential noise mitigation options to residential developments or communities as a whole, as well as for consideration of feasibility and reasonableness of possible noise abatement measures for specific communities. Where residential communities or groupings of noise-sensitive land uses exist, noise monitoring and noise modeling-only sites were grouped into CNEs.

For Category C sites, including parks, golf courses, athletic fields and Section 4(f) resources, only a small number of noise modeling-only sites are shown on the graphics in **Appendices A, B, and C** in order to represent the closest active area. Detailed modeling showing the grid system method outlined in VDOT's Highway Traffic Noise Manual was utilized to determine the feasible and reasonable calculations for barrier analysis. These additional modeling-only sites can be viewed in the TNM runs shown in **Appendix J**.

##### ***CNE 1***

CNE 1 is located at the western end of the project corridor, to the north and west of I-64 Exit 190, where I-64 overlaps with I-95 in the City of Richmond. As shown in **Appendices A, B, and C**, CNE 1 contains one monitoring site, 1R1, and four modeling-only sites located on North Fourth Street, East Baker Street, and Hospital Street. These sites represent three residences; one religious facility, the Temple of God; and both the Shockoe Hill Cemetery and the Hebrew Cemetery. The religious facility was modeled for potential interior noise impacts as shown in **Appendix D**. The religious facility has no outdoor uses, therefore only the interior NAC is applicable. Site 1R1 was not able to validate due to helicopter flyovers that occur regularly to and from the Medical College of Virginia (MCV). Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

##### ***CNE 2***

CNE 2 is located at the western end of the project corridor, to the south and west of I-64 Exit 190, where I-64 overlaps with I-95 in the City of Richmond. As shown in **Appendices A, B, and C**, CNE 2 contains one monitoring site, 2R1, and five modeling-only sites, located along East Duval Street, North First Street, and North Fifth Street. These sites represent 24 residences and the Sixth Mt. Zion Baptist Church. The Sixth Mt. Zion Baptist Church was modeled for potential interior noise impacts as shown in **Appendix D**. The Sixth Mt. Zion Baptist Church has no outdoor uses, therefore only the interior NAC is applicable. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

##### ***CNE 3***

CNE 3 is located at the western end of the project corridor to the west of I-64 in the City of Richmond. As shown in **Appendices A, B, and C**, CNE 3 contains one monitoring site, 3R1, and 12 modeling-only sites, located along Fifth Avenue and Fourth Avenue. These sites represent a total of 116 residences located in single family housing and one apartment complex. The apartment complex, Site 13, does not have any exterior balconies; however, it does have benches near the entrance which were considered an

area of frequent outdoor use. One receiver representing the ground level was modeled. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 4***

CNE 4 is located in the City of Richmond to the southwest of where I-64 intersects with Route 360 (Mechanicsville Turnpike). As shown in **Appendices A, B, and C**, CNE 4 contains three modeling-only sites, located along Bethel Street and Magnolia Street. These sites represent a total of 45 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 5***

CNE 5 is located in the City of Richmond and Henrico County, to the north and east of I-64, from Exit 192 at Route 360 (Mechanicsville Turnpike) to Exit 192A at Route 33 (Nine Mile Road). As shown in **Appendices A, B, and C**, CNE 5 contains three monitoring sites (5R1, 5R2, and 5R3) and 29 modeling-only sites, located along the portion northeast of I-64 from Apollo Road to Gordons Lane. These sites represent 278 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 6***

CNE 6 is located in the City of Richmond and Henrico County to the south and west of I-64 Exit 193A, from Exit 192 at Route 360 (Mechanicsville Turnpike) to Exit 192A at Route 33 (Nine Mile Road). As shown in **Appendices A, B, and C**, CNE 6 contains one monitoring site, 6R1, and 22 modeling-only sites, located along Kane Street, Creighton Road, and Bunche Place. These sites represent 50 residences, 2 schools (Armstrong High School and Fairfield Court Elementary School), and 2 athletic fields. Both schools were modeled for potential interior noise impacts as shown in **Appendix D**. As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the athletic fields. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 7***

CNE 7 is located in the City of Richmond and Henrico County to the south of I-64 Exit 193A and to the east of Route 33 (Nine Mile Road). As shown in **Appendices A, B, and C**, CNE 8 contains no monitoring sites and one modeling-only site located along Tuxedo Boulevard. This site represents 15 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 8***

CNE 8 is located in Henrico County to the south and west of I-64 Exit 193A, from Exit 192 at Route 360 (Mechanicsville Turnpike) to Exit 192A at Route 33 (Nine Mile Road). As shown in **Appendices A, B, and C**, CNE 8 contains one monitoring site, 8R1, and no modeling-only sites, located along Evergreen Road. This site represents five residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 9***

CNE 9 is located in Henrico County to the south and west of I-64 Exit 195. As shown in **Appendices A, B, and C**, CNE 9 contains two monitoring sites, 9R1 and 9R2, and nine modeling-only sites, located along Whistling Arrow Drive and Lakefield Mews Place. This site represents 146 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 10***

CNE 10 is located in Henrico County to the south and east of I-64 Exit 197B. As shown in **Appendices A, B, and C**, CNE 10 contains three monitoring sites (10R1, 10R2, and 10R3) and 19 modeling-only sites, located along West McClellan Street and East Nine Mile Road. These sites represent 166 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 11***

CNE 11 is located in Henrico County to the north and east of I-64 Exit 197B. As shown in **Appendices A, B, and C**, CNE 11 contains one monitoring site (11R1) and four modeling-only sites, located along Mary Street and Early Forest Circle. These sites represent 59 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 12***

CNE 12 is located in Henrico County to the south and west of I-64 Exit 200. As shown in **Appendices A, B, and C**, CNE 12 contains one monitoring site (12R1) and no modeling-only sites, located along Old Williamsburg Road and Drybridge Road. This site represents three residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 13***

CNE 13 is located in Henrico County to the north and west of I-64 Exit 200. As shown in **Appendices A, B, and C**, CNE 13 contains no monitoring sites and two modeling-only sites, located along Drybridge Court. These sites represent 11 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 14***

CNE 14 is located in Henrico County to the north and east of I-64 Exit 200. As shown in **Appendices A, B, and C**, CNE 14 contains no monitoring sites and one modeling-only site. This site represents one residence. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 15***

CNE 15 is located in Henrico County to the south and east of I-64 Exit 200. As shown in **Appendices A, B, and C**, CNE 15 contains two monitoring sites (15R1 and 15R2) and five modeling-only sites, located along Old Williamsburg Road. These sites represent 15 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 16***

CNE 16 is located in Henrico County to the north of I-64, running parallel with Route 33 (East Williamsburg Road). As shown in **Appendices A, B, and C**, CNE 16 contains one monitoring site (16R1) and nine modeling-only sites, located along Woodview Drive. These sites represent 56 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 17***

CNE 17 is located in Henrico County to the south of I-64, running parallel with Route 33 (East Williamsburg Road). As shown in **Appendices A, B, and C**, CNE 17 contains one monitoring site (17R1) and three modeling-only sites, located along Kellbunn Lane and Brad Drive. These sites represent 25 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.



***CNE 18***

CNE 18 is located in New Kent County to the north and east of I-64 Exit 205. As shown in **Appendices A, B, and C**, CNE 18 contains one monitoring site (18R1) and one modeling-only site, located along Walnut Drive. These sites represent 14 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 19***

CNE 19 is located in New Kent County to the south and east of I-64 Exit 205. As shown in **Appendices A, B, and C**, CNE 19 contains one monitoring site (19R) and 23 modeling-only sites located to the south of I-64 from Route 249 to Route 676 (Ashland Farm Road). These sites represent 44 residences and one golf course (The Brookwoods Golf Club). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the golf course. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 20***

CNE 20 is located in New Kent County to the north and east of I-64 Exit 205. As shown in **Appendices A, B, and C**, CNE 20 contains one monitoring site (20R1) and nine modeling-only sites, located from Route 665 (North Hen Peck Road) to Route 610 (Pine Fork Road). These sites represent 29 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 21***

CNE 21 is located in New Kent County to the south and east of I-64 Exit 211. As shown in **Appendices A, B, and C**, CNE 21 contains no monitoring sites and one modeling-only site, located along Piney Branch Lane. This site represents six residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 22***

CNE 22 is located in New Kent County to the north and east of I-64 Exit 211. As shown in **Appendices A, B, and C**, CNE 22 contains no monitoring sites and one modeling-only site, located along Route 617 (Criss Cross Road). This site represents one park (Criss Cross Park). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the park. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 23***

CNE 23 is located in New Kent County to the north and west of I-64 Exit 220. As shown in **Appendices A, B, and C**, CNE 23 contains no monitoring sites and three modeling-only sites. These sites represent five residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 24***

CNE 24 is located in New Kent County to the south and west of I-64 Exit 220. As shown in **Appendices A, B, and C**, CNE 24 contains no monitoring sites and two modeling-only sites, located along Marine Corps Drive. These sites represent two residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 25***

CNE 25 is located in New Kent County to the north of where I-64 meets Route 621 (Ropers Church Road). As shown in **Appendices A, B, and C**, CNE 25 contains one monitoring site (25R1) and two

modeling-only sites. These sites represent 10 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 26***

CNE 26 is located in New Kent County to the south of where I-64 meets Route 621 (Ropers Church Road). As shown in **Appendices A, B, and C**, CNE 26 contains no monitoring sites and one modeling-only site. This site represents one residence. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 27***

CNE 27 is located in James City County to the south and west of where I-64 meets Route 601 (Barnes Road). As shown in **Appendices A, B, and C**, CNE 27 contains one monitoring site (27R1) and one modeling-only site, located along Racefield Drive. These sites represent 18 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 28***

CNE 28 is located in James City County to the north and west of where I-64 meets Route 601 (Barnes Road). As shown in **Appendices A, B, and C**, CNE 28 contains no monitoring sites and one modeling-only site. This site represents three residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 29***

CNE 29 is located in James City County to the north and east of I-64 Exit 227. As shown in **Appendices A, B, and C**, CNE 29 contains one monitoring site (29R1) and seven modeling-only sites. These sites represent one residence and one golf course (The Traditions Golf Club at Stonehouse). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the golf course. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 30***

CNE 30 is located in James City County to the south and east of I-64 Exit 227. As shown in **Appendices A, B, and C**, CNE 30 contains one monitoring site (30R1) and two modeling-only sites, located along Welstead Street and Louise Lane. These sites represent 14 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 31***

CNE 31 is located in James City County to the south and west of I-64 Exit 231A. As shown in **Appendices A, B, and C**, CNE 31 contains no monitoring sites and two modeling-only sites, located along Rochambeau Drive. These sites represent four residences and one campground (Williamsburg Campground). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the campground. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 32***

CNE 32 is located in James City County to the north and west of I-64 Exit 231A. As shown in **Appendices A, B, and C**, CNE 32 contains one monitoring site (32R1) and two modeling-only sites, located along Cedar Point Lane. These sites represent seven residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 33***

CNE 33 is located in James City County to the south and west of I-64 Exit 231B. As shown in **Appendices A, B, and C**, CNE 33 contains two monitoring sites (33R1 and 33R2) and five modeling-only sites, located along Cloverleaf Lane. These sites represent 24 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 34***

CNE 34 is located in James City and York Counties to the north of I-64, extending from Exit 231B to Exit 234A. As shown in **Appendices A, B, and C**, CNE 34 contains two monitoring sites (34R1 and 34R1) and 11 modeling-only sites, located along Fenton Mill Road. These sites represent 32 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 35***

CNE 35 is located in York County to the south and west of I-64 Exit 234A. As shown in **Appendices A, B, and C**, CNE 35 contains no monitoring sites and one modeling-only site, located along Rochambeau Drive. This site represents one residence. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 36***

CNE 36 is located in York County to the south and east of I-64 Exit 234A. As shown in **Appendices A, B, and C**, CNE 36 contains two monitoring sites (36R1 and 36R2) and seven modeling-only sites, located along East Rochambeau Drive. These sites represent 29 residences, one hotel (Great Wolf Lodge Resort), and one park (Waller Miller Park). Great Wolf Lodge Resort has exterior balconies facing the roadway, which were considered areas of frequent outdoor use. As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for Waller Mill Park. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 37***

CNE 37 is located in York County to the north of I-64, east of Exit 234B. As shown in **Appendices A, B, and C**, CNE 37 contains no monitoring sites and three modeling-only sites, located along Roy Lane and Barlow Road. This site represents 10 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 38***

CNE 38 is located in York County to the south and west of I-64 Exit 238. As shown in **Appendices A, B, and C**, CNE 38 contains no monitoring sites and one modeling-only site. This site represents one school (Burton High School), which was modeled for potential interior noise impacts as shown in **Appendix D**. Athletic fields associated with the school are more than 500 feet from the project and therefore were not modeled. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 39***

CNE 39 is located in York County to the south and east of I-64 Exit 238. As shown in **Appendices A, B, and C**, CNE 39 contains one monitoring site (39R1) and 11 modeling-only sites, located along Schooner Boulevard, West Queens Drive, and Valor Court. These sites represent 57 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 40***

CNE 40 is located in York County to the north and east of I-64 Exit 238. As shown in **Appendices A, B, and C**, CNE 40 contains one monitoring site (40R1) and nine modeling-only sites, located along Saxon

Road and Bowstring Drive. This site represents 49 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 41***

CNE 41 is located in York County to the south and east of I-64 Exit 238. As shown in **Appendices A, B, and C**, CNE 41 contains no monitoring sites and 13 modeling-only sites, located along Queensbury Lane. These sites represent 76 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 42***

CNE 42 is located in York County to the west of I-64 Exit 242B. As shown in **Appendices A, B, and C**, CNE 42 contains one monitoring site (42R1) and three modeling-only sites, located along Old Hollow Road, High Point Road, and Route 641 (Penniman Road). These sites represent 22 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 43***

CNE 43 is located in York County to the south and west of I-64 Exit 243A. As shown in **Appendices A, B, and C**, CNE 43 contains no monitoring site and three modeling-only sites. These sites represent one golf course (Williamsburg Country Club). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the golf course. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 44***

CNE 44 is located in James City and York Counties to the south and east of I-64 Exit 243B. As shown in **Appendices A, B, and C**, CNE 44 contains no monitoring sites and five modeling-only sites, located along Pocahontas Trail. These sites represent 11 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 45***

CNE 45 is located in James City County to the south and west of I-64 Exit 247. As shown in **Appendices A, B, and C**, CNE 45 contains no monitoring sites and three modeling-only sites, located along Tadich Drive. These sites represent 13 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 46***

CNE 46 is located in James City County to the south and west of I-64 Exit 247. As shown in **Appendices A, B, and C**, CNE 46 contains no monitoring sites and two modeling-only sites, located along Merrimac Trail. These sites represent 2 correctional facilities (Merrimac Center Juvenile Detention Center and Virginia Peninsula Regional Jail). These detention centers have outdoor recreation areas associated with them and were therefore modeled to include areas of frequent outdoor use. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 47***

CNE 47 is located in the City of Newport News to the north and east of I-64 Exit 250A. As shown in **Appendices A, B, and C**, CNE 47 contains one monitoring site (47R1) and two modeling-only sites, located along Jefferson Avenue. These sites represent one park (Newport News Park) and one residence. Newport News Park is a large, 8,000-acre park that spans the Lee Hall Reservoir. As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the park. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 48***

CNE 48 is located in the City of Newport News to the east of I-64 Exit 250B. As shown in **Appendices A, B, and C**, CNE 48 contains two monitoring sites (48R1 and 48R2) and 23 modeling-only sites, located along Jefferson Avenue, Sea Pine Lane, Woodbridge Drive, Mason Drive, and Jakes Lane. These sites represent 574 residences and one playground. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 49***

CNE 49 is located in the City of Newport News to the north and east of where I-64 intersects with Route 173 (Denbigh Boulevard). As shown in **Appendices A, B, and C**, CNE 49 contains three monitoring sites (49R1, 49R2, and 49R3) and 29 modeling-only sites, located along Bryson Court, Charter Oak Drive, Richeck Road, and Tazewell Road. These sites represent 398 residences, one tennis court, and one pool. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 50***

CNE 50 is located in the City of Newport News to the north and west of where I-64 intersects with Route 173 (Denbigh Boulevard). As shown in **Appendices A, B, and C**, CNE 50 contains one monitoring site (50R1) and four modeling-only sites, located along Circuit Lane, Magistrate Lane, and Judges Court. These sites represent 63 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 51***

CNE 51 is located in the City of Newport News to the south and east of where I-64 intersects with Route 173 (Denbigh Boulevard). As shown in **Appendices A, B, and C**, CNE 51 contains one monitoring site (51R1) and eight modeling-only sites, located along Pagewood Drive, Ashwood Drive, Old Oak Drive, and Split Rail Circle. These sites represent 180 residences. CNE 51 is located behind an existing barrier, labeled Existing Barrier M on the graphics in **Appendices A, B, and C**. This wall ranges in height from 5 feet near the Route 173 (Denbigh Boulevard) overpass to 18 feet and is approximately 2,900 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 52***

CNE 52 is located in the City of Newport News to the south and west of where I-64 intersects with Route 173 (Denbigh Boulevard). As shown in **Appendices A, B, and C**, CNE 52 contains one monitoring site (52R1) and nine modeling-only sites, located along Catina Way, Crescent Way, Motoka Drive, and Alan Drive. These sites represent 447 residences. There are two and three-story apartment complexes with balconies within this CNE, and per FHWA regulations, the balconies are considered the outdoor use area for these buildings. Several modeling sites with different receiver heights were added to represent the different floors of the apartment buildings. Recent VDOT guidance indicates only multi-level balconies that can be protected with a 30-foot noise barrier should be included in the feasibility and reasonableness calculations. CNE 52 is currently protected by an existing barrier, labeled Existing Barrier A in the graphics in **Appendices A, B, and C**. This wall ranges in height from 17 feet to 29 feet and is approximately 3,700 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

***CNE 53***

CNE 53 is located in the City of Newport News to the south and west of I-64 Exit 255A. As shown in **Appendices A, B, and C**, CNE 53 contains one monitoring site (58R1) and six modeling-only sites,

located along York River Lane and Severn Road. These sites represent 100 residences, one playground and one pool. CNE 53 is currently protected by an existing barrier labeled Existing Barrier B on the graphics in **Appendices A, B, and C**. This wall ranges in height from 15 feet to 21.5 feet and is approximately 2,400 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 54***

CNE 54 is located in the City of Newport News to the north and east of I-64 Exit 255A. As shown in **Appendices A, B, and C**, CNE 54 contains two monitoring sites (54R1 and 58R2) and 15 modeling-only sites, located along Brick Kiln Boulevard. These sites represent 285 residences and one golf course (Kiln Creek Golf Club and Resort). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the golf course. CNE 54 is currently protected by an existing barrier labeled Existing Barrier L on the graphics in **Appendices A, B, and C**. This wall ranges in height from 15 feet to 18 feet and is approximately 6,700 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 55***

CNE 55 is located in the City of Newport News to the south and east of I-64 Exit 256A. As shown in **Appendices A, B, and C**, CNE 55 contains one monitoring site (55R1) and 10 modeling-only sites, located along West McClellan Street and East Nine Mile Road. These sites represent 124 residences, one school (Hampton Roads Academy), and one athletic field. Hampton Roads Academy was modeled for potential interior noise impacts as shown in **Appendix D**. As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the athletic field. CNE 55 is currently protected by an existing barrier, labeled Existing Barrier C on the graphics in **Appendices A, B, and C**. This wall ranges in height from 14 feet to 19 feet and is approximately 3,400 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 56***

CNE 56 is located in the City of Newport News to the north and east of I-64 Exit 256B. As shown in **Appendices A, B, and C**, CNE 56 contains one monitoring site (56R1) and 20 modeling-only sites, located along Old Oyster Pond Road. These sites represent 394 residences, four pools, one hotel (Holiday Inn Hotel & Suites Newport News), and one church (Greek Orthodox Church). This church was modeled for both potential interior noise impacts as shown in **Appendix D**. The Greek Orthodox Church has no outdoor uses, therefore only the interior NAC is applicable. CNE 56 is currently protected by two existing barriers, labeled Existing Barrier J and K on the graphics in **Appendices A, B, and C**. Existing Barrier J ranges in height from 16 feet to 23 feet and Existing Barrier K ranges in height from 7 feet to 16 feet. Existing Barrier J is approximately 4,500 feet long and Existing Barrier K is approximately 660 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 57***

CNE 57 is located in the Cities of Newport News and Hampton to the north and east of I-64 Exit 258B. As shown in **Appendices A, B, and C**, CNE 57 contains one monitoring site (57R1) and 16 modeling-only sites, located along Cloverleaf Lane and Chatsworth Drive. These sites represent 210 residences, one pool, one church (All Nations Church), and one park (Beechlake Park). All Nations Church has no outdoor uses, therefore only the interior NAC is applicable. CNE 57 is currently protected by an existing barrier, labeled Existing Barrier I on the graphics in **Appendices A, B, and C**. This wall ranges in height from 19 feet to 22 feet and is approximately 4,400 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 58**

CNE 58 is located in the Cities of Newport News and Hampton to the south and east of I-64 Exit 258B. As shown in **Appendices A, B, and C**, CNE 58 contains one monitoring site (58R1) and seven modeling-only sites, located along Augusta Drive and Leonard Lane. These sites represent 126 residences and one pool. CNE 58 is currently protected by an existing barrier, labeled Existing Barrier D on the graphics in **Appendices A, B, and C**. This wall ranges in height from 12 feet to 22 feet and is approximately 3,000 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 59**

CNE 59 is located in the City of Hampton to the west of I-64 Exit 261A. As shown in **Appendices A, B, and C**, CNE 59 contains no monitoring sites and seven modeling-only sites. These sites represent one park (Sandy Bottom Nature Park). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the park. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 60**

CNE 60 is located in City of Hampton to the north of I-64 Exit 261A. As shown in **Appendices A, B, and C**, CNE 60 contains one monitoring site (60R1) and six modeling-only sites, located along Thomas Nelson Drive. These sites represent 48 residences, one school (Thomas Nelson Community College), and one athletic field. This school was modeled for potential interior noise impacts as shown in **Appendix D**. As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the athletic field. CNE 60 is currently protected by two existing barriers, labeled Existing Barriers G and H on the graphics in **Appendices A, B, and C**. Existing Barrier G is 15 feet high and Existing Barrier H ranges in height from 18 feet to 28 feet. Existing Barrier G is approximately 1,100 feet long and Existing Barrier H is approximately 1,400 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 61**

CNE 61 is located in City of Hampton to the south of I-64 Exit 261B. As shown in **Appendices A, B, and C**, CNE 61 contains two monitoring sites (61R1 and 61R2) and 27 modeling-only sites, located along Woodview Lane, Bromsgrove Drive, Olson Court, and Dover Road. These sites represent 460 residences, one tennis court, and one pool. CNE 61 is currently protected by an existing barrier, labeled Existing Barrier E on the graphics in **Appendices A, B, and C**. This wall ranges in height from 11 feet to 35 feet and is approximately 5,300 feet long. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 62**

CNE 62 is located in City of Hampton to the north and east of I-64 Exit 262B. As shown in **Appendices A, B, and C**, CNE 62 contains one monitoring site (62R1) and 14 modeling-only sites, located along Monticello Mews, Cape Dorey Drive, and Lake Cove Lane. These sites represent 526 residences. There are two and three-story apartment complexes with balconies within this CNE, and per FHWA regulations, the balconies are considered the outdoor use area for these buildings. Several modeling sites with different receiver heights were added to represent the different floors of the apartment buildings. Recent VDOT guidance indicates only multi-level balconies that can be protected with a 30-foot noise barrier should be included in the feasible and reasonableness calculations. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

**CNE 63A**

CNE 63A is located in the City of Hampton to the south and west of I-64 Exit 264. As shown in **Appendices A, B, and C**, CNE 63A contains no monitoring sites one modeling-only site, located to the

east of Pine Chapel Road. This site represents three residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 63***

CNE 63 is located in City of Hampton to the south and west of I-64 Exit 264. As shown in **Appendices A, B, and C**, CNE 63 contains one monitoring site (63R1), located to the east of Pine Chapel Road. These sites represent one park (Bluebird Gap Farm). As stated above, only representative noise modeling-only sites are shown in the graphics in **Appendices A, B, and C** for the park. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 64***

CNE 64 is located in City of Hampton to the north of I-64 Exit 264. As shown in **Appendices A, B, and C**, CNE 64 contains no monitoring sites and twelve modeling-only sites, located along Waterside Drive. These sites represent one auditorium (Hampton Coliseum) and 70 residences. The Hampton Coliseum does not have any outdoor use areas within 500 feet of the project limits; however it was modeled for potential interior noise impacts as shown in **Appendix D**. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.

#### ***CNE 65***

CNE 65 is located in City of Hampton to the south and east of I-64 Exit 264. As shown in **Appendices A, B, and C**, CNE 65 contains no monitoring sites and two modeling-only sites, located along Red Robin Turn. These sites represent 20 residences. Monitored noise levels can be found in **Table 2**. Existing worst-case noise levels can be found in **Table 3**.



**Table 3: Sound Level Summary by CNE**

CNE	Site Representation	Existing Level Range			No-Build Level Range			Alt A Level Range			Alt B Level Range			Alt 3 Range		
		Min	Max	# Impacts	Min	Max	#Impacts	Min	Max	# Impacts	Min	Max	# Impacts	Min	Max	# Impacts
1	3 residences, 2 cemeteries, 1 church	59	65	none	63	67	1 Residence, 1 cemetery	61	68	1 cemetery	61	67	1 cemetery	60	66	1 cemetery
2	24 residences and 1 church	56	68	1 residence	60	70	1 residence	57	68	1 residence	57	68	1 residence	57	68	1 residence
3	116 residences	57	72	61 residences	59	73	78 residences	61	77	78 residences	61	77	72 residences	58	73	53 residences
4	45 residences	63	65	none	65	67	10 residences	65	66	30 residences	65	67	30 residences	63	65	none
5	278 residences	56	72	105 residences	57	73	162 residences	59	73	225 residences	60	73	149 residences	58	72	189 residences
6	50 residences, 2 schools and 2 athletic fields	56	69	9 residences, and 1 athletic field	58	70	20 residences, and 2 athletic fields	60	73	25 residences, 1 athletic field	60	73	25 residences, 1 athletic field	57	71	25 residences, 1 athletic field
7	15 residences	59		none	60		none	64		none	64		none	63		none
8	5 residences	60		none	61		none	63		none	63		none	63		none
9	146 residences	54	69	13 residences	56	70	13 residences	54	72	53 residences	55	72	38 residences	55	70	38 residences
10	166 residences	53	68	9 residences	55	70	13 residences	56	71	13 residences	56	71	13 residences	57	71	13 residences
11	59 residences	52	61	none	54	64	none	55	65	none	55	65	none	55	65	none
12	3 residences	63		none	63		none	64		none	63		none	64		none
13	11 residences	51	53	none	51	52	none	52	55	none	53	55	none	52	54	none
14	1 residence	60		none	59		none	59		none	59		none	59		none
15	15 residences	48	60	none	49	62	none	51	64	none	50	63	none	50	63	none
16	56 residences	55	69	22 residences	57	71	22 residences	59	72	22 residences	59	72	22 residences	58	70	20 residences
17	25 residences	55	63	none	57	65	none	59	67	4 residences	59	67	4 residences	58	65	none
18	14 residences	60	65	none	61	67	12 residences	61	67	12 residences	62	69	12 residences	61	67	12 residences
19	44 residences and 1 golf course	48	68	4 residences and 1 golf course	49	69	5 residences and 1 golf course	53	71	15 residences and 1 golf course	53	70	15 residences and 1 golf course	53	69	15 residences and 1 golf course
20	29 residences	53	62	none	54	65	none	55	65	none	55	65	none	49	65	none
21	6 residences	60		none	62		none	64		none	63		none	62		none
22	1 Park	57		none	58		none	60		none	60		none	57		none
23	5 residences	48	65	none	50	66	2 residences	51	68	2 residences	51	67	2 residences	50	66	2 residences
24	2 residences	53	67	1 residences	55	68	1 residences	56	71	1 residence	56	71	1 residence	54	68	1 residence
25	10 residences	54	61	none	56	63	none	57	65	none	57	65	none	57	63	none
26	1 residence	56		none	58		none	59		none	59		none	58		none
27	18 residences	57	61	none	59	63	none	60	64	none	60	64	none	59	62	none
28	3 residences	60		none	61		none	62		none	62		none	60		none
29	1 residence and 1 golf course	48	68	1 residence and 1 golf course	50	70	1 residence and 1 golf course	51	73	1 residence and 1 golf course	51	73	1 residence and 1 golf course	50	71	1 residence and 1 golf course
30	14 residences	59	60	none	61	63	none	62	63	none	61	63	none	61	62	none
31	4 residences, 1 campground	56	63	none	58	65	none	58	65	none	58	65	none	58	64	none
32	7 residences	55	67	3 residences	57	69	3 residences	58	72	3 residences	58	72	3 residences	57	70	3 residences
33	24 residences	53	70	17 residences	55	72	17 residences	55	75	18 residences	55	74	18 residences	55	71	17 residences
34	32 residences	49	68	7 residences	51	71	13 residences	51	71	7 residences	51	71	7 residences	50	69	7 residences
35	1 residence	60		none	61		none	61		none	61		none	60		none

**Table 3: Sound Level Summary by CNE**

CNE	Site Representation	Existing Level Range			No-Build Level Range			Alt A Level Range			Alt B Level Range			Alt 3 Range		
		Min	Max	# Impacts	Min	Max	#Impacts	Min	Max	# Impacts	Min	Max	# Impacts	Min	Max	# Impacts
36	29 residences, 1 hotel*, and 1 park	52	68	9 residences	54	70	16 residences	55	74	16 residences	55	72	16 residences	54	70	16 residences
37	10 residences	58	71	2 residences	60	73	2 residences	61	72	2 residences	61	74	2 residences	61	72	2 residences
38	1 school	51		none	53		none	54		none	54		none	53		none
39	57 residences, 1 athletic field	56	71	6 residences	58	73	17 residences	58	74	6 residences, 1 athletic field	58	74	6 residences, 1 athletic field	57	71	6 residences
40	49 residences	58	67	11 residences	60	69	16 residences	58	70	11 residences	57	70	11 residences	57	69	11 residences
41	76 residences	58	70	21 residences	60	72	28 residences	62	72	35 residences	61	71	35 residences	60	69	21 residences
42	22 residences	54	64	none	57	66	3 residences	58	65	none	58	65	none	56	64	none
43	1 golf course	66		1 golf course	67		1 golf course	69		1 golf course	68		1 golf course	67		1 golf course
44	11 residences	56	65	none	61	71	8 residences	58	70	8 residences	59	70	8 residences	58	68	4 residences
45	13 residences	56	62	none	58	65	none	60	67	2 residences	60	67	2 residences	59	66	2 residences
46	2 Correctional Facilities*	66	67	none	68	70	none	69	71	none	69	70	none	67	69	none
47	1 park and 1 residence	55	68	1 park	58	72	1 park	59	71	1 park	61	71	1 park	60	70	1 park
48	574 residences, and 1 playground	56	75	211 residences	58	77	281 residences	60	76	160 residences	60	75	185 residences	60	74	265 residences, 1 playground
49	398 residences, 1 Tennis court, and 1 pool	57	77	224 residences, 1 pool	60	79	256 residences, 1 pool, and 1 tennis court	60	78	282 residences and 1 pool	60	78	282 residences and 1 pool	60	79	240 residences and 1 pool
50	63 residences	53	60	none	56	63	none	55	64	none	56	64	none	55	63	none
51	180 residences	58	62	none	60	64	none	59	63	none	59	63	none	59	63	none
52	447 residences	56	59	none	58	61	none	57	60	none	57	60	none	58	60	none
53	100 residences, 1 pool, and 1 playground	59	65	none	60	67	7 residences	58	65	none	58	65	none	59	63	none
54	285 residences and 1 golf course	56	64	none	58	65	none	58	64	none	58	64	none	58	65	none
55	124 residences, 1 school, and 1 athletic field	56	67	23 residences	60	68	37 residences	61	65	none	61	65	none	61	65	none
56	394 residences, 4 pools, 1 hotel*, and 1 church	58	68	none	59	69	25 residences	60	70	none	60	70	none	59	67	none
57	210 residences, 1 pool, 1 church, 1 park	54	61	none	55	62	none	56	63	none	56	63	none	56	64	none
58	126 residences, 1 pool	57	62	none	58	63	none	59	63	none	59	63	none	59	65	none
59	1 park	63	73	1 park	64	74	1 park	65	75	1 park	65	75	1 park	65	76	1 park
60	48 residences, 1 school, and 1 athletic field	56	62	none	57	63	none	58	65	none	58	65	none	58	64	none
61	460 residences, 1 tennis court, and 1 pool	52	60	none	54	64	none	54	65	none	54	65	none	55	65	none
62	526 residences	55	72	182 residences	55	73	182 residences	55	73	182 residences	55	73	182 residences	56	74	182 residences
63	1 park	71		1 park	72		1 park	74		1 park	74		1 park	74		1 park
63A	3 residences	62		none	63		none	64		none	64		none	64		none
64	1 auditorium and 70 residences	60	66	5 residences	61	67	10 residences	64	68	48 residences	64	68	48 residences	62	66	10 residences
65	20 residences	61	63	none	62	64	none	61	65	none	61	65	none	60	63	none

Notes: Refer to **Appendix D** for specific Noise Abatement Criteria applied to each modeled or monitored receptor. All noise levels are reported in dB(A)

## **E. Evaluation of Design Year Noise Levels & Noise Impact Assessment**

Following the development of the existing conditions model and the prediction of the existing worst-case noise levels, the assessment continued with the prediction of Design Year (2040) noise levels. This task was accomplished by accounting for the proposed improvements and applying Design Year (2040) traffic volumes and composition to the validated computer model. The proposed improvements should be considered conceptual and preliminary in nature. Design Year (2040) Build noise levels were predicted with the conceptual improvements in place and in use. The alternatives modeled are described below.

### ***No-Build Alternative***

The No-Build Alternative serves as a baseline for the comparison of future conditions and impacts. The No-Build Alternative assumes that the projects currently programmed and funded in the VDOT's Fiscal Year 2013 - 2018 Six-Year Improvement Program (SYIP) would be implemented. In addition to the programmed VDOT projects, the Tidewater Super-Regional Model developed by VDOT and used for this study includes other projects within the corridor that are part of the Richmond Area Metropolitan Planning Organization (MPO) or Hampton Roads Transportation Planning Organization's (TPO) Constrained Long Range Plans, as well as the Rural Long Range Transportation Plans (which are not fiscally constrained) for the Richmond and Hampton Roads Planning District Commissions. Those projects form a part of the base conditions and the effects of these projects on I-64 traffic are accounted for in all 2040 No-Build analyses.

The No-Build alternative assumes that the roadway improvements proposed as part of the I-64 Study would not be in place in the Design Year (2040) of the project, but the existing roadways would carry Design Year traffic volumes, speeds and composition. Design Year (2040) noise levels were modeled for the No-Build Alternative for comparative purposes to Build Conditions. The noise levels associated with the No-Build modeling analysis are summarized in **Table 3**. No-Build noise levels are projected to approach or exceed the FHWA/VDOT NAC within 35 of the 66 CNEs, representing approximately 1,262 residential units, one cemetery, two athletic fields, three golf courses, three parks, one pool and one tennis court.

### ***Alternatives 1A/1B General Purpose Lanes***

These alternatives involve adding additional general purpose travel lanes to the I-64 mainline to achieve a Level of Service (LOS) C or better in the design year 2040. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all needed lanes within the existing right of way, to the greatest extent practicable, to either the outside of the existing lanes, which is Alternative 1A, or to the inside of the existing lanes within the median, which is Alternative 1B. For Alternative 1B, the lanes are also proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in these areas the additional lanes are proposed to the outside. For the 25 existing interchanges within the study area corridor, geometric deficiencies were examined along with design year 2040 traffic volumes and resulting LOS at each interchange location. Conceptual designs were investigated that would accommodate the future traffic and assumptions were made and applied to each interchange to establish a study footprint that would allow enough flexibility during the final design stage to accommodate other concepts not yet examined. Further engineering and traffic analyses would be performed at each interchange as the project progresses. During the Interchange Modification Report (IMR) process, which is required by FHWA before any changes can be made to Interstate interchanges, each of these interchange configurations would serve as a starting point to be further studied and refined with a more in-depth examination of the needs at each location, in order to produce a constructible design.

### ***Alternatives 2A/2B Full Toll Lanes***

These alternatives evaluate the impacts of tolling the entire facility. However, as of the time of this study,

there is no federal or state agreement in place that would allow for tolling I-64 from I-95 in the City of Richmond to I-664 in the City of Hampton. Therefore, these alternatives that involve tolling may or may not ultimately be possible. Notwithstanding, because tolling could be an option in the future, alternatives that involve tolling were considered in the range of possible alternatives evaluated. For the purposes of this study, it was assumed that if the facility is tolled, the tolling would be for all vehicles, in both directions, and for the entire length of the corridor from I-95 in the City of Richmond to I-664 in the City of Hampton. It was also assumed that there would be toll collection stations, using overhead gantries and all-electronic tolling, for every interchange-to-interchange sections of I-64. If Alternative 2A or 2B is selected, subsequent studies would refine the specifics of the tolling, such as whether or not it would encompass the entire length of the I-64 corridor along with the number and placement of the toll collection stations. In order to determine the number of lanes needed for Alternatives 2A/2B, the traffic studies included a toll diversion analysis. As a result of this analysis, the tolling of I-64 is expected to have either a neutral effect or result in a decrease in traffic volumes on the I-64 mainline due to people choosing to avoid a tolled I-64 and using other parallel routes instead. The tolls are not expected to result in increased volumes at any location on the I-64 mainline. This analysis indicated possible reductions to traffic on the I-64 corridor, however these reductions are not projected to change the number of lanes needed to achieve a LOS C or better in the design year 2040 from those indicated for the General Purpose Lanes Alternatives. Therefore, the proposed disturbance limits for Alternatives 2A/2B would be the same as Alternatives 1A/1B, respectively. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all needed lanes within the existing right of way, to the greatest extent practicable, to either the outside of the existing lanes, which is Alternative 2A, or to the inside of the existing lanes within the median, which is Alternative 2B. For Alternative 2B, the lanes are also proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in these areas the additional lanes are proposed to the outside. In addition to the mainline improvements, due to only modest changes in traffic volumes, as determined in the toll diversion analysis, Alternatives 2A/2B also includes the same improvements to the 25 interchanges as described with Alternatives 1A/1B.

This alternative was modeled qualitatively. A sensitivity analysis was completed using TNM to model Alternatives 1A/B and 2A/B to make comparisons. Using the highest tolling rate, the traffic forecasts show a maximum diversion of 16% between Exits 243 and 247. East of this area also has a high diversion rate, ranging from 7.7% (between Exits 234 and 238) to 12% (between Exits 238 and 242). Using these diversion rates, approximate traffic volumes were developed for Alternative 2A/B, as shown in **Appendix E**. A sample of noise sensitive receptors was selected along these portions of the corridor to determine the degree of change. Twenty-one receptors were selected and modeling was conducted with traffic volumes from Alternative 1A/B and 2A/B. As shown in **Appendix E**, the greatest change in noise levels based on the traffic diversions is only 0.8 dB(A). This reduction occurs in the segment forecasted to have the highest traffic diversion of 16%. This segment also contains very few noise sensitive receptors, only a total of 10, representing two correctional facilities and approximately 25 single-family residences. For the purposes of this study, the results predicted for Alternatives 2A/2B can be assumed to be the same as the predicted results for Alternatives 1A/1B.

### ***Alternative 3 Managed Lanes***

This alternative involves the addition of separated, managed lanes located in the median. These managed lanes were examined for the entire length of the I-64 study area from I-95 in the City of Richmond to I-664 in the City of Hampton. As previously described, not all sections of the I-64 corridor have sufficient median area to accommodate the addition of any lanes. In these areas, the facility is proposed to be widened to the outside of the existing general purpose lanes in order to accommodate the managed lanes between the eastbound and westbound general purpose travel lanes. Managed lanes can refer to many different strategies, including:

- High Occupancy Vehicle (HOV) lanes.

- High Occupancy Toll (HOT) lanes.
- Express Toll Lanes (ETL).
- Express Bus Lanes (EBL).

For any of the managed lanes that involve toll collection (HOT or ETL lanes), traditional toll plazas were not included. All toll collection would be conducted by overhead gantries with all-electronic tolling used to collect all tolls at highway speeds. The Environmental Impact Statement (EIS) study does not identify what type of managed lanes would be constructed. Based on the results of the capacity analysis, the lane configurations developed for Alternative 3 along the I-64 Study Area are described in the *Alternatives Development Technical Memorandum*. If Alternative 3 is selected, subsequent studies would refine the specifics of the managed lanes throughout the I-64 Study Area.

***Design Year Noise Levels & Noise Impact Assessment***

The next step in the noise analysis was to project Design Year (2040) noise levels and to determine if receptors would approach or exceed the NAC. If the criteria are approached or exceeded at any receptor, noise abatement would be considered and evaluated in an attempt to reduce Design Year noise levels. The noise levels associated with the Build modeling analysis are shown in **Table 3**. **Table 4** provides a concise summary of the Build (2040) results for all alternatives.

As shown in **Appendix A**, Alternatives 1A/2A Design Year (2040) Build noise levels are predicted to approach or exceed the NAC within 33 of the 66 CNEs, representing approximately 1,262 residential units, one cemetery, two athletic fields, three golf courses, three parks, and one pool.

As shown in **Appendix B**, Alternatives 1B/2B Design Year (2040) Build noise levels are predicted to approach or exceed the NAC within 33 of 66 CNEs, representing approximately 1,190 residential units, one cemetery, two athletic fields, three golf courses, three parks, and one pool.

As shown in **Appendix C**, Alternative 3 Design Year (2040) Build noise levels are predicted to approach or exceed the NAC within 31 of 66 CNEs, representing approximately 1,156 residential units, one cemetery, one athletic fields, three golf courses, three parks, one pool, and one playground.

**Table 4: Summary of Build Results**

Impacted	Alternatives 1A/2A	Alternatives 1B/2B	Alternative 3
CNEs	33	33	31
Residences	1,262	1,190	1,156
Cemeteries	1	1	1
Athletic Fields	2	2	1
Golf Courses	3	3	3
Parks	3	3	3
Pools	1	1	1
Playgrounds	0	0	1

The information applied to the Design Year modeling effort includes the proposed conceptual roadway improvements and traffic data derived from modeling efforts for Design Year Build (2040) Conditions. Base mapping and field views were used to further identify noise sensitive land uses and terrain that shields noise levels considerably within the project corridor. The Design Year Build (2040) Conditions model was created by adding the proposed roadway improvements to the existing computer model and accounting for proposed roadway changes in vertical and horizontal alignment. Design Year (2040) traffic volumes, vehicle composition, and speeds were assigned to all existing and proposed roadways. All traffic data used in the noise analyses were derived from traffic engineering studies for the project.

The study areas for the I-64 Peninsula Study EIS and the Hampton Road Bridge Tunnel (HRBT) EIS overlap in the area of the I-64/I-664 Interchange (Exit 264). This interchange is the eastern termini for the I-64 Study and the western termini for the HRBT study. Both of these projects are being studied by VDOT in cooperation with FHWA and each is currently underway and is being studied independently. Due to the overlap of these projects the study teams for each project have engaged in continuous coordination of the technical studies, including the noise analysis. As a result the common noise environments in this area (CNEs 63, 63A, 64 and 65) have been coordinated between projects and are the same in dimension and location. In addition, each of these projects uses the same conceptual design for the overlap sections of the I-64 mainline along with the I-64/I-664 interchange. However, due to each project having independent utility, the projected traffic volumes are different as are the end points of each project. The I-64 Study travels further westward from the I-64/I-664 Interchange and the HRBT Project travels further eastward of this interchange. As a result, the noise analysis is similar with each project in the overlap area at CNEs 63 and 63A however there are differences in projected noise levels in the area at the end/termini section of the I-64 Study at CNEs 64 and 65. Further engineering, traffic and noise analysis would be performed at the project termini including the I-64/I-664 Interchange (Exit 264) as the project progresses. The specifics of the preliminary noise analysis are included in the following section.

#### **F. Noise Abatement Evaluation**

Design Year Build (2040) noise levels are predicted to approach or exceed the NAC within 33 of the 66 CNEs for Alternatives 1A/2A and 1B/2B. Design Year Build (2040) noise levels are predicted to approach or exceed the NAC within 31 of the 66 CNEs for Alternative 3. Therefore, per FHWA/VDOT procedures, noise abatement considerations are warranted, as previously discussed for **Phase 1** of VDOT's three-phased approach, for the impacted CNEs.

**Phase 2** and **Phase 3** of VDOT's three-phased approach to considering noise abatement and determining the feasibility and reasonableness of noise barriers are discussed below in detail.

##### ***Phase 2: Feasibility Criteria for Noise Barriers***

- *At least a 5 dB(A) highway traffic noise reduction at impacted receptors. Per 23 CFR 772, FHWA requires the highway agency to determine the number of impacted receptors required to achieve at least 5 dB(A) of reduction. VDOT requires that fifty percent (50%) or more of the impacted receptors experience 5 dB(A) or more of insertion loss to be feasible; and*
- *The determination that it is possible to design and construct the noise abatement measure. The factors related to the design and construction include: safety, barrier height, topography, drainage, utilities, and maintenance of the abatement measure, maintenance access to adjacent properties, and general access to adjacent properties (i.e., arterial widening projects).*

FHWA and VDOT guidelines recommend a variety of abatement measures that should be considered in response to transportation-related noise impacts. While noise barriers and/or earth berms are generally the most effective form of noise abatement, additional abatement measures exist that have the potential to

provide considerable noise reductions, under certain circumstances. A brief depiction of VDOT-approved noise abatement which can be analyzed further during final design is as follows:

- Construction of noise barriers, including acquisition of property rights, either within or outside the highway right of way. In this location, landscaping is not a viable noise abatement measure.
- Traffic management measures including, but not limited to, traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations.
- Alteration of horizontal and vertical alignments.
- Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development that would be adversely impacted by traffic noise. This measure may be included in Type I projects only.
- Noise insulation of Activity Category D land use facilities listed in **Table 1**. Post-installation maintenance and operational costs for noise insulation are not eligible for federal-aid funding.

Additionally, the Noise Policy Code of Virginia (HB 2577, as amended by HB 2025) requires that whenever the Commonwealth Transportation Board or VDOT plan for or undertake any highway construction or improvement project and such project includes or may include the requirement for the mitigation of traffic noise impacts, first consideration should be given to the use of noise reducing design and low noise pavement materials and techniques in lieu of construction of noise walls or sound barriers. However, low noise pavement materials and techniques would only be considered if VDOT participates in a federally approved Quiet Pavement Pilot Program. Vegetative screening, such as the planting of appropriate conifers, in such a design would be utilized to act as a visual screen if visual screening is required. Correspondence related to HB 2577 is contained in **Appendix K**.

Due to the project need and the nature of the proposed improvements, traffic control measures are not considered an appropriate solution. Therefore, noise barriers and/or earth berms are considered the only form of abatement having the potential to reduce Design Year Build (2040) noise levels for this project.

Noise walls and earth berms are often included in the highway design in response to identified noise impacts. The effectiveness of a free-standing (post and panel) noise barrier and an earth berm of equivalent height are relatively consistent; however, an earth berm is often perceived as a more aesthetically pleasing option. Therefore, where possible, earth berms are typically the preferred form of noise abatement. The use of earth berms is not always an option, however, due to the excessive space they require adjacent to the roadway corridor. At a standard slope of 2:1, every one foot of berm height would require approximately four feet of horizontal width. This requirement becomes more complex on roadway improvement projects where residential properties often abut the proposed roadway corridor. In these situations, implementation of earth berms can require considerable property acquisition to accommodate noise abatement. Due to limited right of way throughout the proposed roadway corridor and the potential impact to (and acquisition of) adjacent residential properties and local roadways that would be required to provide berms, earth berms are not likely to be considered a viable abatement option for this project. Therefore, noise barriers were evaluated during this preliminary noise analysis in an attempt to reduce Design Year Build (2040) noise levels below criteria.

### ***Phase 3: Reasonableness Criteria for Noise Barriers***

A determination of noise barrier reasonableness includes the consideration of the parameters listed below. The parameters used during the NEPA process are also used during the final design phase when making a

determination of noise barrier reasonableness. All of the reasonableness factors must collectively be achieved in order for a noise abatement measure to be deemed reasonable.

- **Viewpoints of the benefited receptors**

VDOT shall solicit the viewpoints of all benefited receptors through certified mailings and obtain enough responses to document a decision as to whether or not there is a desire for the proposed noise abatement measure. Fifty percent (50%) or more of the respondents shall be required to favor the noise abatement measure in determining reasonableness.

- **Cost-effectiveness**

VDOT's noise barrier cost effectiveness value is based upon a Maximum Square Footage of Abatement per Benefited Receptor (MaxSF/BR) value of 1,600. This MaxSF/BR criterion shall be applied as part of the noise barrier reasonableness determination. It replaces the previously used "Cost per Benefited Receptor" criteria.

- **Noise Reduction Design Goals**

The design goal is a reasonableness factor indicating a specific reduction in noise levels that VDOT uses to identify that a noise abatement measure effectively reduces noise. The design goal establishes a criterion selected by VDOT that noise abatement must achieve. VDOT's design goal is 7 dB(A) of insertion loss for at least one impacted receptor. The design goal is not the same as acoustic feasibility, which is the minimum level of effectiveness of a noise abatement measure. Acoustic feasibility indicates that the noise abatement measure can, at a minimum, achieve a discernible reduction in noise levels.

The effectiveness of a noise barrier is measured by examining the barrier's capability to reduce Design Year noise levels. Noise reduction is measured by comparing Design Year pre-and post-barrier noise levels. This difference between unabated and abated noise levels is known as "insertion loss" (IL). It is important to optimize the noise barrier design to achieve the most effective noise barrier in terms of both noise reduction (insertion losses) and cost. Although at least a 5 dB(A) reduction is required to meet the feasibility criteria, the following tiered noise barrier abatement goals should be used to govern barrier design and optimization.

- Reduction of future highway traffic noise by 7 dB(A) at one (1) or more of the impacted receptor sites (required criterion).
- Reduction of future highway traffic noise levels to the low-60-decibel range when practical (desirable).
- Reduction of future highway traffic noise levels to existing noise levels when practical (desirable).

The following discussion presents potential abatement the impacted CNEs within the project study area. Where a noise barrier was evaluated, the effectiveness is measured in terms of achievable IL. Barriers in the project area were evaluated at heights ranging from 12-20 feet, at four-foot increments. The barriers were optimized based on constructability, line-of-sight and the VDOT acoustic design goals. **Table 9** shows the Design Year Build (2040) sound levels, the abated sound levels, and the resulting insertion losses for the "optimized" barrier system for each CNE. Additionally, barrier specific information, such as average height, length, barrier square footage and the number of benefited receptors are shown in **Tables 6, 7 and 8**. **Table 5** shows a concise barrier summary for each of the Build Alternatives and includes the number of impacted CNEs, the number of proposed barriers, and the number of benefited receivers.



**Table 5: Summary of Barrier Analysis**

	<b>Alternatives 1A/2A</b>	<b>Alternatives 1B/2B</b>	<b>Alternative 3</b>
Total Benefited Sites	1,511	1,470	1,642
Number of Barriers Recommended	13	13	12
Total Length of All Proposed Barriers	39,376 feet	39,376 feet	37,321 feet

At the beginning of the noise abatement analysis phase, it is important to effectively evaluate all of the existing noise barriers in the project area. Existing noise barriers were identified in portions of CNE 51, 52, 53, 54, 55, 56, 57, 58, 60, and 61. In the majority of the CNEs with existing noise barriers, Design Year (2040) Build noise levels do not exceed the NAC for Category B land uses. However, barriers located in CNEs 53, 54, 55, and 56 are physically impacted by the project. These barriers would likely require an in-kind replacement and follows the methodology set forth in VDOT’s Highway Traffic Noise Manual, Section 6.2.6 In-Kind Barrier Replacement. Existing barriers that would be physically impacted by the project would be shifted to accommodate the widening roadway. Further information is supplied below. The remainder of the existing barriers would still be able to adequately protect the noise sensitive sites, and therefore would not require any modifications.

It is important to understand that this noise abatement analysis is in the preliminary phase of the project and is based on conceptual information. The purpose of this analysis is to identify areas that require more detailed analysis during the final design phase of the project. In most areas, primarily along mainline sections, barriers are located along the I-64 edge-of-shoulder. This location (as near as possible to the roadway) usually results in more efficient barriers. All of the evaluated noise barriers for this project are color coded in **Appendices A, B, and C**. Noise barriers identified in “black and green” have satisfied all preliminary measures in VDOT’s three phased approach on noise abatement and are considered feasible and reasonable at this time.

Noise barriers identified in “black and red” are considered not feasible, meaning the evaluated barrier did not achieve the minimum sound level reductions required under **Phase 2** of VDOT’s three-phased approach. Finally, noise barriers identified in “yellow” satisfy **Phase 2** (are feasible), but do not satisfy **Phase 3**, of VDOT’s phased approach. A detailed explanation of this approach can be referenced at the beginning of this section. Warranted, Feasible and Reasonable Worksheets are included in **Appendix L** of this report.

A summary of the evaluated barriers for the I-64 Study Area can be seen in **Tables 6, 7 and 8**. The number of benefited units, evaluated noise barrier length, average height, area and estimated cost are summarized in the tables. As shown in **Appendices A and B**, for Alternatives 1A/2A and 1B/2B, CNEs 3, 5, 9, 10, 41, 43, 48, 49, 59, 62, and 63 contain evaluated, conceptual barriers that meet all three of VDOT’s phased abatement approach criteria and are recommended for further consideration in the final design phase. As shown in **Appendix C**, for Alternative 3, CNEs 3, 5, 9, 10, 41, 48, 49, 59, 62, and 63 contain evaluated conceptual barriers that meet all three of VDOT’s phased abatement approach criteria and are recommended for further consideration in the final design phase. All barriers, regardless of the conclusions made during the preliminary analysis, will be reanalyzed during the final design phase.

Special circumstances apply to CNEs 29, 43, 47, 59, and 63. These CNEs contain either a park or golf course with a Design Year (2040) Build Noise level that is predicted to exceed the NAC. In order to determine the degree of impact, a grid system was set up in TNM to fully evaluate the Category C land use. VDOT’s current policy outlines how to analyze abatement for special land use considerations. As suggested in this approach, modeling receptors were placed along the golf course boundary with I-64 or along the trails or other frequent outdoor use area of the parks. These receptors are spaced approximately

100 feet apart and each represents one dwelling unit, as directed in the guidance. Evaluated noise abatement is feasible but not reasonable for CNEs 29 (The Traditions Golf Club at Stonehouse) and 47 (Newport News Park). The evaluated barriers for CNE 43 (Williamsburg Country Club), 59 (Sandy Bottom Nature Park), and 63 (Bluebird Gap Farm) are considered both feasible and reasonable at this time, meet VDOT's phased abatement approach criteria and are recommended for further consideration in the final design phase.

### ***In-Kind Barrier Replacements***

CNE 53 contains an existing noise barrier, Existing Barrier B, constructed along the eastbound lanes of I-64. Under the Existing and No-Build scenarios, the existing barrier is able to adequately protect the noise sensitive land uses it was designed to protect. However, due to the proposed modifications to Exit 255, Existing Barrier B would be physically impacted at its eastern end. This barrier would therefore subject to an in-kind replacement. In order to maintain the same level of protection, the eastern end of the barrier would continue to follow the proposed ramp from I-64 eastbound to Route 143 southbound. The barrier would remain the same height and would need to be extended approximately 100 feet in length. Based on Section 6.2.6 of the Noise Guidance Manual, this modification is not subject to the reasonableness criteria.

CNE 54 contains an existing noise barrier, Existing Barrier L, constructed along the westbound lanes of I-64. Under the Existing and No-Build scenarios, the existing barrier is able to adequately protect the noise sensitive land uses it was designed to protect. However, due to the proposed modifications to Exit 255, Existing Barrier L would be physically impacted at its western end. This barrier would therefore be subject to an in-kind replacement. In order to maintain the same level of protection, the western end of the barrier would continue to follow the proposed ramp from I-64 westbound to Route 143 northbound. The barrier would remain the same height and maintain the same approximate length. Based on Section 6.2.6 of the Noise Guidance Manual, this modification is not subject to the reasonableness criteria.

CNE 55 contains an existing noise barrier, Existing Barrier C, constructed along the eastbound lanes of I-64. Under the Existing and No-Build scenarios, the existing barrier is able to adequately protect the noise sensitive land uses it was designed to protect. However, due to the proposed modifications to Exit 255 and 256, Existing Barrier C would be physically impacted. This barrier would therefore be subject to an in-kind replacement. In order to maintain the same level of protection, the barrier would be shifted as needed to accommodate any potential interchange improvements. The barrier would remain the same height and maintain the same approximate length. Based on Section 6.2.6 of the Noise Guidance Manual, this modification is not subject to the reasonableness criteria.

CNE 56 contains two existing noise barriers, Existing Barrier J and Existing Barrier K, constructed along the westbound lanes of I-64 between Exit 258 and the Old Oyster Point Road overpass and the Old Oyster Point Road overpass and Exit 256. Under the Existing and No-Build scenarios, the existing barriers are able to adequately protect the noise sensitive land uses they were designed to protect. However, due to the proposed modifications between Exit 258 and 256, Existing Barrier J and Existing Barrier K would be physically impacted. These barriers would therefore be subject to an in-kind replacement. In order to maintain the same level of protection, the barriers would be shifted as needed to accommodate any potential interchange improvements. The barriers would remain the same height and maintain the same approximate length. Based on Section 6.2.6 of the Noise Guidance Manual, this modification is not subject to the reasonableness criteria.

The previous discussion is of the preliminary evaluated noise barriers for each of the impacted CNEs. Noise abatement was evaluated where noise impacts are predicted to occur. The noise evaluation is preliminary and a more detailed review will be completed during the final design phase. As such, noise barriers that are found to be feasible and reasonable during the preliminary noise analysis may not be

found to be feasible and reasonable during the Final Design Noise Analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction. **Appendix K** provides completed Warranted, Feasible, and Reasonable Worksheets.

**Table 6: Barrier Summary for Alternative 1A/2A**

CNE	Barrier	Benefited Sites	Length	Height	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
2	1	1	297	16	4,752	\$175,824	Yes	No	No
3	2	66	1,836	20	556	\$1,358,640	Yes	Yes	Yes
4	3	25	1,068	16	684	\$632,256	No	No	Yes
5	7	166	4,342	16	419	\$2,570,464	Yes	Yes	Yes
	8	39	1,701	16	698	\$1,006,992	Yes	Yes	Yes
6	4	17	3,741	12	2,641	\$1,661,004	Yes	Yes	No
	5	21	1,933	16	1,473	\$1,144,336	Yes	No	Yes
9	6	113	2,767	20	490	\$2,047,580	Yes	Yes	Yes
10	9	30	2,845	16	1,517	\$1,684,240	Yes	Yes	Yes
	10	21	1,379	16	1,051	\$816,368	Yes	Yes	Yes
16	16	30	3,734	16	1,991	\$2,210,528	Yes	Yes	No
17	17	14	2,787	20	3,981	\$2,062,380	Yes	No	No
18	18	12	2,218	12	2,218	\$984,792	Yes	Yes	No
19	19&20	21	4,406	16	3,357	\$2,608,352	Yes	Yes	No
23	24	2	1,127	12	6,762	\$500,388	Yes	No	No
24	25	1	808	16	12,928	\$478,336	Yes	Yes	No
29	27	12	2,199	12	2,199	\$976,356	Yes	Yes	No
32	28	3	1,651	12	6,604	\$733,044	Yes	Yes	No
33	30	17	2,582	12	1,823	\$1,146,408	Yes	Yes	No
	32	1	1,372	20	27,440	\$1,015,280	Yes	Yes	No
34	29	4	1,495	16	5,980	\$885,040	Yes	Yes	No
	31	7	1,870	16	4,274	\$1,107,040	Yes	Yes	No
	33	9	3,603	16	6,405	\$2,132,976	Yes	Yes	No
36	34&35	16	2,255	12	1,691	\$1,001,220	Yes	Yes	No

CNE	Barrier	Benefited Sites	Length	Height	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
37	36	2	663	12	3,978	\$294,372	Yes	Yes	No
39	37	28	2,898	16	1,656	\$1,715,616	Yes	Yes	No
40	38&39	16	3,888	12	2,916	\$1,726,272	Yes	Yes	No
41	40&41	52	2,242	19	824	\$1,585,302	Yes	Yes	Yes
43	42	34	2,055	20	1,209	\$1,520,700	Yes	Yes	Yes
44	43	0	N/A	N/A	N/A	N/A	No	No	No
45	44	0	N/A	N/A	N/A	N/A	No	No	No
47	45	6	1,282	12	2,564	\$569,208	Yes	Yes	No
48	46	311	4,102	16	211	\$2,428,384	Yes	Yes	Yes
49	47&48	357	7,115	12	239	\$3,159,060	Yes	Yes	Yes
59	50A	46	4,613	12	1,203	\$2,048,172	Yes	Yes	Yes
62	49	258	2,848	16	177	\$1,686,016	Yes	Yes	Yes
63	50	18	1,531	12	1,021	\$679,764	Yes	Yes	Yes
64	51	69	2,767	16	642	\$1,638,064	Yes	No	Yes

**Table 7: Barrier Summary for Alternative 1B/2B**

CNE	Barrier	Benefited Sites	Length (feet)	Average Height (feet)	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
2	1	1	297	16	4,752	\$175,824	Yes	No	No
3	2	66	1,836	20	556	\$1,358,640	Yes	Yes	Yes
4	3	25	1,068	16	684	\$632,256	No	No	Yes
5	7	166	4,342	16	419	\$2,570,464	Yes	Yes	Yes
	8	39	1,701	16	698	\$1,006,992	Yes	Yes	Yes
6	4	16	3,741	12	2,806	\$1,661,004	Yes	Yes	No

CNE	Barrier	Benefited Sites	Length (feet)	Average Height (feet)	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
	5	21	1,933	16	1,473	\$1,144,336	Yes	No	Yes
9	6	93	2,767	20	595	\$2,047,580	Yes	Yes	Yes
10	9	30	2,845	16	1,517	\$1,684,240	Yes	Yes	Yes
	10	21	1,379	18.45	1,212	\$941,374	Yes	Yes	Yes
16	16	30	3,734	16	1,991	\$2,210,528	Yes	Yes	No
17	17	14	2,787	20	3,981	\$2,062,380	Yes	No	No
18	18	12	2,218	12	2,218	\$984,792	Yes	Yes	No
19	19&20	21	4,406	16	3,357	\$2,608,352	Yes	Yes	No
23	24	2	1,127	12	6,762	\$500,388	Yes	No	No
24	25	1	808	16	12,928	\$478,336	Yes	Yes	No
29	27	12	2,199	12	2,199	\$976,356	Yes	Yes	No
32	28	3	1,651	12	6,604	\$733,044	Yes	Yes	No
33	30	17	2,582	12	1,823	\$1,146,408	Yes	Yes	No
	32	1	1,372	20	27,440	\$1,015,280	Yes	Yes	No
34	29	4	1,495	16	5,980	\$885,040	Yes	Yes	No
	31	7	1,870	16	4,274	\$1,107,040	Yes	Yes	No
	33	9	3,603	16	6,405	\$2,132,976	Yes	Yes	No
36	34&35	16	2,255	12	1,691	\$1,001,220	Yes	Yes	No
37	36	2	663	12	3,978	\$294,372	Yes	Yes	No
39	37	28	2,898	16	1,656	\$1,715,616	Yes	Yes	No
40	38&39	21	3,888	16	2,962	\$2,301,696	Yes	Yes	No
41	40&41	52	2,242	19	824	\$1,585,302	Yes	Yes	Yes
43	42	29	2,055	20	1,417	\$1,520,700	Yes	Yes	Yes
44	43	0	N/A	N/A	N/A	N/A	No	No	No
45	44	0	N/A	N/A	N/A	N/A	No	No	No
47	45	6	1,282	12	2,564	\$569,208	Yes	Yes	No

CNE	Barrier	Benefited Sites	Length (feet)	Average Height (feet)	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
48	46	271	4,102	16	242	\$2,428,384	Yes	Yes	Yes
49	47&48	381	7,115	12	224	\$3,159,060	Yes	Yes	Yes
59	50A	46	4,613	12	1203	\$2,048,172	Yes	Yes	Yes
62	49	258	2,848	16	177	\$1,686,016	Yes	Yes	Yes
63	50	18	1,531	12	1,021	\$679,764	Yes	Yes	Yes
64	51	69	2,767	16	642	\$1,638,064	Yes	No	Yes

**Table 8: Barrier Summary for Alternative 3**

CNE	Barrier	Benefited Sites	Length (feet)	Average Height (feet)	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
2	1	1	297	20	5,940	\$219,780	Yes	No	No
3	2	55	1,836	20	668	\$1,358,640	Yes	Yes	Yes
5	7	166	4,342	16	419	\$2,570,464	Yes	Yes	Yes
	8	38	1,701	16	716	\$1,006,992	Yes	Yes	Yes
6	4	15	3,741	12	2,993	\$1,661,004	Yes	Yes	No
	5	22	1,933	20	1,757	\$1,430,420	Yes	Yes	No
9	6	129	2,767	20	429	\$2,047,580	Yes	Yes	Yes
10	9	30	2,845	16	1,517	\$1,684,240	Yes	Yes	Yes
	10	21	1,379	18.45	1,212	\$941,374	Yes	Yes	Yes
16	16	22	3,734	16	2,716	\$2,210,528	Yes	Yes	No
18	18	12	2,218	12	2,218	\$984,792	Yes	Yes	No
19	19&20	21	4,406	16	3,357	\$2,608,352	Yes	Yes	No
23	24	2	1,127	16	9,016	\$667,184	Yes	No	No
24	25	1	808	16	12,928	\$478,336	Yes	Yes	No

CNE	Barrier	Benefited Sites	Length (feet)	Average Height (feet)	Max SF/BR	Cost (\$37 per square foot)	Feasible?	Reasonable?	
								Achieve Design Goal?	Less than 1600 SF/BR?
29	27	12	2,199	12	2,199	\$976,356	Yes	Yes	No
32	28	3	1,651	12	6,604	\$733,044	Yes	Yes	No
33	30	17	2,582	12	1,823	\$1,146,408	Yes	Yes	No
34	29	4	1,495	16	5,980	\$885,040	Yes	Yes	No
	31	7	1,870	16	4,274	\$1,107,040	Yes	Yes	No
	33	9	3,603	16	6,405	\$2,132,976	Yes	Yes	No
36	34&35	16	2,255	14	1,909	\$1,130,128	Yes	Yes	No
37	36	2	663	12	3,978	\$294,372	Yes	Yes	No
39	37	28	2,898	16	1,656	\$1,715,616	Yes	Yes	No
40	38&39	24	3,888	16	2,592	\$2,301,696	Yes	Yes	No
41	40&41	45	2,242	19	952	\$1,585,302	Yes	Yes	Yes
43	42	19	2,055	20	2,163	\$1,520,700	Yes	Yes	No
44	43	0	N/A	N/A	N/A	N/A	No	No	No
45	44	0	N/A	N/A	N/A	N/A	No	No	No
47	45	6	1,282	12	2,564	\$569,208	Yes	Yes	No
48	46	465	4,102	16	141	\$2,428,384	Yes	Yes	Yes
49	47&48	380	7,115	12	225	\$3,159,060	Yes	Yes	Yes
59	50A	43	4,613	12	1,287	\$2,048,172	Yes	Yes	Yes
62	49	258	2,848	16	177	\$1,686,016	Yes	Yes	Yes
63	50	12	1,531	12	1,531	\$679,764	Yes	Yes	Yes
64	51	27	2,767	16	1,640	\$1,638,064	Yes	No	No



**Table 9: Barrier Insertion Loss for Feasible and Reasonable Barriers**

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
3	2	20 ft	3R1	69	60	9	68	60	9	66	59	7
			10	71	71	0	71	71	0	68	68	0
			11	69	69	0	69	69	0	65	65	0
			12	71	64	7	71	64	7	65	63	2
			13	77	62	14	77	62	15	73	60	13
			14	72	61	11	71	60	11	70	59	10
			15	66	59	7	65	59	6	63	58	5
			16	67	66	1	67	66	1	65	64	1
			17	61	59	3	61	58	3	58	57	2
			18	64	59	5	63	59	5	61	58	3
			19	63	59	4	63	59	4	61	58	3
			20	65	64	1	65	64	1	63	62	0
5	7	16 ft	21	62	61	1	62	61	1	61	60	1
			5R1	70	60	10	70	60	10	68	60	9
			5R2	67	60	8	66	60	6	67	59	8
			27	66	60	6	65	60	5	66	60	7
			28	66	60	6	65	60	5	66	60	6
			29	66	59	7	65	59	6	65	58	7
			30	73	61	12	73	61	12	72	60	12
			31	69	61	8	69	61	8	69	60	8
			32	64	58	6	64	58	6	63	57	6
			33	72	61	10	72	61	10	70	61	9
			34	63	58	5	63	58	5	62	57	5
			35	69	60	9	68	60	8	67	59	8
36	66	58	8	66	58	7	64	58	6			

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			39	69	67	1	68	67	1	69	67	2
			41	66	61	5	66	61	5	67	62	5
			42	64	56	7	64	56	7	62	56	6
			44	66	64	2	65	64	2	65	64	1
			47	64	56	7	64	57	7	63	56	7
			48	69	60	9	67	60	7	69	60	9
			49	64	56	7	63	57	7	62	56	6
			401	63	58	5	63	58	5	62	57	5
			402	59	56	4	60	56	4	58	56	3
			403	61	57	4	62	57	4	59	56	3
	8	16 ft	5R3	70	63	7	70	62	8	70	62	7
			26	64	59	5	64	59	5	64	59	5
			37	71	61	10	71	61	10	71	61	10
			38	68	64	4	67	64	3	67	64	3
			40	69	67	2	69	67	2	69	67	3
			43	71	61	10	71	61	10	71	61	10
			45	67	60	8	67	60	8	66	60	7
			46	68	60	8	68	60	8	66	61	6
			404	63	60	3	64	60	4	62	59	3
			405	63	58	5	64	58	5	61	58	3
9	6	20 ft	9R1	72	58	14	72	58	14	70	58	13
			9R2	66	56	10	65	56	10	64	56	9
			67	61	57	4	61	57	4	61	57	4
			68	70	56	14	67	55	12	69	56	13
			69	63	58	4	62	58	4	63	58	5
			70	61	55	6	61	55	6	61	55	6
			72	59	54	5	58	54	4	58	54	5
			73	68	63	5	68	63	5	67	62	5
			414	61	59	2	61	59	2	61	58	2

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			415	58	54	4	58	54	4	59	54	5
			416	54	53	2	55	53	1	55	54	2
10	9	16 ft	10R1	62	59	4	62	59	4	62	59	4
			10R2	70	59	11	70	59	11	70	59	11
			76	65	59	6	65	59	6	65	58	6
			77	62	58	5	62	58	5	62	57	5
			78	71	60	12	71	60	12	71	60	12
			80	58	54	4	58	54	4	57	54	4
	82	59	55	3	58	55	2	59	55	4		
	10	16 ft	10R3	70	57	13	69	57	13	67	57	10
			74	62	57	5	62	57	5	62	56	6
			75	61	59	2	61	59	1	60	58	2
84			56	55	2	56	55	2	57	55	2	
41	40&41	19 ft	41R1	72	62	10	71	61	10	69	60	9
			185	65	60	5	65	60	5	63	58	5
			186	67	61	6	66	61	5	65	60	6
			187	69	66	3	68	66	2	67	65	2
			188	72	63	8	70	63	7	69	61	8
			189	66	64	3	66	64	2	63	61	3
			190	62	58	4	61	58	4	61	57	4
			191	65	60	5	65	60	4	64	59	5
			192	65	61	4	65	61	4	63	59	4
			193	65	60	6	65	60	6	64	59	5
			194	65	63	2	65	63	1	63	61	2
			195	63	58	5	62	58	5	60	56	4
43	42	20 ft	454	63	61	3	63	61	3	61	58	3
43	42	20 ft	200	69	60	9	68	60	8	N/A		

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			Receiver76	66	59	7	66	59	7	N/A		
			Receiver83	66	59	7	66	59	7	N/A		
			Receiver84	69	60	9	69	60	9	N/A		
			Receiver85	70	61	9	69	61	9	N/A		
			Receiver86	71	62	10	71	62	9	N/A		
			Receiver87	72	63	10	71	63	9	N/A		
			Receiver88	72	62	10	71	62	9	N/A		
			Receiver89	71	62	10	71	62	9	N/A		
			Receiver90	72	62	9	71	62	9	N/A		
			Receiver91	72	63	9	72	63	8	N/A		
			Receiver92	74	65	9	73	65	8	N/A		
			Receiver93	69	60	8	68	60	8	N/A		
			Receiver94	68	60	8	68	60	7	N/A		
			Receiver95	68	60	8	68	60	7	N/A		
			Receiver96	68	61	7	67	61	7	N/A		
			Receiver97	67	61	6	67	61	6	N/A		
			Receiver103	67	59	7	66	59	7	N/A		
			Receiver109	67	60	7	67	60	7	N/A		
			Receiver114	68	61	7	68	61	7	N/A		
			Receiver119	68	61	7	68	61	7	N/A		
			Receiver124	66	59	7	N/A			N/A		
			Receiver129	66	60	7	66	59	6	N/A		
			Receiver134	66	60	6	N/A			N/A		
			Receiver139	66	60	6	N/A			N/A		
			Receiver149	68	61	7	67	61	7	N/A		
			Receiver151	66	60	6	N/A			N/A		
			Receiver155	68	61	7	68	61	7	N/A		
			Receiver156	66	60	6	66	60	5	N/A		

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			Receiver160	68	61	7	68	61	7	N/A		
			Receiver161	66	61	6	66	61	5	N/A		
			Receiver165	66	61	5	N/A			N/A		
			Receiver166	66	61	5	66	61	5	N/A		
			Receiver170	68	63	6	68	62	6	N/A		
48	46	16 ft	48R2	66	60	6	66	60	6	67	61	6
			48R1	70	61	9	69	60	9	71	61	10
			207	62	58	4	61	58	3	63	59	5
			208	63	63	0	60	59	1	65	64	1
			209	64	63	0	61	60	1	66	65	0
			211	61	57	4	61	57	3	62	58	5
			212	68	59	9	68	59	9	67	60	7
			213	64	59	5	63	59	4	65	59	6
			214	64	58	6	65	58	6	64	58	6
			215	74	61	14	74	61	13	73	61	12
			216	66	60	6	65	60	6	66	60	6
			217	65	59	6	62	59	3	66	60	6
			218	65	60	5	66	60	6	66	60	7
			219	76	61	14	75	61	14	74	62	12
			220	61	58	4	62	58	4	63	57	6
			221	65	60	5	65	60	5	65	60	5
			222	62	59	3	62	58	3	63	58	5
			223	68	61	7	66	60	6	68	61	7
			224	65	61	4	65	61	4	65	60	5
			225	67	62	5	66	62	5	68	62	6
226	63	60	2	63	61	2	63	60	3			
227	61	59	2	60	59	2	60	58	3			
319	61	56	5	62	57	5	61	57	4			

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			463	60	56	5	61	56	5	60	56	4
			464	61	57	4	61	57	4	61	57	4
49	47&48	12 ft	49R1	70	62	8	69	62	8	69	61	7
			49R2	68	63	4	68	63	4	66	63	3
			49R3	75	65	10	75	65	9	73	65	9
			228	64	58	6	64	58	6	64	58	6
			229	69	61	8	70	61	9	69	61	8
			230	63	58	5	63	58	5	63	58	5
			231	75	63	12	74	63	12	74	63	10
			232	64	58	6	64	58	6	64	58	6
			233	65	59	6	64	59	6	64	58	5
			234	63	58	6	63	58	6	63	58	5
			235	69	63	7	69	63	6	68	62	6
			236	64	59	5	64	59	5	63	59	5
			237	77	65	12	77	64	12	78	65	12
			238	75	63	12	74	63	11	74	63	11
			239	71	62	10	71	62	9	70	62	8
			240	78	65	13	78	65	13	79	66	13
			241	66	59	7	66	59	6	66	60	7
			242	71	61	10	70	61	9	70	62	8
			243	78	64	14	78	64	14	79	65	14
			244	78	63	15	77	63	14	79	64	15
245	68	60	7	67	60	7	68	60	7			
246	65	58	6	64	58	6	65	58	6			
247	71	61	9	70	61	9	69	62	8			
248	65	59	7	65	59	6	65	59	6			
249	66	60	5	66	61	6	65	61	5			
250	67	62	5	67	62	5	65	61	4			

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			466	60	55	5	60	55	5	60	55	5
			467	62	56	6	62	57	6	62	57	6
			468	60	56	4	62	57	5	60	56	4
			469	63	61	2	64	61	3	62	60	3
			470	61	58	3	61	59	2	60	57	3
59	50A	12 ft	344	73	65	7	73	65	7	73	65	7
			345	73	65	8	73	65	8	73	65	8
			476	67	61	6	67	61	6	65	62	3
			477	67	62	5	67	62	5	67	62	5
			478	76	67	10	76	67	10	76	67	10
			479	71	66	5	71	66	5	71	66	5
			480	65	63	2	65	63	2	65	63	2
			Receiver102	72	64	9	72	64	9	72	65	7
			Receiver103	73	64	9	73	64	9	74	66	8
			Receiver104	73	64	9	73	64	9	72	65	7
			Receiver105	72	64	8	72	64	8	72	66	7
			Receiver106	69	64	5	69	64	5	68	65	3
			Receiver107	67	63	4	67	63	4	66	64	3
			Receiver109	74	64	10	74	64	10	75	66	9
			Receiver110	74	64	10	74	64	10	74	66	9
			Receiver111	72	63	9	72	63	9	72	65	7
			Receiver112	72	63	9	72	63	9	71	65	7
			Receiver113	72	63	9	72	63	9	71	65	7
			Receiver114	72	63	9	72	63	9	71	64	6
			Receiver115	72	63	9	72	63	9	71	64	6
Receiver116	72	63	9	72	63	9	71	64	7			
Receiver117	73	63	9	73	63	9	73	65	8			
Receiver118	73	63	9	73	63	9	73	65	8			
Receiver119	73	63	9	73	63	9	72	65	7			
Receiver120	72	63	9	72	63	9	71	65	7			

CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
			Receiver121	73	63	9	73	63	9	72	65	7
			Receiver122	72	63	9	72	63	9	72	65	7
			Receiver123	73	63	10	73	63	10	72	65	7
			Receiver124	74	63	10	74	63	10	73	65	9
			Receiver125	73	63	10	73	63	10	73	64	8
			Receiver126	73	63	10	73	63	10	72	64	8
			Receiver127	72	63	10	72	63	10	72	64	8
			Receiver128	72	62	10	72	62	10	70	64	6
			Receiver129	70	62	9	70	62	9	69	63	6
			Receiver130	69	61	8	69	61	8	68	63	5
			Receiver131	66	60	7	66	60	7	N/A		
			Receiver137	69	61	7	69	61	7	68	63	5
			Receiver138	68	61	7	68	61	7	67	63	4
			Receiver139	68	62	6	68	62	6	67	63	4
			Receiver140	69	63	6	69	63	6	68	64	4
			Receiver142	72	63	9	72	63	9	71	65	6
			Receiver143	75	64	11	75	64	11	76	66	11
			Receiver152	75	71	4	75	71	4	77	73	4
			Receiver144	76	64	12	76	64	12	78	66	12
			Receiver145	76	65	12	76	65	12	78	66	12
			Receiver147	76	66	11	76	66	11	78	67	11
			Receiver149	75	66	9	75	66	9	76	67	9
			Receiver148	75	65	10	75	65	10	77	66	11
			Receiver150	75	68	8	75	68	8	77	69	8
			Receiver146	76	66	11	76	66	11	78	67	11
62	49	16 ft	380	61	60	1	61	60	1	62	62	1
			381	57	56	1	57	56	1	58	57	1
			383	66	58	9	66	58	9	66	59	7
			384	64	63	1	64	63	1	64	63	1
			385	64	56	8	64	56	8	65	58	6



CNE	Barrier	Height (feet)	Receiver Name	Alternative 1A/2A			Alternative 1B/2B			Alternative 3		
				Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))	Build (dB(A))	Mitigated Build (dB(A))	Insertion Loss (dB(A))
63	50	12 ft	386	61	59	3	61	59	3	62	59	3
			388	73	61	13	73	61	13	74	63	11
			389	60	57	3	60	57	3	60	58	3
			390	67	59	8	67	59	8	66	60	6
			391	64	57	7	64	57	7	64	59	5
			481	62	55	7	62	55	7	62	56	6
			482	62	56	6	62	56	6	63	58	5
			62R1	73	60	13	73	60	13	73	62	11
		63R1	74	64	10	74	64	10	74	65	9	
		392	64	63	1	64	63	1	64	63	1	
		Receiver102	69	63	5	69	63	5	68	63	5	
		Receiver103	66	62	4	66	62	4	65	61	4	
		Receiver106	73	64	9	73	64	9	72	65	7	
		Receiver107	72	64	8	72	64	8	71	64	6	
		Receiver108	70	64	6	70	64	6	69	63	6	
		Receiver109	69	64	6	69	64	6	68	63	5	
		Receiver110	70	64	6	70	64	6	69	63	6	
Receiver111	71	64	7	71	64	7	70	64	6			
Receiver112	72	65	7	72	65	7	71	64	7			
Receiver113	73	65	8	73	65	8	73	65	8			
Receiver114	67	63	5	67	63	5	66	62	4			
Receiver115	69	64	5	69	64	5	68	63	5			
Receiver116	68	63	5	68	63	5	67	62	4			
Receiver117	66	62	4	66	62	4	65	61	4			
Receiver120	66	62	4	66	62	4	64	60	4			

Shaded Cells indicate Impacted Sites  
Shaded Cells indicate Benefited Sites

### **G. Construction Noise**

VDOT is also concerned with noise generated during the construction phase of the proposed project. The degree of noise impact will vary, as it is directly related to the number and types of equipment used and the proximity to the noise-sensitive land use areas within the project corridor.

Based on a review of the project area, no considerable, long-term construction-related noise impacts are anticipated. Any noise impacts that do occur as a result of roadway construction measures are anticipated to be temporary in nature and would cease upon completion of the project construction phase.

The following will be utilized to help minimize potential construction-related noise impacts. A detailed discussion of VDOT's construction noise policy can be viewed in *Section 107.16(b) 3 Noise, VDOT's Road and Bridge Specifications (VDOT, 2007)*. The Contractor's operations shall be performed so that exterior noise levels measured during a noise-sensitive activity shall not exceed 80 decibels. Such noise level measurements shall be taken at a point on the perimeter of the construction limit that is closest to the adjoining property on which a noise-sensitive activity is occurring. A *noise-sensitive activity* is any activity for which lowered noise levels are essential if the activity is to serve its intended purpose and not present an unreasonable public nuisance. Such activities include, but are not limited to, those associated with residences, hospitals, nursing homes, churches, schools, libraries, parks, and recreational areas.

- VDOT may monitor construction-related noise. If construction noise levels exceed 80 decibels during noise sensitive activities, the Contractor shall take corrective action before proceeding with operations. The Contractor shall be responsible for costs associated with the abatement of construction noise and the delay of operations attributable to noncompliance with these requirements.
- VDOT may prohibit or restrict to certain portions of the project any work that produces objectionable noise between 10 P.M. and 6 A.M. If other hours are established by local ordinance, the local ordinance shall govern.
- Equipment shall in no way be altered so as to result in noise levels that are greater than those produced by the original equipment.
- When feasible, the Contractor shall establish haul routes that direct his vehicles away from developed areas and ensure that noise from hauling operations is kept to a minimum.
- These requirements shall not be applicable if the noise produced by sources other than the Contractor's operation at the point of reception is greater than the noise from the Contractor's operation at the same point.

### **H. Public Involvement/Local Officials Coordination**

FHWA and VDOT policies require that VDOT provide certain information to local officials within whose jurisdiction the highway project is located in order to minimize future traffic noise impacts of Type I projects on currently undeveloped lands. Type I projects involve highway improvements with noise analysis. This must include information on noise-compatible land-use planning, noise impact zones in undeveloped land in the highway project corridor and federal participation in Type II projects (noise abatement only). This section of the report provides that information, as well as information about VDOT's noise abatement program.

VDOT's current noise policy outlines VDOT's approach to communication with local officials and provides information and resources on highway noise and noise-compatible land-use planning. VDOT's

intention is to assist local officials in planning the uses of undeveloped land adjacent to highways to minimize the potential impacts of highway traffic noise.

*Entering the Quiet Zone* is a brochure that provides general information and examples to elected officials, planners, developers, and the general public about the problem of traffic noise and effective responses to it. A link to this brochure on FHWA's website is provided:

[http://www.fhwa.dot.gov/environment/noise/noise\\_compatible\\_planning/federal\\_approach/land\\_use/qz00.cfm](http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/land_use/qz00.cfm)

A wide variety of administrative strategies may be used to minimize or eliminate potential highway noise impacts, thereby preventing the need or desire for costly noise abatement structures such as noise barriers in future years. There are five broad categories of such strategies:

- Zoning.
- Other legal restrictions (subdivision control, building codes, health codes).
- Municipal ownership or control of the land.
- Financial incentives for compatible development.
- Educational and advisory services.

*The Audible Landscape: A Manual for Highway and Land Use* is a well-written and comprehensive guide addressing these noise-compatible land-use planning strategies, with substantial detailed information.

This document is available through FHWA's Website, at

[http://www.fhwa.dot.gov/environment/noise/noise\\_compatible\\_planning/federal\\_approach/audible\\_landscape/index.cfm](http://www.fhwa.dot.gov/environment/noise/noise_compatible_planning/federal_approach/audible_landscape/index.cfm)

Where noise abatement may be identified as warranted, feasible, and reasonable in this report, a final determination on proposed abatement would not be made until reviewed by VDOT and FHWA. If approved, benefited receptors would be mailed correspondence that explains the specifics of the proposed abatement. Each benefited property owner would have a vote. VDOT requires at least 50% of the impacted receptors to be in favor of the proposed abatement for it to satisfy the final reasonableness criteria. This report would then be updated with the findings of the community outreach phase.

## I. Noise Contours

Noise level contours are lines of equal noise exposure that typically parallel roadway alignments and are often times useful to local officials in undeveloped corridors. Highway traffic noise is considered a linear noise source and sound levels can drop considerably over distance. The degree that sound levels decrease can vary based on a number of different factors including objects that shield the roadway noise, terrain features and ground cover type (e.g., pavement, grass or snow). The use of noise level contours have become increasingly popular over the last several years, as they have been implemented in planning programs for undeveloped areas with roadway noise influence. Through conscious planning efforts and noise contour generation, municipal officials can restrict future development inside the noise impact zone (i.e., the area within the 66-dB(A) noise contour). The mapping in **Appendices A, B, and C** show the approximate 66-dB(A) noise level contours for each Design Year Build (2040) scenario.

Also required under the revised 2011 FHWA and VDOT noise policies is information on the noise impact zones adjacent to project roadways in undeveloped lands. To determine these zones, noise levels are computed at various distances from the edge of the project roadways in each of the undeveloped areas of the project study area. Then, the distances from the edge of the roadway to the Noise Abatement Criteria sound levels are determined through interpolation. Distances vary in the project corridor due to changes in traffic volumes or terrain features. Any noise sensitive sites within the zones shown in the mapping in

**Appendices A, B, and C** should be considered noise impacted if no barrier is present to reduce sound levels.

## **J. Conclusion**

In summary, the results of the noise analysis for the I-64 Study indicate that Design Year (2040) noise levels are anticipated to approach or exceed the FHWA/VDOT NAC for all alternatives. Alternatives 1A/2A and 1B/2B would each impact 33 out of the 66 CNEs and Alternative 3 would impact 31 out of the 66 CNEs. Alternatives 1A/2A are predicted to impact 1,262 residences, one cemetery, two athletic fields, three golf courses, three parks, and one pool. Alternatives 1B/2B are predicted to impact 1,190 residences, one cemetery, two athletic fields, three golf courses, three parks, and one pool. Alternative 3 is predicted to impact 1,156 residences, one cemetery, one athletic field, three golf courses, three parks, one pool, and one playground.

These areas were all evaluated for potential preliminary noise abatement measures. Subsequent noise abatement evaluations concluded that preliminary noise abatement satisfies all three phases of VDOT's three-phased approach at CNEs 3, 5, 9, 10, 41, 43, 48, 49, 59, 62, and 63 for Alternatives 1A/2A and 1B/2B and at CNEs 3, 5, 9, 10, 41, 48, 49, 59, 62, and 63 for Alternative 3.

In summary, nearly 39,376 linear feet (610,586 square feet) of conceptual noise barrier have been found to be warranted, feasible and reasonable for Alternatives 1A/2A and 1B/2B, with an estimated conceptual abatement cost of approximately \$22,591,682 based on a \$37 per square foot unit cost. Alternative 3 has 37,321 linear feet (572,865 square feet) of conceptual noise barrier found to be warranted, feasible and reasonable with an estimated conceptual abatement cost of approximately \$21,195,988 based on a \$37 per square foot unit cost.

The findings in this document are based on conceptual information using preliminary roadway design and topography. A Final Design Noise Analysis will be performed for this project based on specific, detailed engineering information corresponding to the Preferred Alternative. Thus, any conclusions derived in this report should be considered preliminary in nature and subject to change during the Final Design Noise Analysis. Noise barriers found to be feasible and reasonable during this Preliminary Noise Analysis may not be found to be feasible and reasonable during the Final Design Noise Analysis. Conversely, noise barriers that were not considered feasible and reasonable may meet the established criteria and be recommended for construction.

## REFERENCES

Federal Highway Administration, *Federal Aid Policy Guide* 23 CFR 772, U.S. Government Printing Office, updated December 9, 1991.

U.S. Department of Transportation, Federal Highway Administration, *FHWA Traffic Noise Model User's Guide*, FHWA Report No. FHWA-PD-96-009, January 1998.

U.S. Department of Transportation, Federal Highway Administration, *Highway Traffic Noise Analysis and Abatement Guidance*, July 2010.

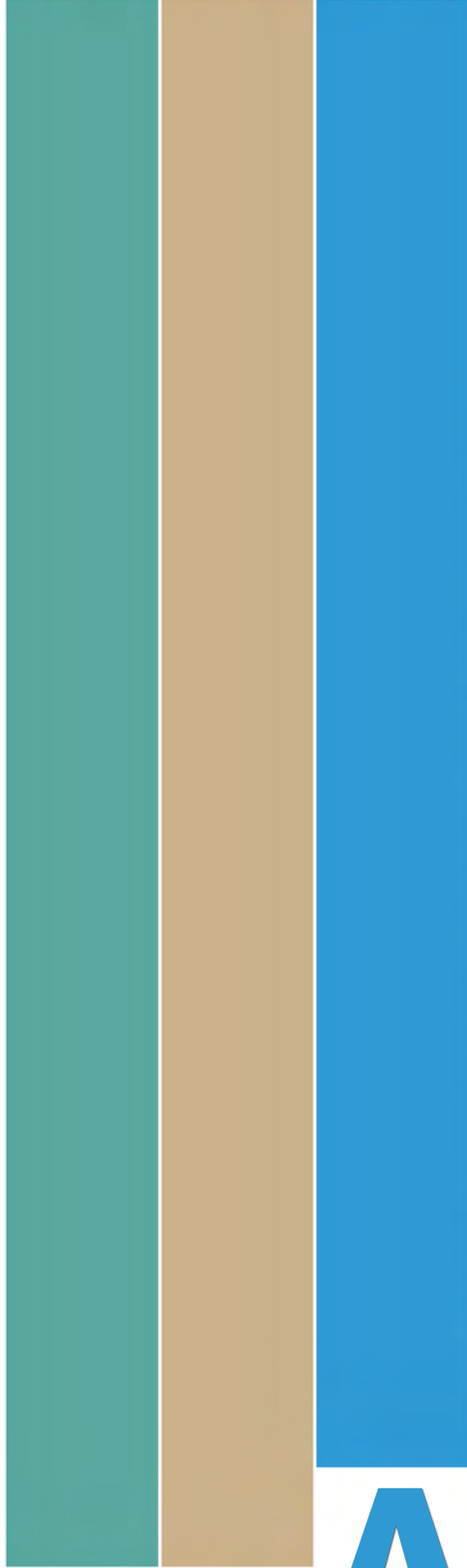
U.S. Department of Transportation, Federal Highway Administration, *Measurement of Highway-Related Noise*, FHWA Report No. FHWA-PD-96-046, May 1996.

Virginia Department of Transportation, *Highway Traffic Noise Impact Analysis Guidance Manual*, approved March 15, 2011, effective July 13, 2011, updated September 16, 2011.

Virginia Department of Transportation, Section 107.14(b) 3 Noise (VDOT, 2002).

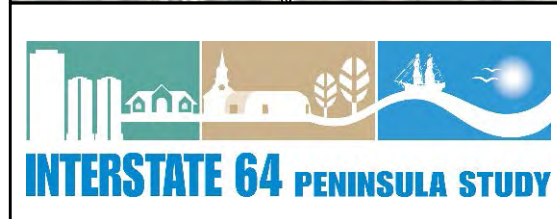
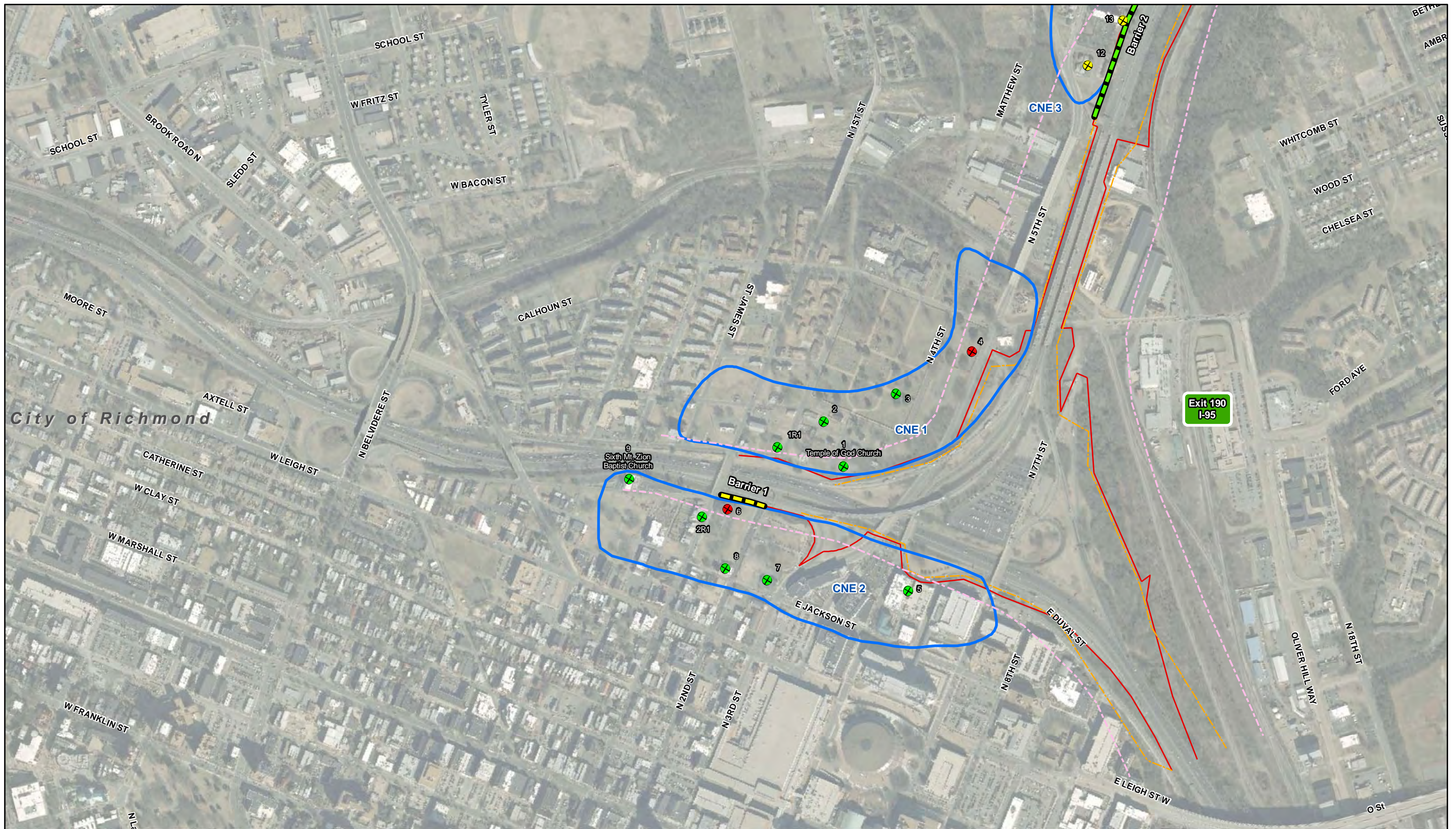
*Virginia State Noise Abatement Policy.*













**INTERSTATE 64** PENINSULA STUDY



**Highway Traffic Noise Impact Analysis Alternatives 1A and 2A**

**APPENDIX A**




 Existing Right of Way	 Existing Barrier	<b>Receivers</b>
 Limits of Alternative 1A/2A	 Barrier Feasible and Reasonable	 Impacted and Benefited
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable	 Impacted not Benefited
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable	 Benefited not Impacted
		 Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

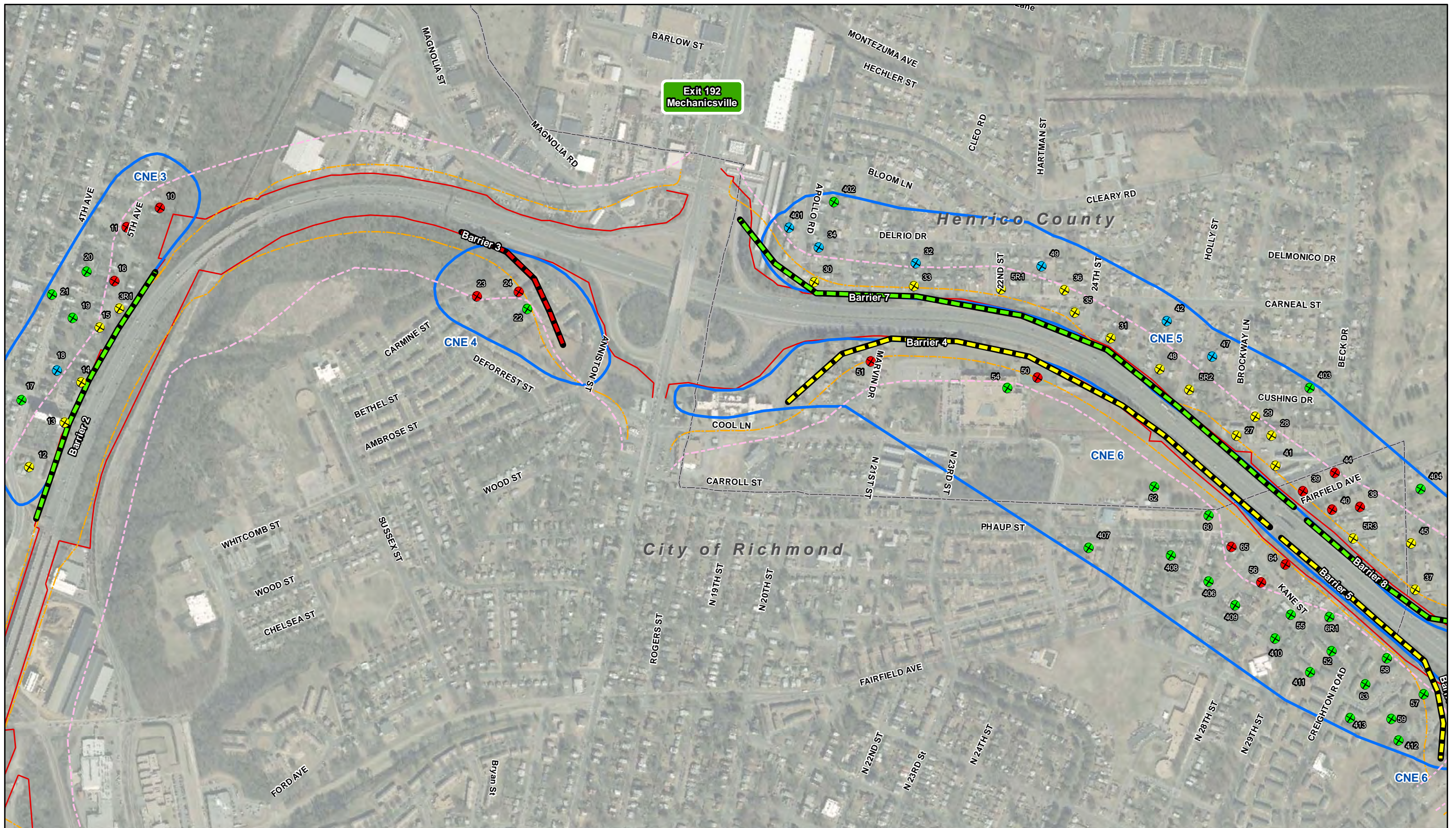
Map 1 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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Feet

09/12/2012



<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing Right of Way</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Limits of Alternative 1A/2A</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Common Noise Environment (CNE)</li> <li><span style="border-bottom: 1px dashed pink; display: inline-block; width: 15px; margin-right: 5px;"></span> 66dB(A) Contour Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid purple; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Barrier</li> <li><span style="border-bottom: 1px dashed green; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible and Reasonable</li> <li><span style="border-bottom: 1px dashed yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible but Not Reasonable</li> <li><span style="border-bottom: 1px dashed red; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Not Feasible and Not Reasonable</li> </ul>
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**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 2 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012





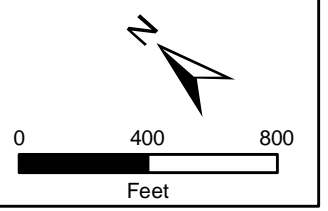
- |                                |   |                            |
|--------------------------------|---|----------------------------|
| Existing Right of Way          | Existing Barrier                        | <b>Receivers</b>           |
| Limits of Alternative 1A/2A    | Barrier Feasible and Reasonable         | Impacted and Benefited     |
| Common Noise Environment (CNE) | Barrier Feasible but Not Reasonable     | Impacted not Benefited     |
| 66dB(A) Contour Line           | Barrier Not Feasible and Not Reasonable | Benefited not Impacted     |
|                                |   | Not Impacted not Benefited |

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

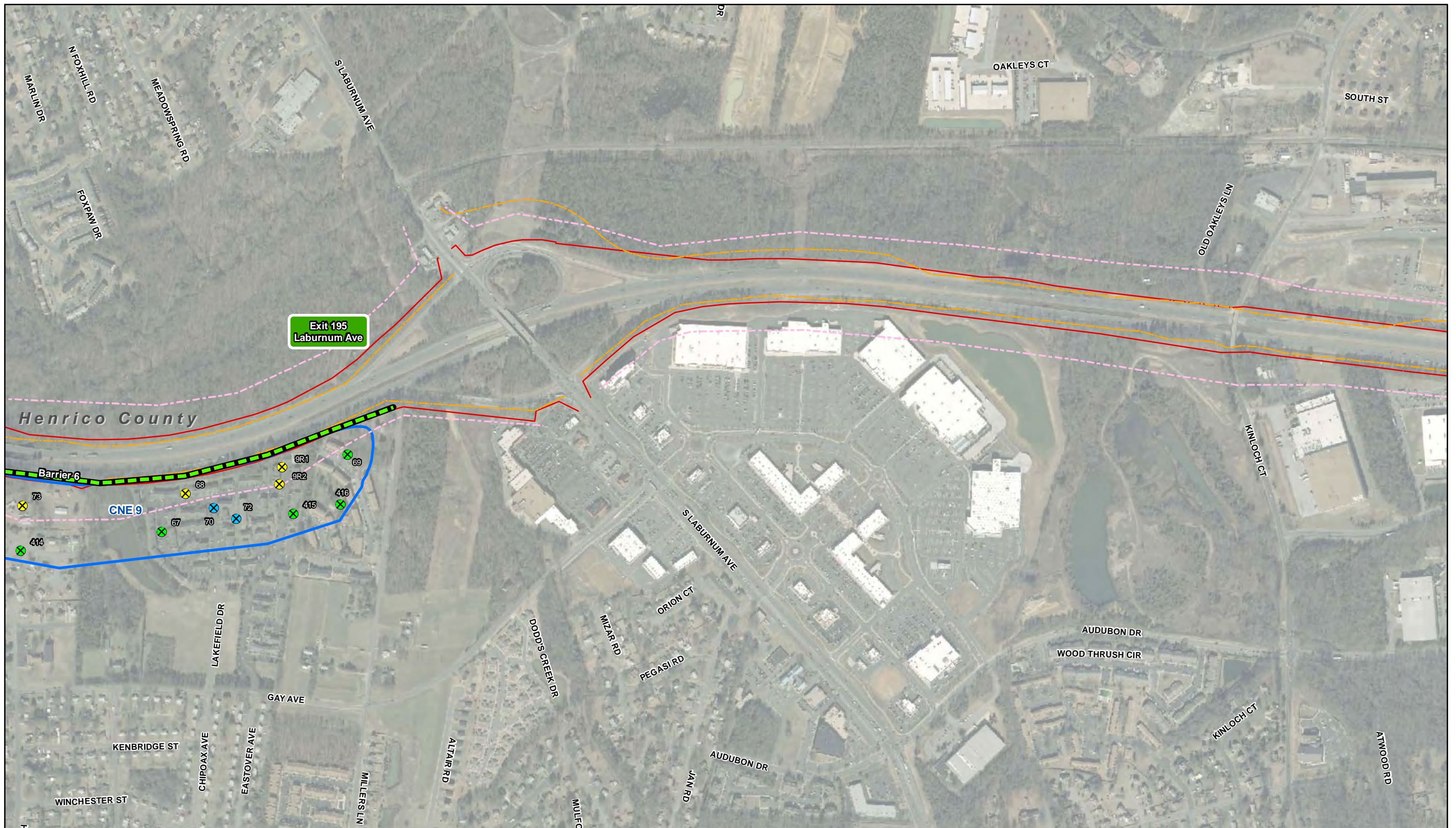
Map 3 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 4 of 43

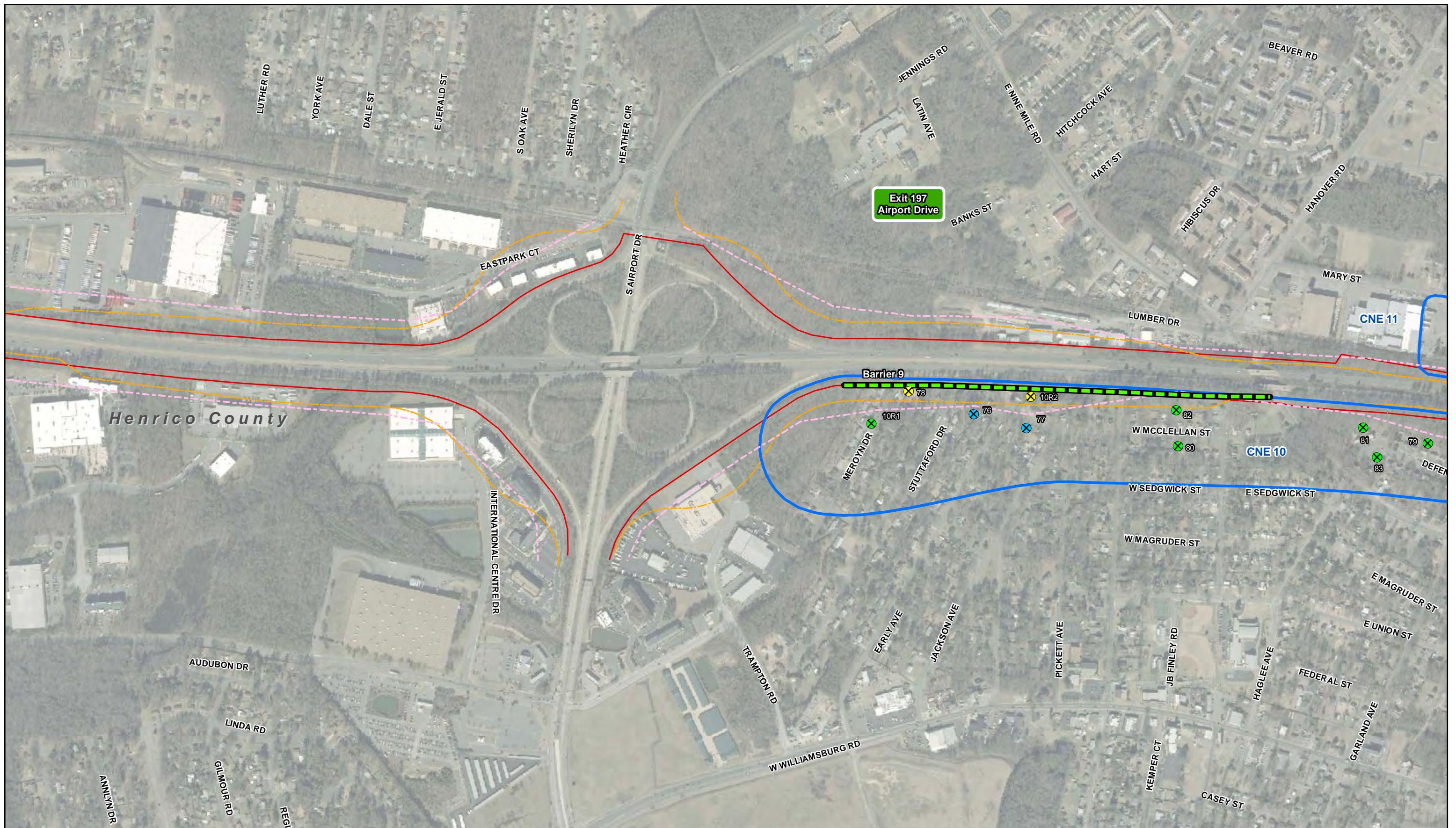
Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009



**VDOT**

09/12/2012

0 400 800  
Feet



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

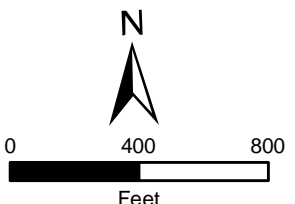
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- X Impacted and Benefited
  - X Impacted not Benefited
  - X Benefited not Impacted
  - X Not Impacted not Benefited

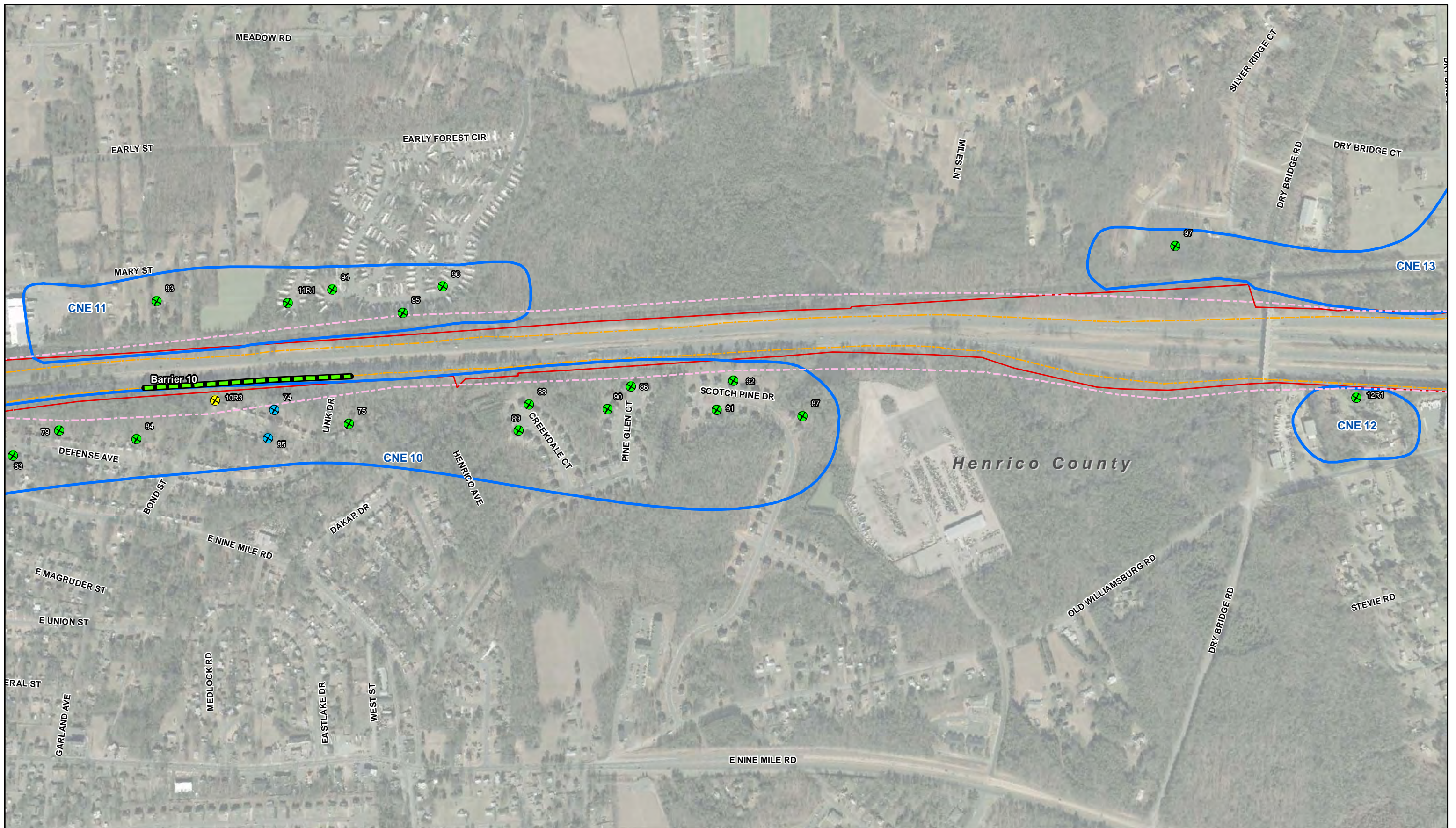
### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 5 of 43

**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

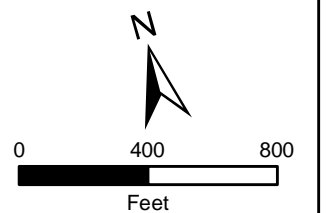
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

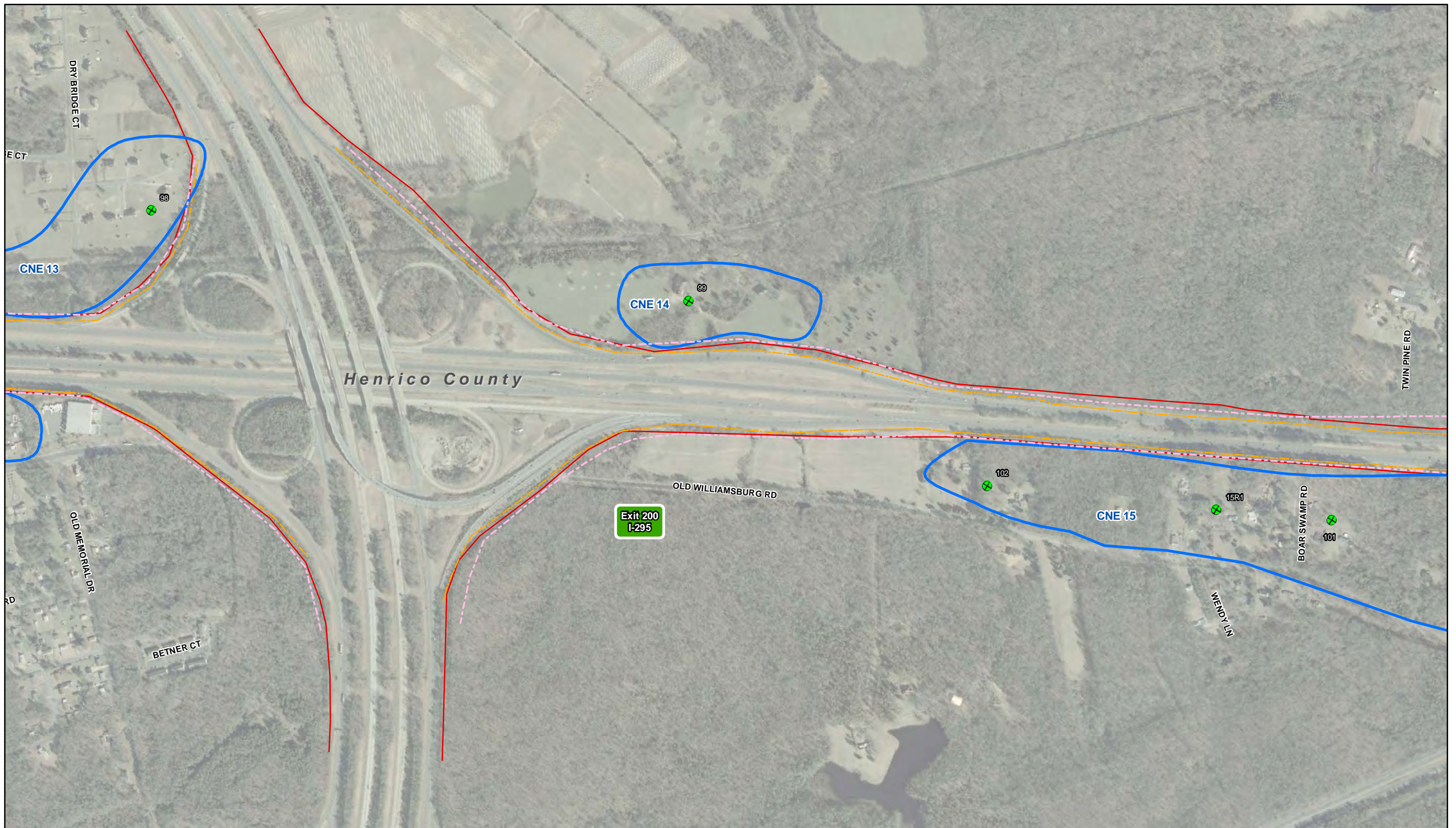
Map 6 of 43

**Notes:**

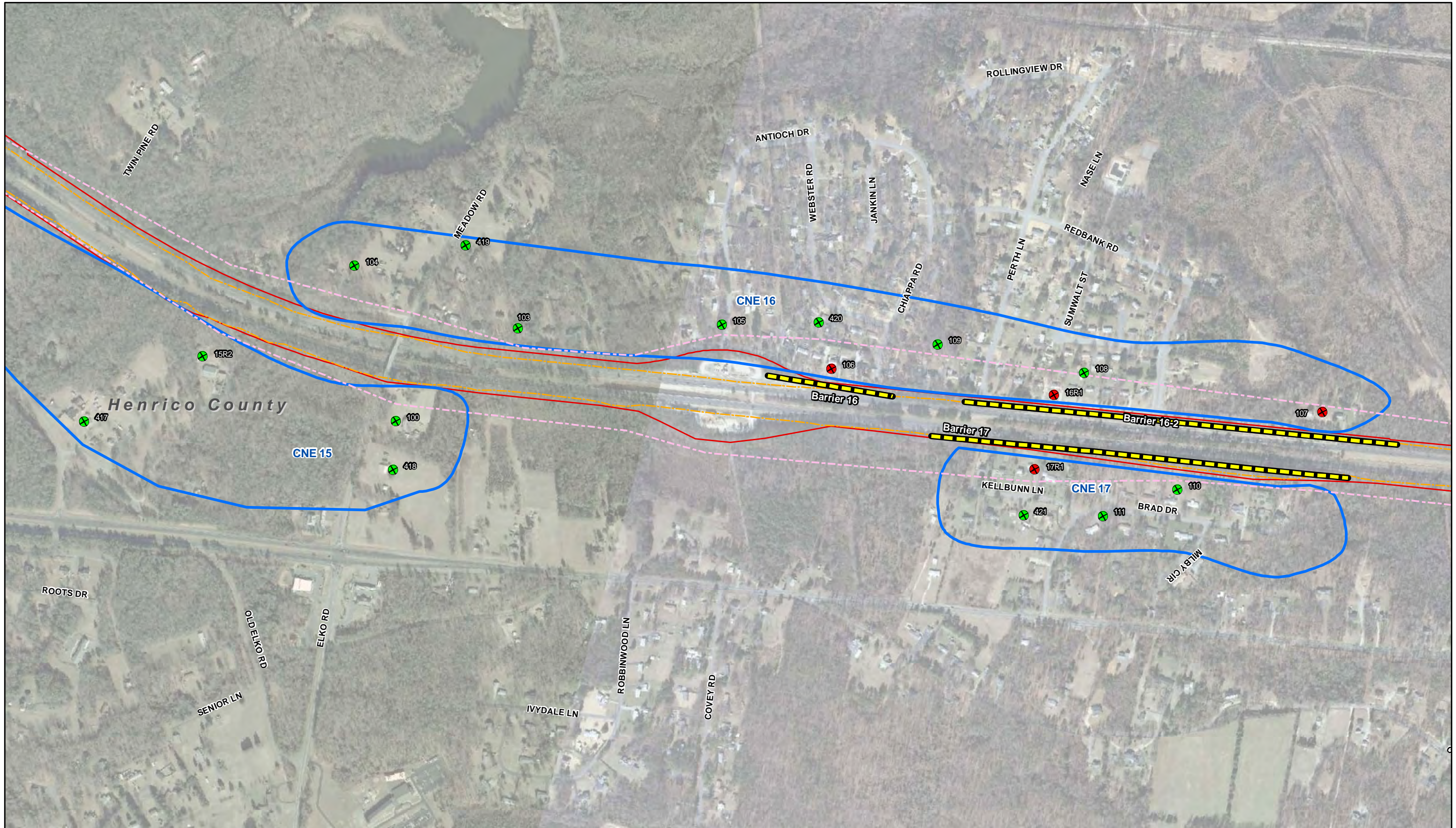
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009












09/12/2012







<p><b>INTERSTATE 64 PENINSULA STUDY</b></p>	Existing Right of Way	Existing Barrier	<p><b>Receivers</b></p> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<p><b>Highway Traffic Noise Impact Analysis</b>  <b>Alternatives 1A &amp; 2A</b></p> <p>Map 7 of 43</p> <p>Notes:          Road names and Aerial Imagery courtesy of VGIN 2011.          Aerial photography copyrighted by the Commonwealth of Virginia, 2009</p>		
	Limits of Alternative 1A/2A Common Noise Environment (CNE) 66dB(A) Contour Line	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				





 Existing Right of Way	 Existing Barrier
 Limits of Alternative 1A/2A	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable


**Receivers**


	Impacted and Benefited
	Impacted not Benefited
	Benefited not Impacted
	Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

Map 8 of 43

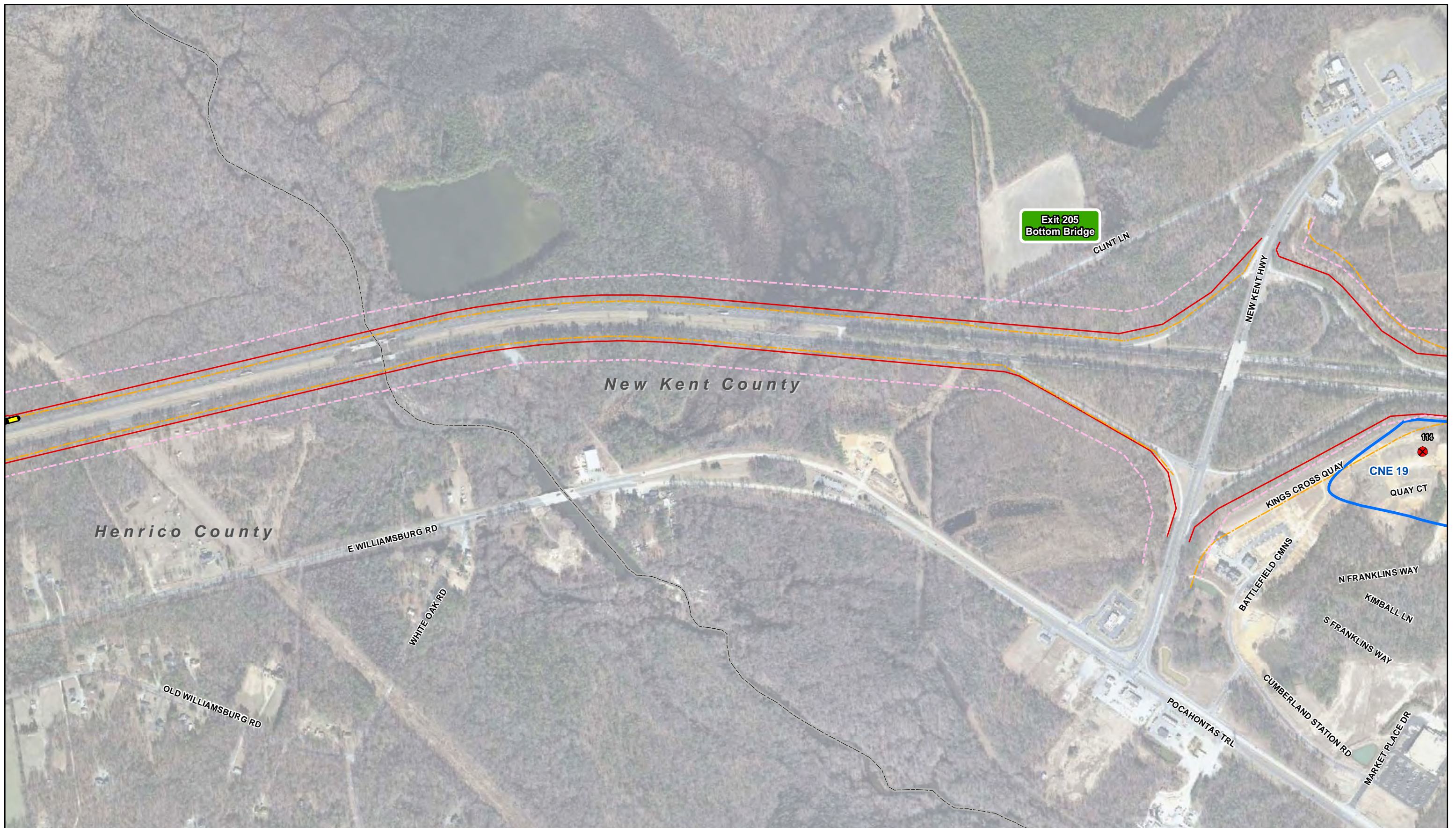
Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

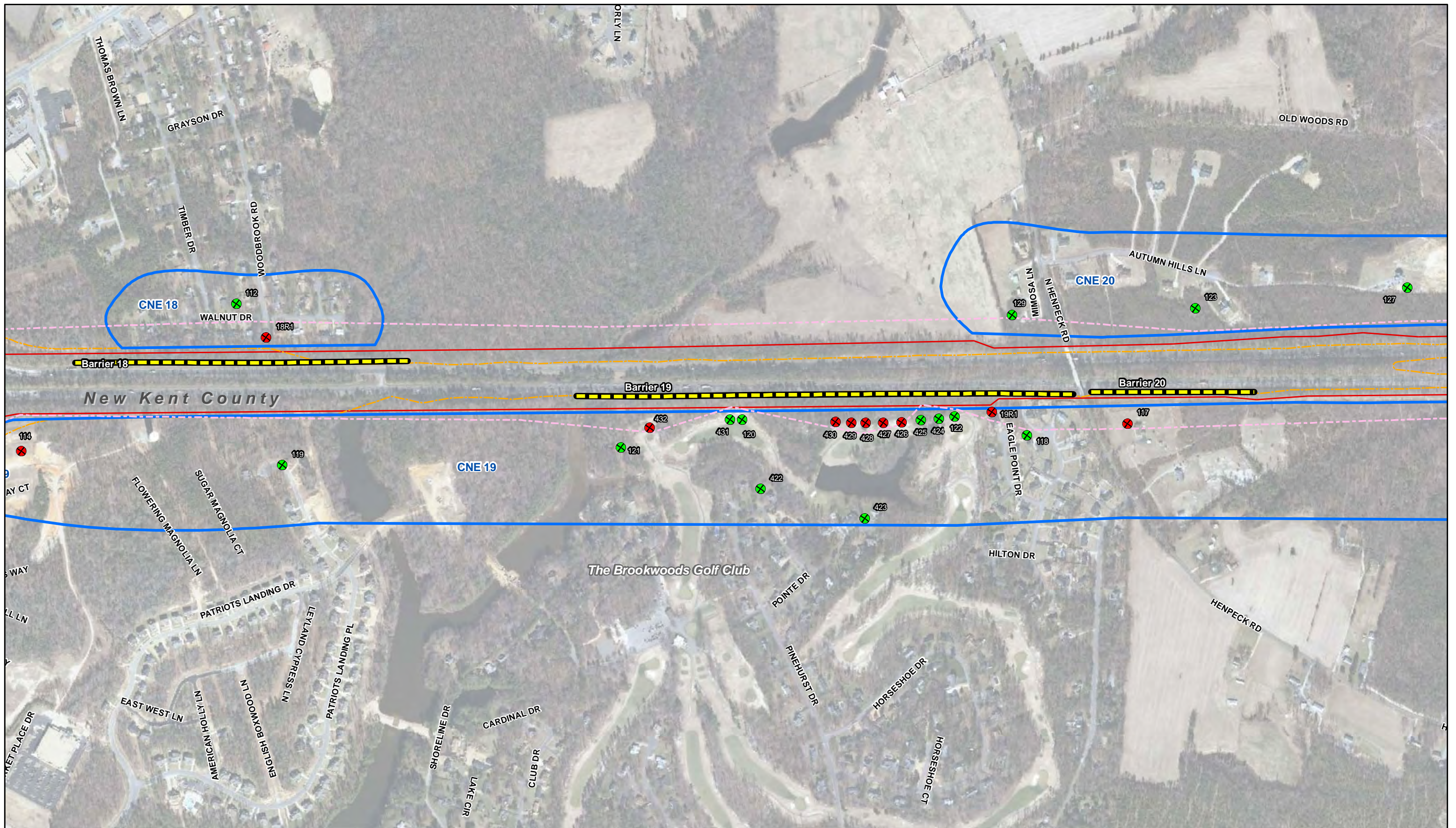
### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A


Map 9 of 43

**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012





**INTERSTATE 64 PENINSULA STUDY**

- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 10 of 43

**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

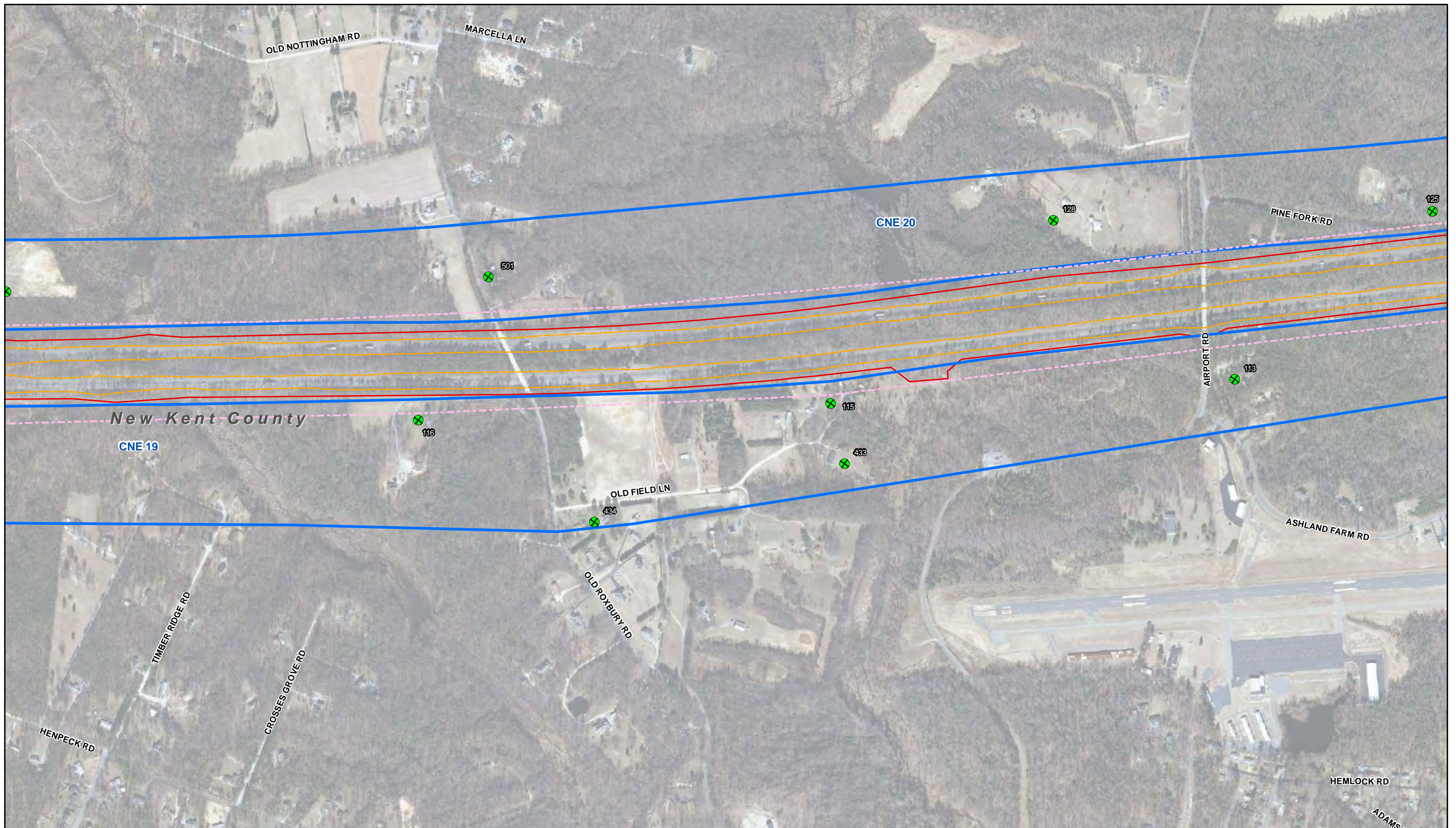




0 400 800  
Feet

09/12/2012





- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

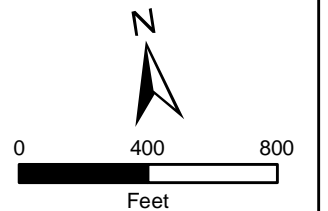
- X Impacted and Benefited
- X Impacted not Benefited
- X Benefited not Impacted
- X Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

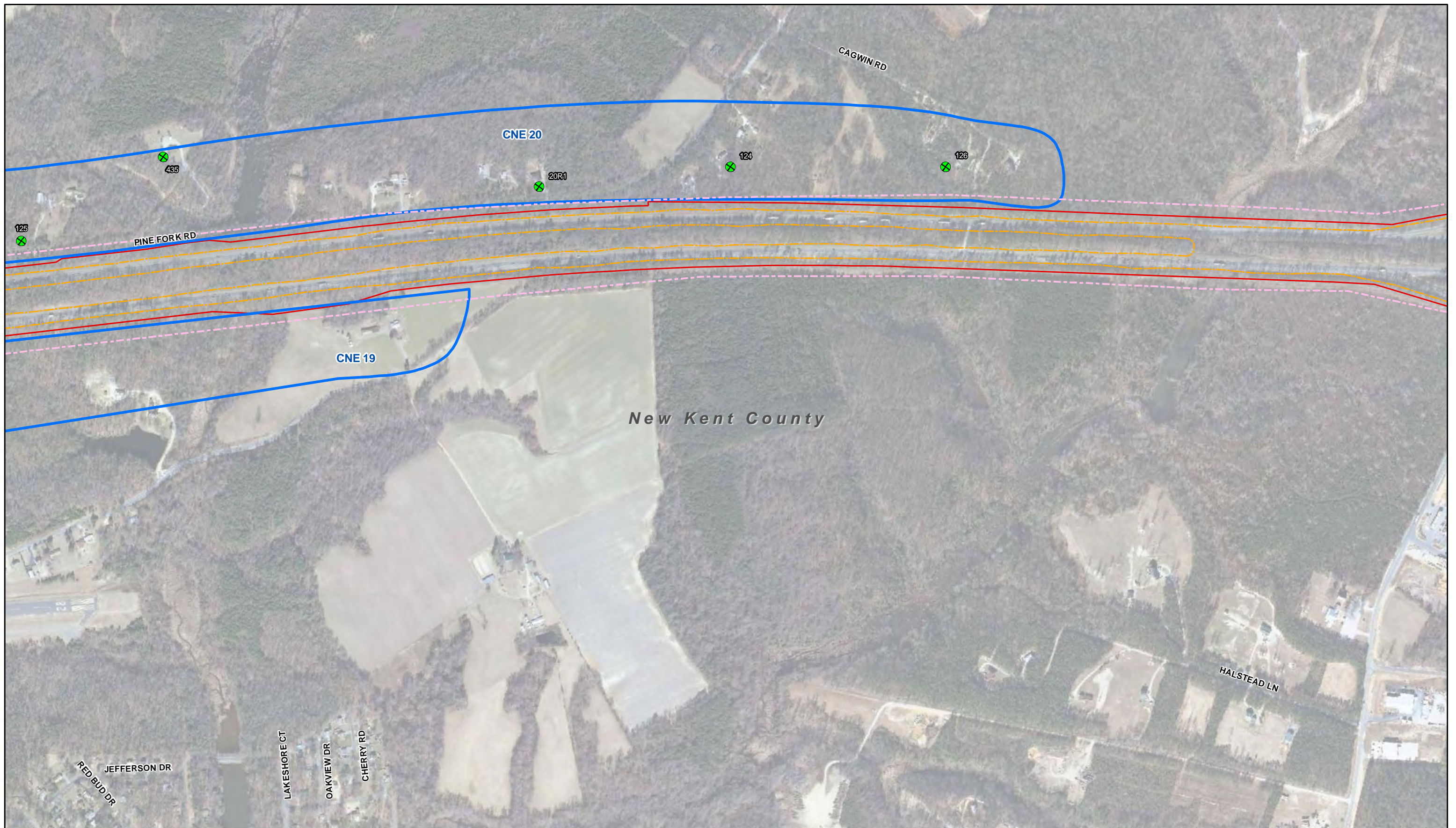
Map 11 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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Existing Right of Way	Existing Barrier
Limits of Alternative 1A/2A	Barrier Feasible and Reasonable
Common Noise Environment (CNE)	Barrier Feasible but Not Reasonable
66dB(A) Contour Line	Barrier Not Feasible and Not Reasonable

**Receivers**

Impacted and Benefited
Impacted not Benefited
Benefited not Impacted
Not Impacted not Benefited

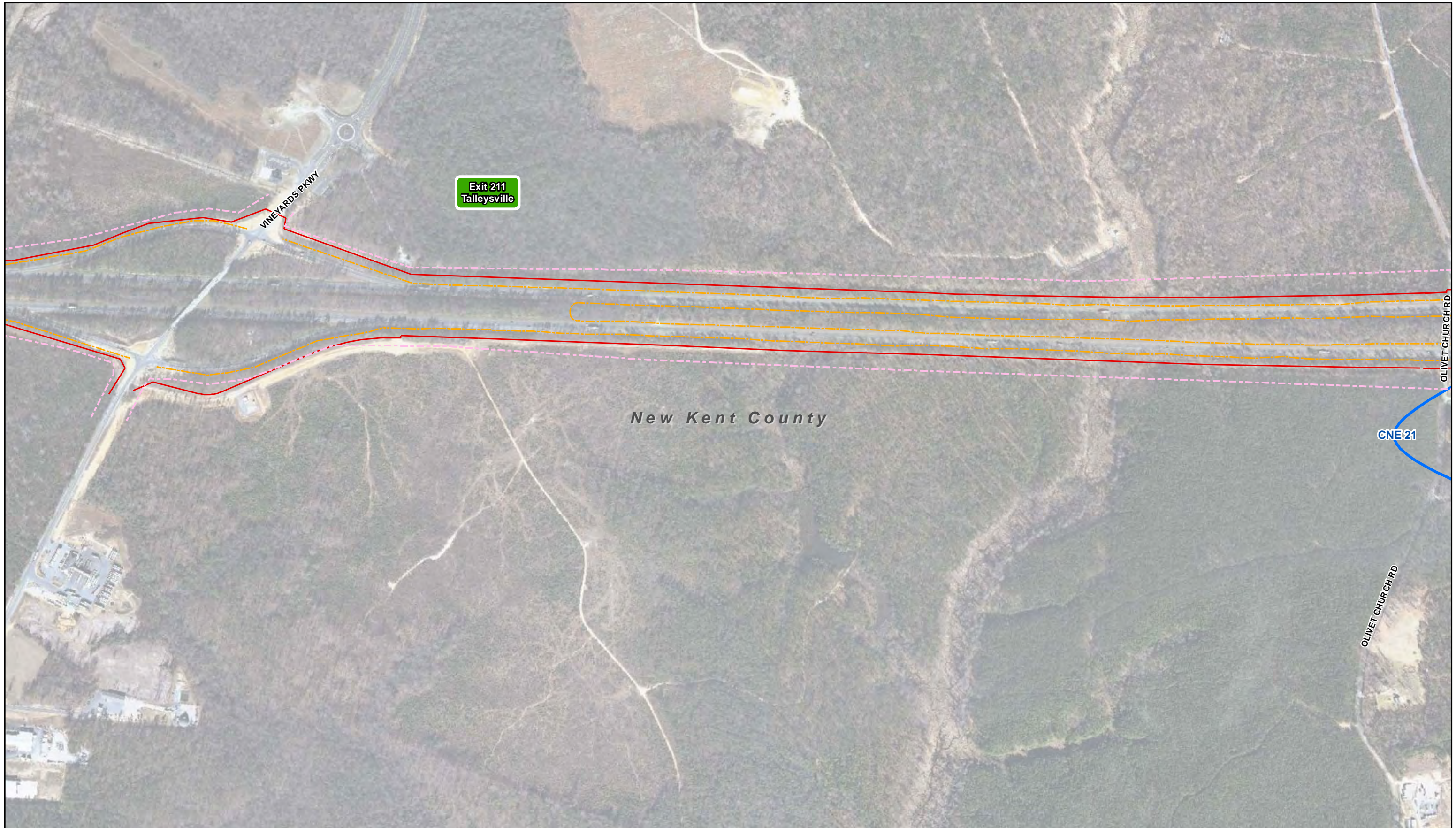
**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 12 of 43

Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 13 of 43  
 Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009



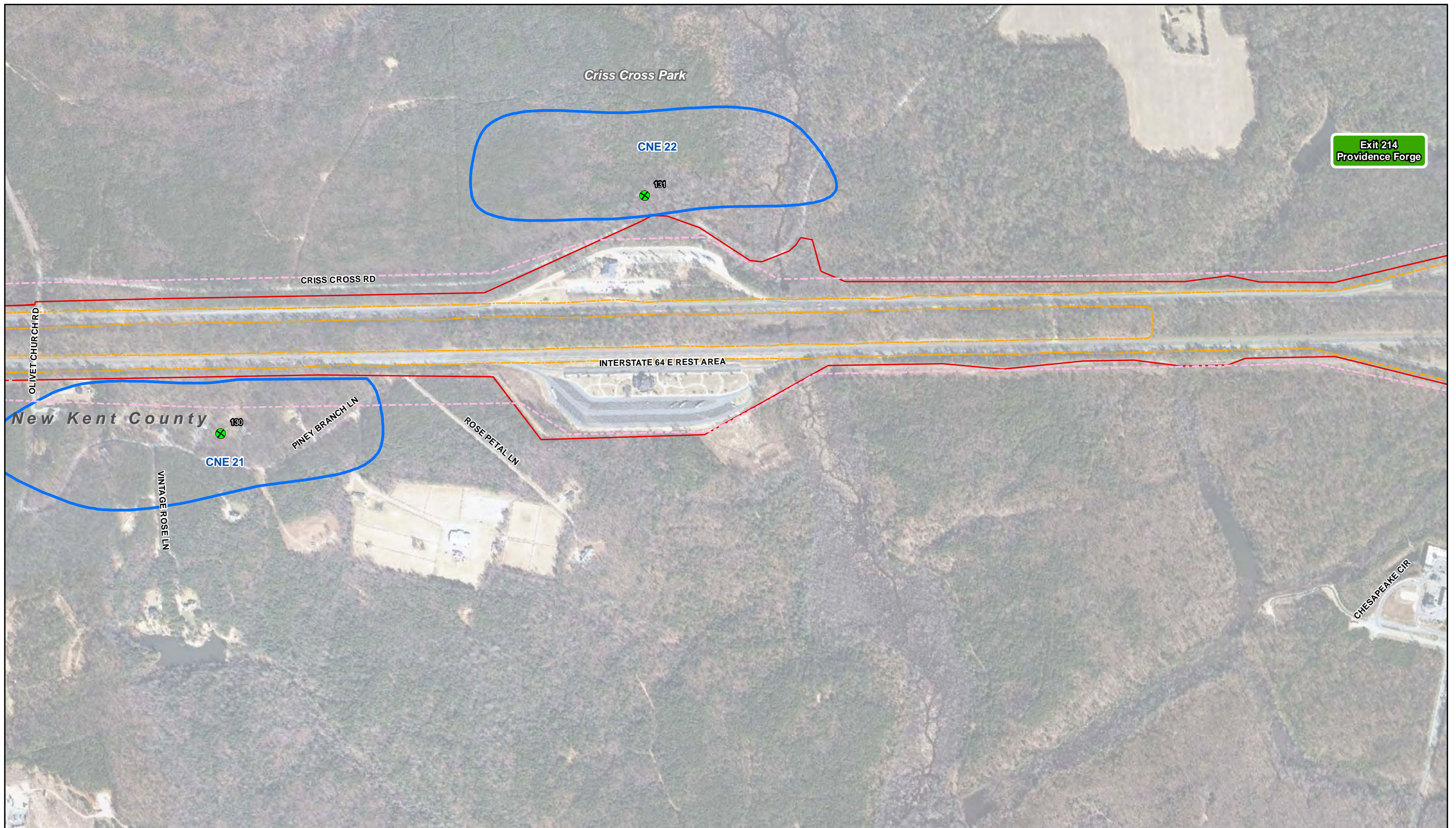


N



0 400 800  
Feet

09/12/2012



Exit 214  
Providence Forge



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

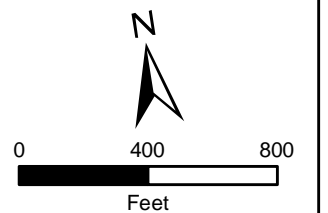
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

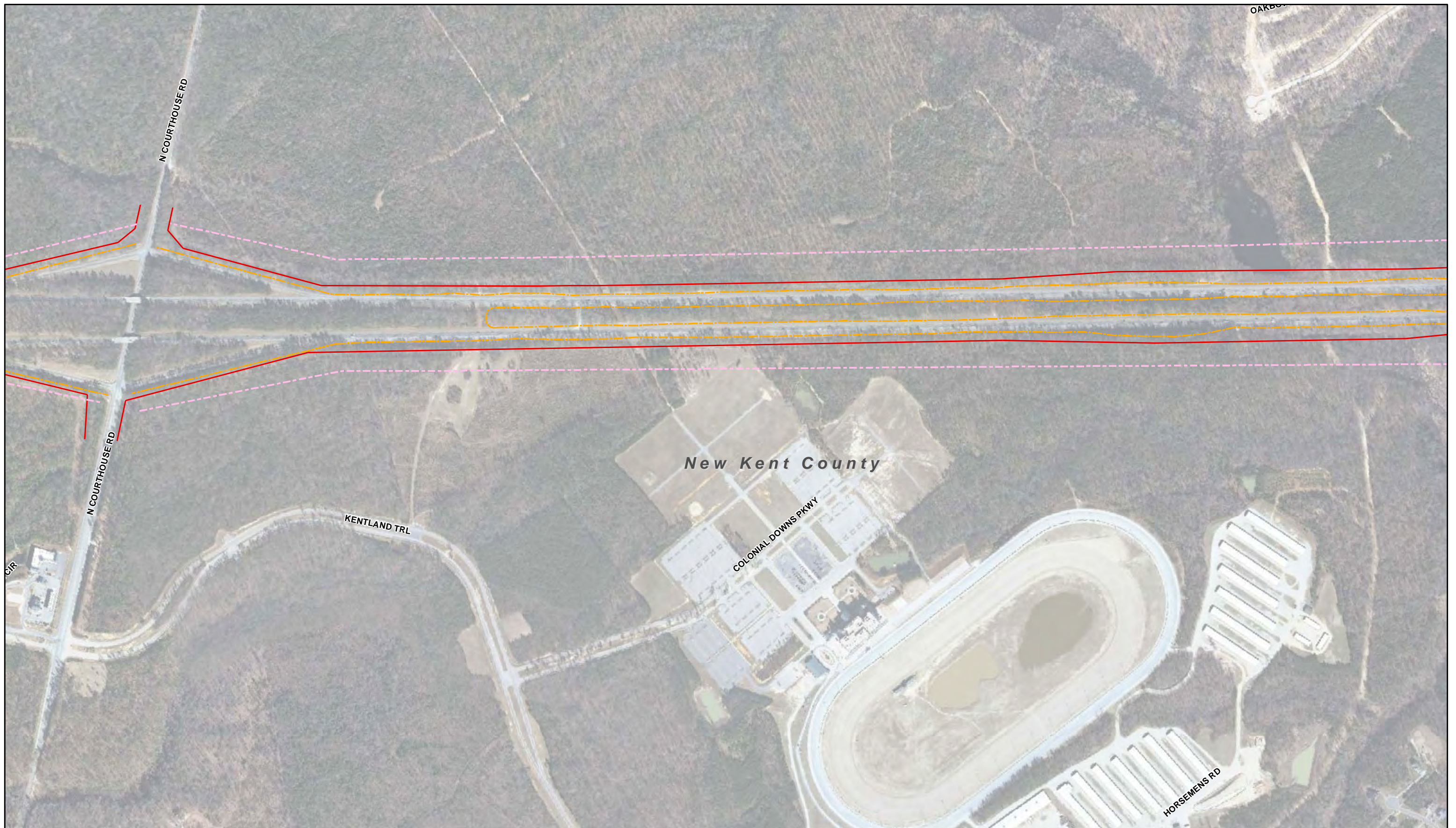
Map 14 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

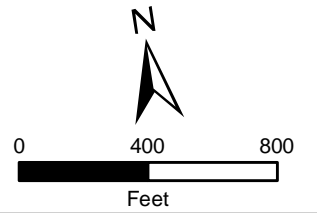
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

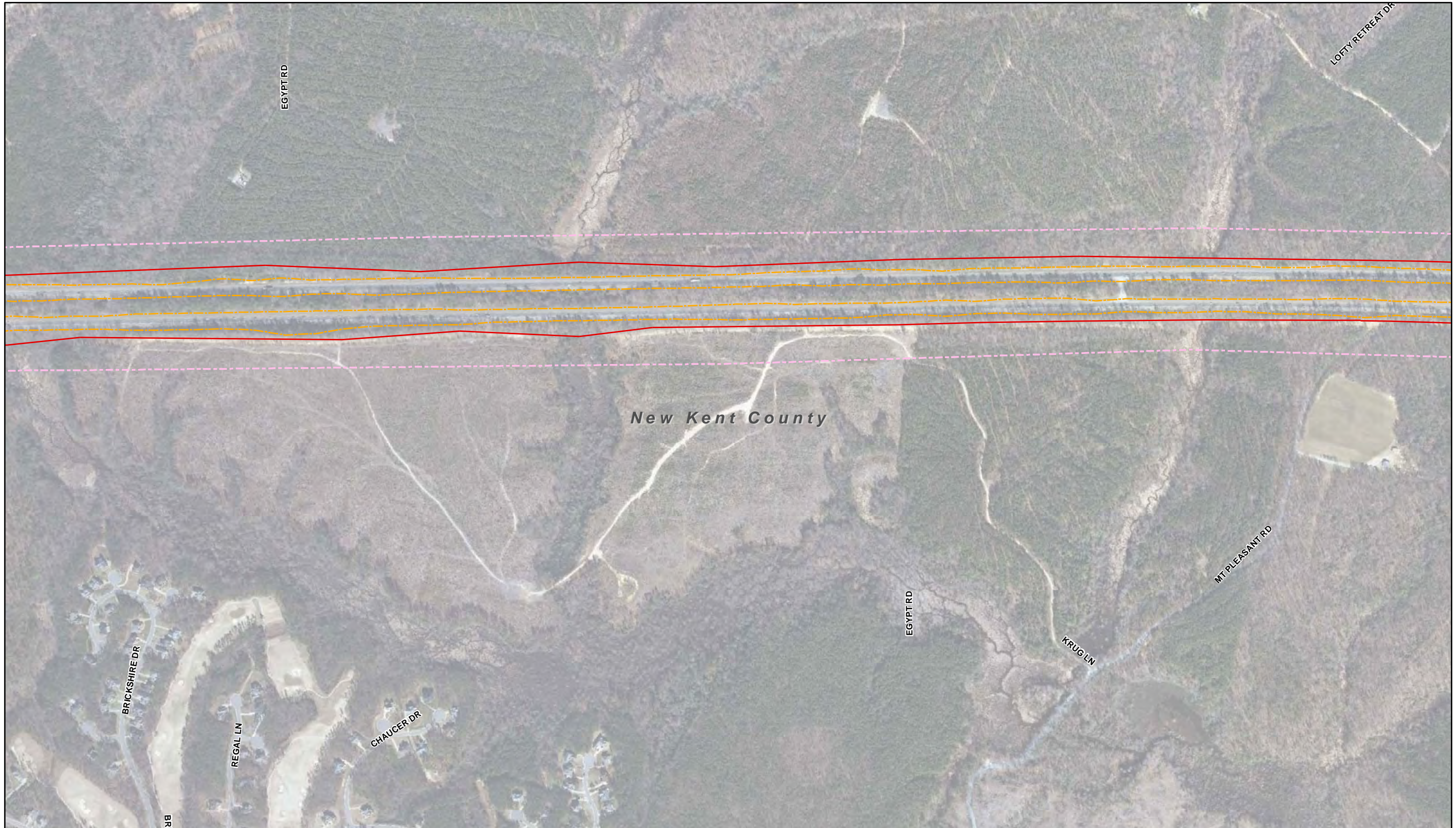
Map 15 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

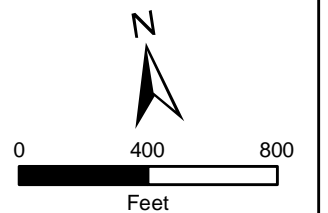
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

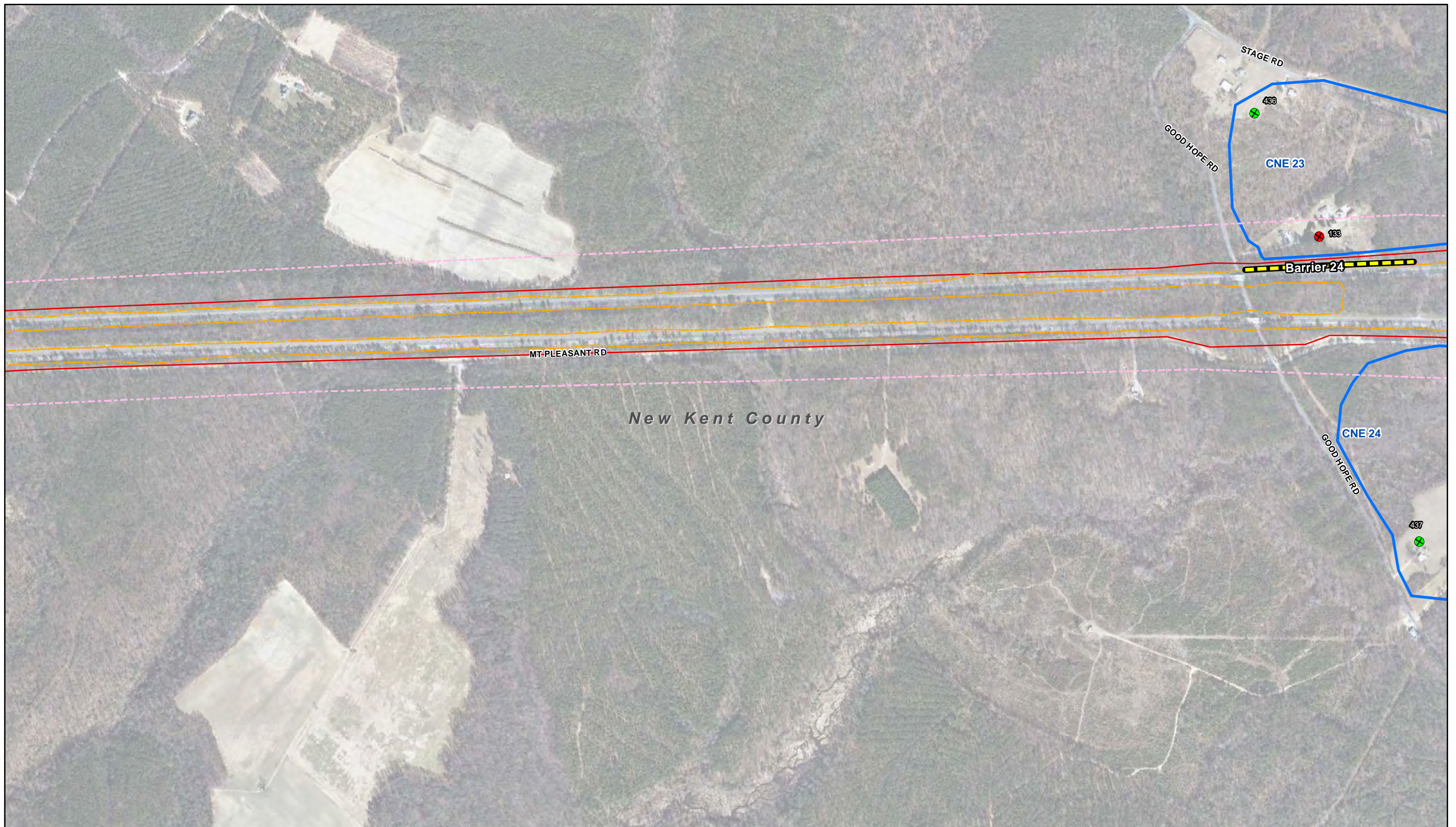
Map 16 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

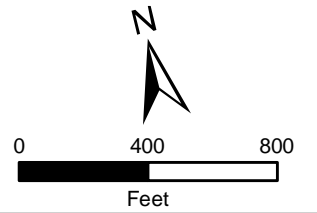
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

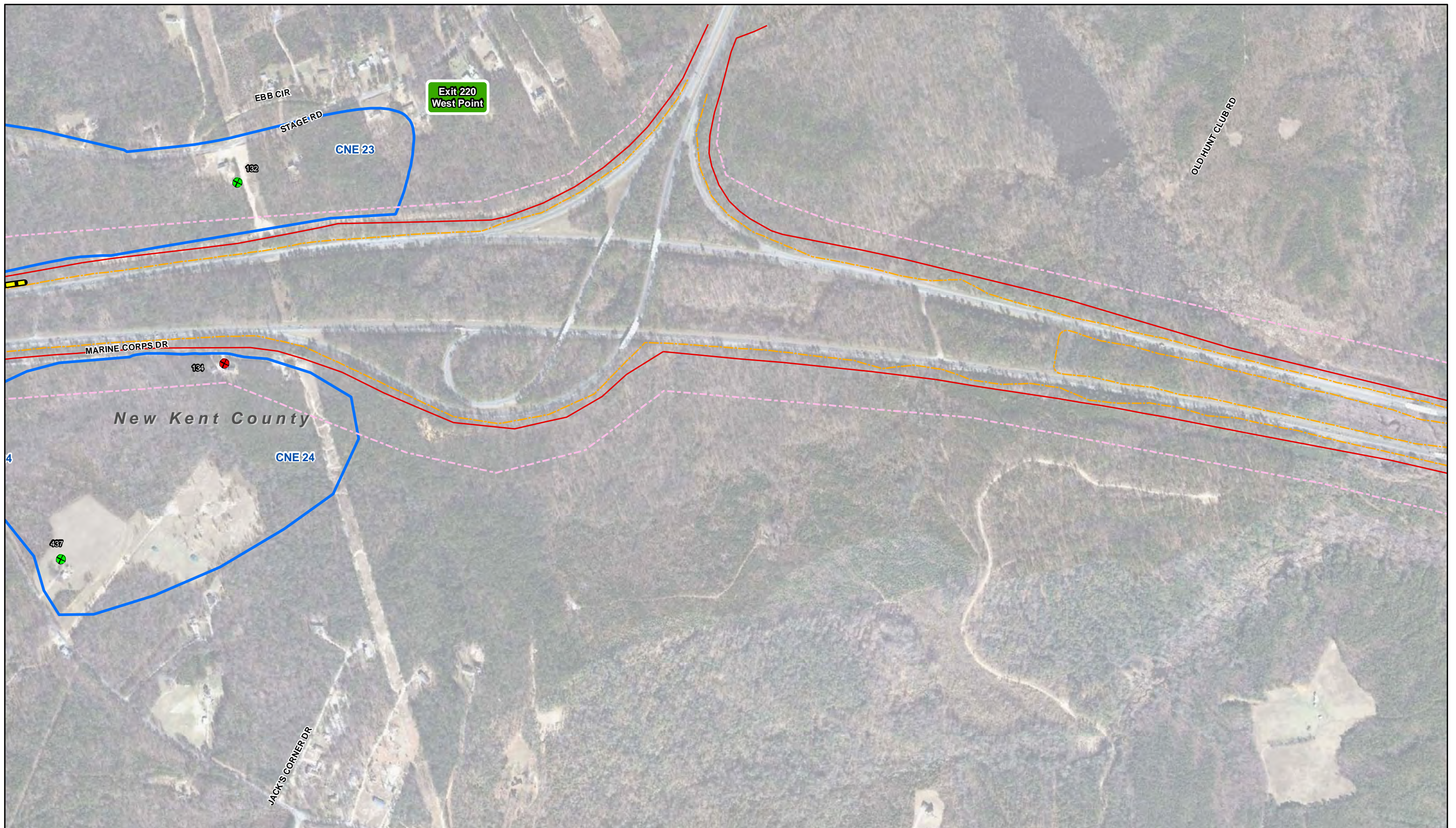
Map 17 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

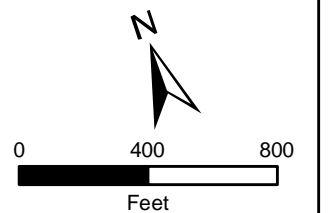
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

Map 18 of 43

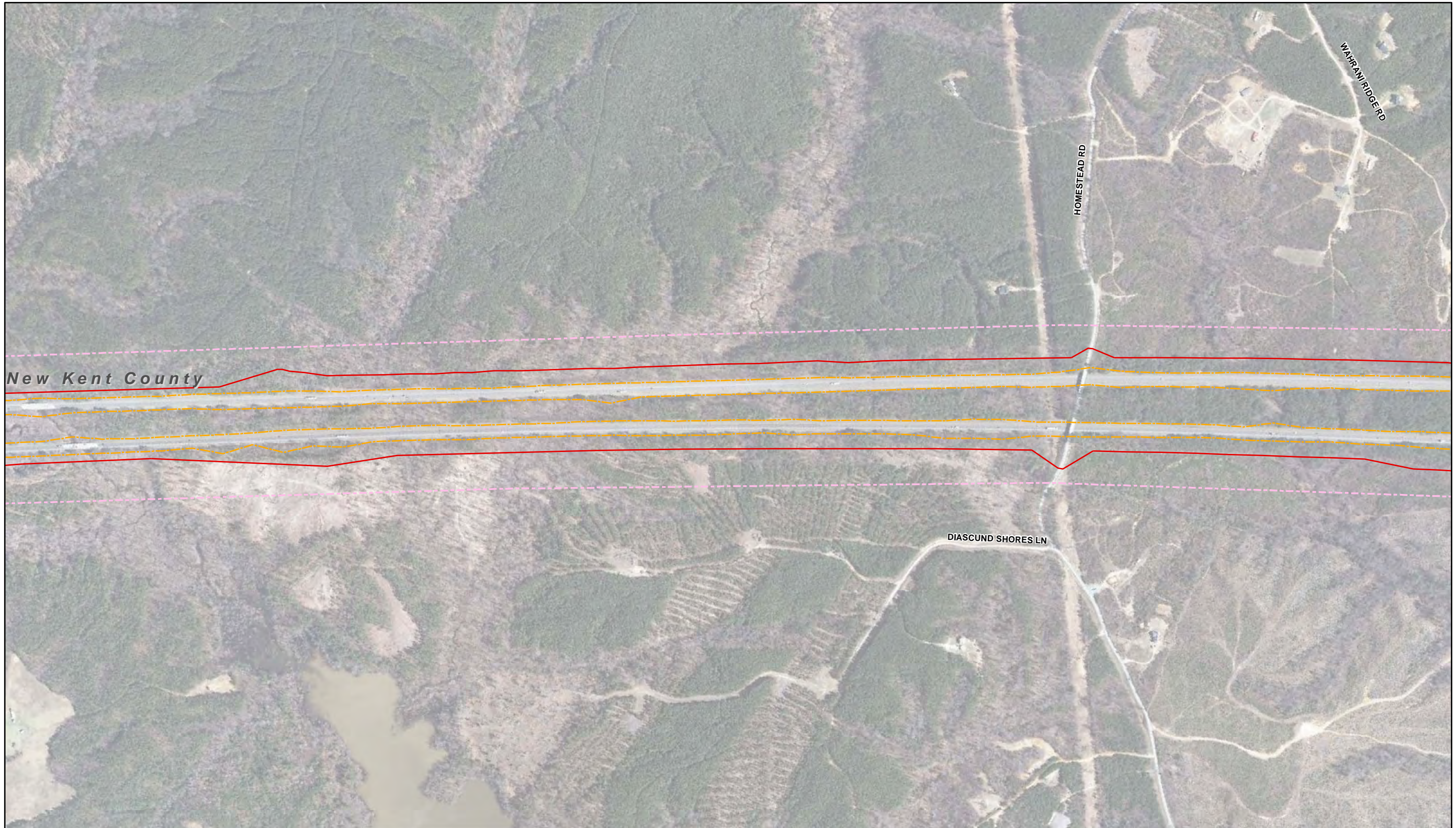
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012





New Kent County

HOMESTEAD RD

WARREN RIDGE RD

DIASCUND SHORES LN



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

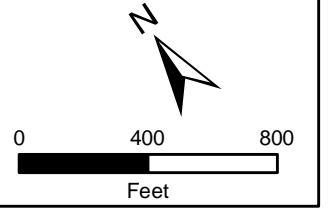
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

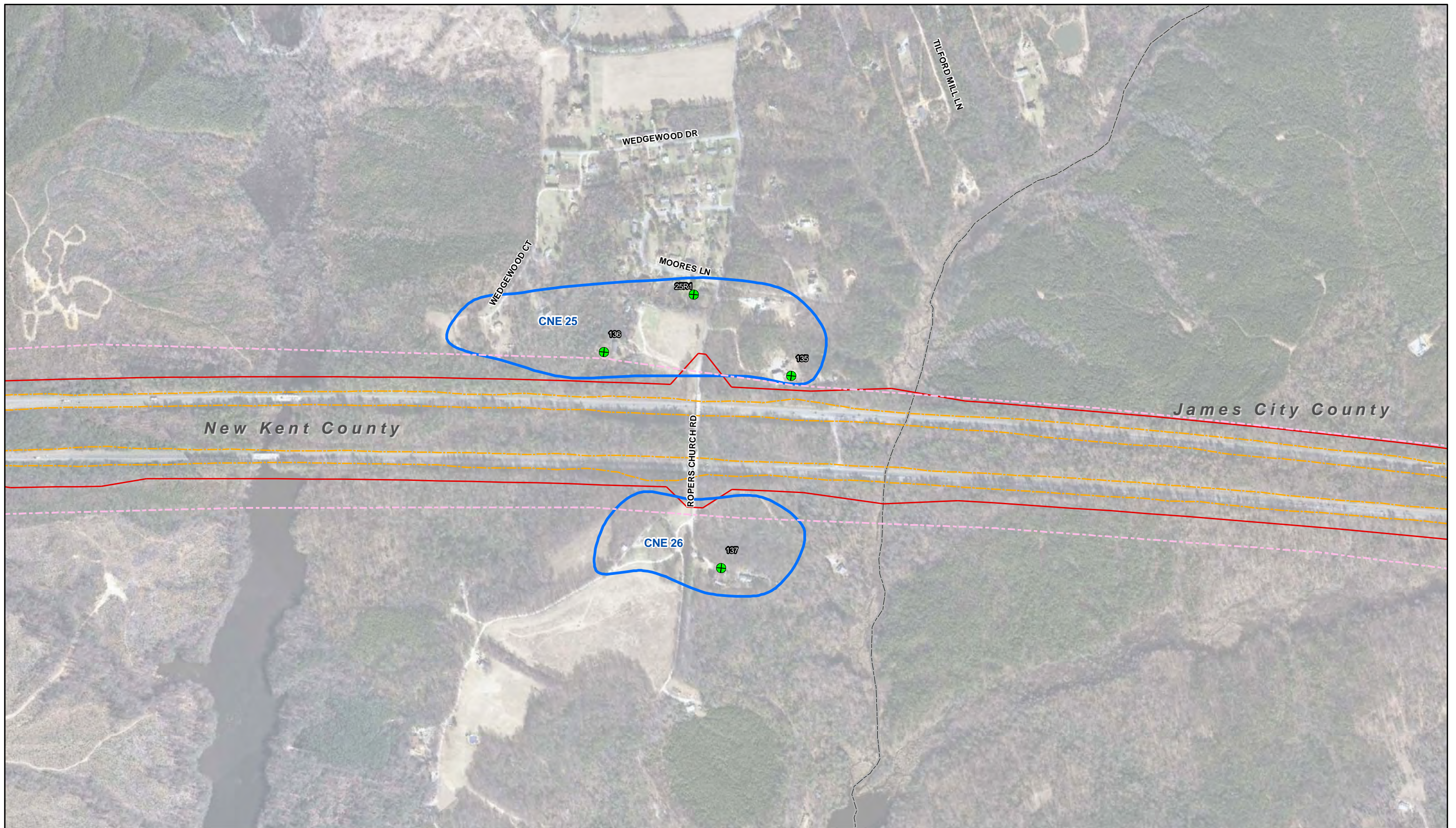
Map 19 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- |                                |   |                            |
|--------------------------------|---|----------------------------|
| Existing Right of Way          | Existing Barrier                        | <b>Receivers</b>           |
| Limits of Alternative 1A/2A    | Barrier Feasible and Reasonable         |                            |
| Common Noise Environment (CNE) | Barrier Feasible but Not Reasonable     |                            |
| 66dB(A) Contour Line           | Barrier Not Feasible and Not Reasonable |                            |
|                                |   |                            |
|                                | Impacted and Benefited                  | Impacted not Benefited     |
|                                |   | Benefited not Impacted     |
|                                |   | Not Impacted not Benefited |

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

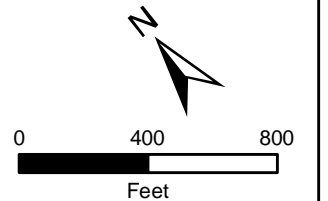
Map 20 of 43

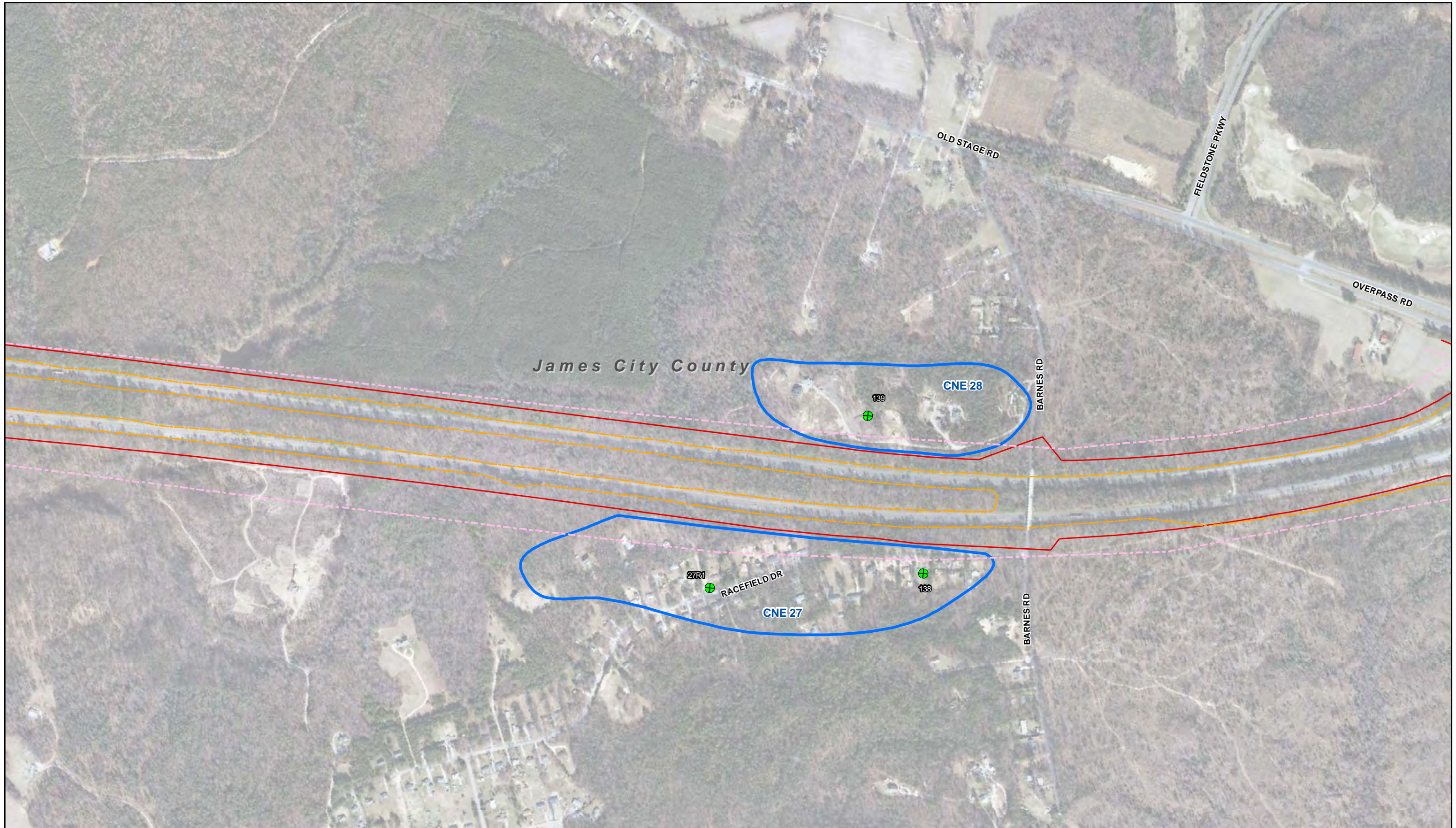
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012





- |                                |   |                            |
|--------------------------------|---|----------------------------|
| Existing Right of Way          | Existing Barrier                        | <b>Receivers</b>           |
| Limits of Alternative 1A/2A    | Barrier Feasible and Reasonable         | Impacted and Benefited     |
| Common Noise Environment (CNE) | Barrier Feasible but Not Reasonable     | Impacted not Benefited     |
| 66dB(A) Contour Line           | Barrier Not Feasible and Not Reasonable | Benefited not Impacted     |
|                                |   | Not Impacted not Benefited |

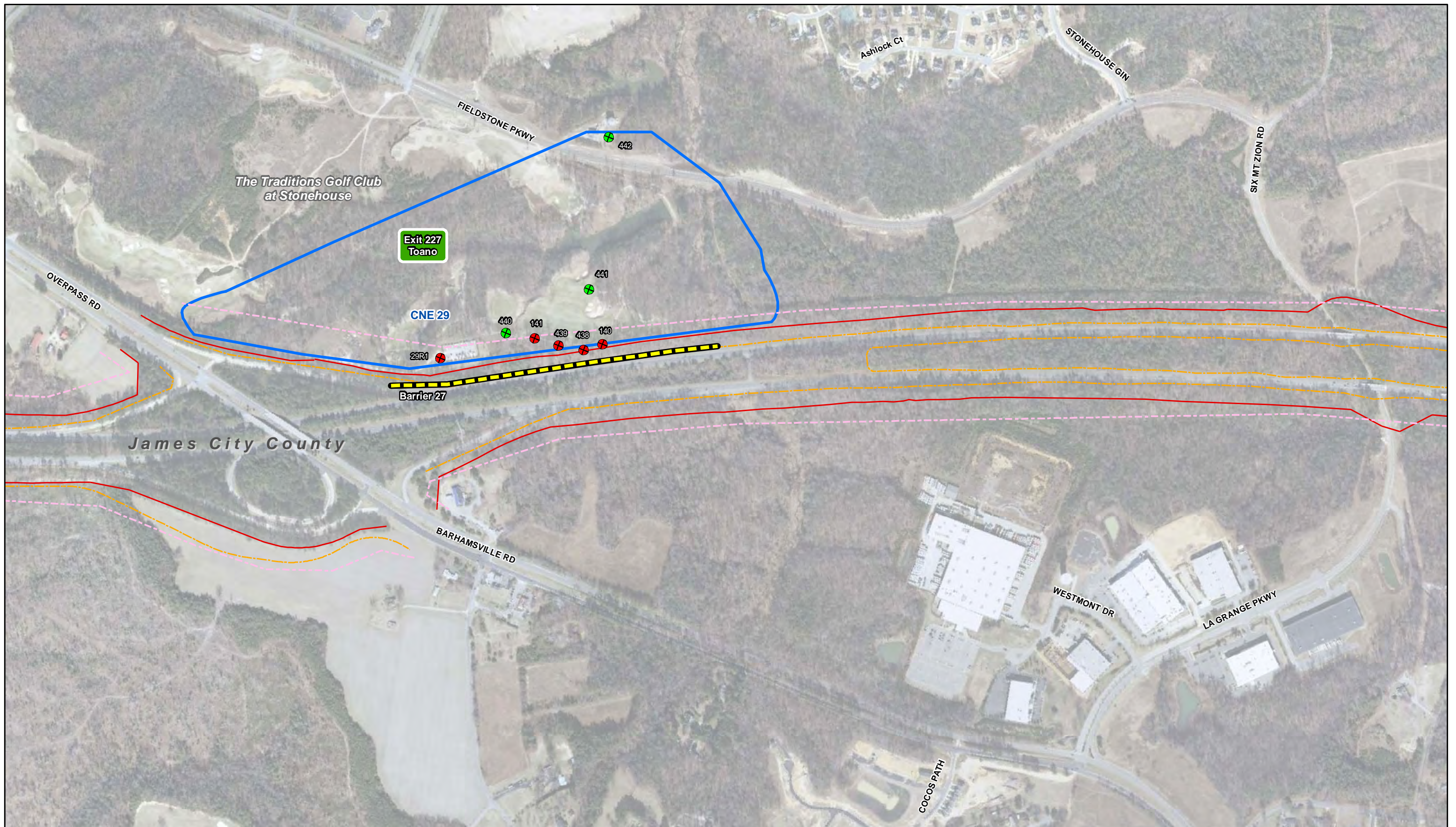
**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

Map 21 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

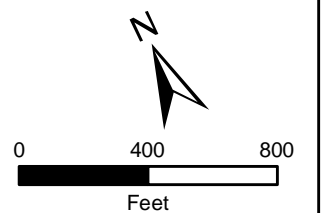
Map 22 of 43

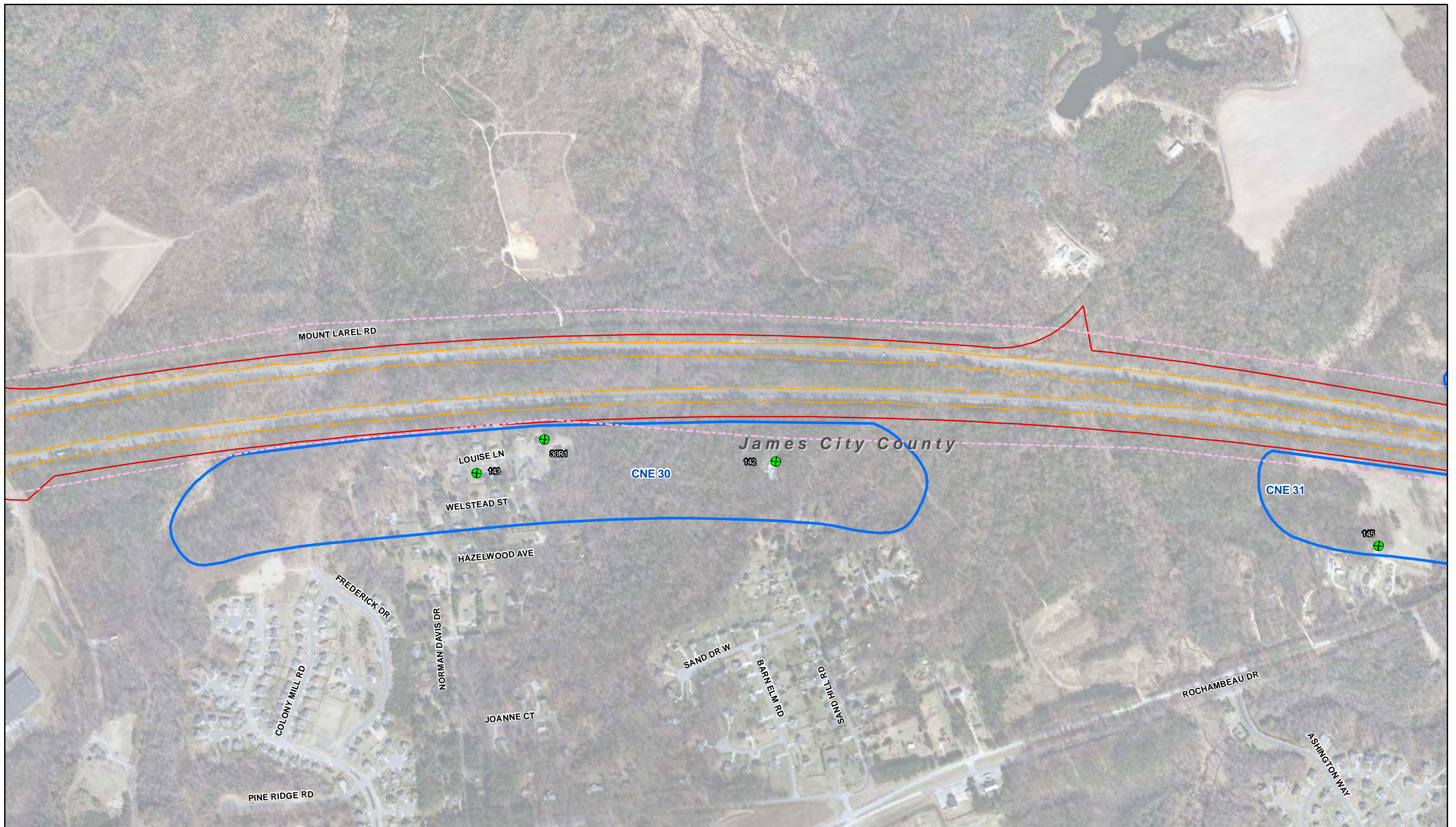
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

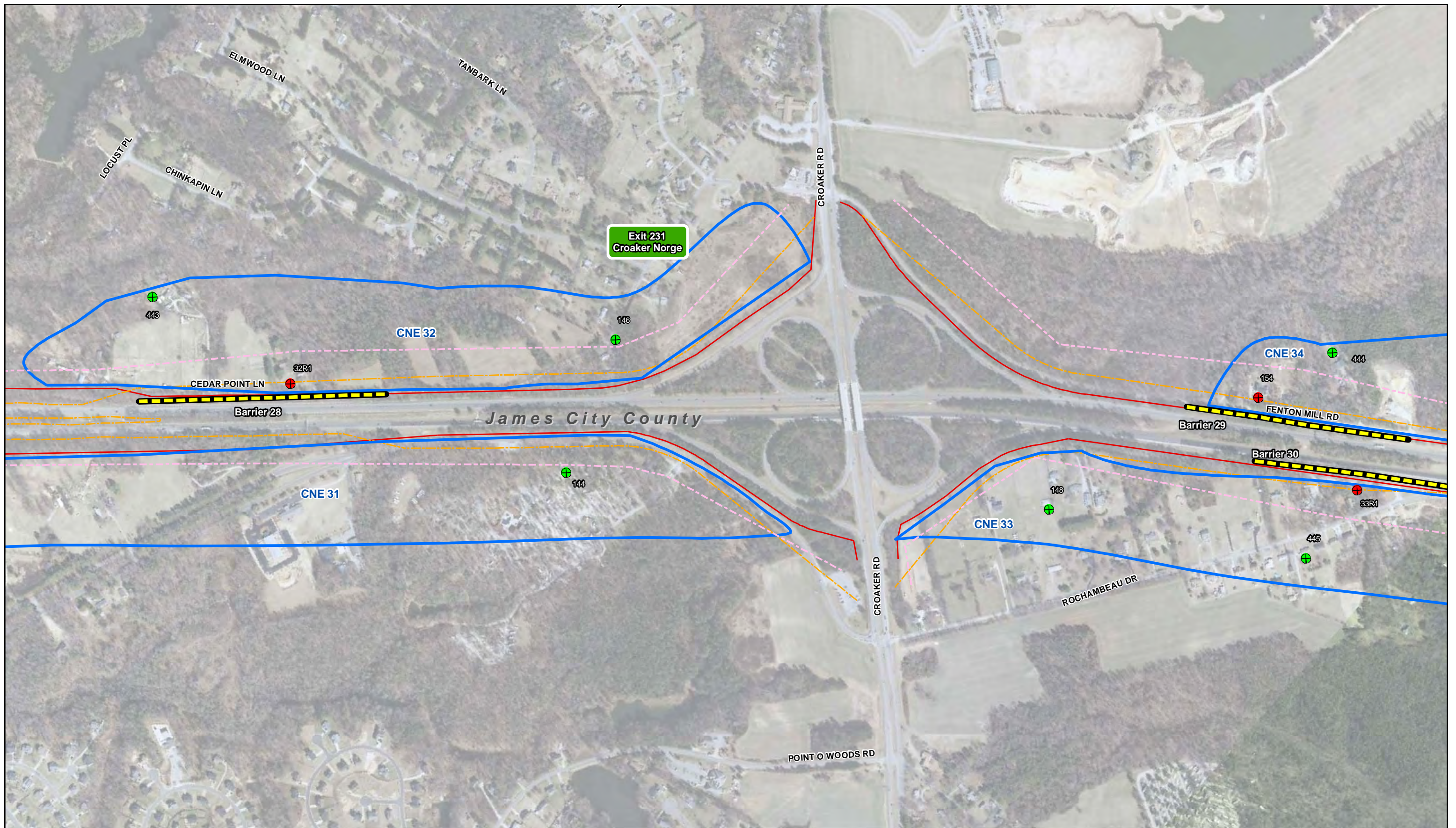


09/12/2012





<p><b>INTERSTATE 64 PENINSULA STUDY</b></p>	<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing Right of Way</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Limits of Alternative 1A/2A</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Common Noise Environment (CNE)</li> <li><span style="border-bottom: 1px dashed pink; display: inline-block; width: 15px; margin-right: 5px;"></span> 66dB(A) Contour Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid purple; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Barrier</li> <li><span style="border-bottom: 1px solid green; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible and Reasonable</li> <li><span style="border-bottom: 1px dashed yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible but Not Reasonable</li> <li><span style="border-bottom: 1px solid red; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Not Feasible and Not Reasonable</li> </ul>	<p style="text-align: center;"><b>Receivers</b></p> <ul style="list-style-type: none"> <li><span style="color: yellow; font-size: 1.2em;">⊗</span> Impacted and Benefited</li> <li><span style="color: red; font-size: 1.2em;">⊗</span> Impacted not Benefited</li> <li><span style="color: blue; font-size: 1.2em;">⊗</span> Benefited not Impacted</li> <li><span style="color: green; font-size: 1.2em;">⊗</span> Not Impacted not Benefited</li> </ul>	<p><b>Highway Traffic Noise Impact Analysis</b>  <b>Alternatives 1A &amp; 2A</b></p> <p>Map 23 of 43</p> <p>Notes:          Road names and Aerial Imagery courtesy of VGIN 2011.          Aerial photography copyrighted by the Commonwealth of Virginia, 2009</p>	<div style="text-align: right;">   <p>0 400 800 Feet</p> </div> <p style="text-align: right;">09/12/2012</p>
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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- Impacted and Benefited
- Impacted not Benefited
- Benefited not Impacted
- Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

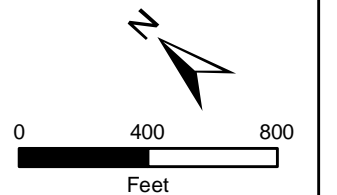
Map 24 of 43

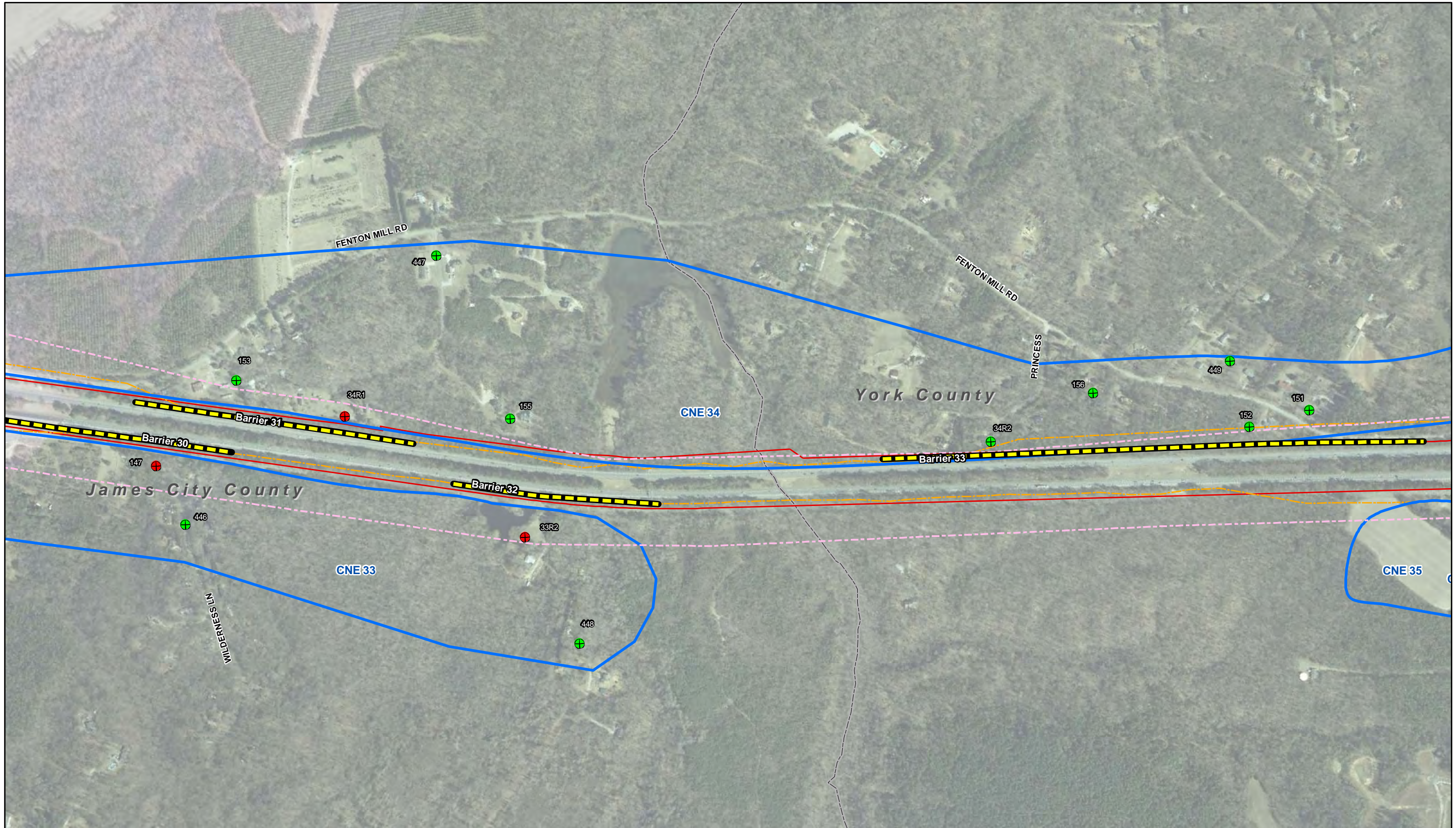
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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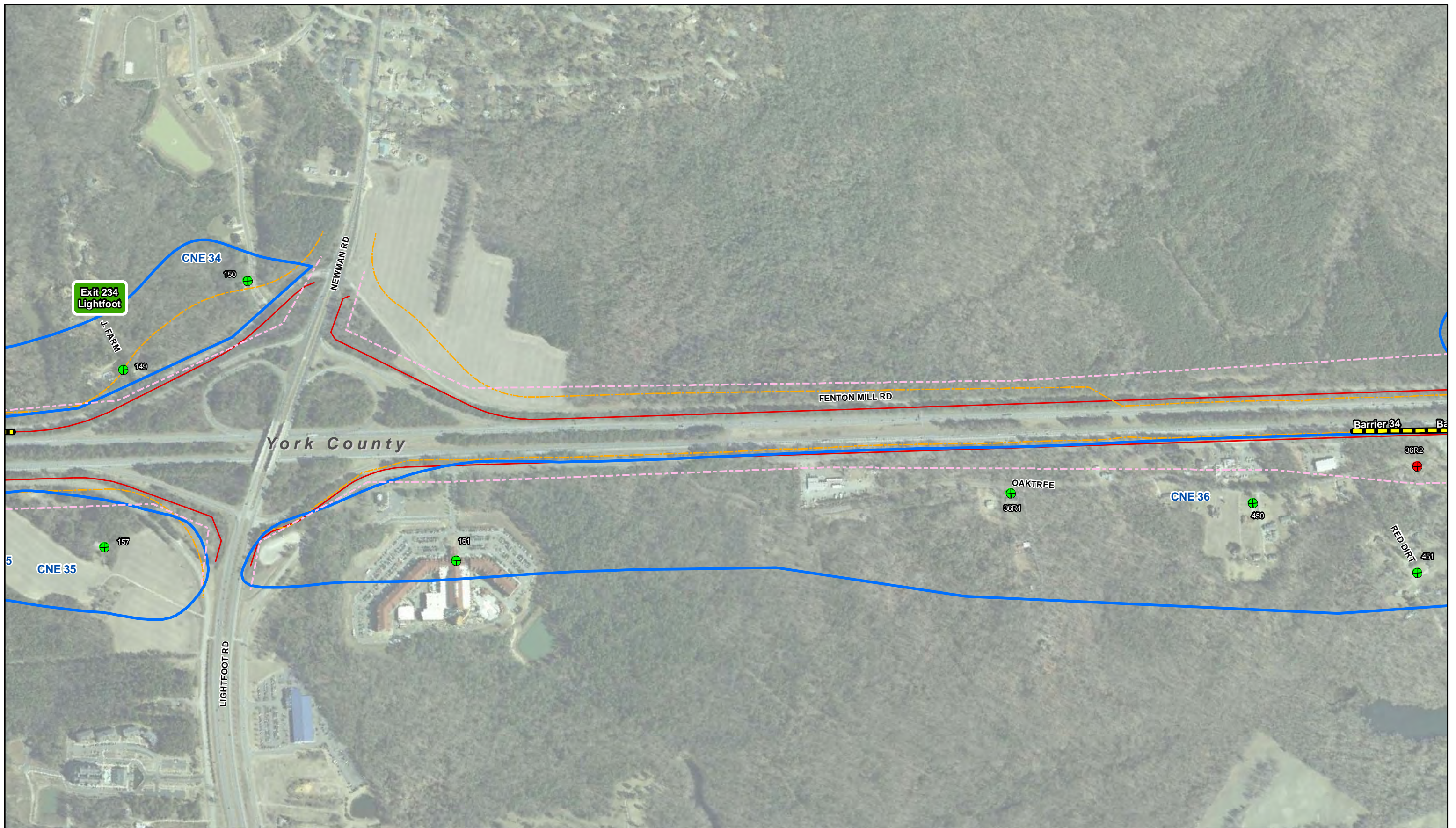
Existing Right of Way	Existing Barrier	<p><b>Receivers</b></p> <ul style="list-style-type: none"> <li> Impacted and Benefited</li> <li> Impacted not Benefited</li> <li> Benefited not Impacted</li> <li> Not Impacted not Benefited</li> </ul>
Limits of Alternative 1A/2A	Barrier Feasible and Reasonable	
Common Noise Environment (CNE)	Barrier Feasible but Not Reasonable	
66dB(A) Contour Line	Barrier Not Feasible and Not Reasonable	

**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 25 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

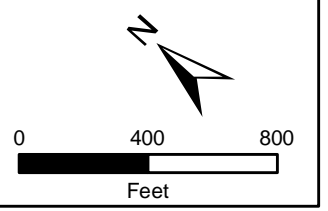
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

Map 26 of 43

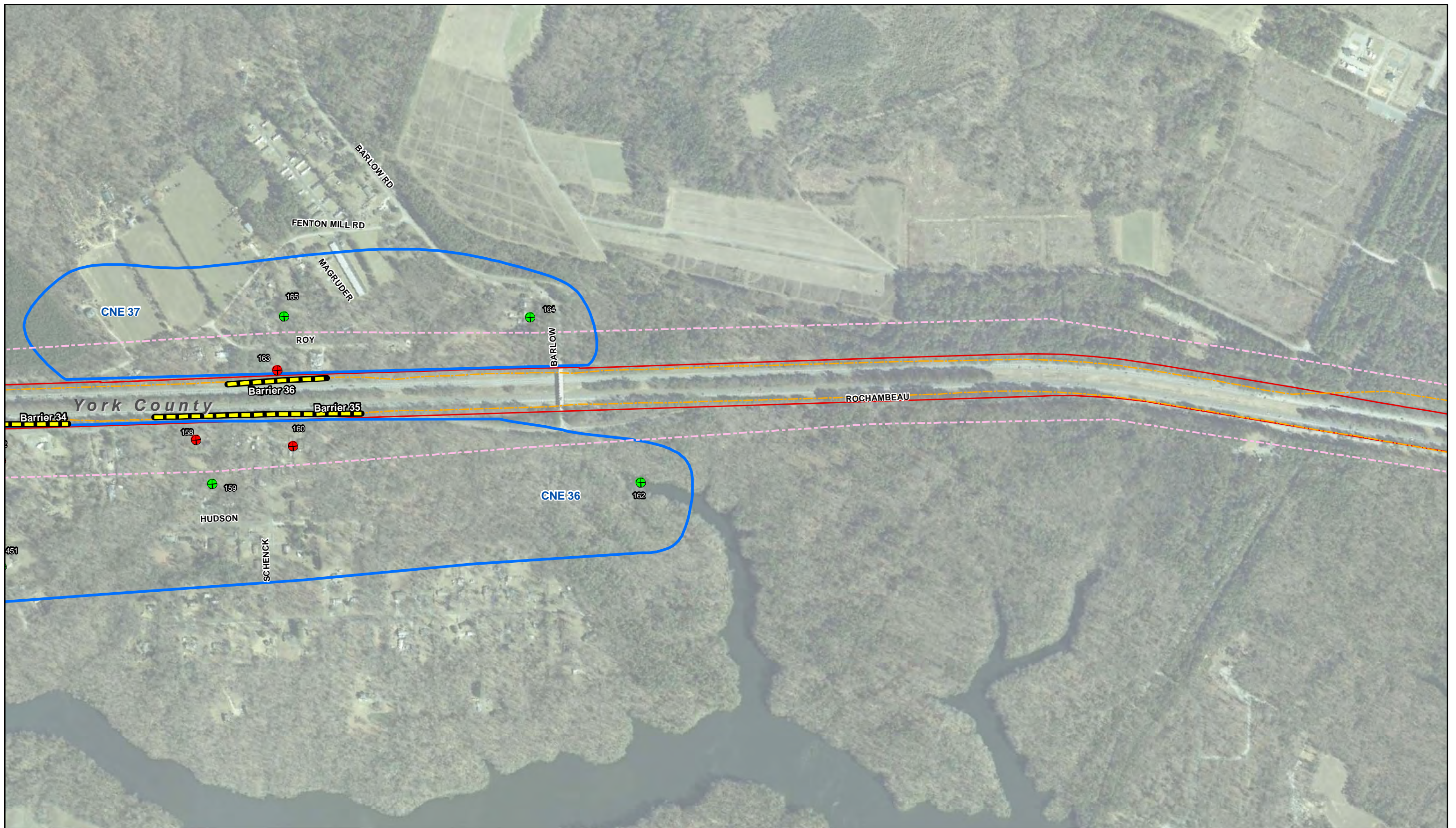
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



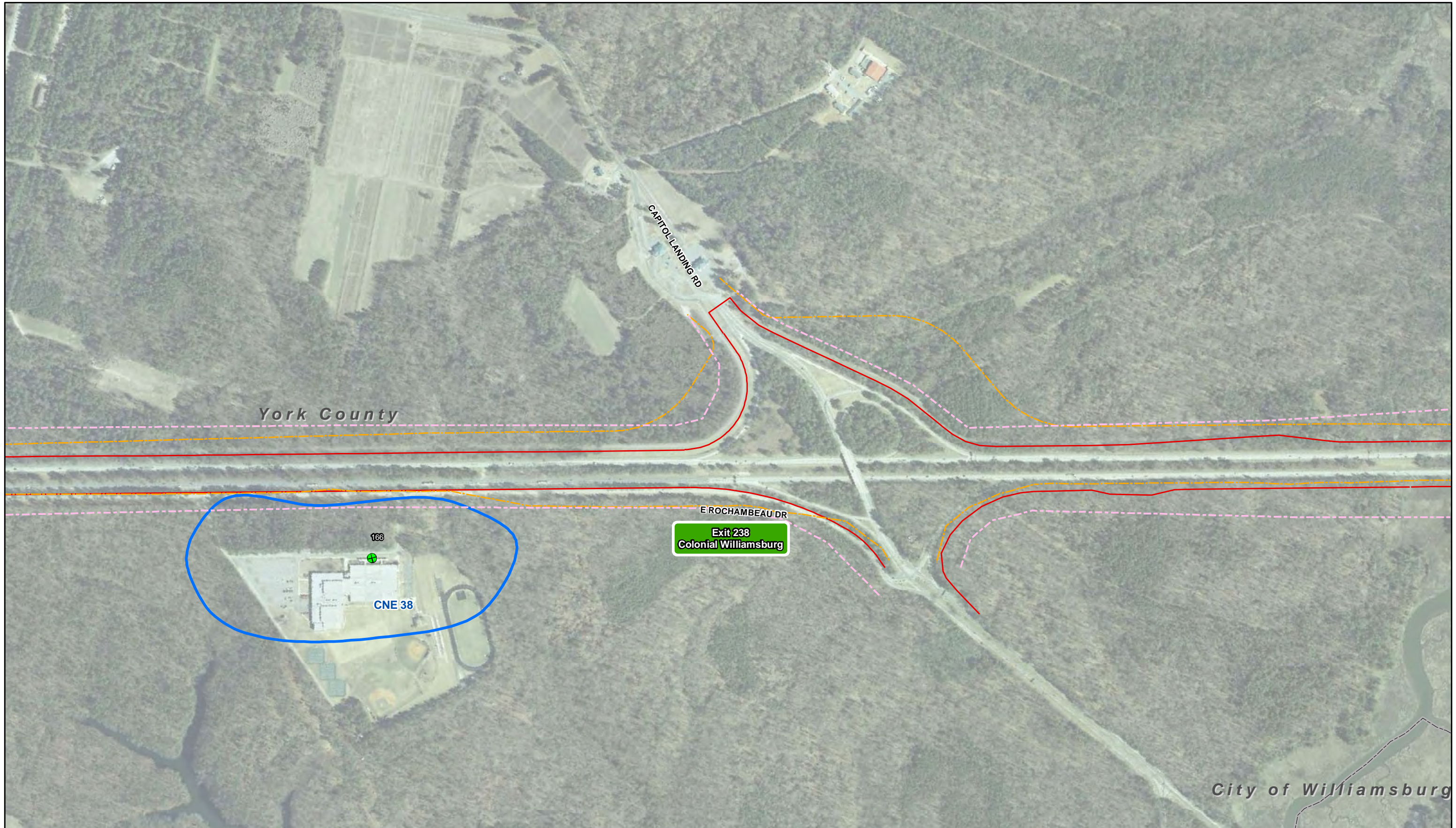
09/12/2012



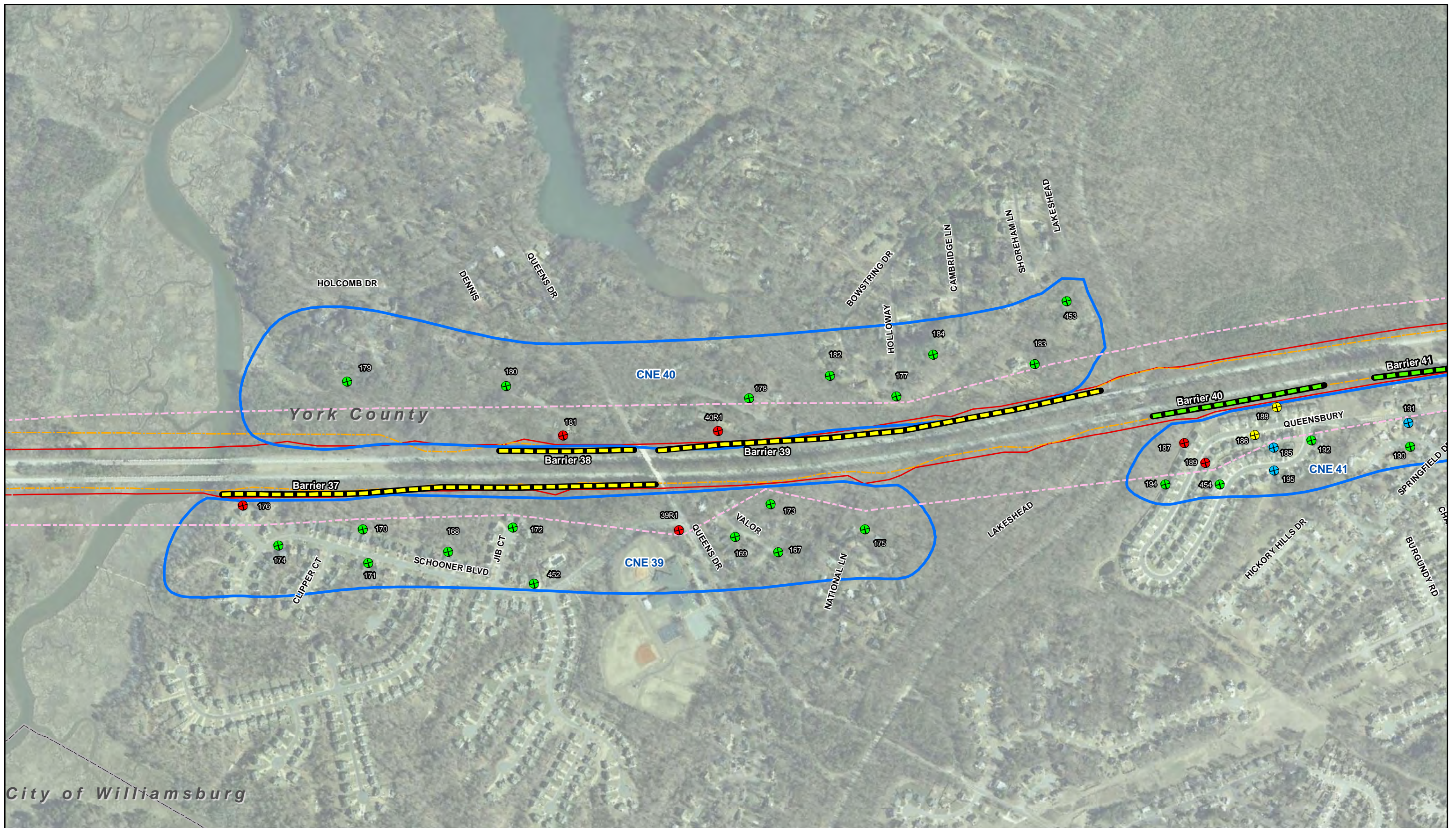


	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternatives 1A &amp; 2A</b> Map 27 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 1A/2A	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				

09/12/2012



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternatives 1A &amp; 2A</b> Map 28 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 1A/2A Common Noise Environment (CNE) 66dB(A) Contour Line	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

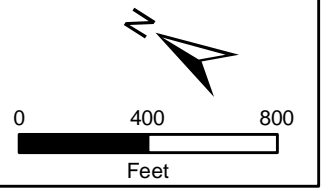
Map 29 of 43

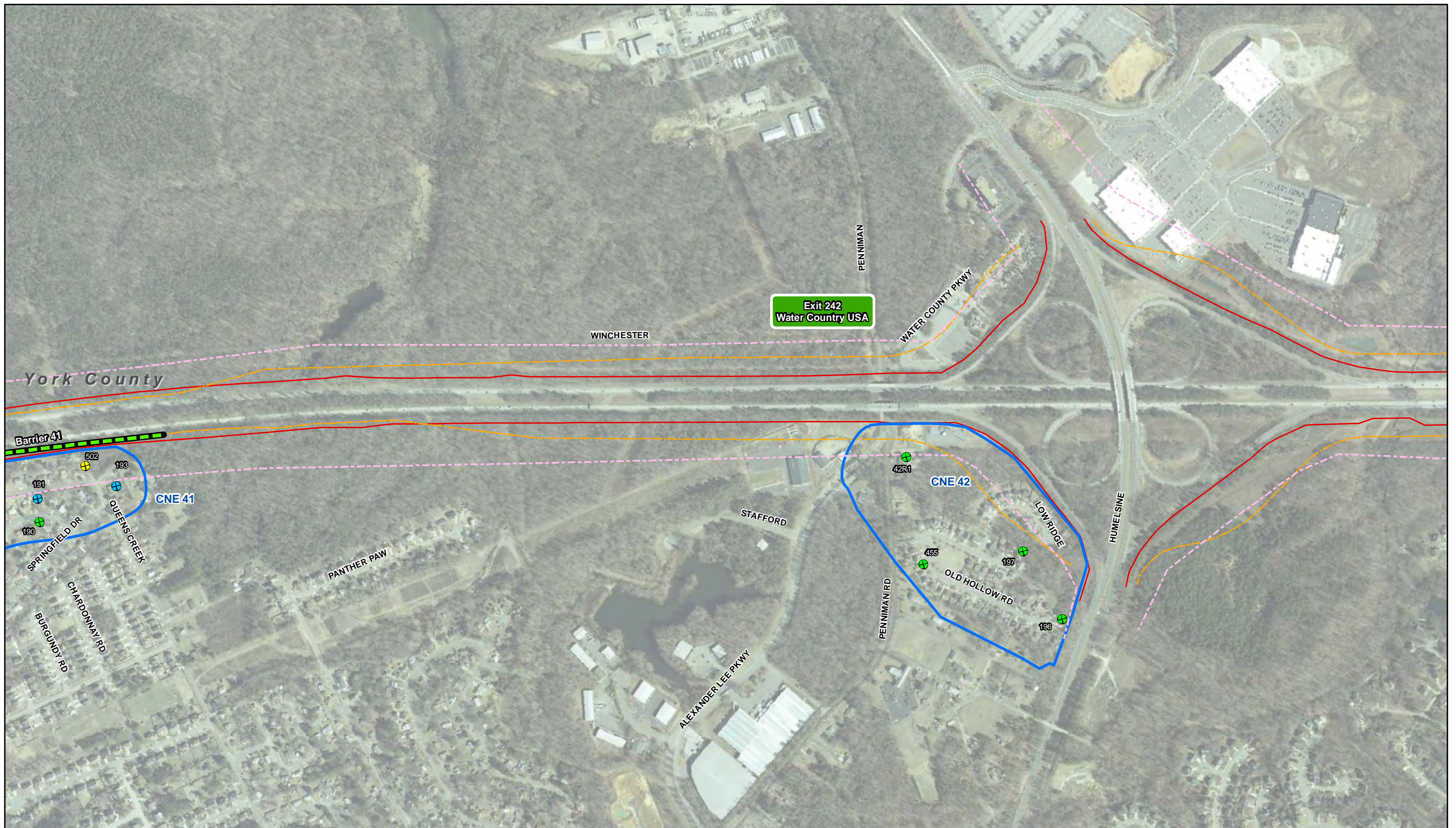
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

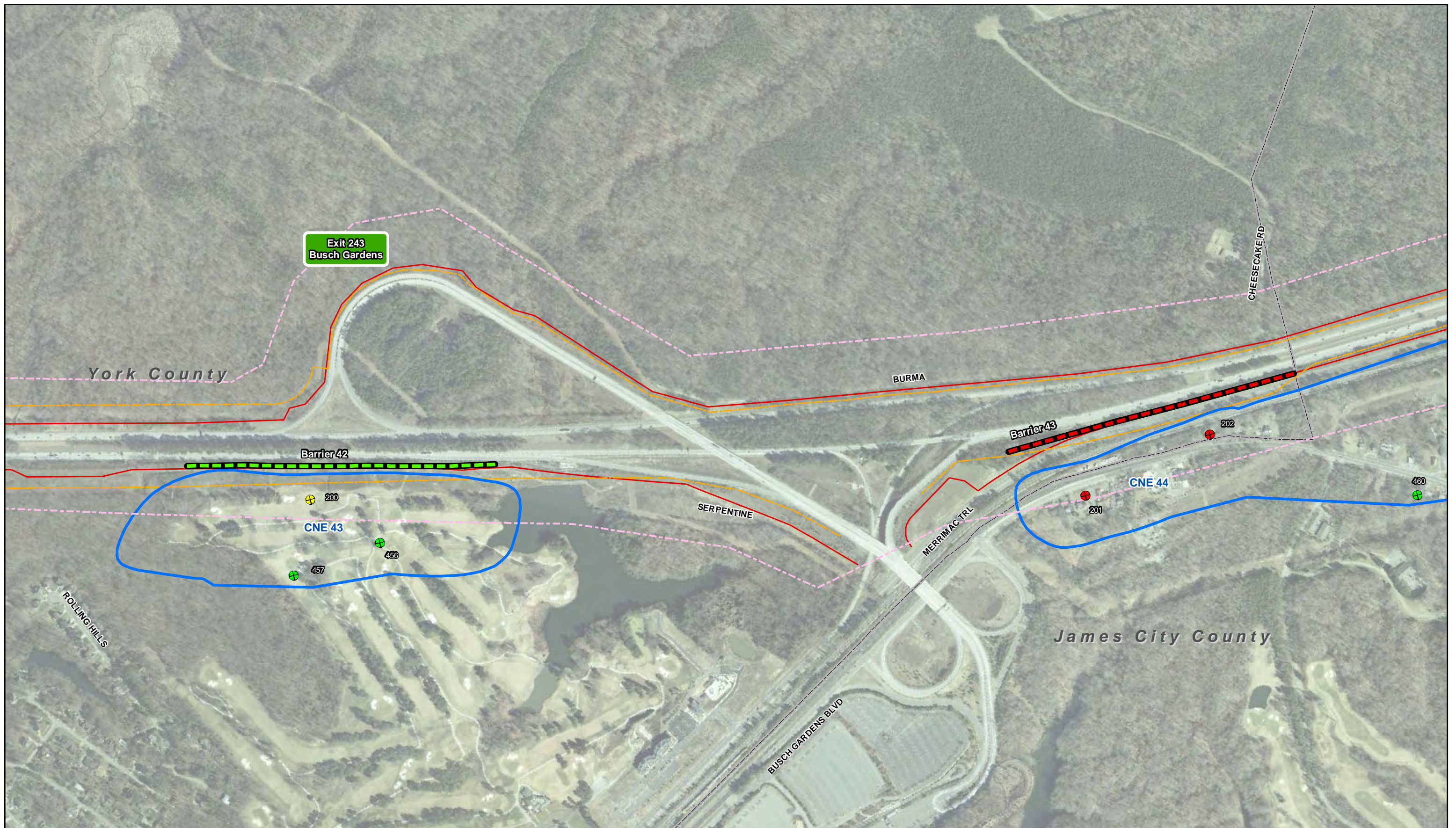


09/12/2012



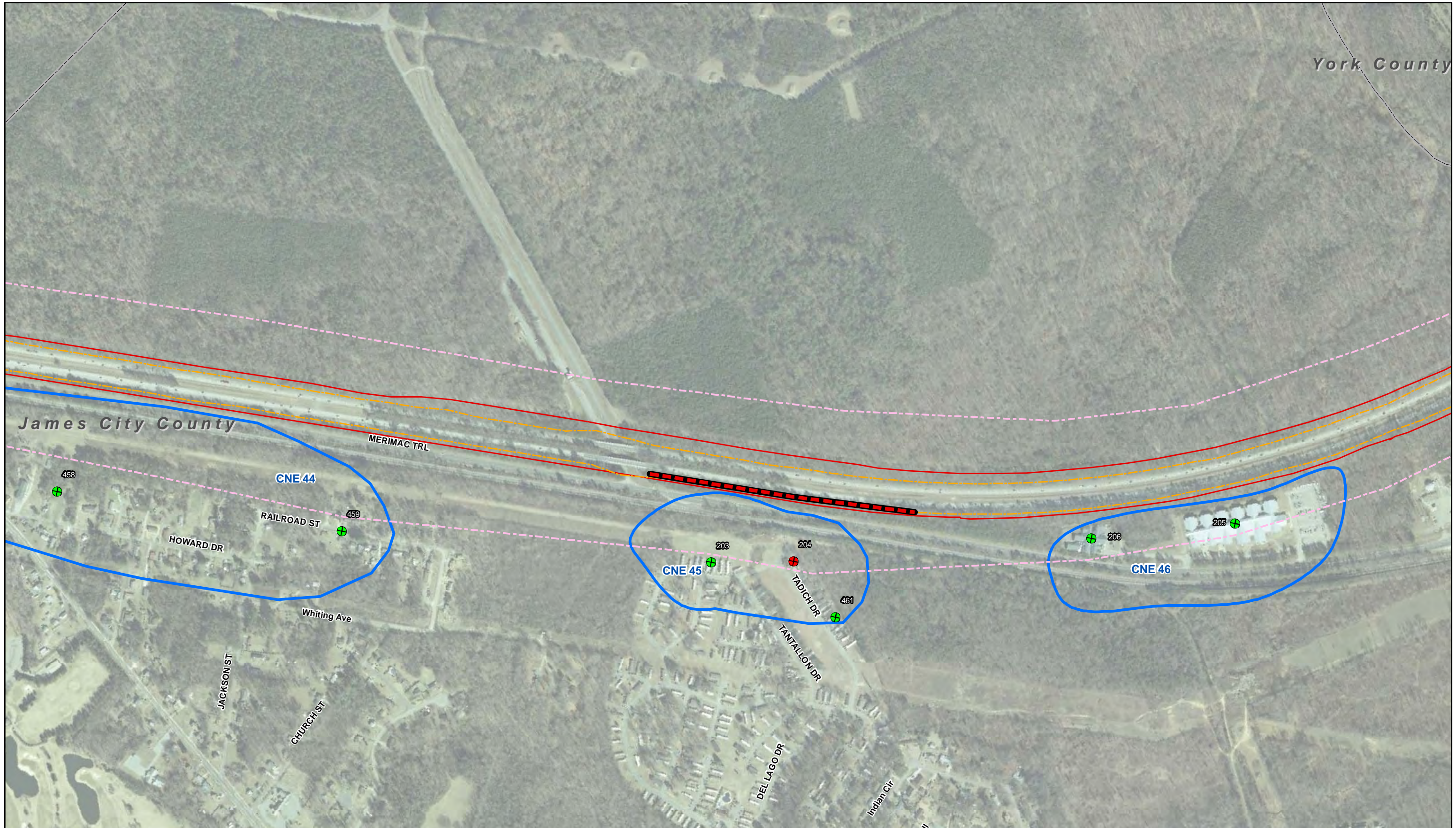


<p><b>INTERSTATE 64 PENINSULA STUDY</b></p>	Existing Right of Way	Existing Barrier	<p><b>Receivers</b></p> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<p><b>Highway Traffic Noise Impact Analysis</b>  <b>Alternatives 1A &amp; 2A</b></p> <p>Map 30 of 43</p> <p>Notes:          Road names and Aerial Imagery courtesy of VGIN 2011.          Aerial photography copyrighted by the Commonwealth of Virginia, 2009</p>			
	Limits of Alternative 1A/2A	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable					



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternatives 1A &amp; 2A</b> Map 31 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 1A/2A	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				

09/12/2012



Existing Right of Way	Existing Barrier
Limits of Alternative 1A/2A	Barrier Feasible and Reasonable
Common Noise Environment (CNE)	Barrier Feasible but Not Reasonable
66dB(A) Contour Line	Barrier Not Feasible and Not Reasonable

**Receivers**

Impacted and Benefited
Impacted not Benefited
Benefited not Impacted
Not Impacted not Benefited

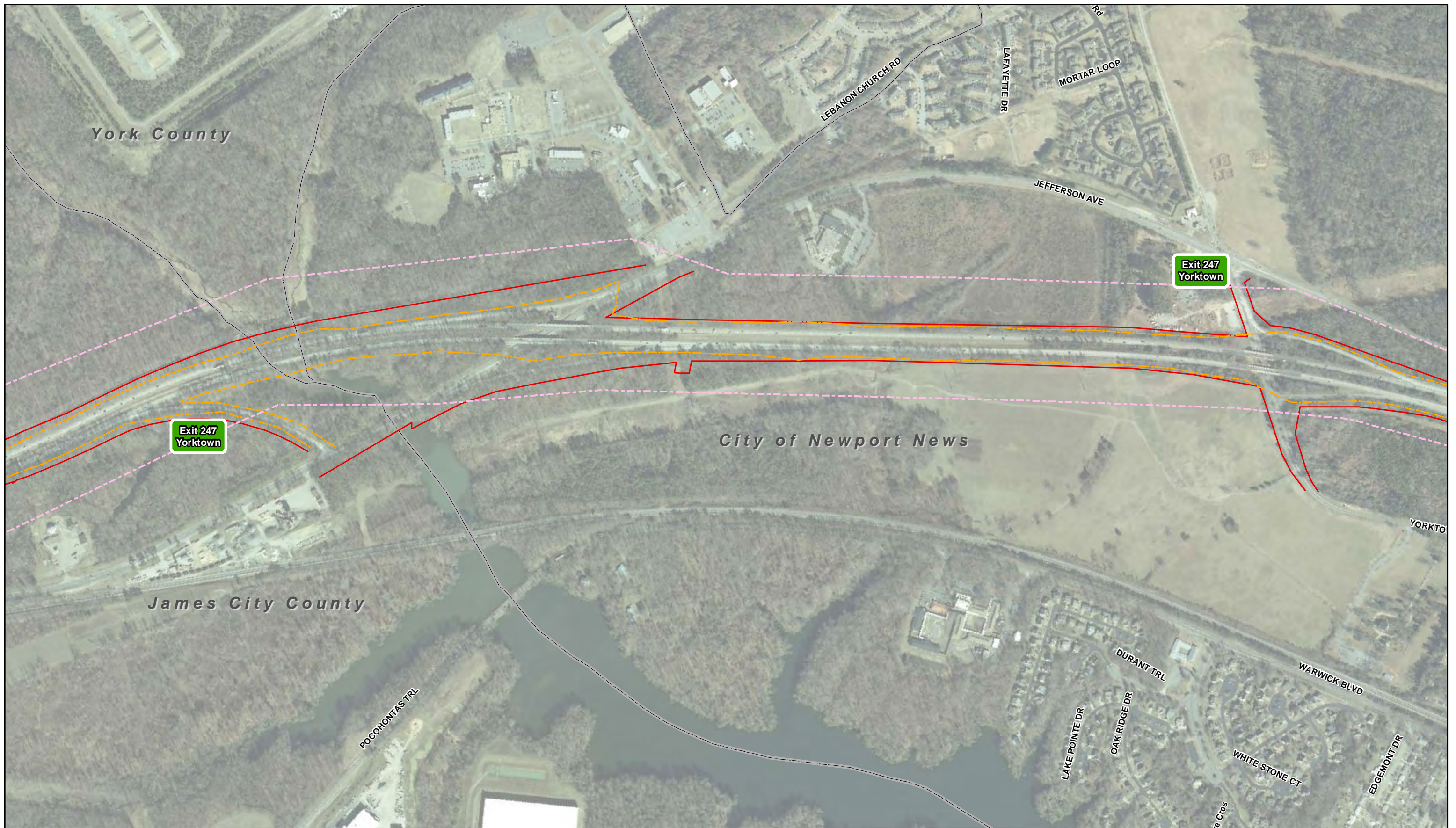
**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 32 of 43

Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

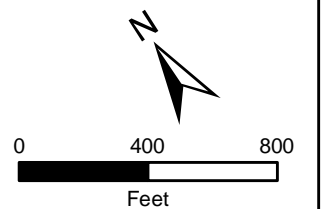
Map 33 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

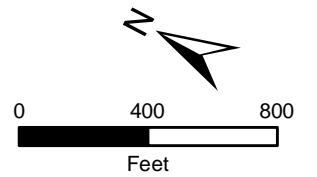
Map 34 of 43

**Notes:**

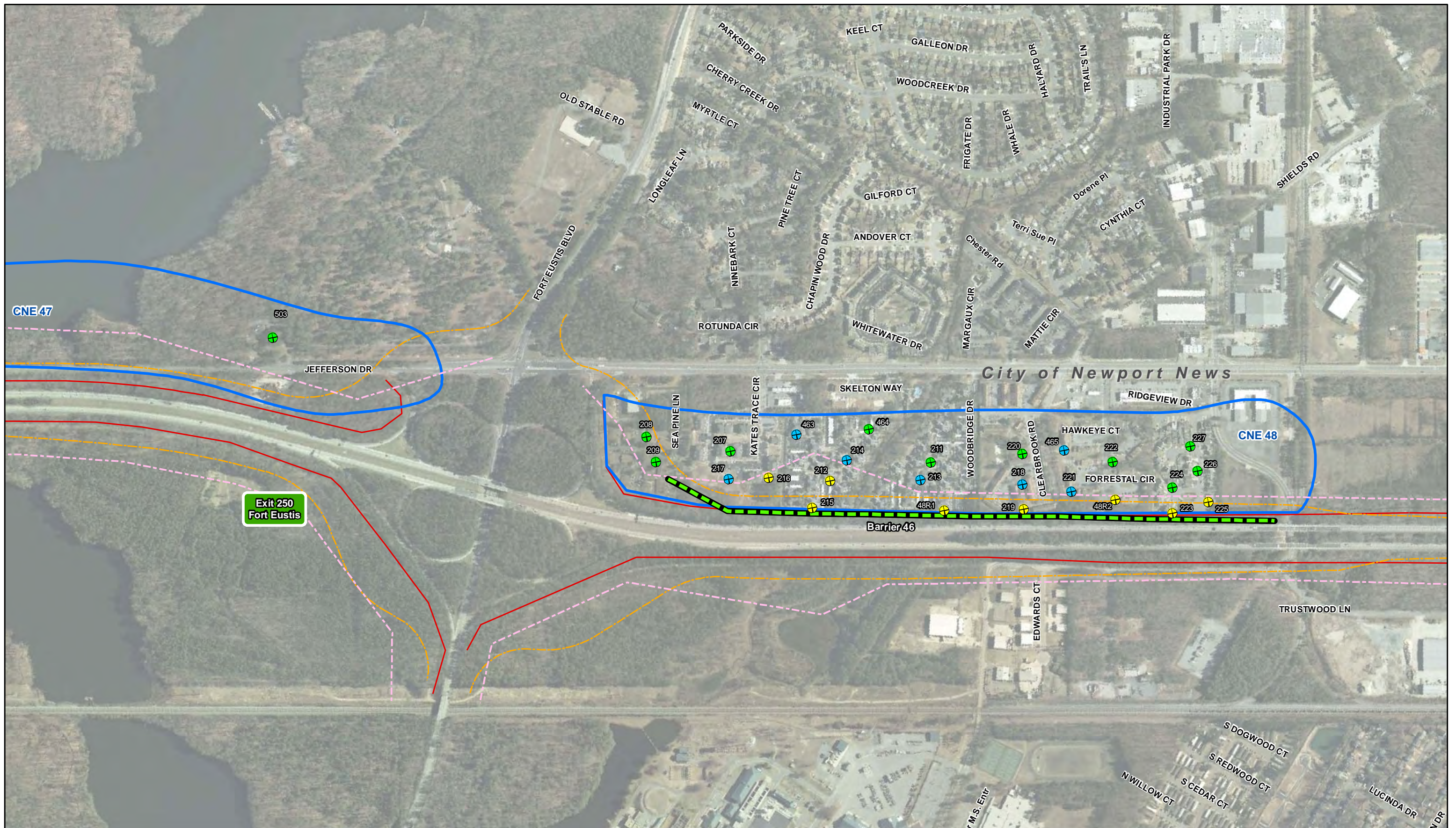
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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**INTERSTATE 64 PENINSULA STUDY**

Existing Right of Way	Existing Barrier
Limits of Alternative 1A/2A	Barrier Feasible and Reasonable
Common Noise Environment (CNE)	Barrier Feasible but Not Reasonable
66dB(A) Contour Line	Barrier Not Feasible and Not Reasonable

**Receivers**

Impacted and Benefited
Impacted not Benefited
Benefited not Impacted
Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 35 of 43

Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

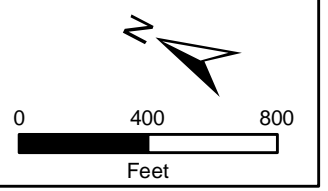
Map 36 of 43

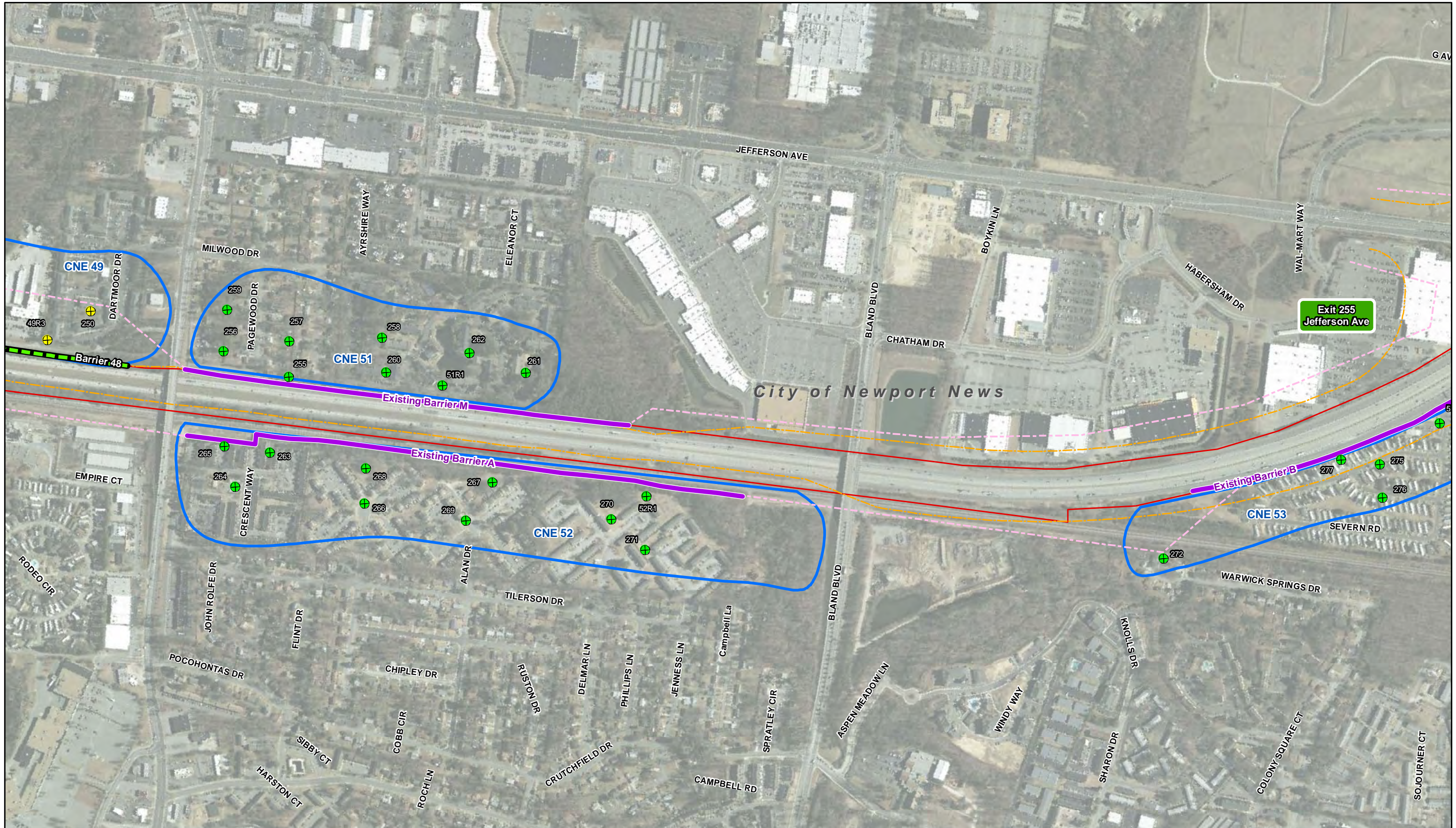
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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**INTERSTATE 64 PENINSULA STUDY**

<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing Right of Way</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Limits of Alternative 1A/2A</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Common Noise Environment (CNE)</li> <li><span style="border-bottom: 1px dashed pink; display: inline-block; width: 15px; margin-right: 5px;"></span> 66dB(A) Contour Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid purple; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Barrier</li> <li><span style="border-bottom: 2px solid green; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible and Reasonable</li> <li><span style="border-bottom: 2px dashed yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible but Not Reasonable</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Not Feasible and Not Reasonable</li> </ul>	<p><b>Receivers</b></p> <ul style="list-style-type: none"> <li><span style="color: yellow; font-size: 1.2em;">⊗</span> Impacted and Benefited</li> <li><span style="color: red; font-size: 1.2em;">⊗</span> Impacted not Benefited</li> <li><span style="color: blue; font-size: 1.2em;">⊗</span> Benefited not Impacted</li> <li><span style="color: green; font-size: 1.2em;">⊗</span> Not Impacted not Benefited</li> </ul>
--	--	--

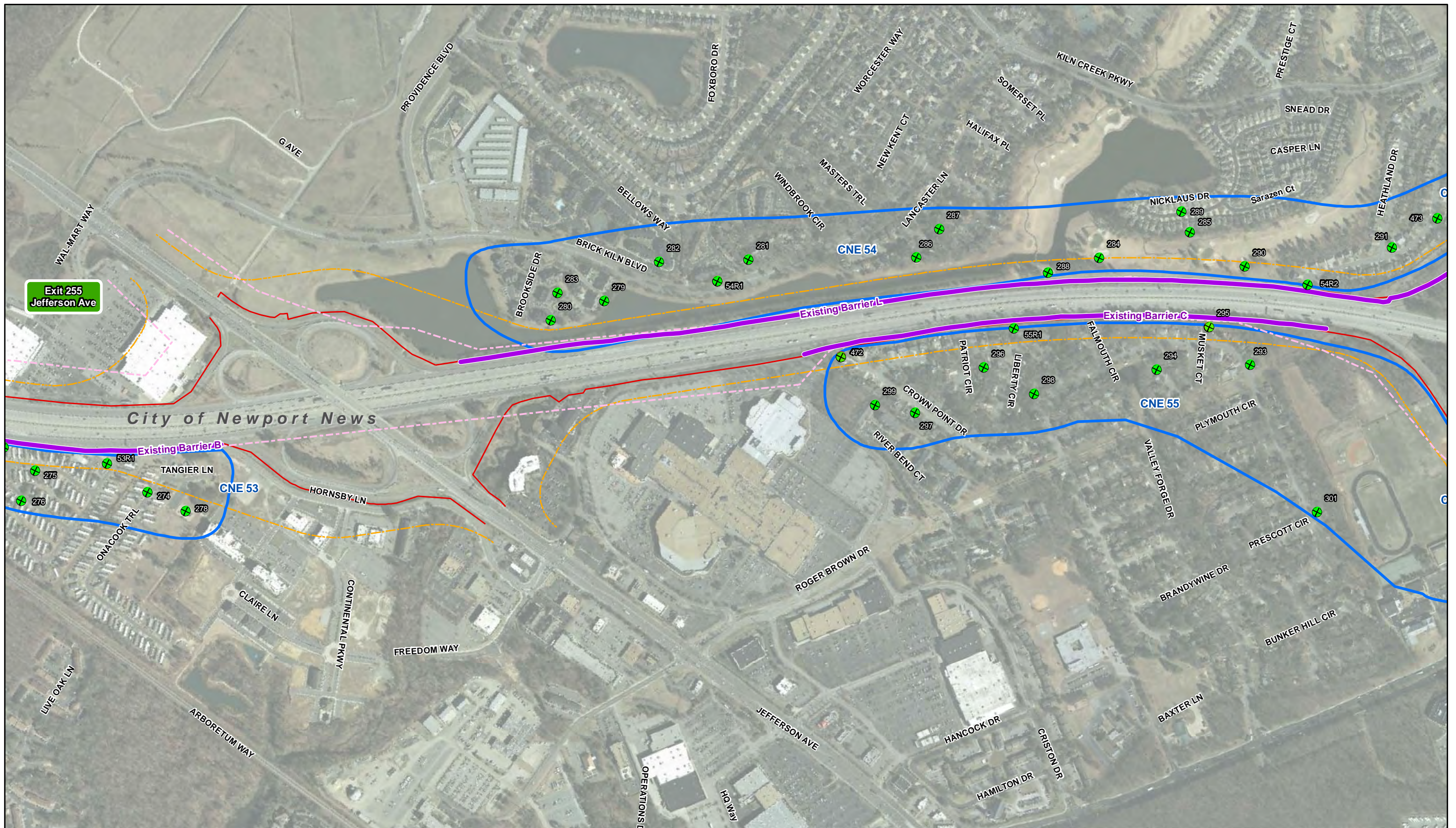
**Highway Traffic Noise Impact Analysis**  
**Alternatives 1A & 2A**

Map 37 of 43

Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
 Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



Existing Right of Way	Existing Barrier
Limits of Alternative 1A/2A	Barrier Feasible and Reasonable
Common Noise Environment (CNE)	Barrier Feasible but Not Reasonable
66dB(A) Contour Line	Barrier Not Feasible and Not Reasonable

**Receivers**

Impacted and Benefited
Impacted not Benefited
Benefited not Impacted
Not Impacted not Benefited

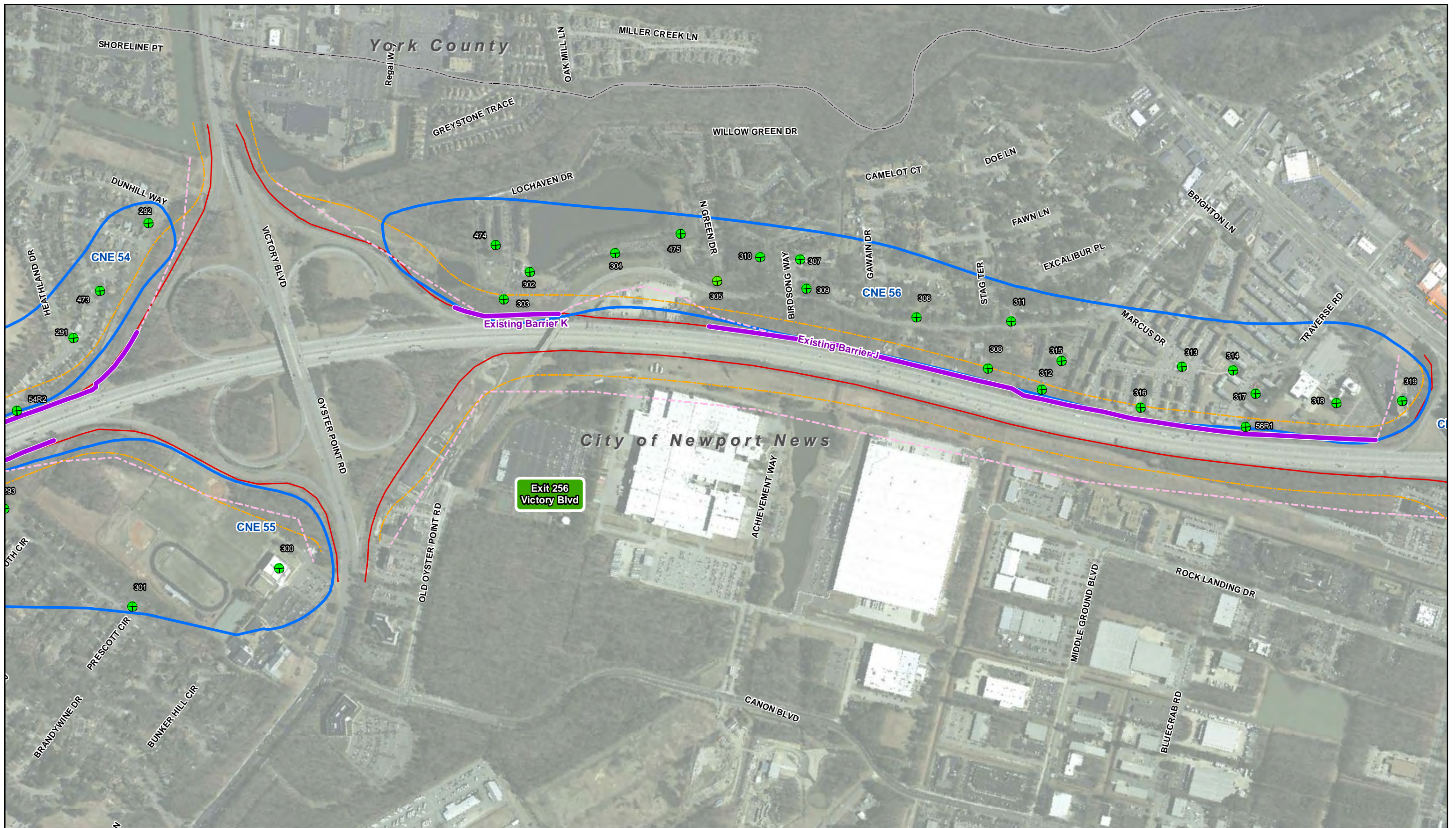
### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 38 of 43

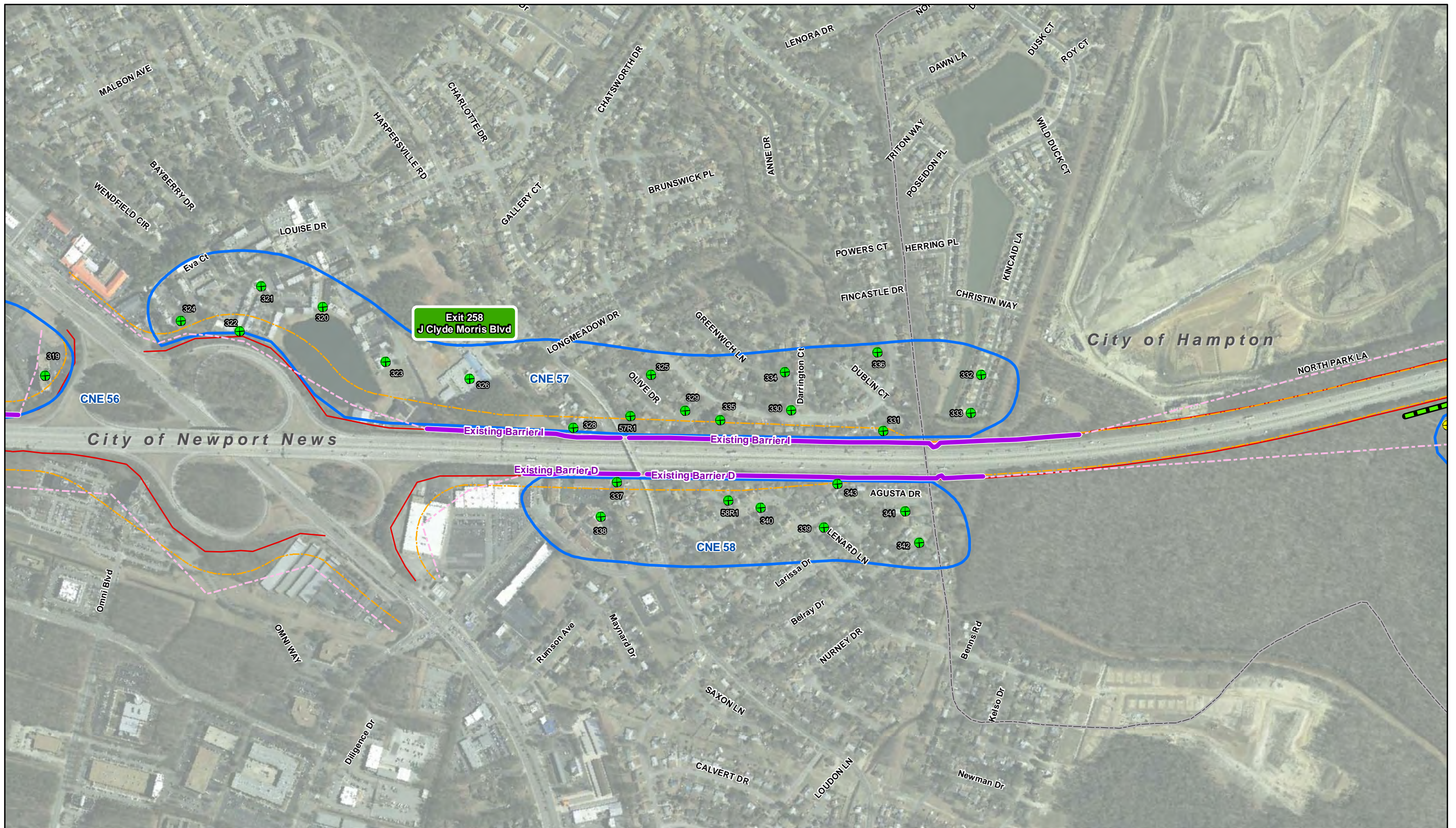
**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternatives 1A &amp; 2A</b> Map 39 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 1A/2A	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				



- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

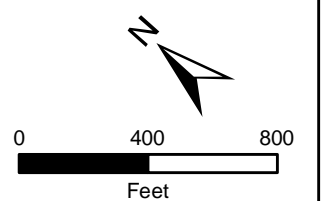
Map 40 of 43

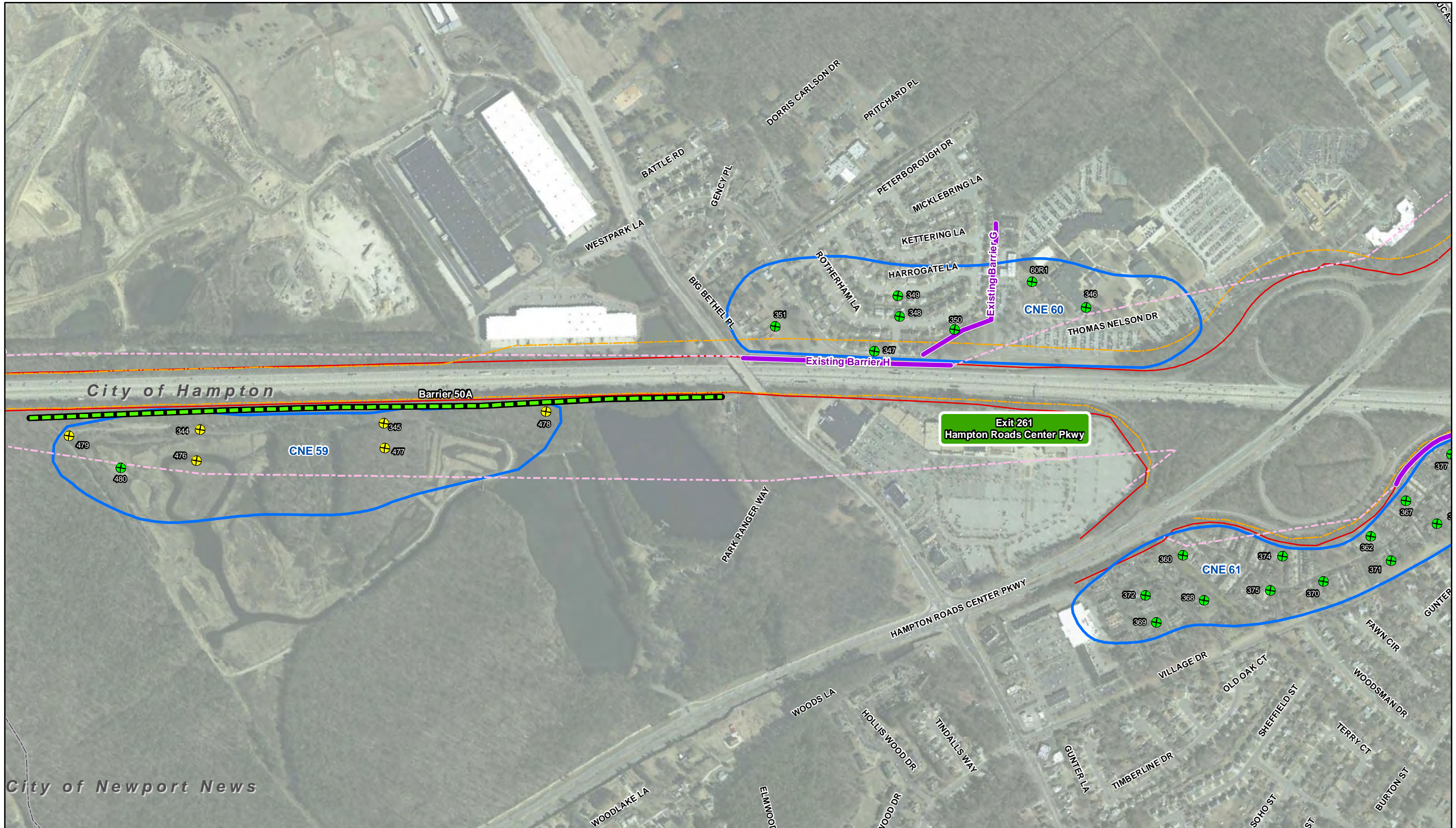
**Notes:**


Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009











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




**INTERSTATE 64 PENINSULA STUDY**

 Existing Right of Way	 Existing Barrier
 Limits of Alternative 1A/2A	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable

**Receivers**

 Impacted and Benefited
 Impacted not Benefited
 Benefited not Impacted
 Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 41 of 43

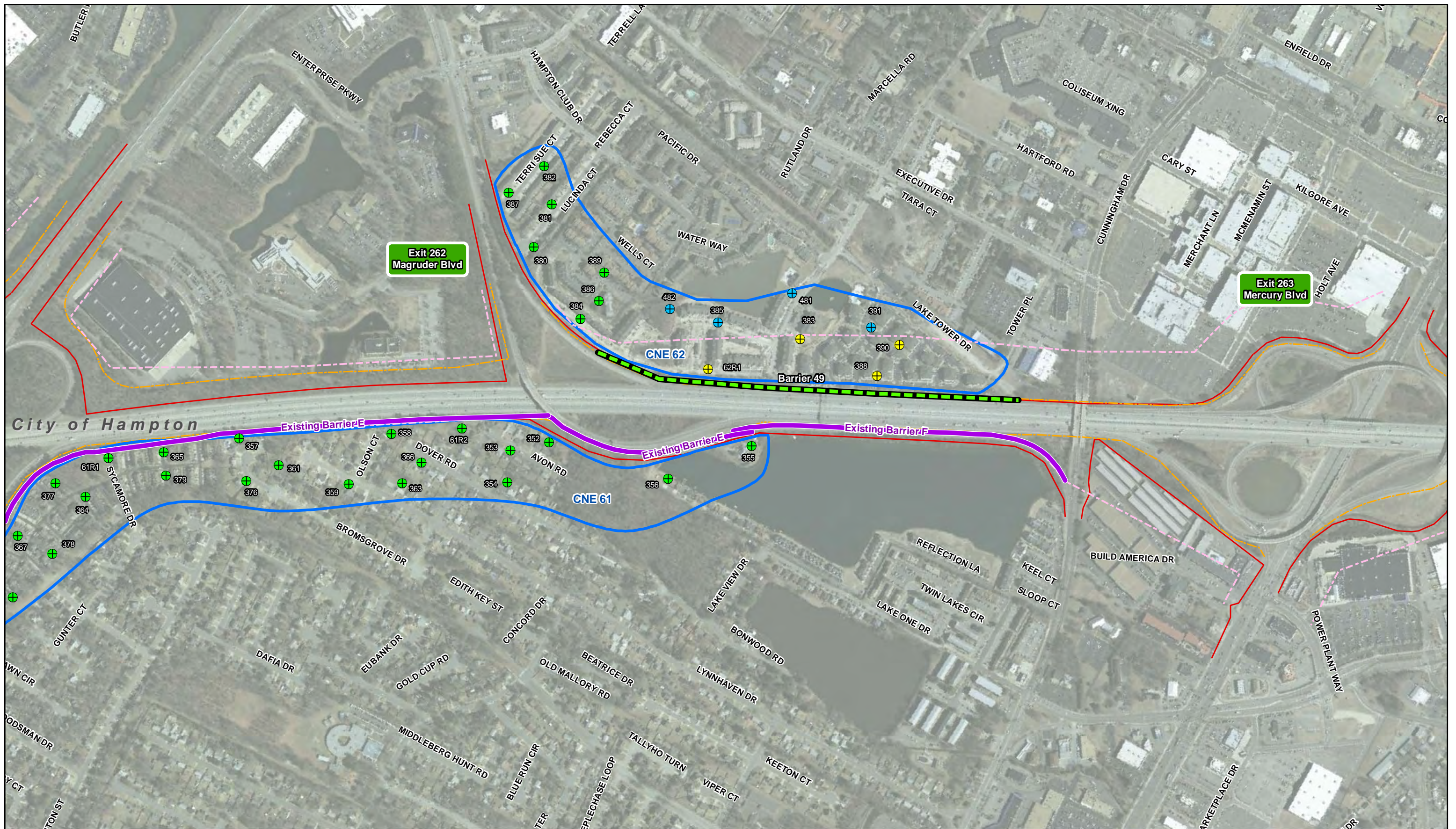
**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009







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- Existing Right of Way
- Limits of Alternative 1A/2A
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1A & 2A**

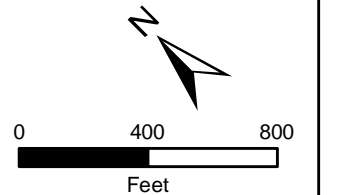
Map 42 of 43

**Notes:**

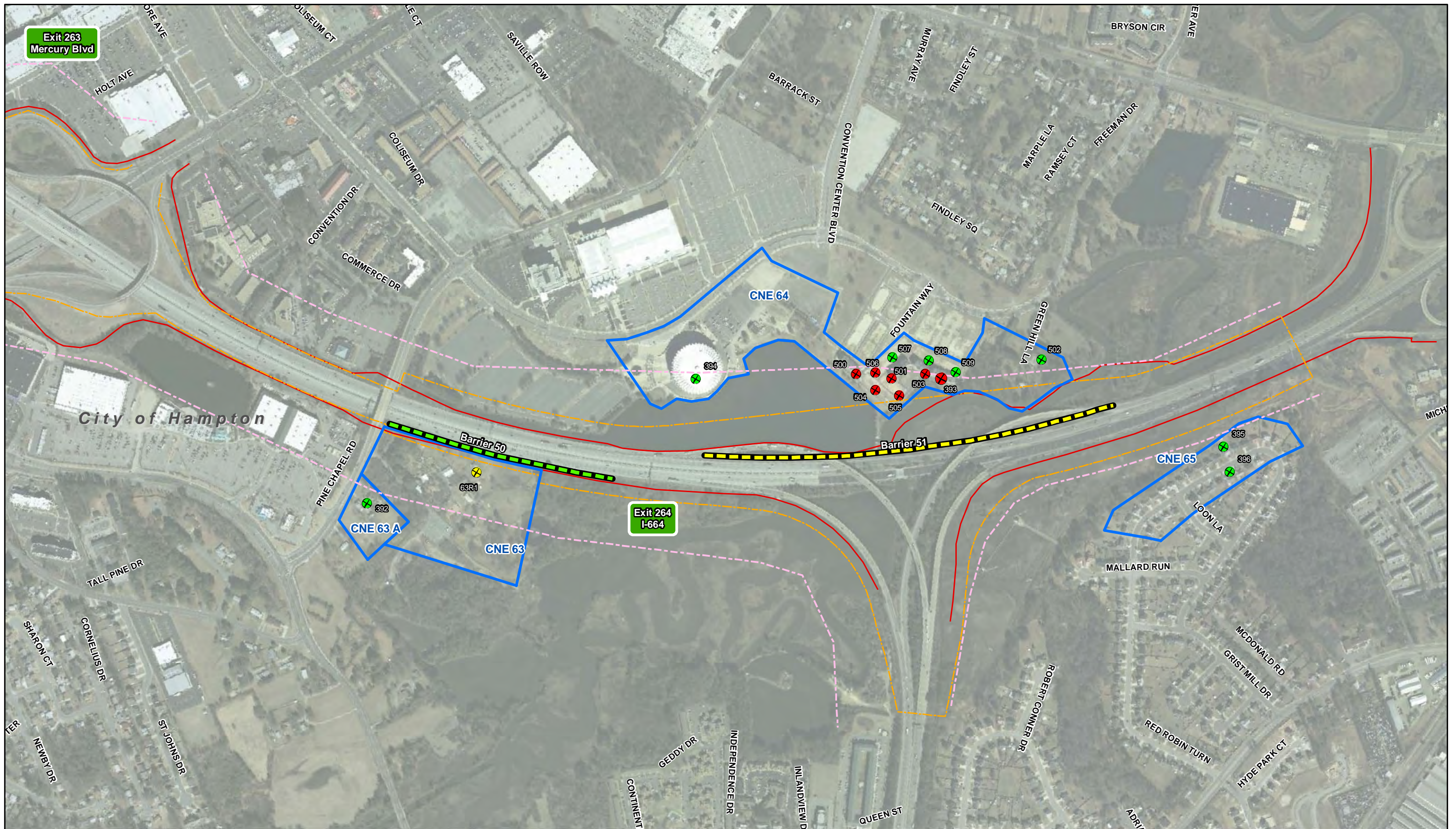
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009




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**INTERSTATE 64 PENINSULA STUDY**

 Existing Right of Way	 Existing Barrier
 Limits of Alternative 1A/2A	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable

**Receivers**

 Impacted and Benefited
 Impacted not Benefited
 Benefited not Impacted
 Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1A & 2A

Map 43 of 43

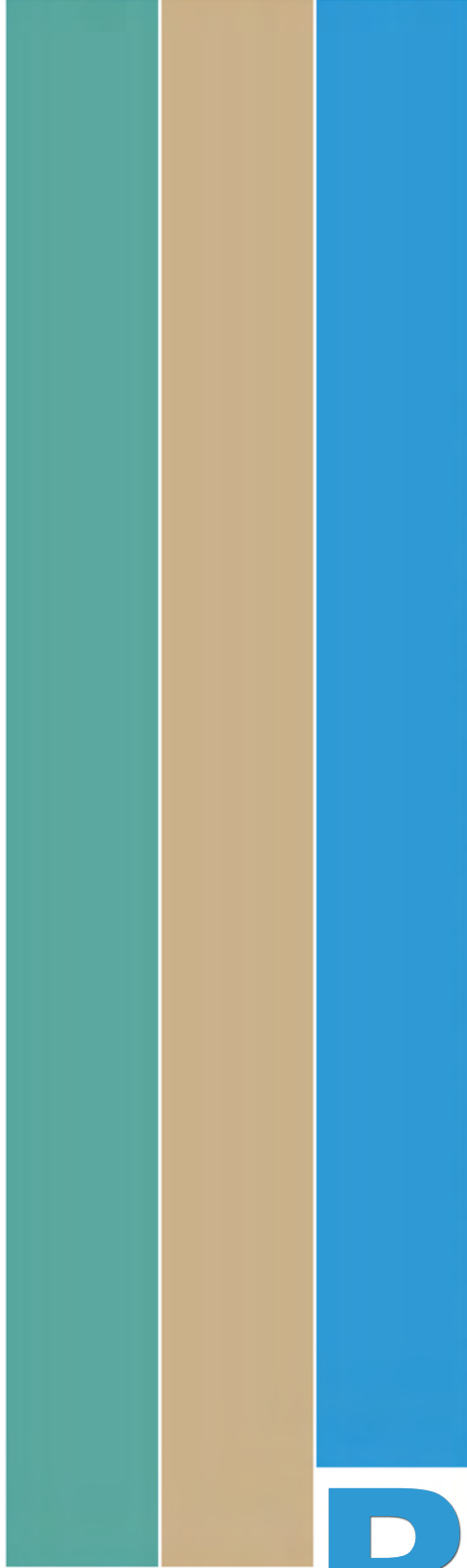
**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



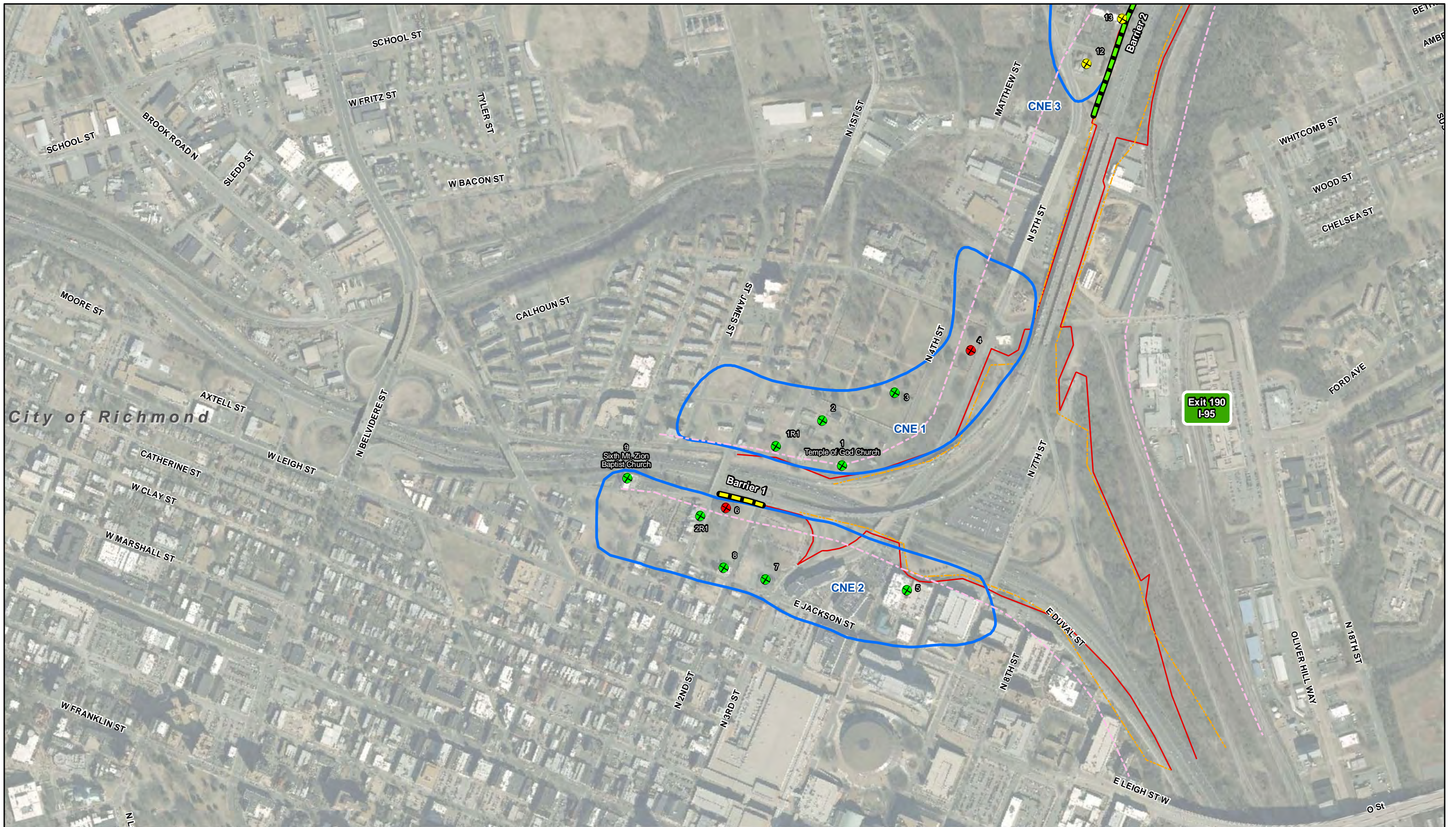




0 400 800  
Feet



**Highway Traffic Noise Impact Analysis Alternatives 1B and 2B**



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

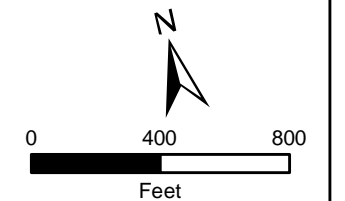
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

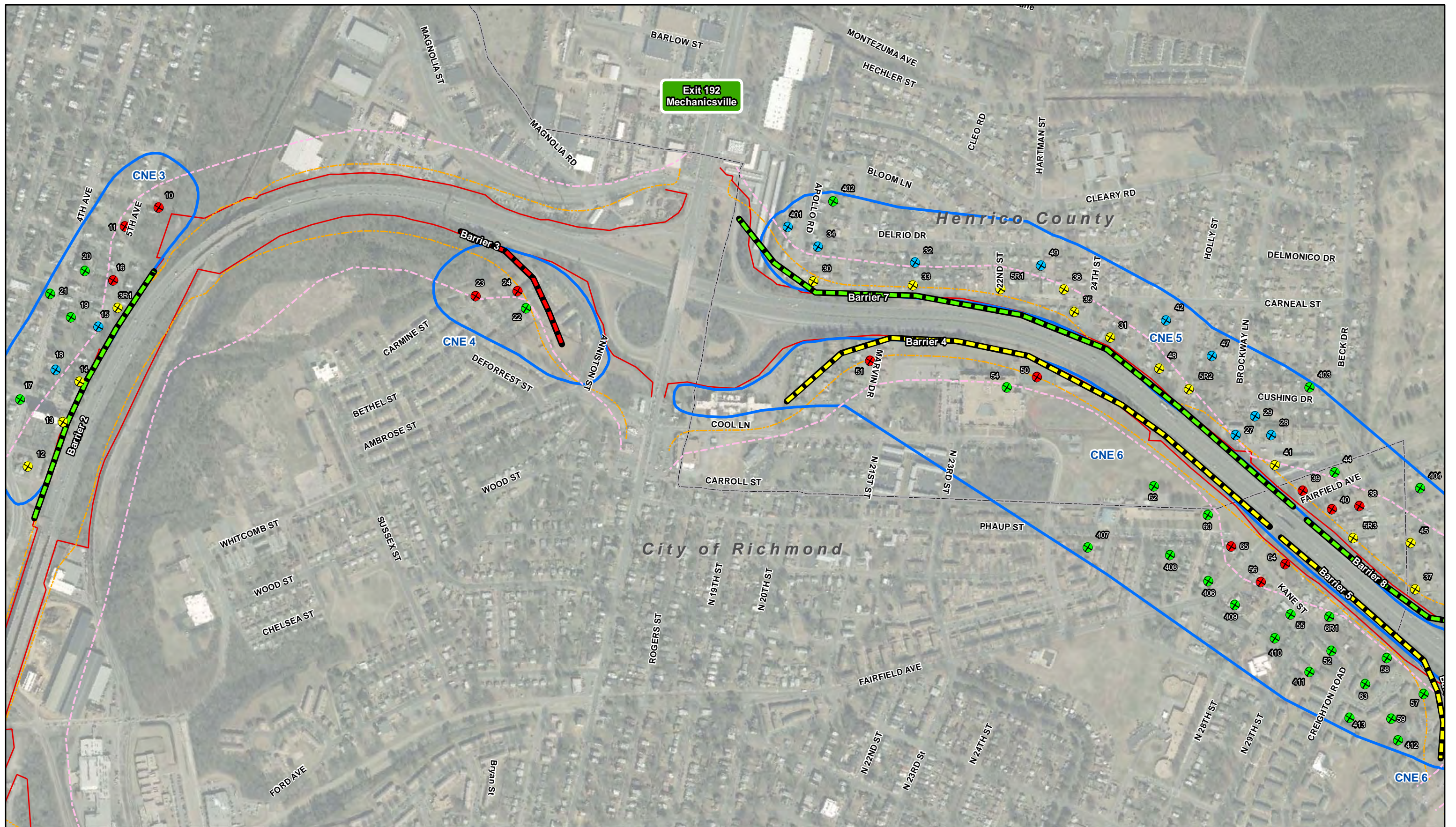
Map 1 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

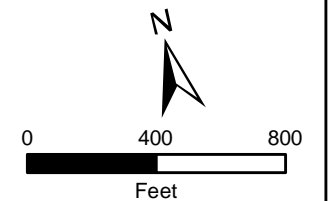
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

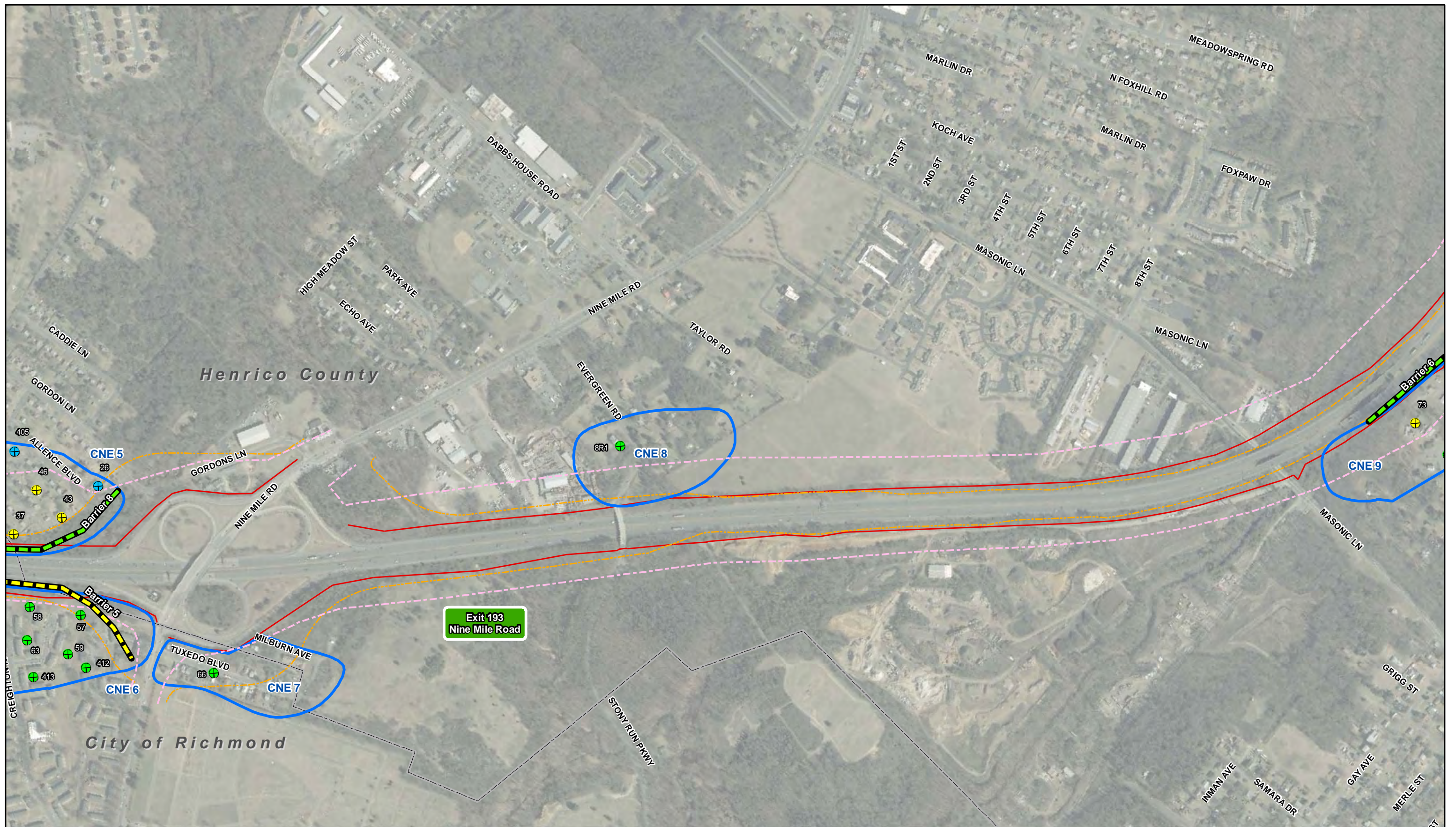
Map 2 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

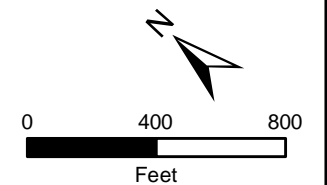
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

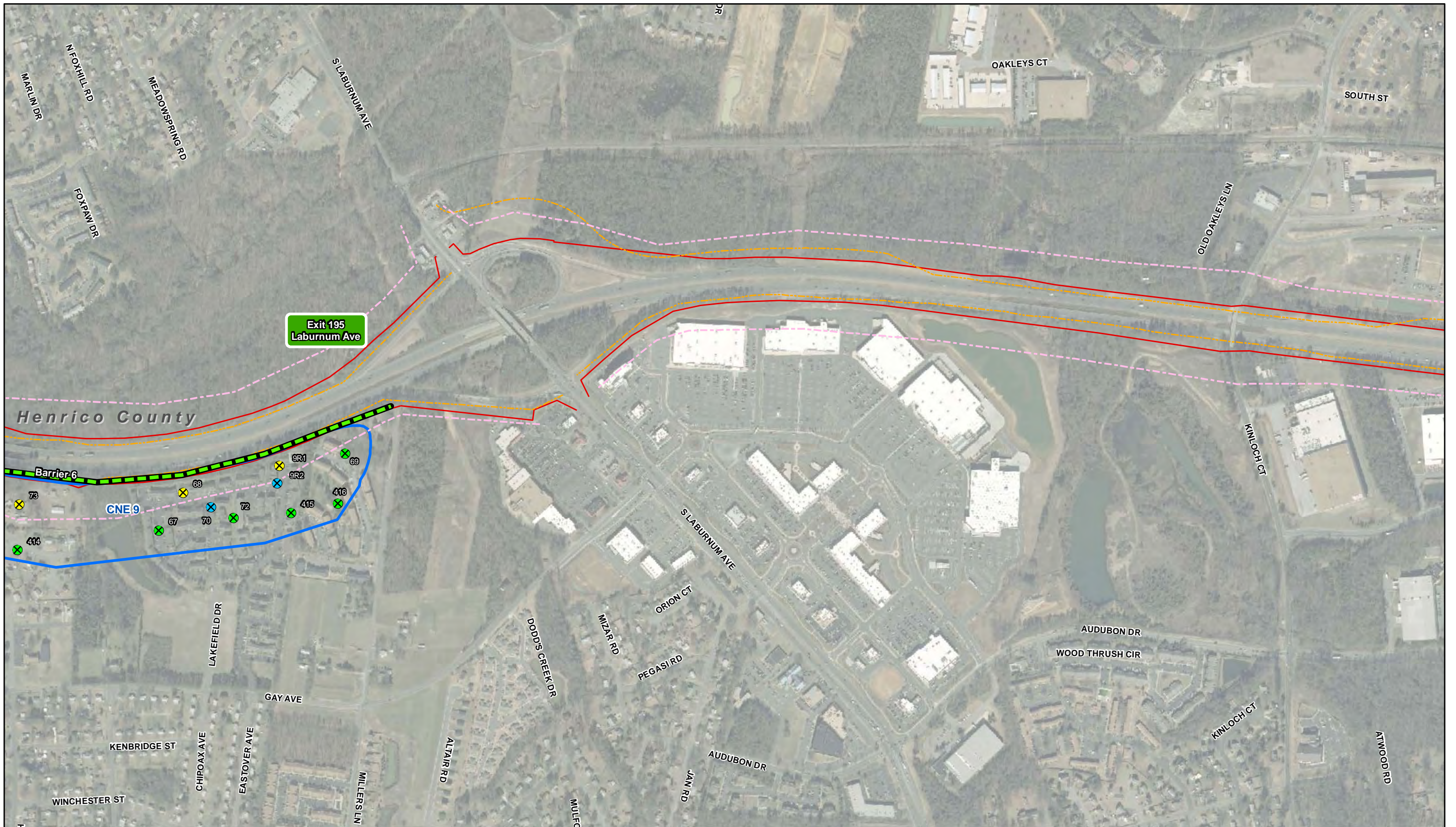
Map 3 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

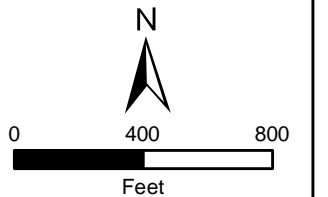
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

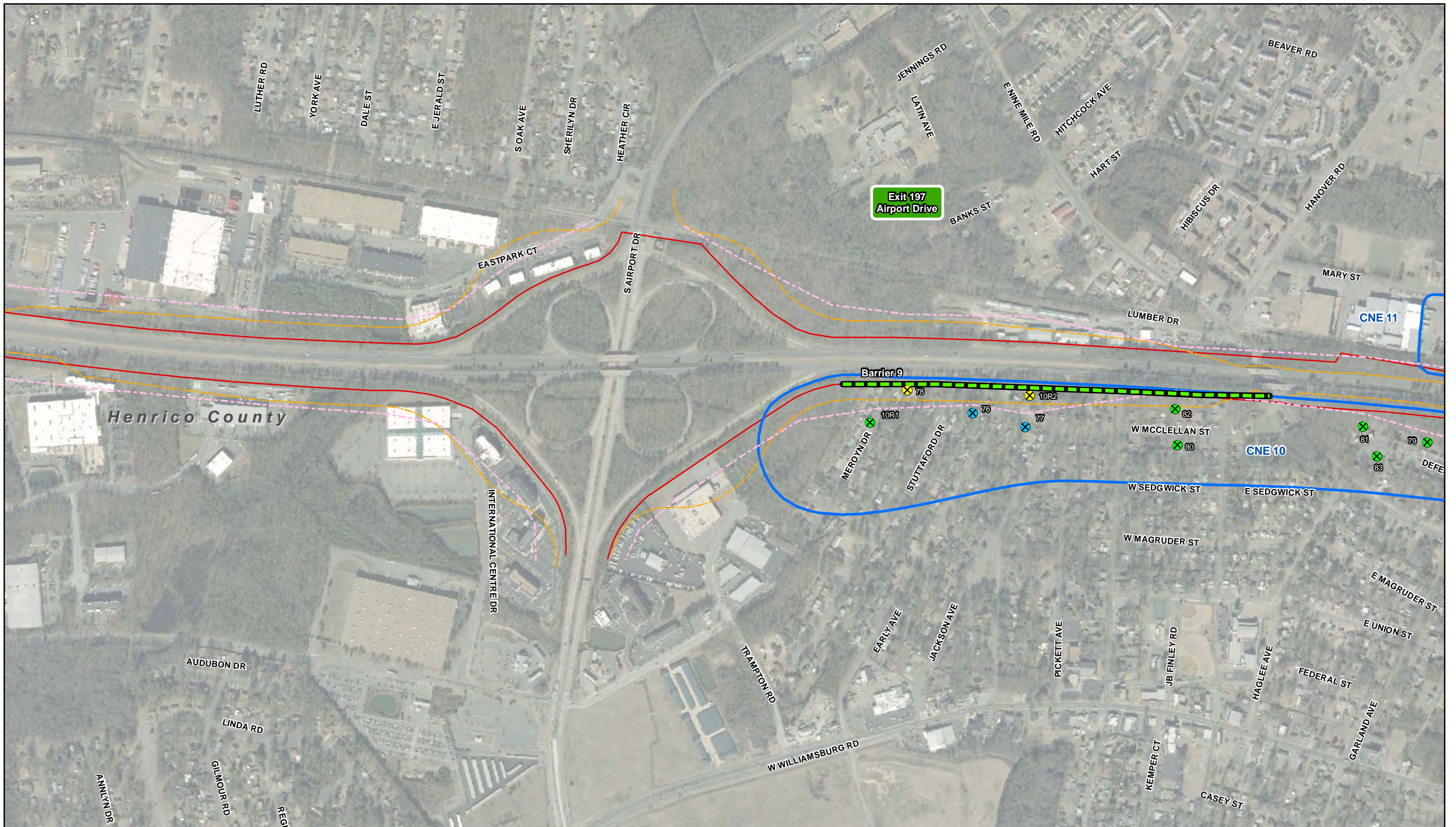
Map 4 of 43

Notes:

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

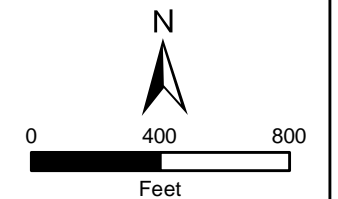
- X Impacted and Benefited
- X Impacted not Benefited
- X Benefited not Impacted
- X Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

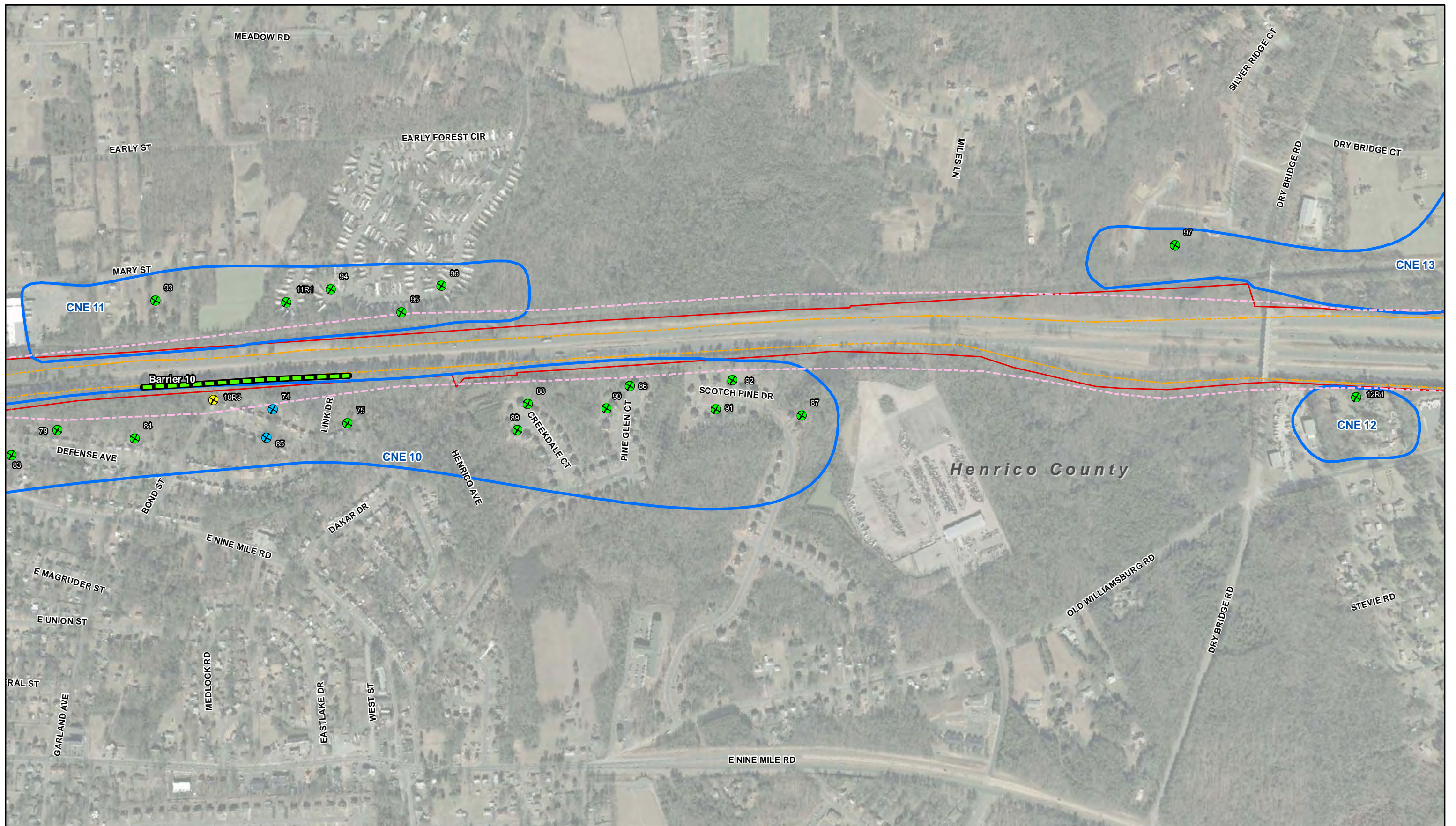
Map 5 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

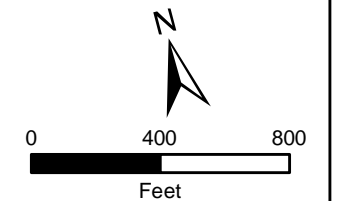
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

Map 6 of 43

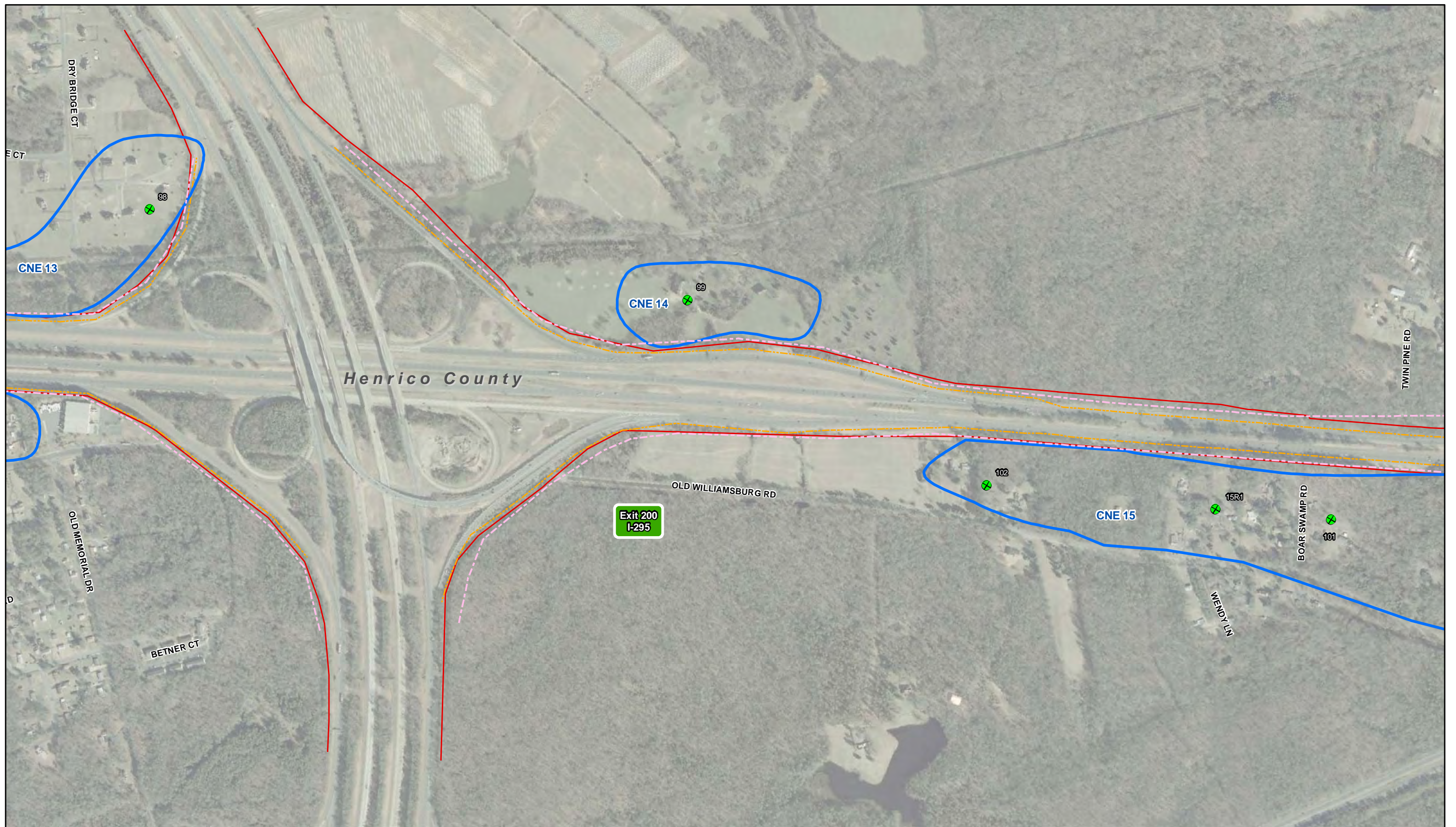
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

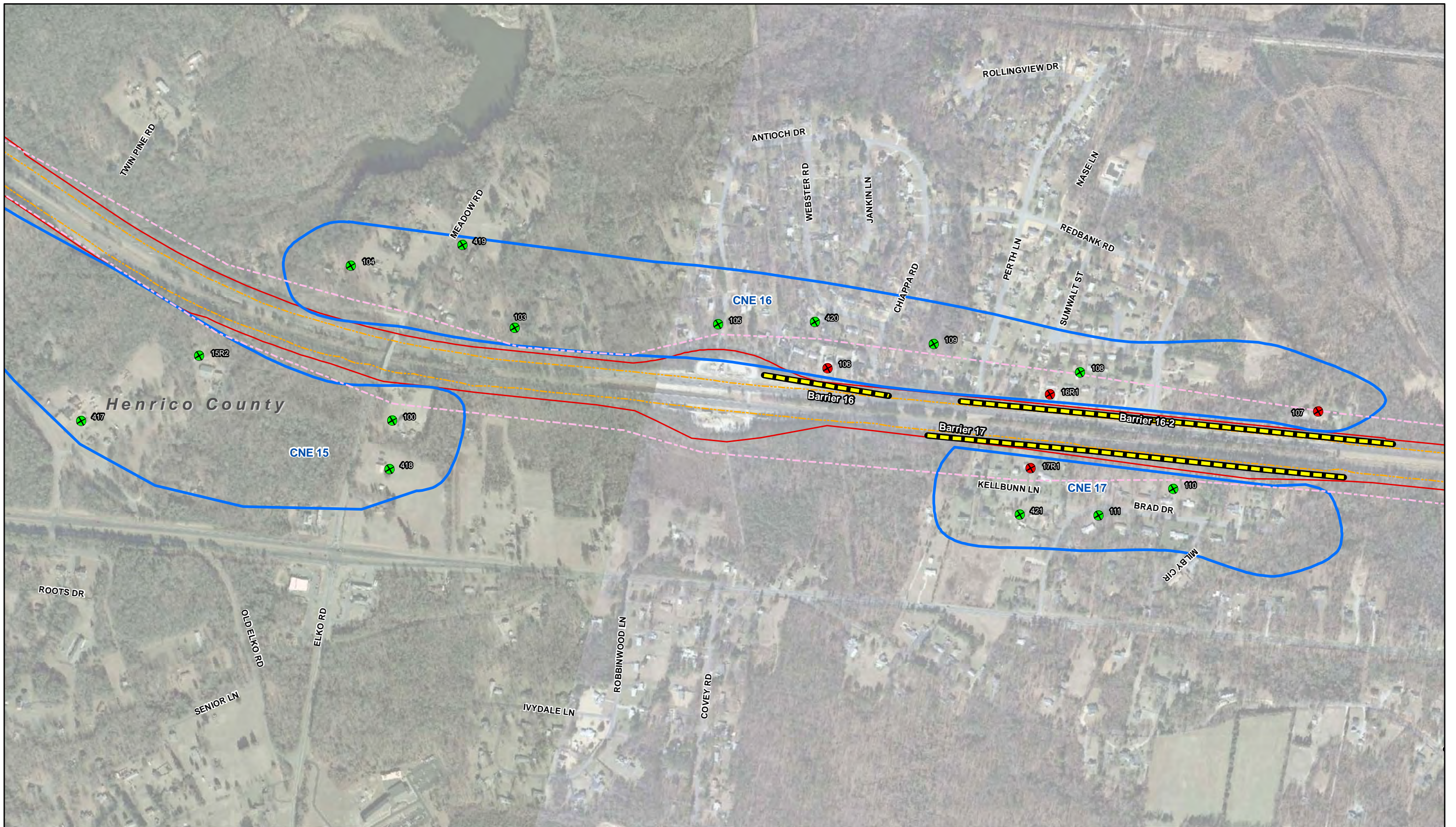


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	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternatives 1B &amp; 2B</b> Map 7 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 1B/2B	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

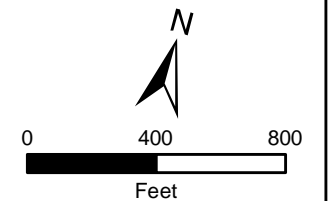
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

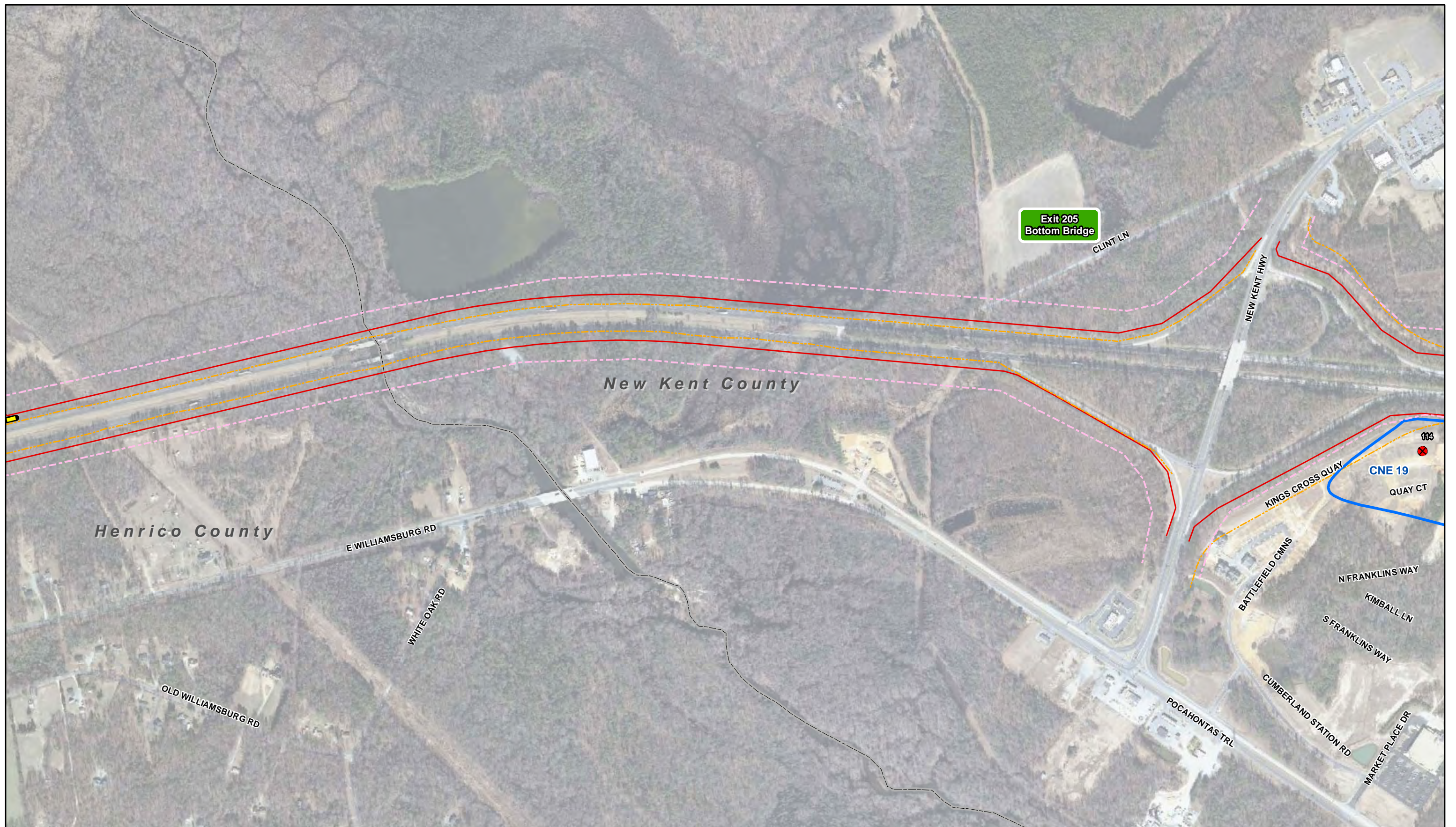
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**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

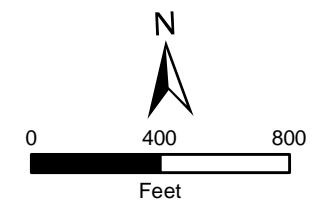
Map 9 of 43

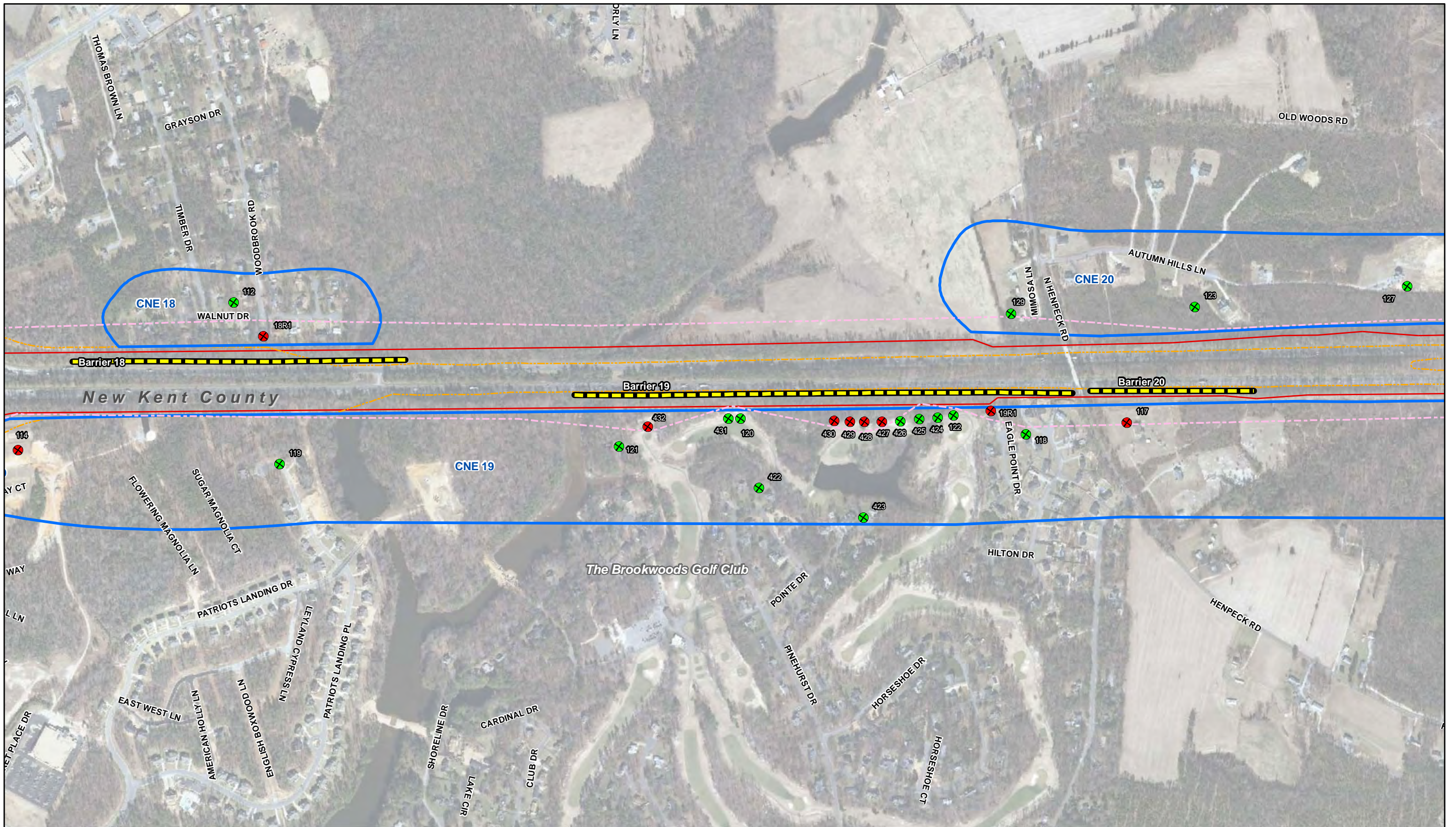
Notes:

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

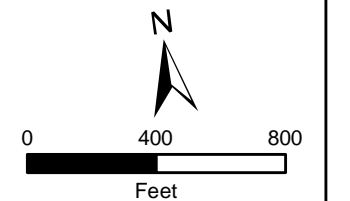
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

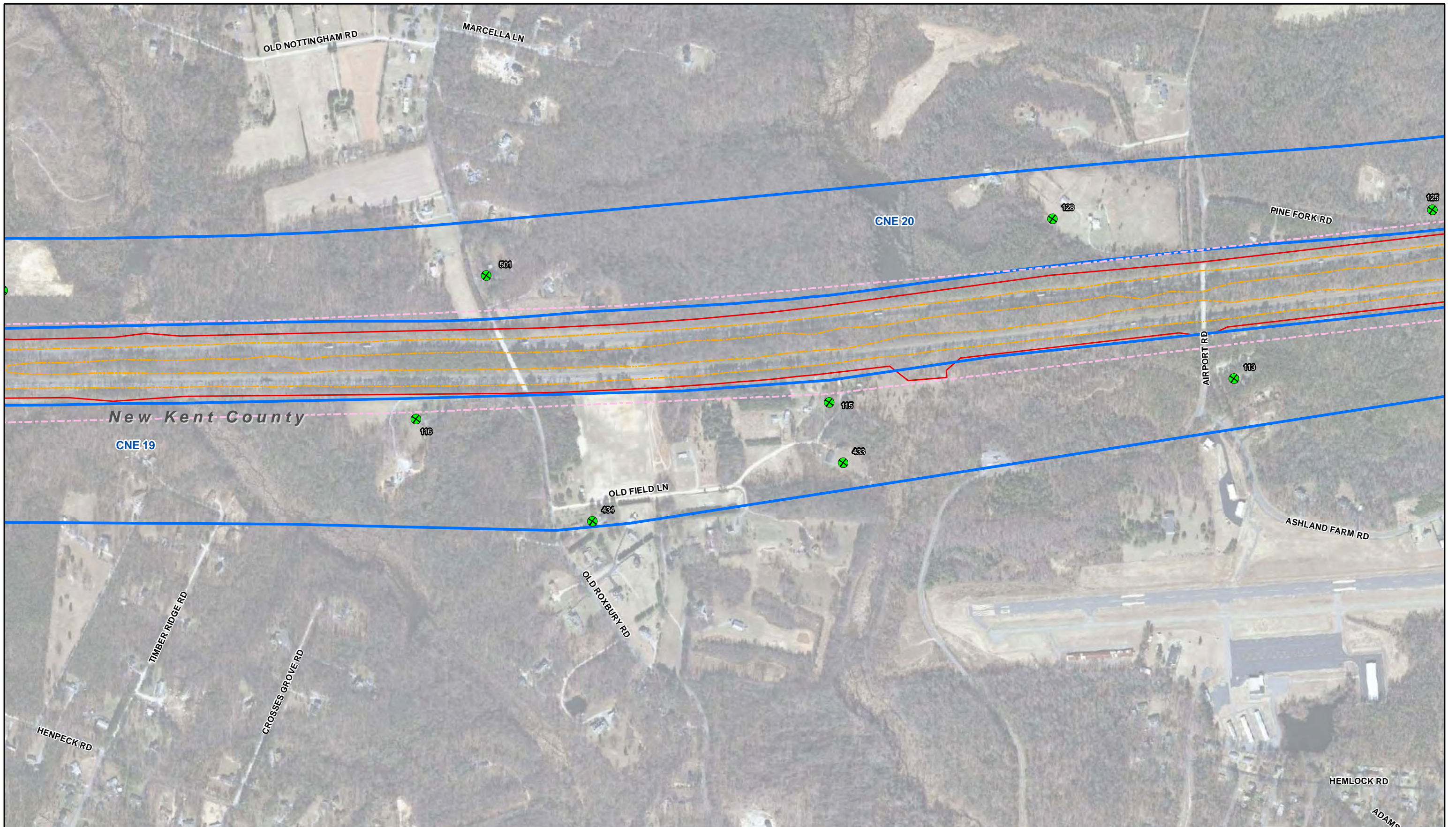
Map 10 of 43

**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- X Impacted and Benefited
- X Impacted not Benefited
- X Benefited not Impacted
- X Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

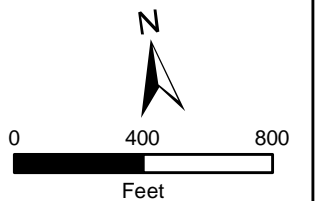
Map 11 of 43

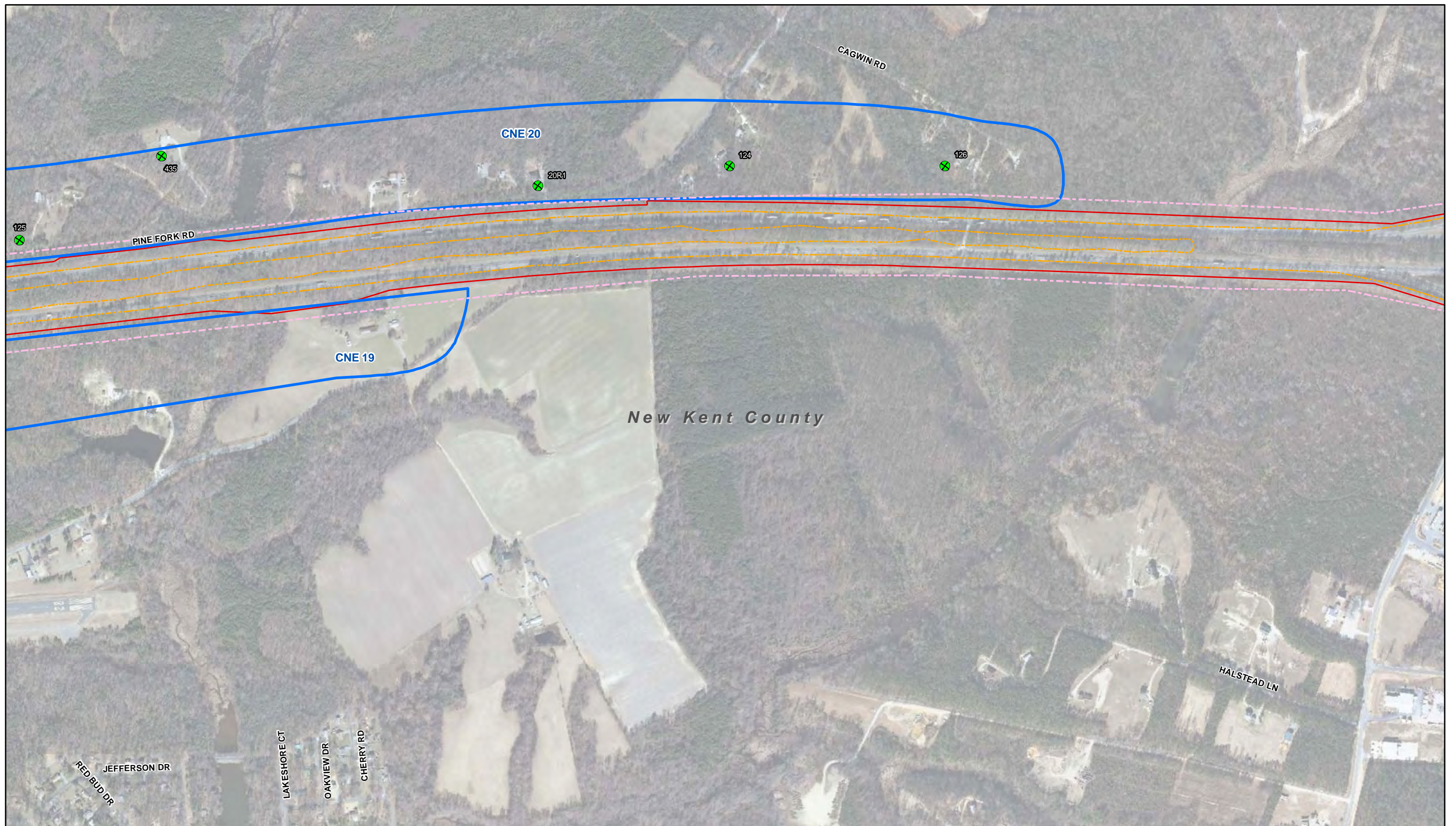
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

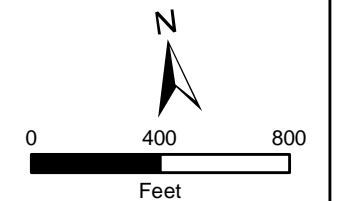
- X Impacted and Benefited
- X Impacted not Benefited
- X Benefited not Impacted
- X Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

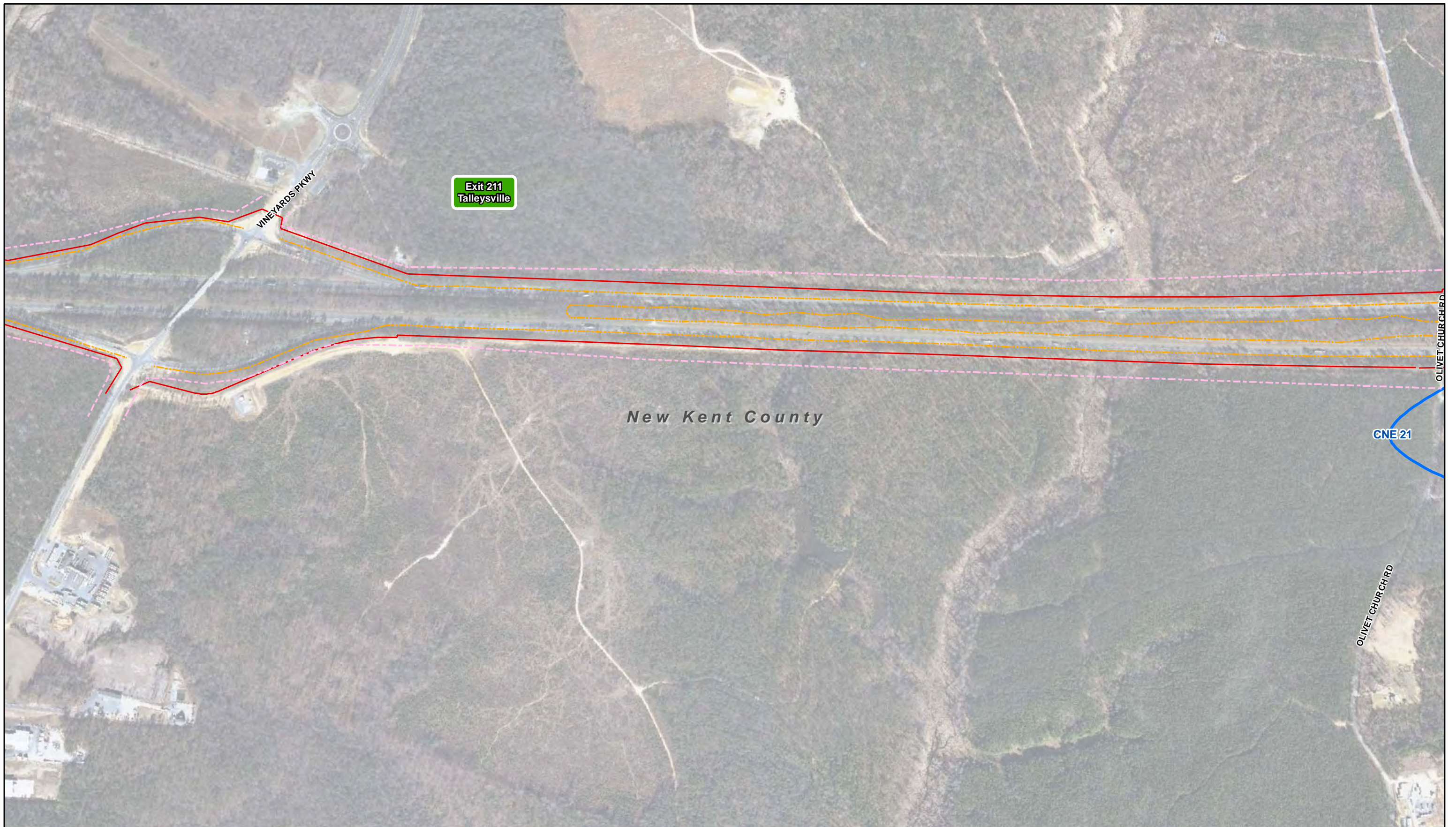
Map 12 of 43

**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

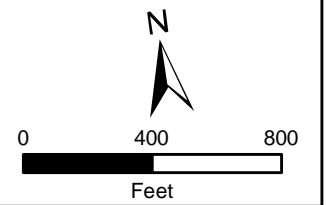
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

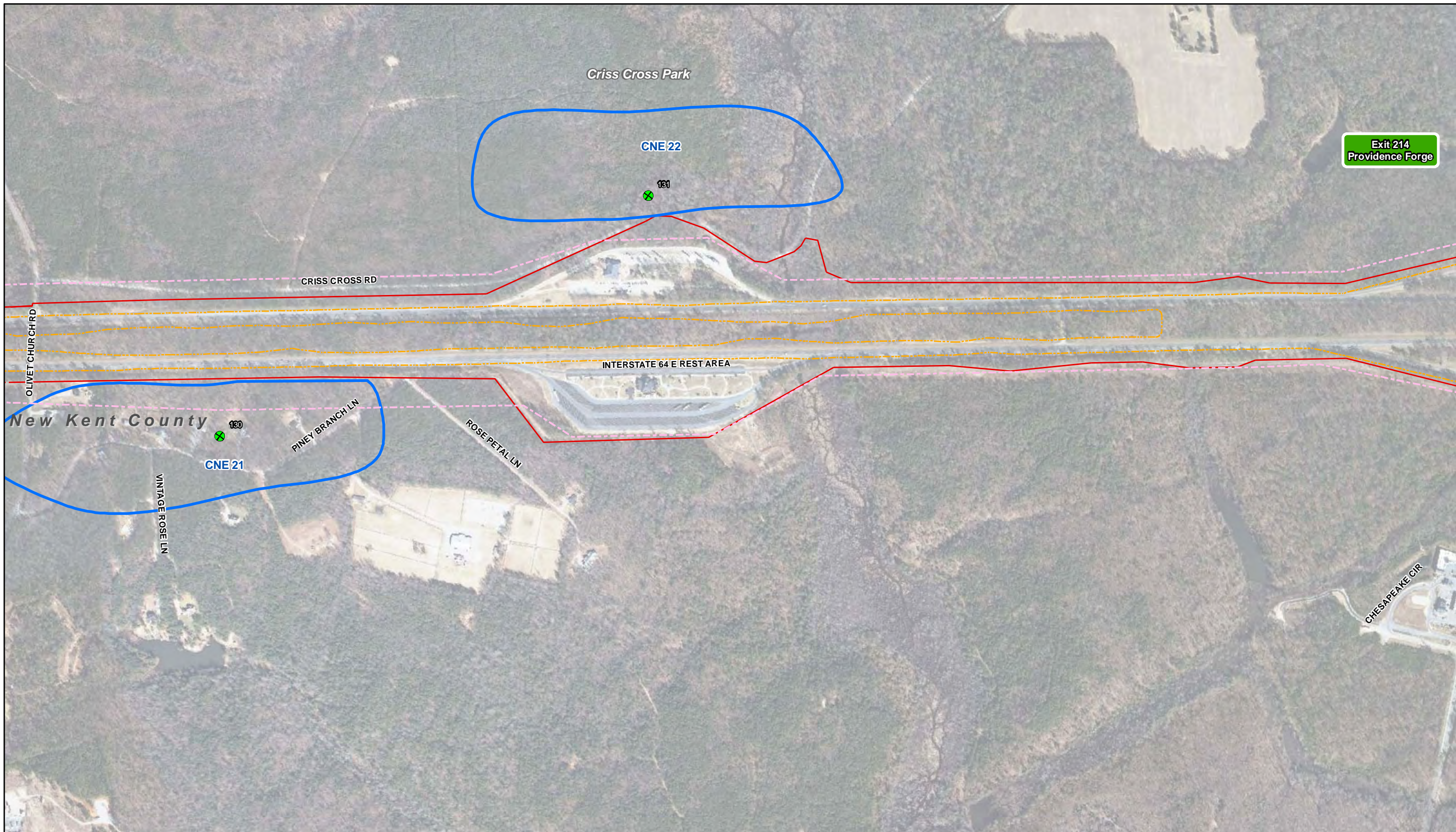
Map 13 of 43

**Notes:**

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Exit 214  
Providence Forge



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

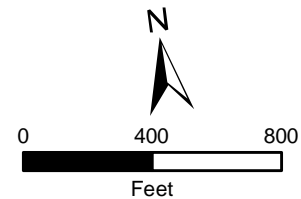
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

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**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

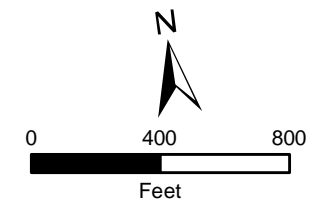
Map 15 of 43

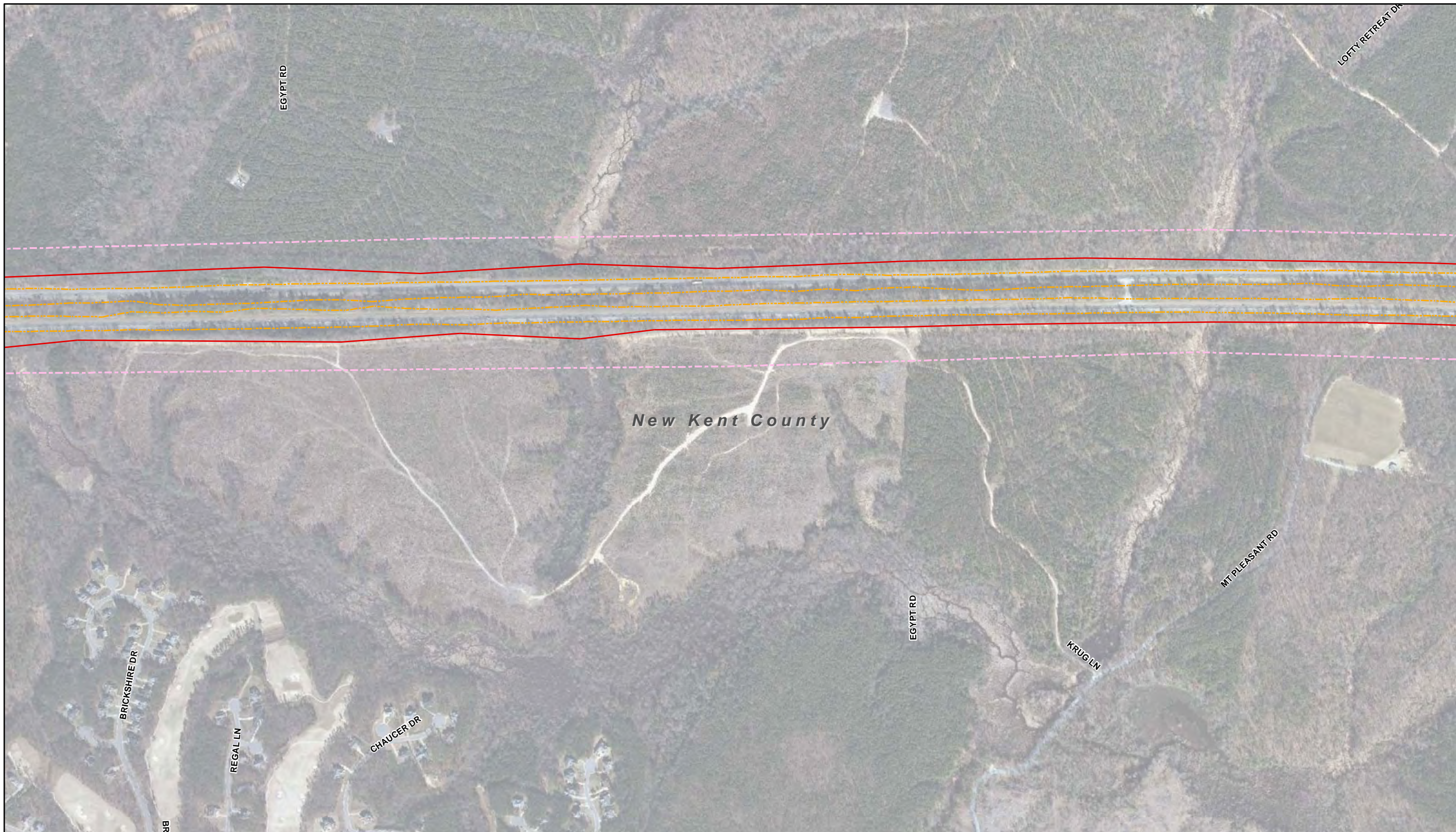
**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

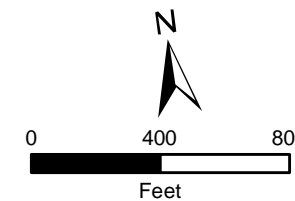
Map 16 of 43

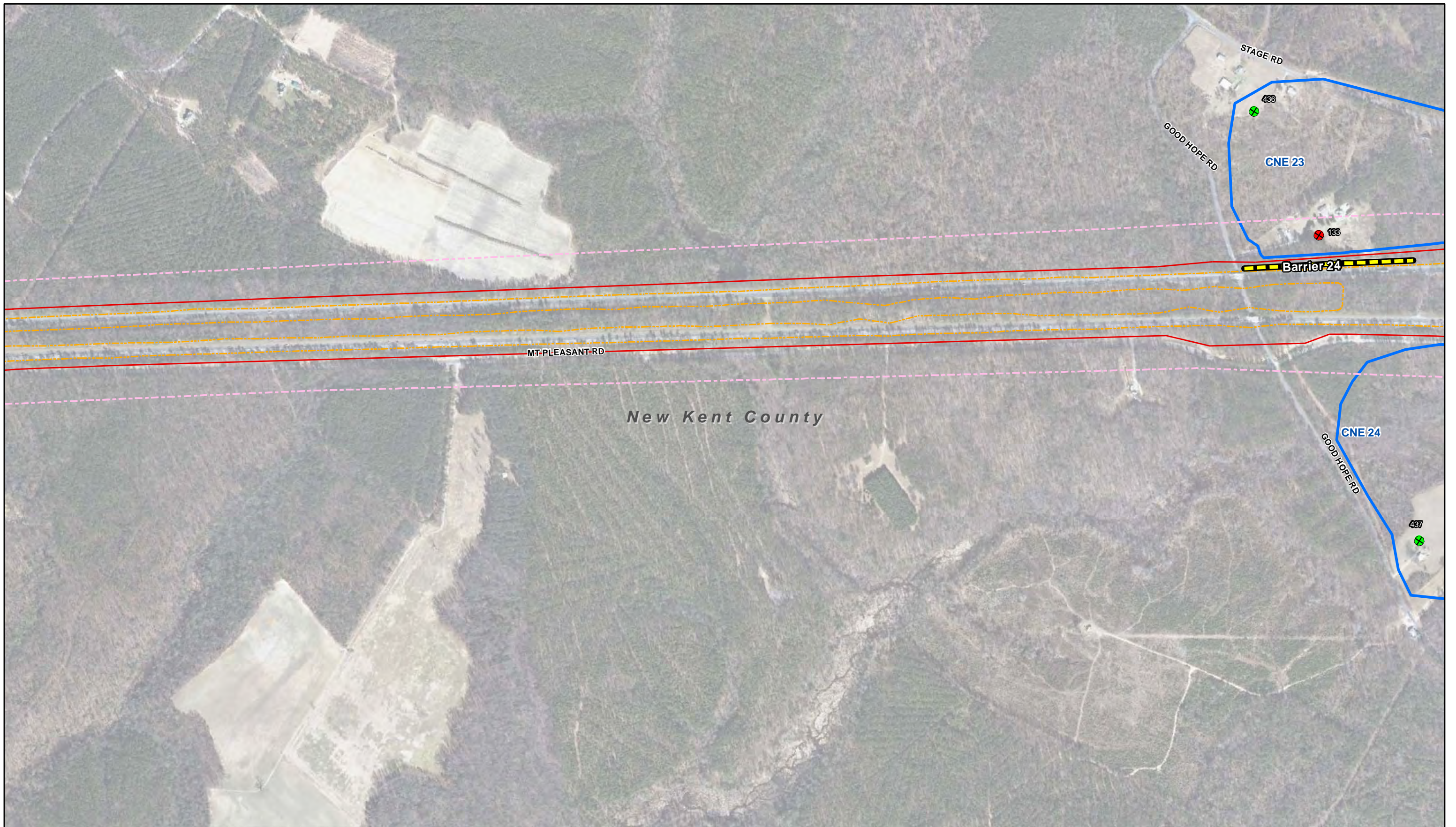
**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

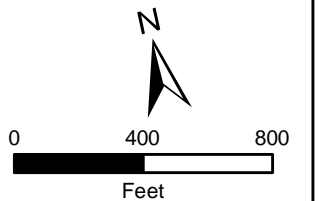
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**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

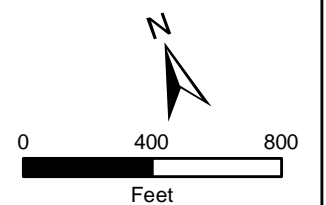
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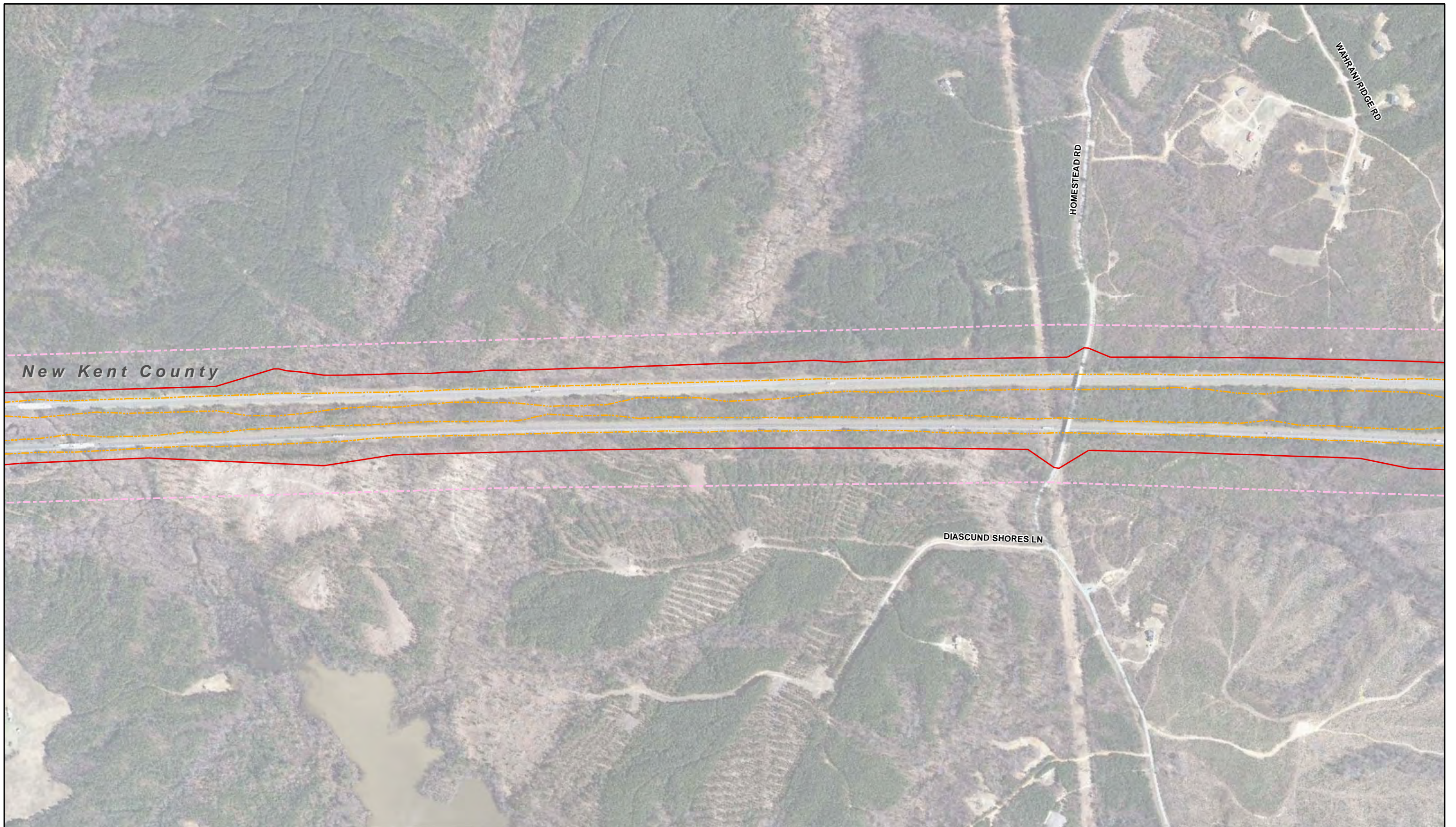
**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

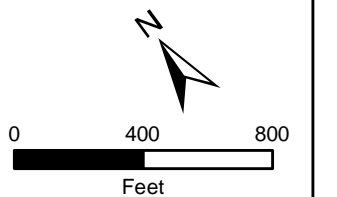
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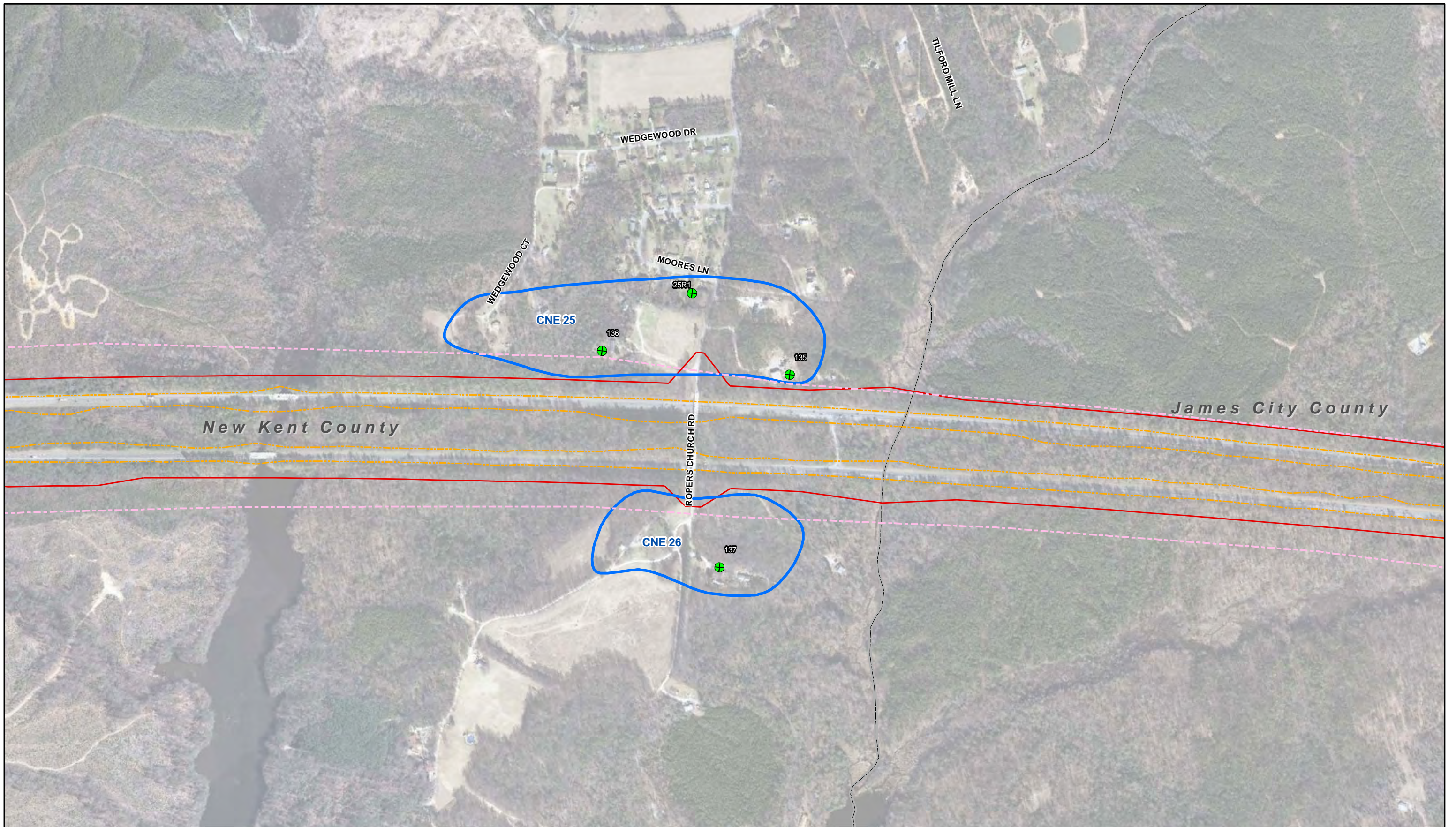
Notes:

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

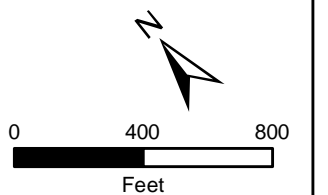
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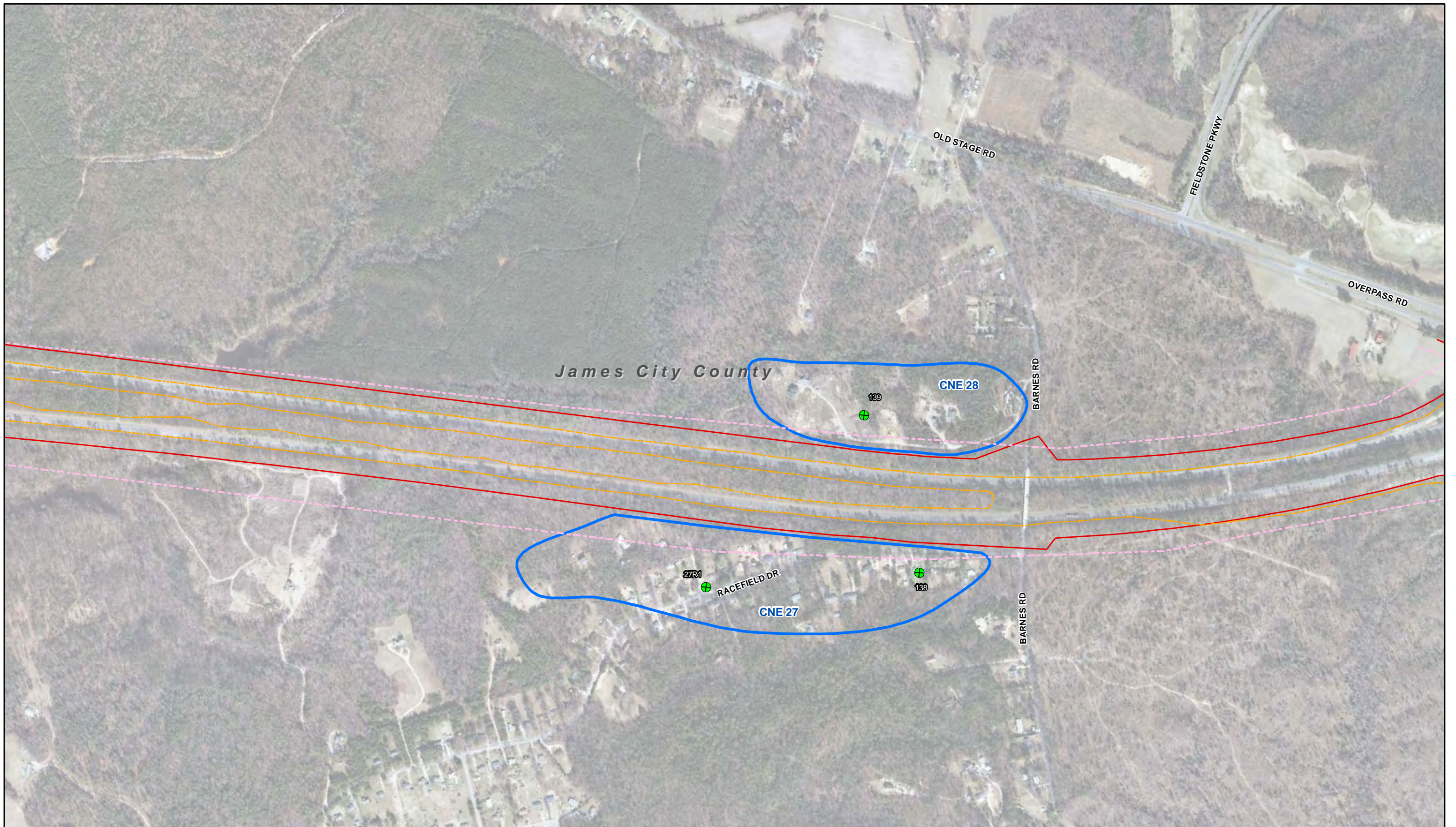
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

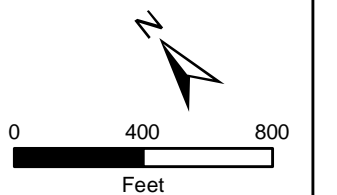
Map 21 of 43

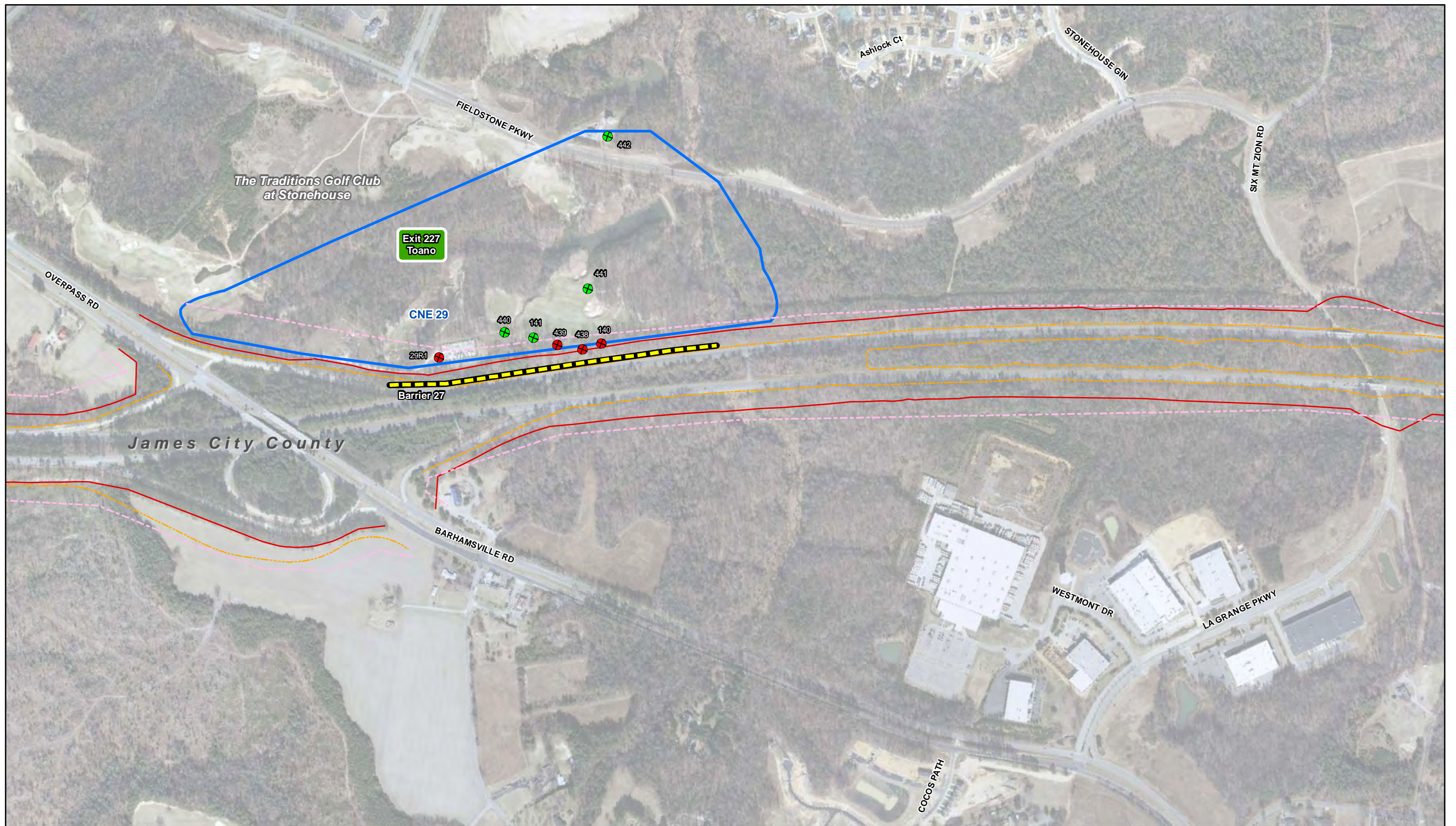
**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

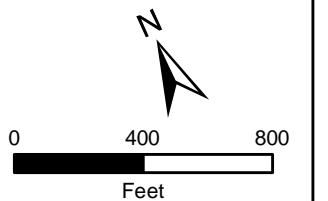
Map 22 of 43

**Notes:**

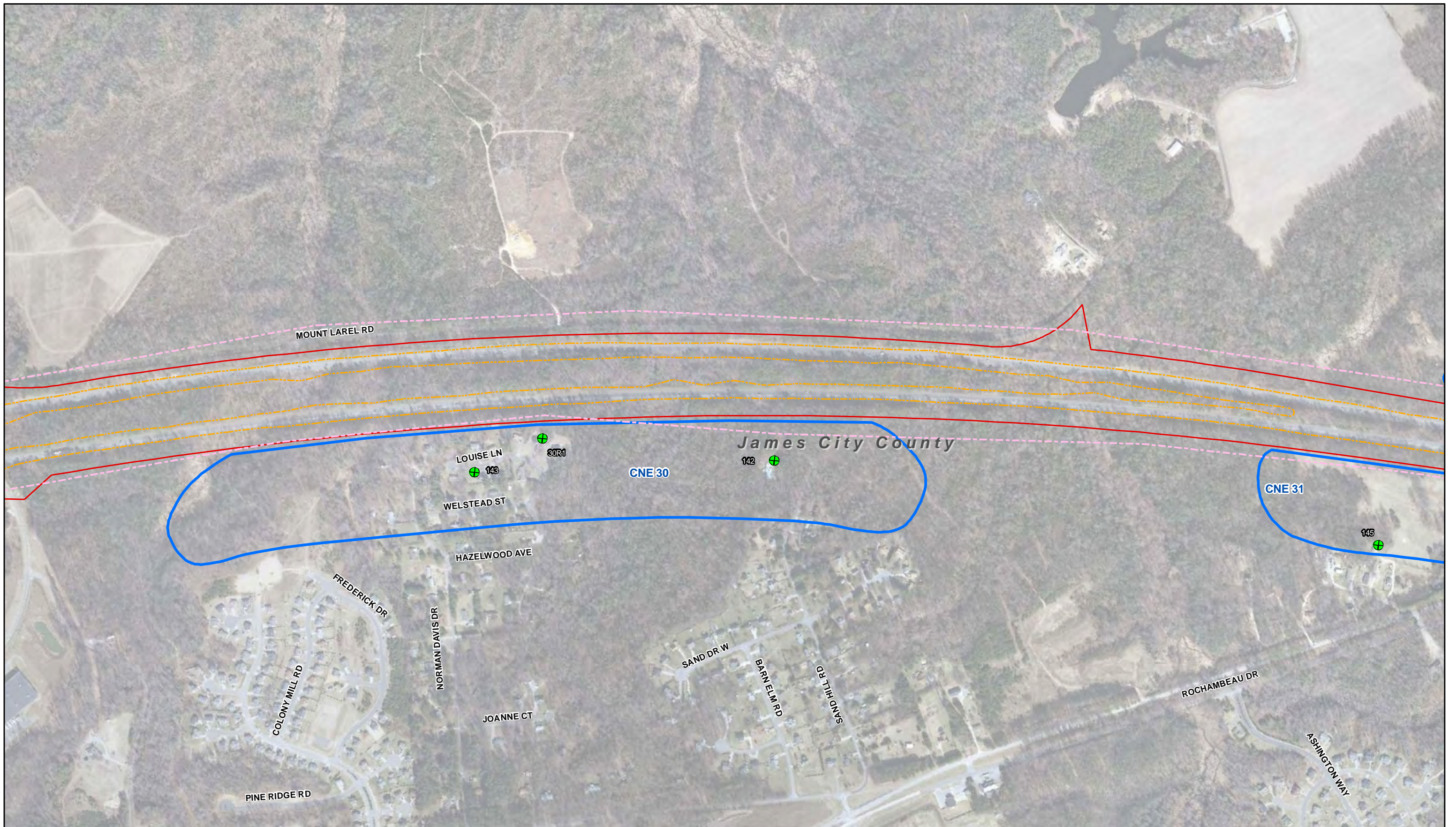
Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- Impacted and Benefited
- Impacted not Benefited
- Benefited not Impacted
- Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

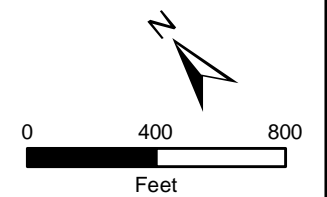
Map 23 of 43

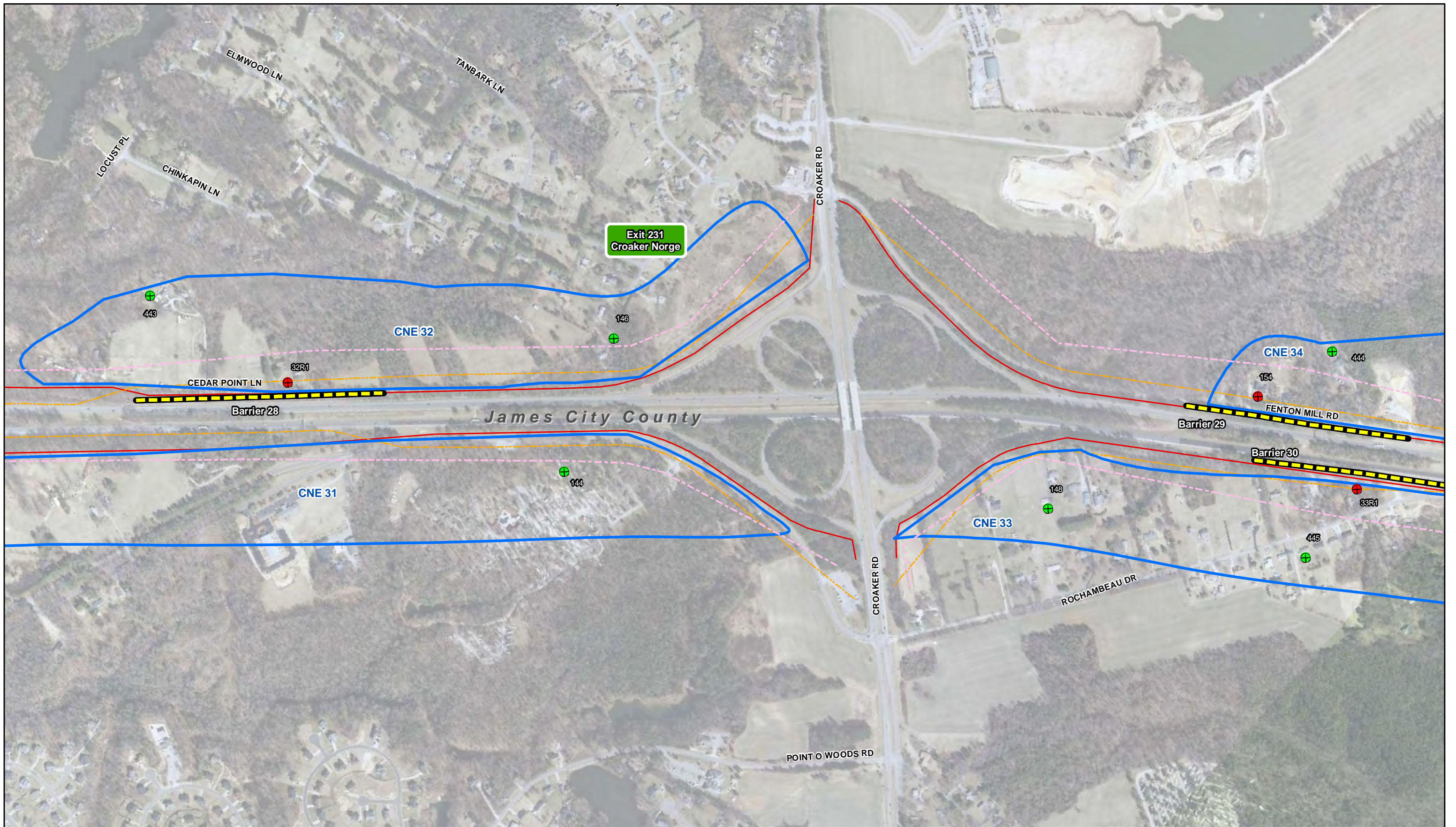
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

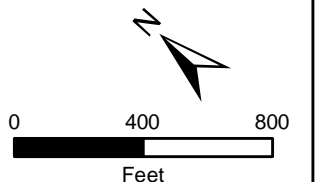
Map 24 of 43

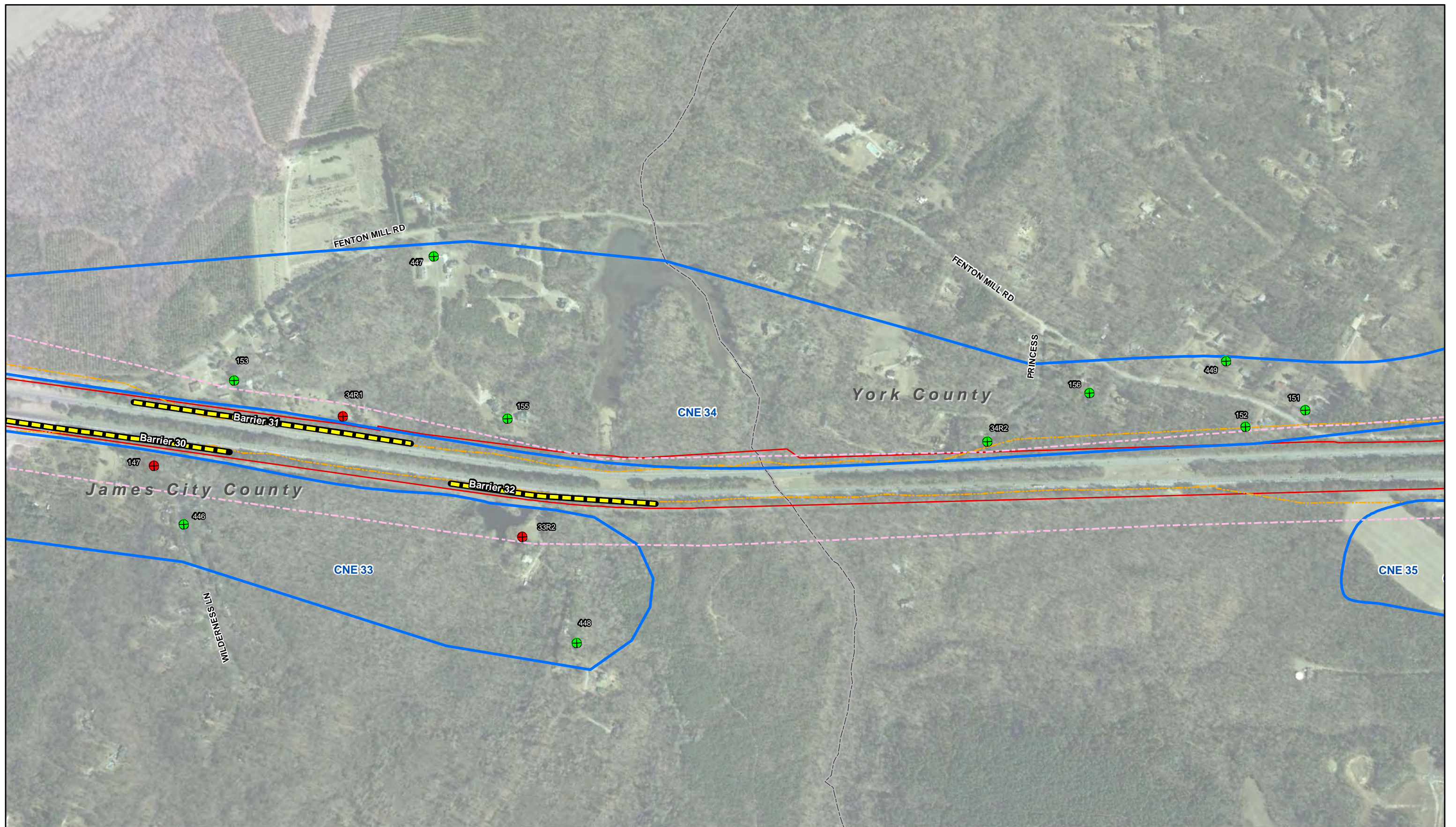
**Notes:**

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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- Impacted and Benefited
- Impacted not Benefited
- Benefited not Impacted
- Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

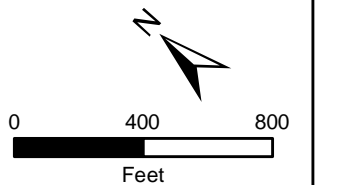
Map 25 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

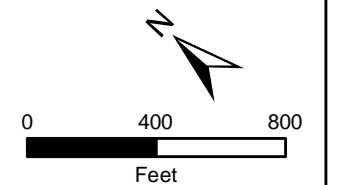
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

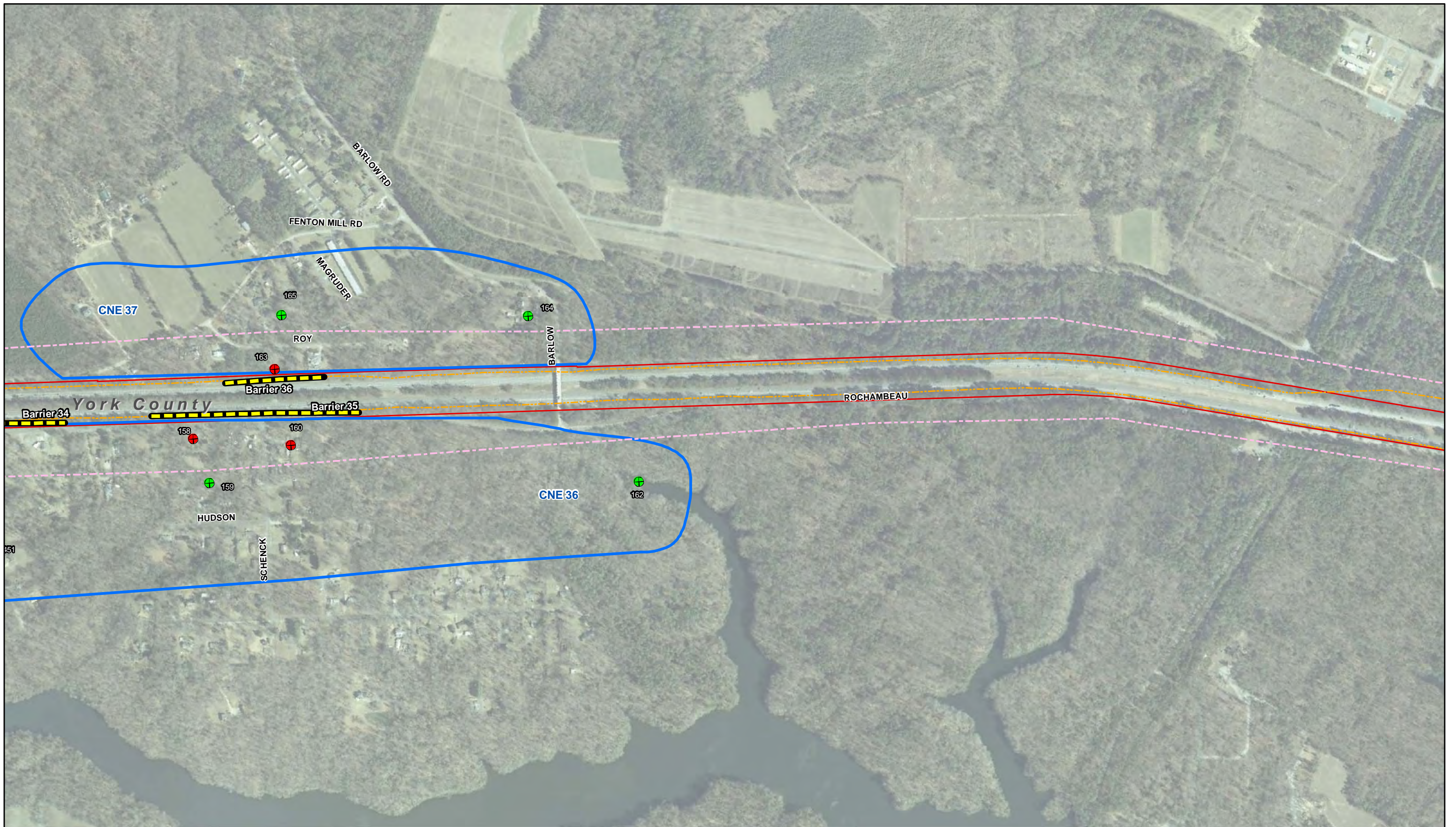
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**Notes:**





Road names and Aerial Imagery courtesy of VGIN 2011.  
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


09/12/2012



-  Existing Right of Way
-  Limits of Alternative 1B/2B
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

**Receivers**

-  Impacted and Benefited
-  Impacted not Benefited
-  Benefited not Impacted
-  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

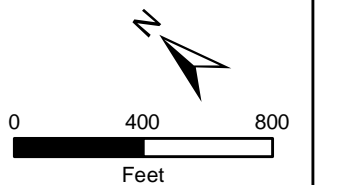
Map 27 of 43

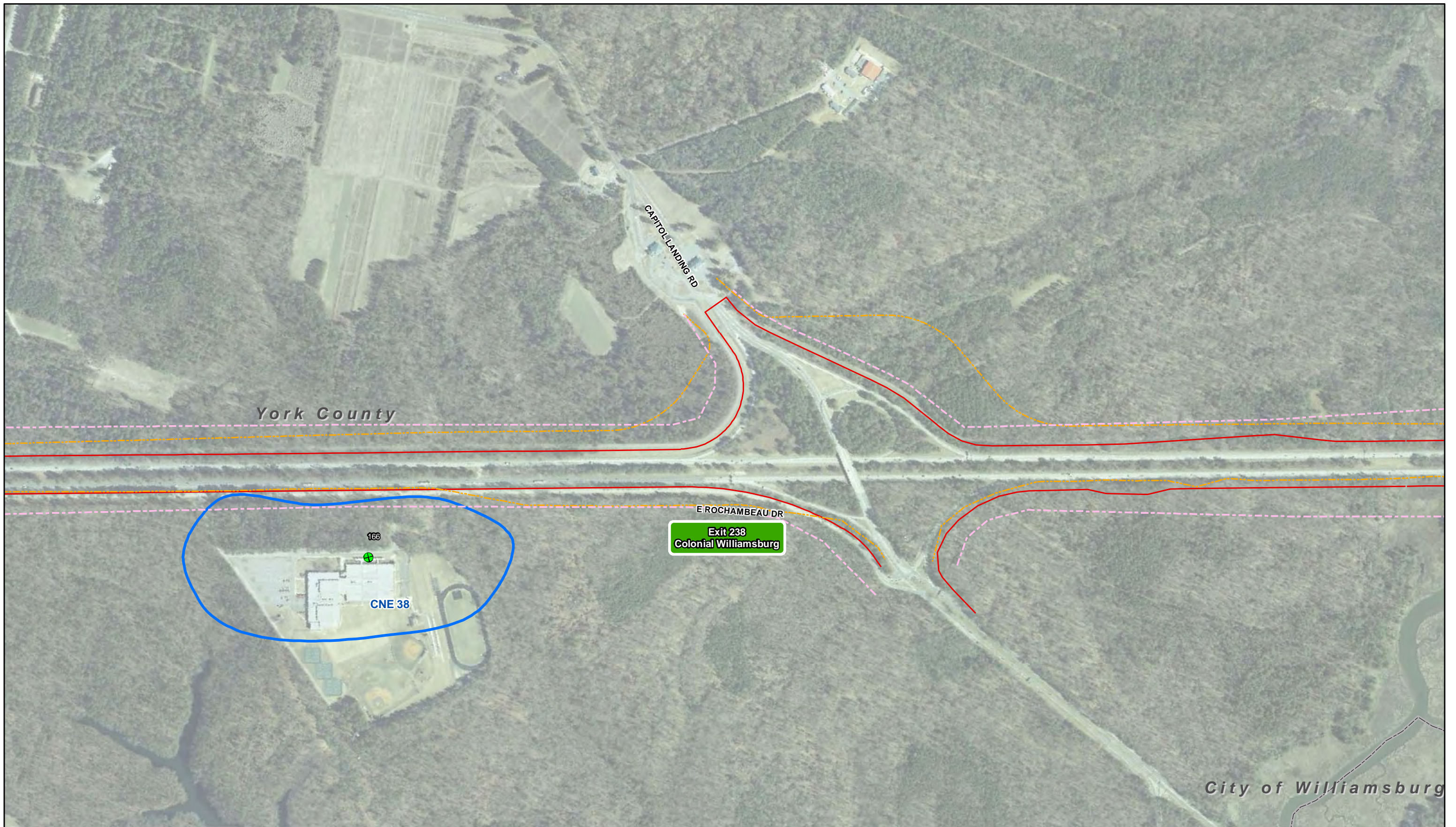
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

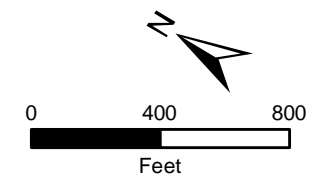
Map 28 of 43

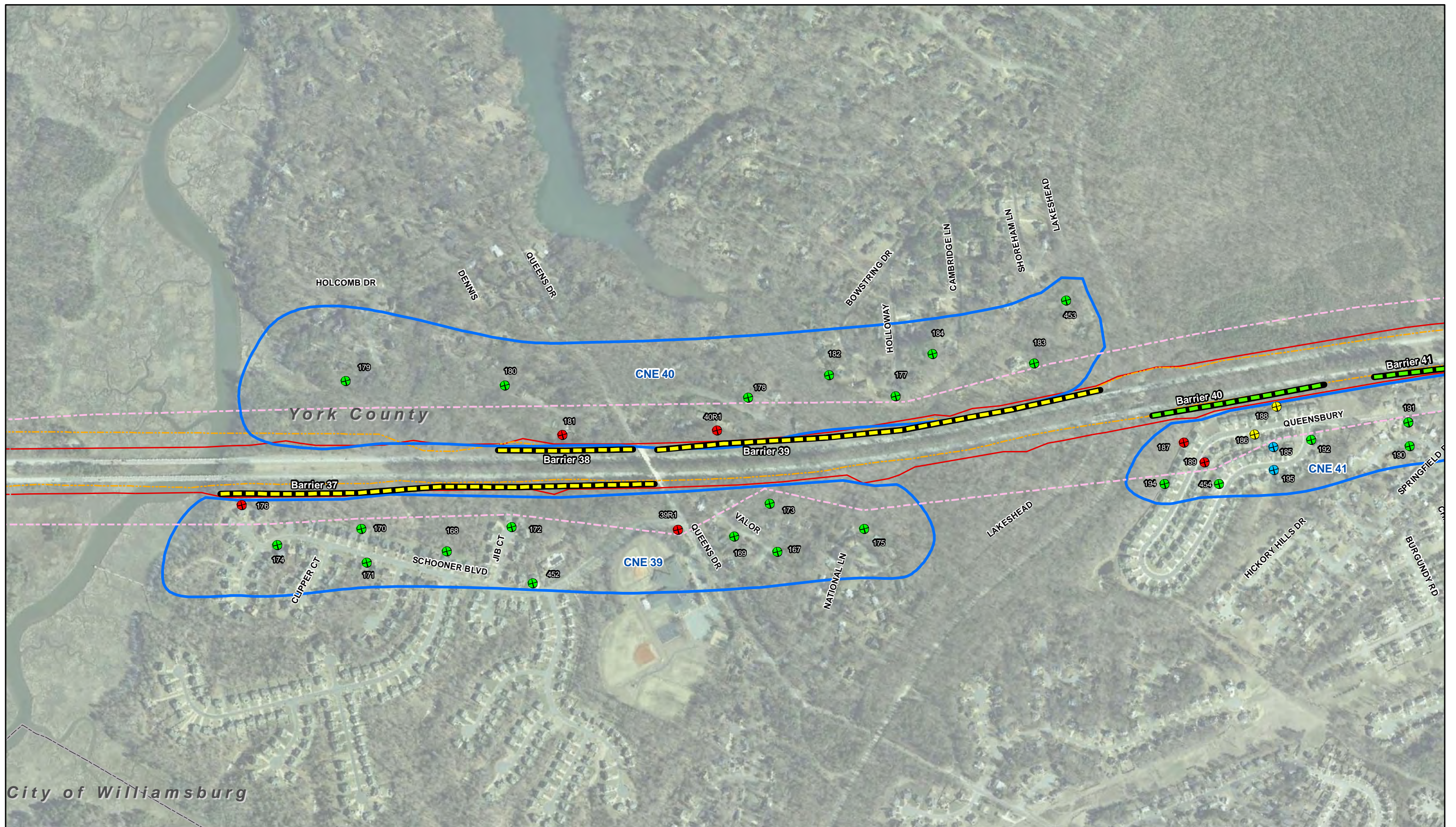
**Notes:**


Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009











09/12/2012











 Existing Right of Way	 Existing Barrier
 Limits of Alternative 1B/2B	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable


**Receivers**


 Impacted and Benefited
 Impacted not Benefited
 Benefited not Impacted
 Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**  
**Alternatives 1B & 2B**

Map 29 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

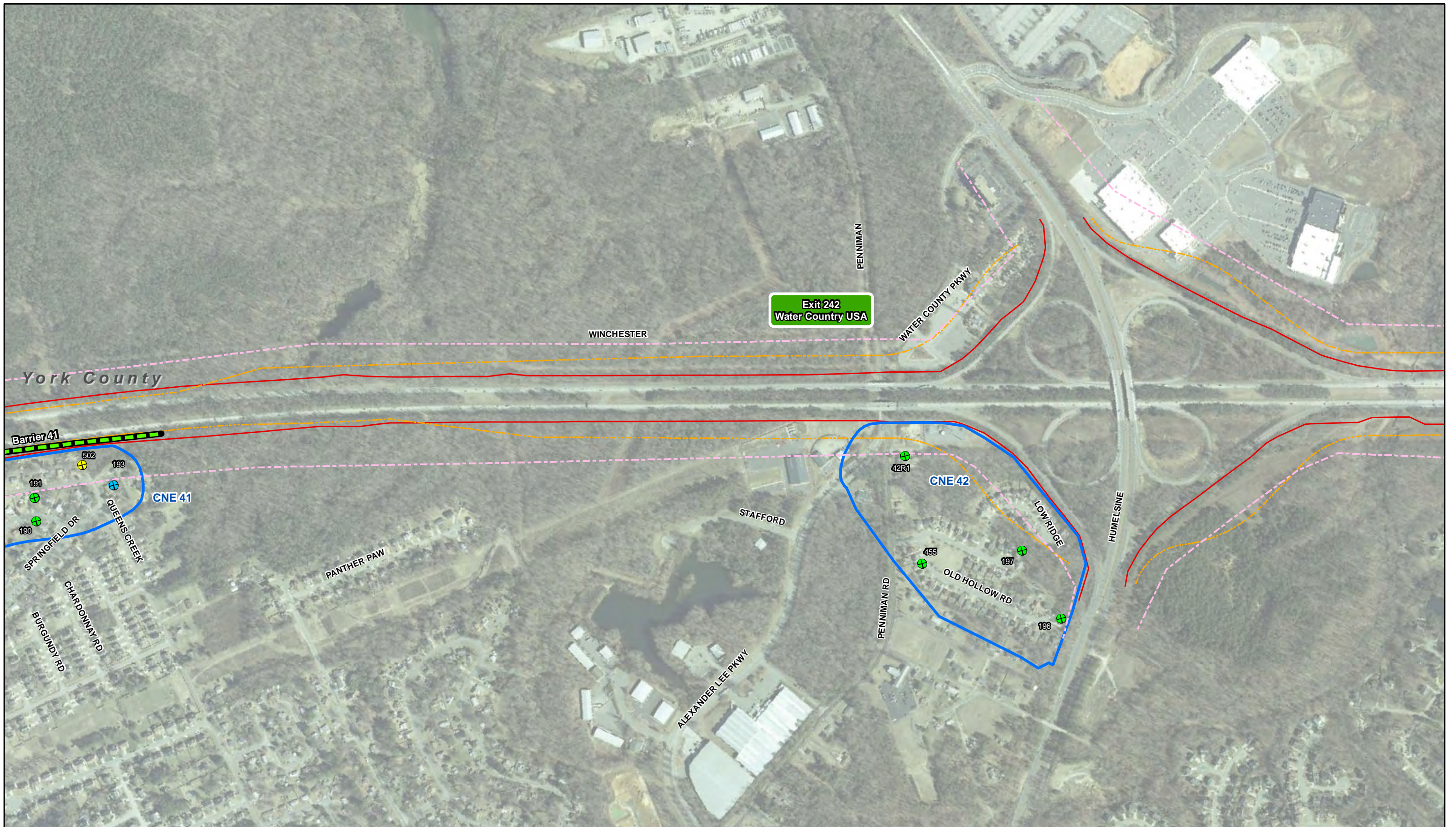




0 400 800

Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

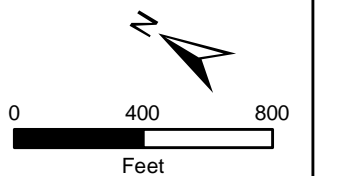
Map 30 of 43

**Notes:**

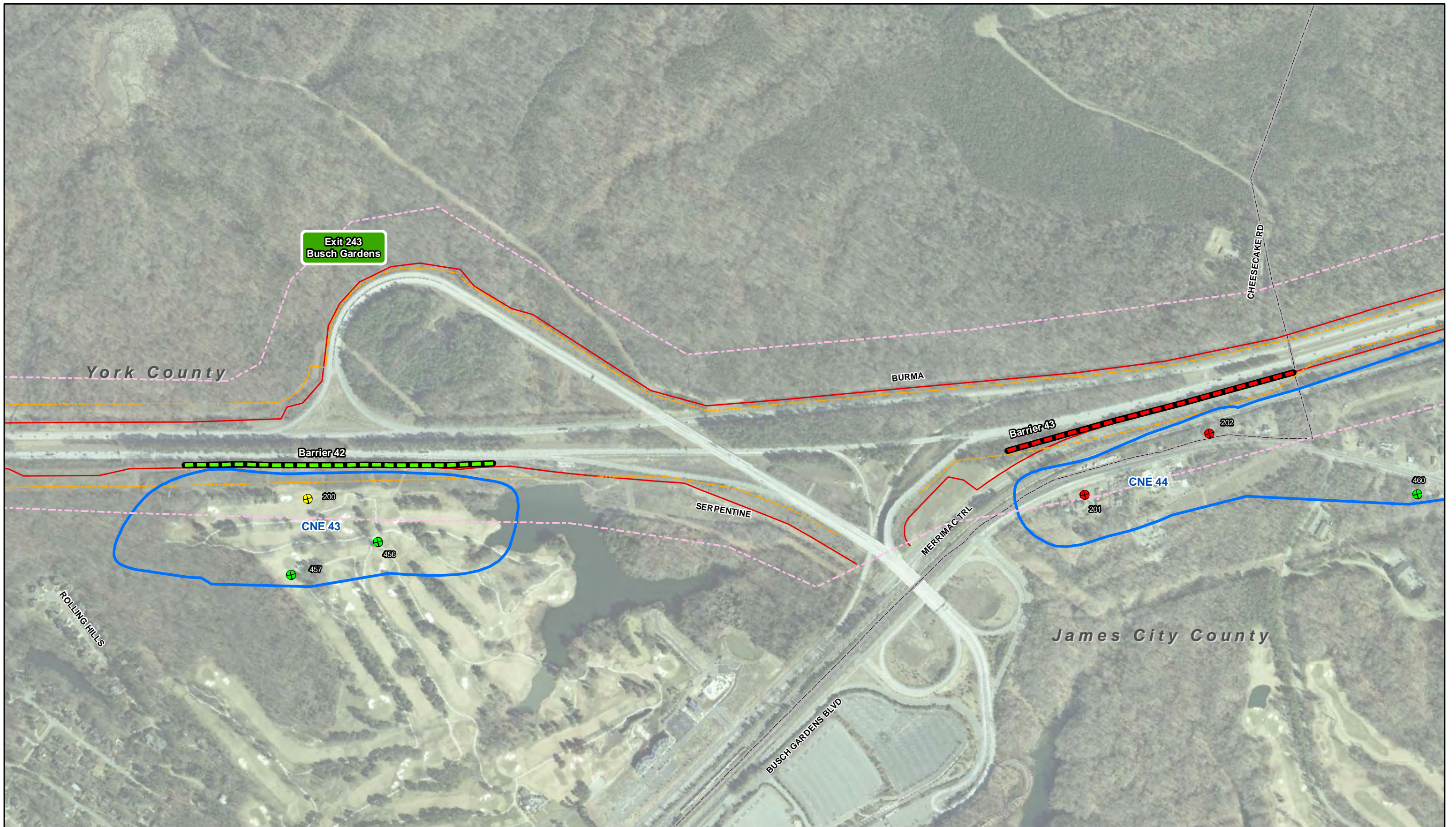
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊕ Impacted and Benefited
- ⊕ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊕ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

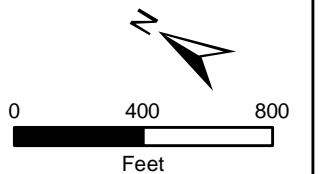
Map 31 of 43

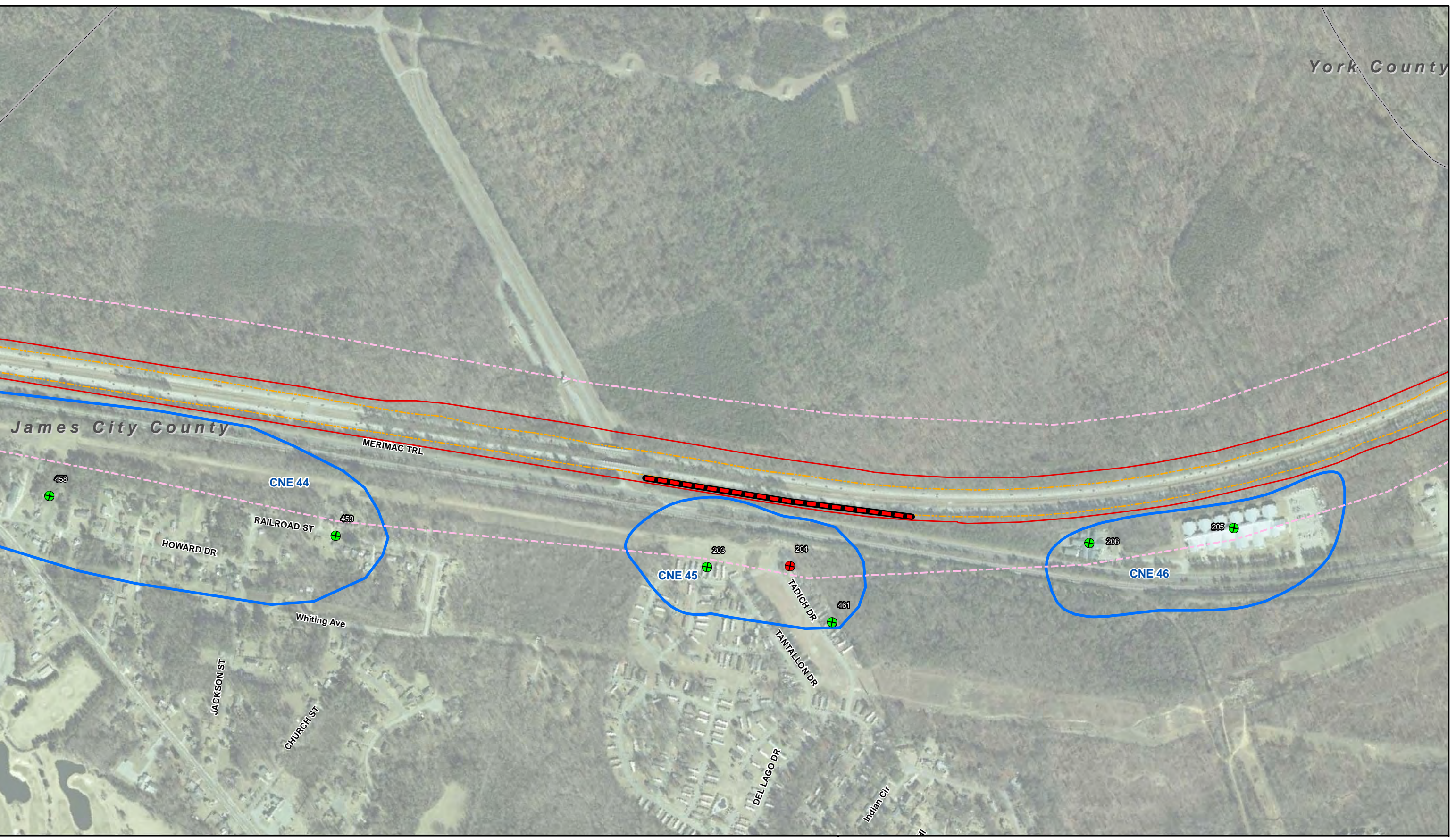
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012





- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line
- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

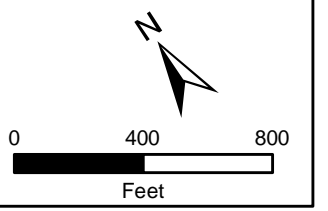
Map 32 of 43

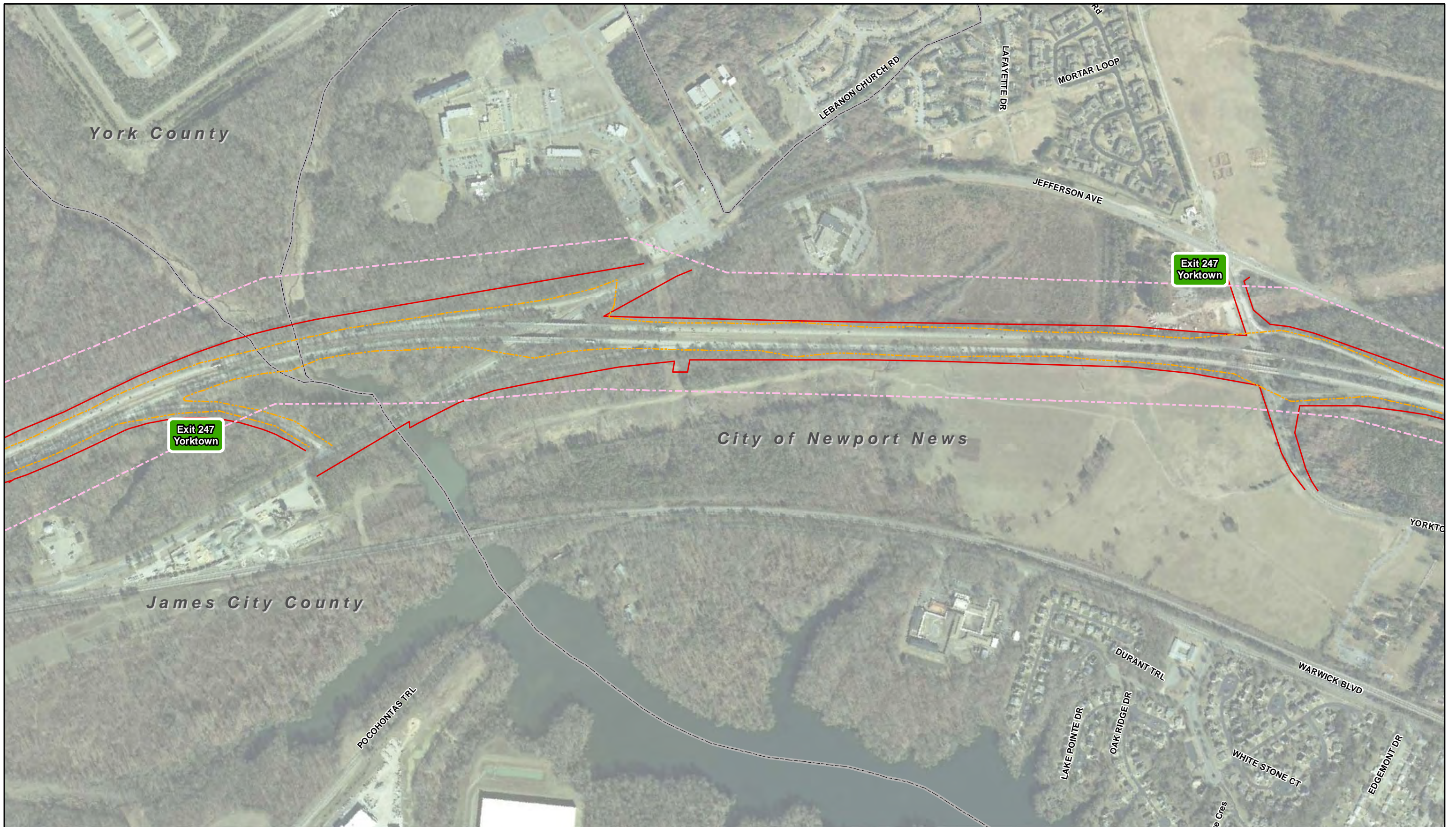
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

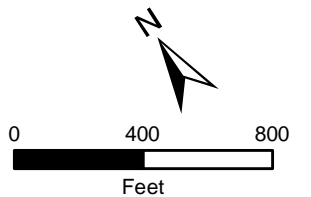
Map 33 of 43

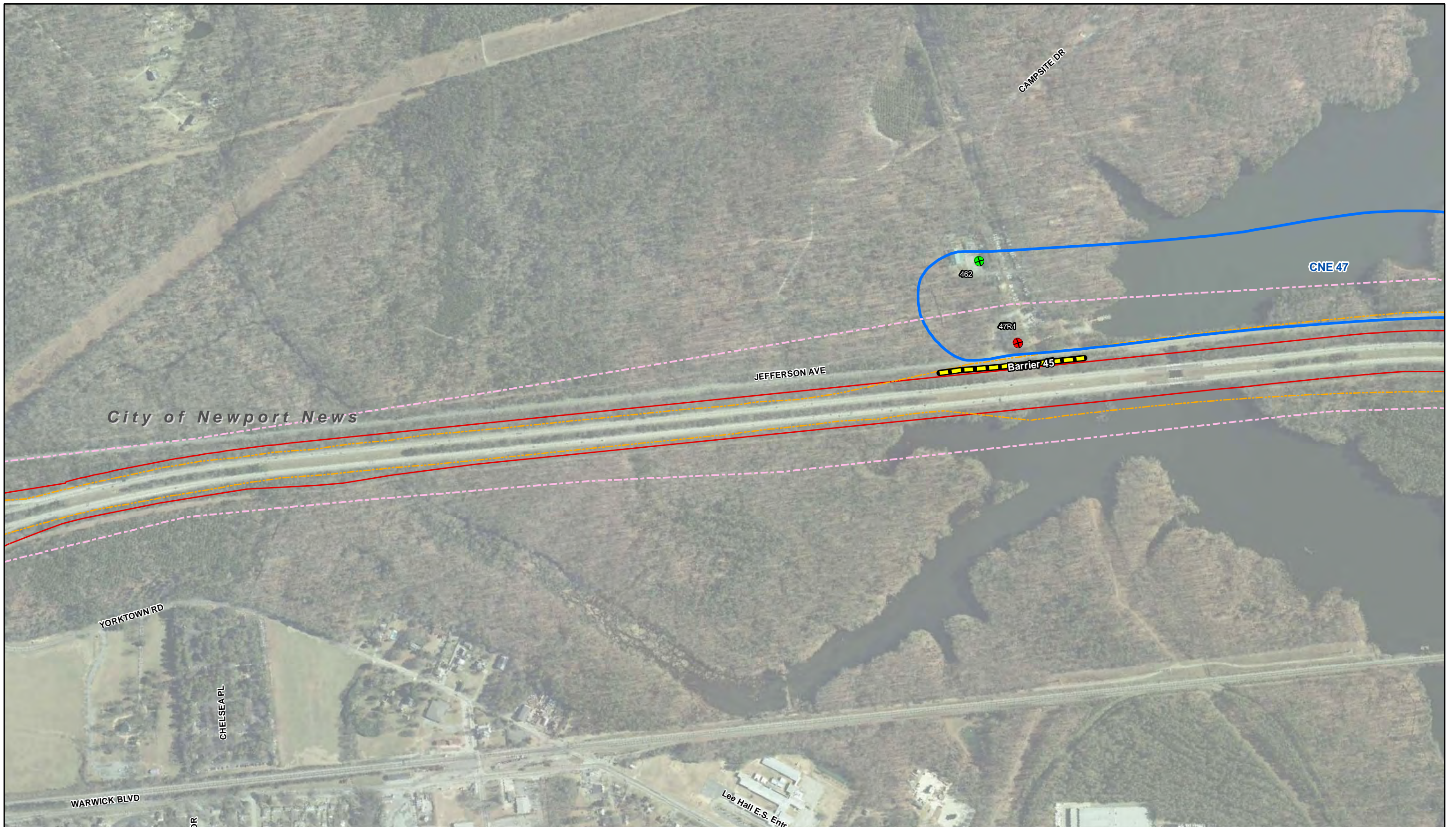
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012





- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

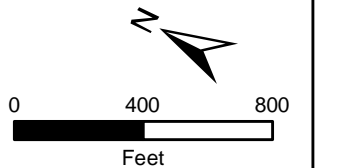
Map 34 of 43

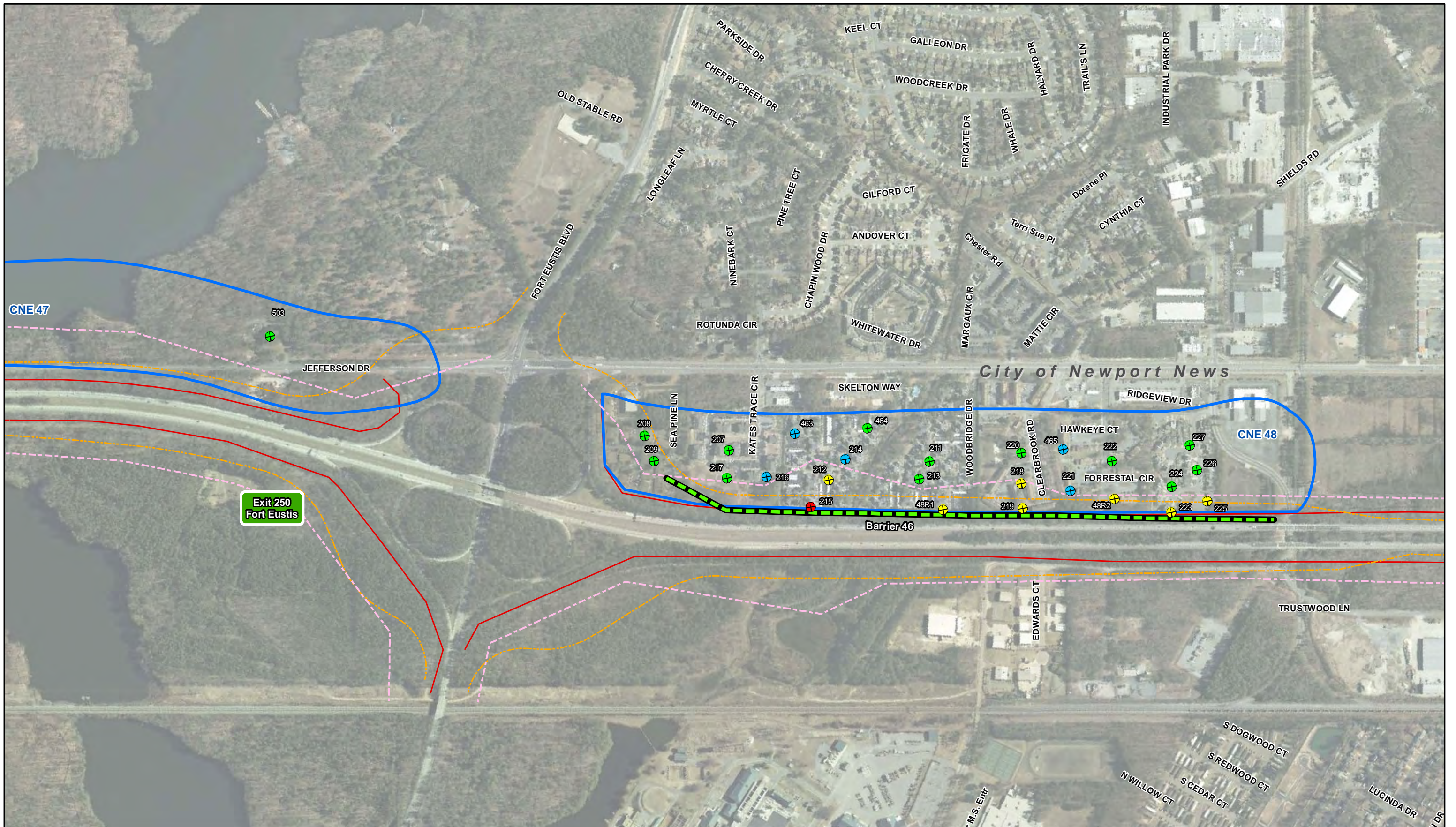
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

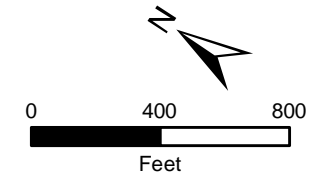
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

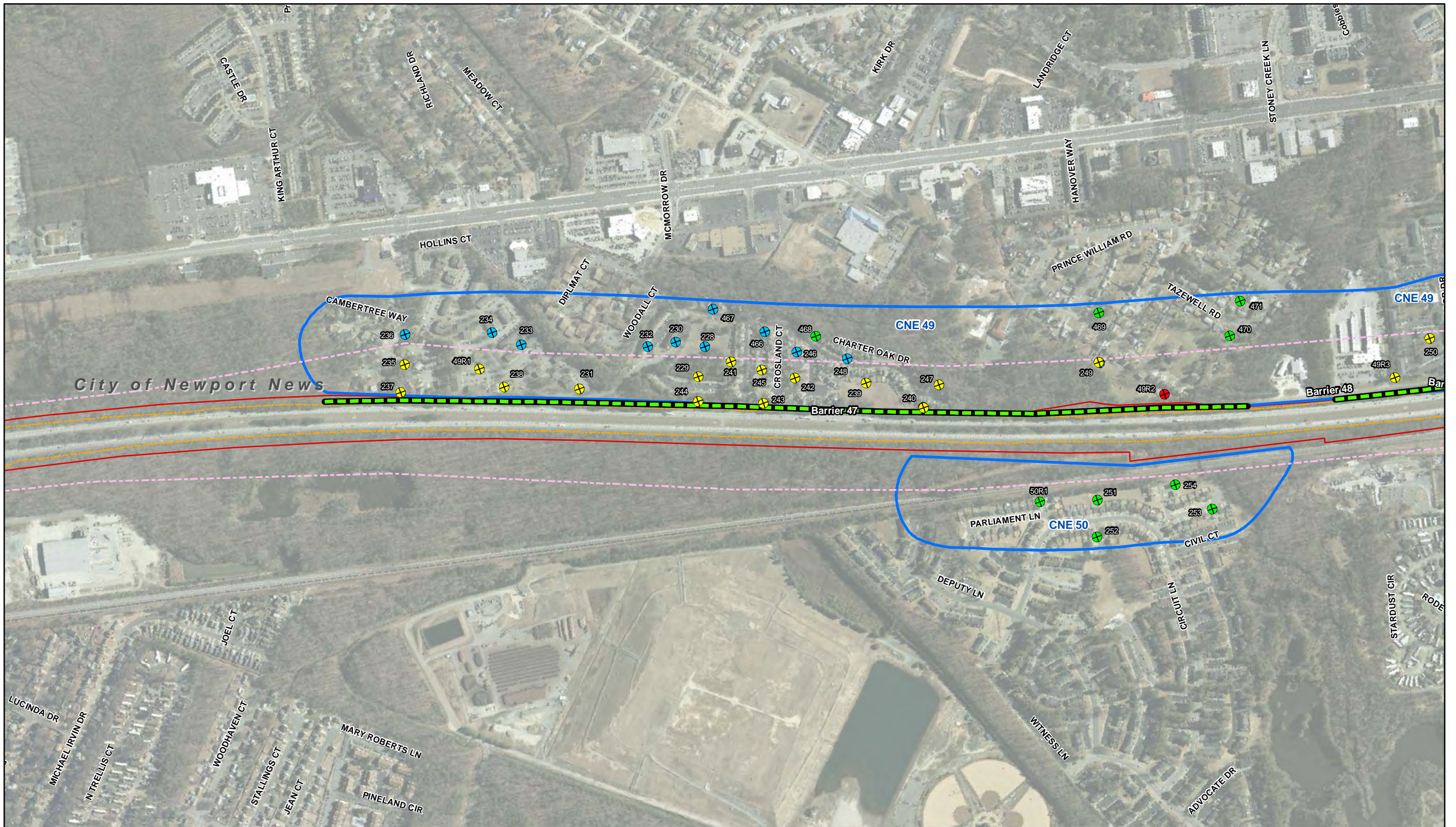
Map 35 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

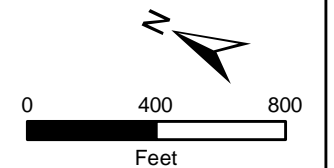
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

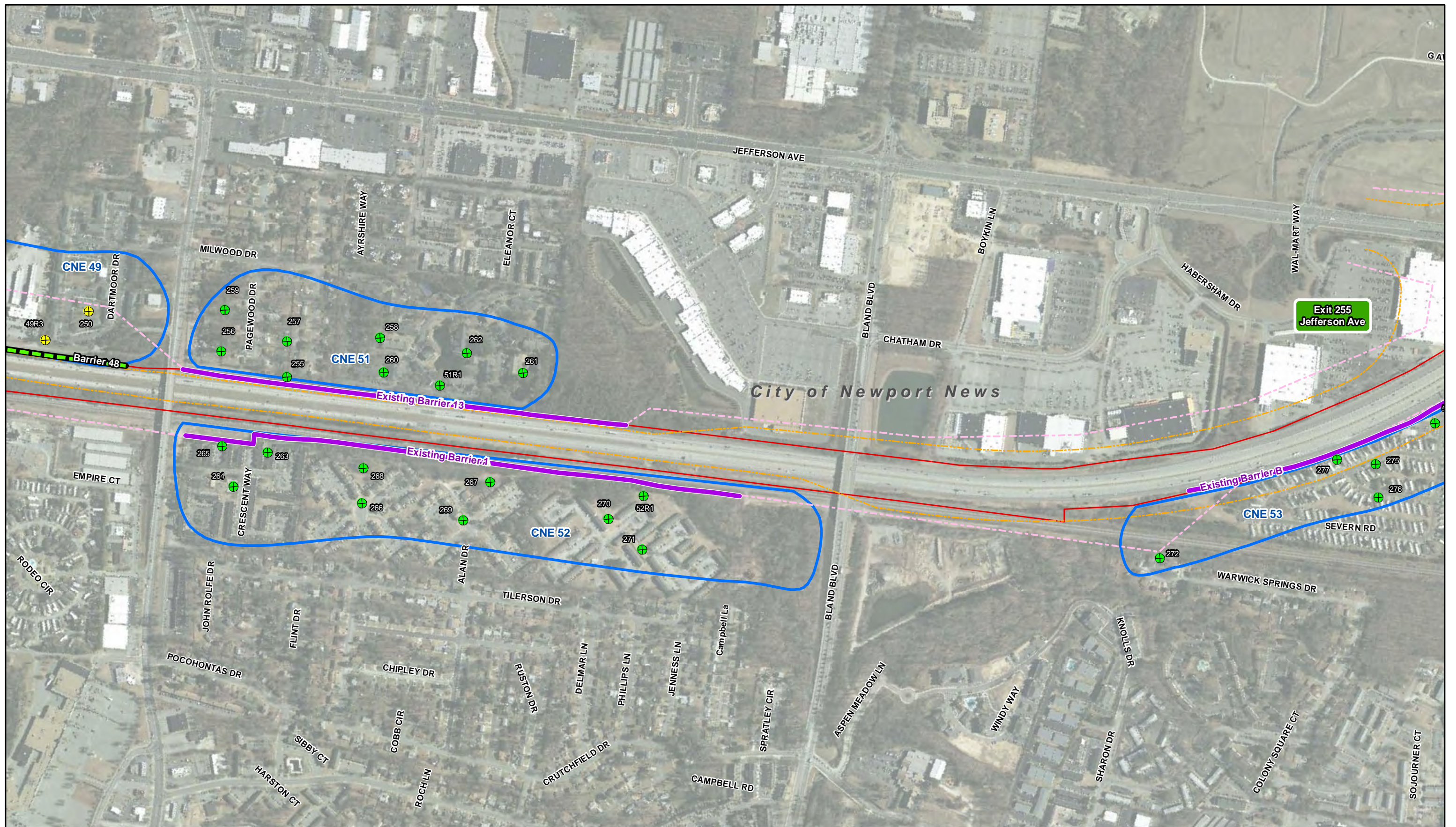
Map 36 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

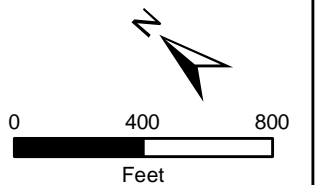
Map 37 of 43

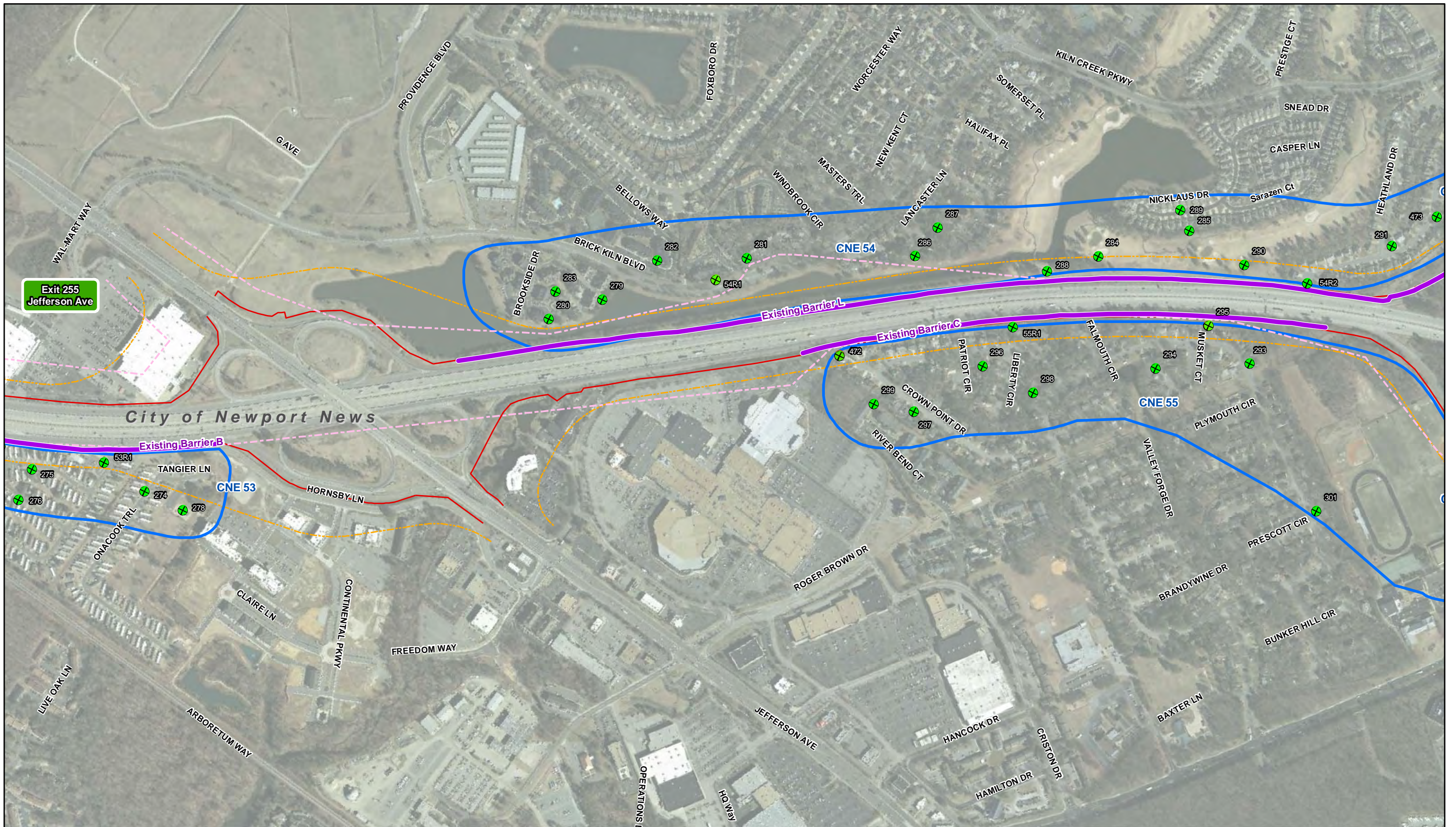
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1B & 2B

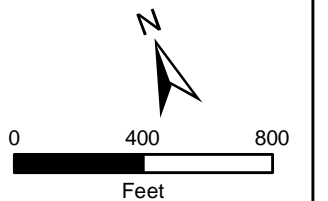
Map 38 of 43

Notes:

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

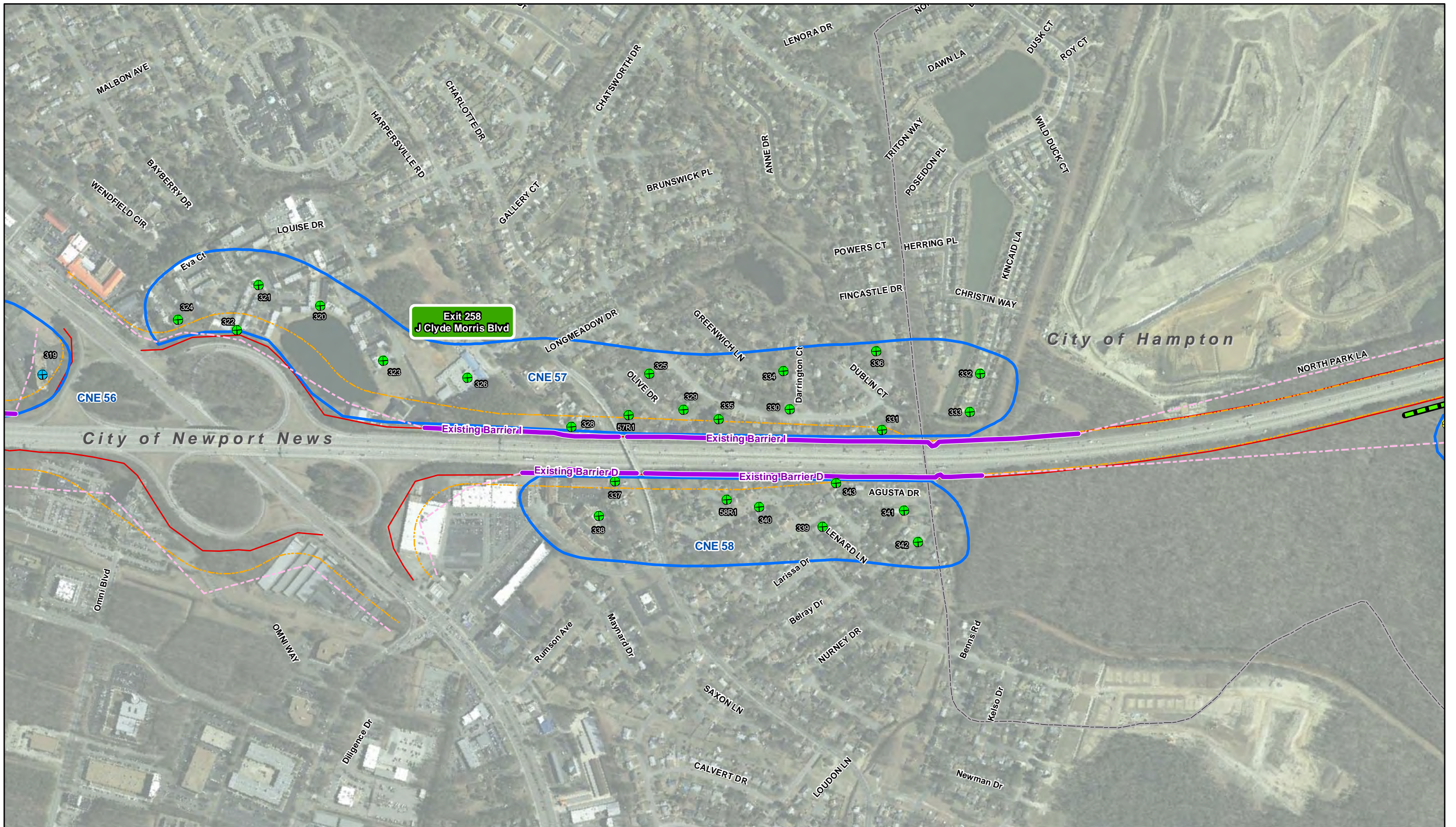


09/12/2012









- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊕ Impacted and Benefited
  - ⊕ Impacted not Benefited
  - ⊕ Benefited not Impacted
  - ⊕ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternatives 1B & 2B

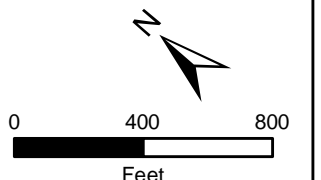
Map 40 of 43

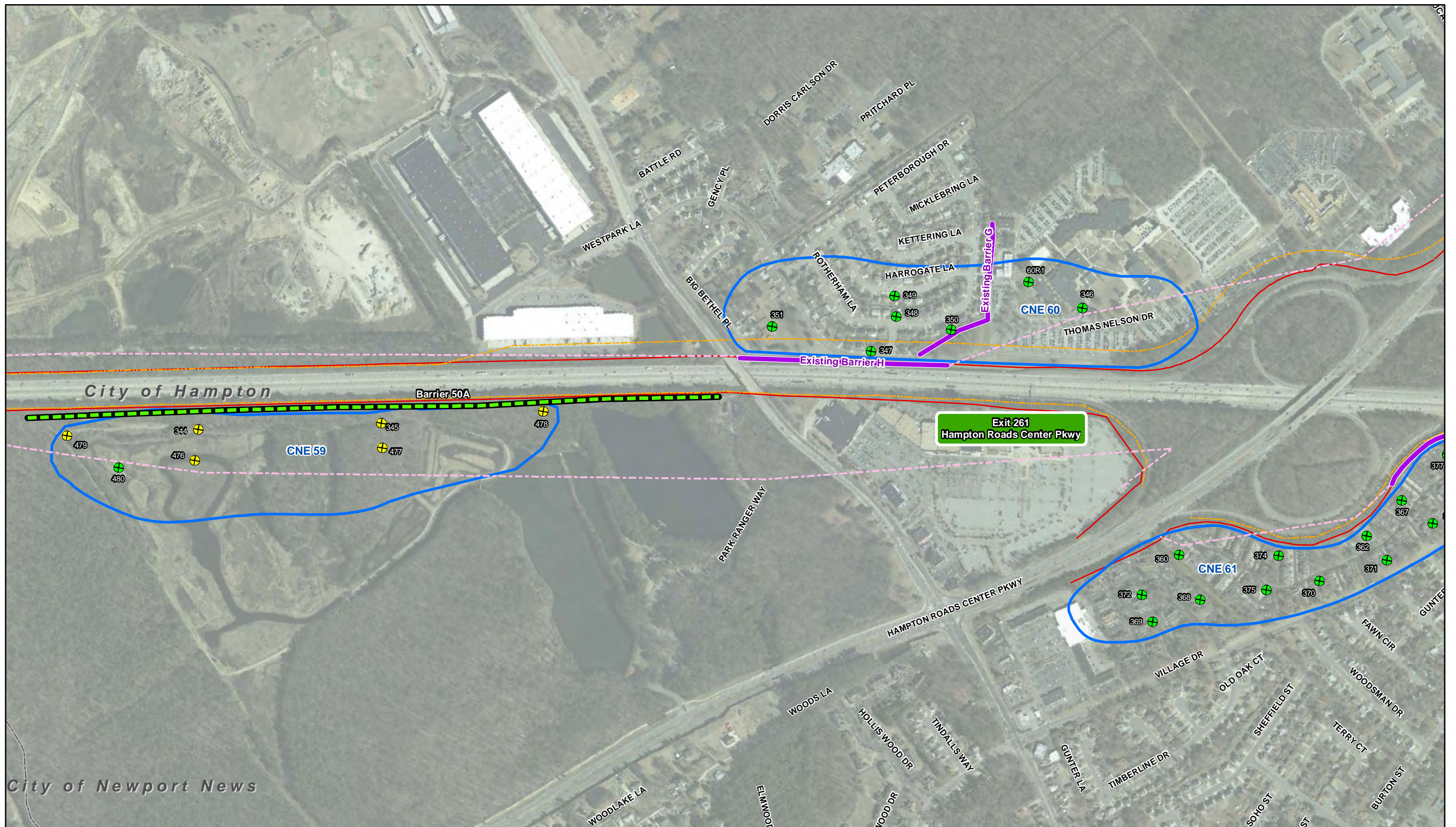
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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**Existing Right of Way** (Red outline)

**Limits of Alternative 1B/2B** (Orange dashed outline)

**Common Noise Environment (CNE)** (Blue outline)

**66dB(A) Contour Line** (Pink dashed line)

**Existing Barrier**

- Barrier Feasible and Reasonable (Green dashed line)
- Barrier Feasible but Not Reasonable (Yellow dashed line)
- Barrier Not Feasible and Not Reasonable (Red dashed line)

**Receivers**

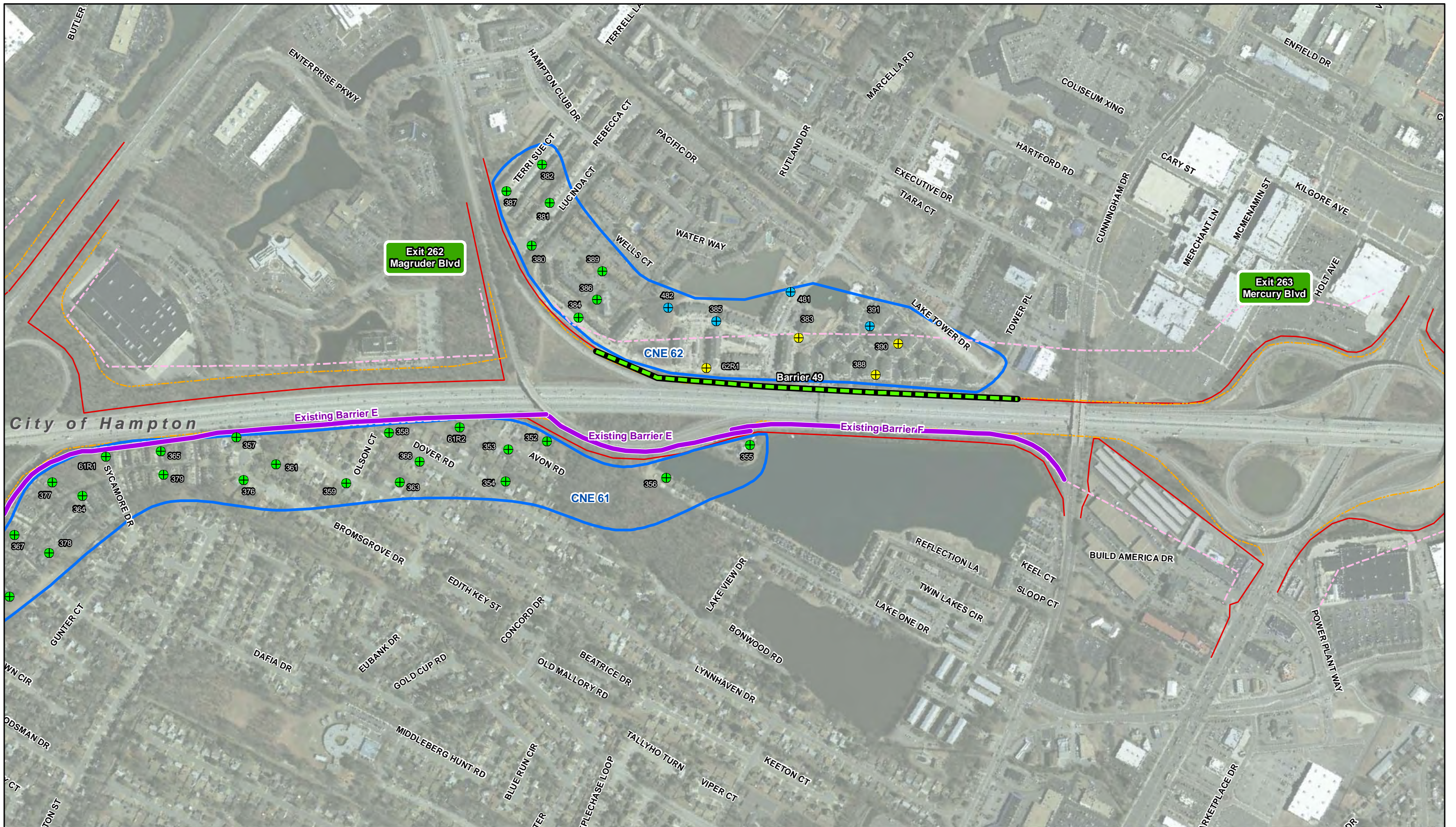
- Impacted and Benefited (Yellow circle with cross)
- Impacted not Benefited (Red circle with cross)
- Benefited not Impacted (Blue circle with cross)
- Not Impacted not Benefited (Green circle with cross)

### Highway Traffic Noise Impact Analysis Alternatives 1B & 2B

Map 41 of 43

**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

09/12/2012



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

## Highway Traffic Noise Impact Analysis Alternatives 1B & 2B

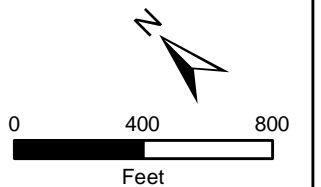
Map 42 of 43

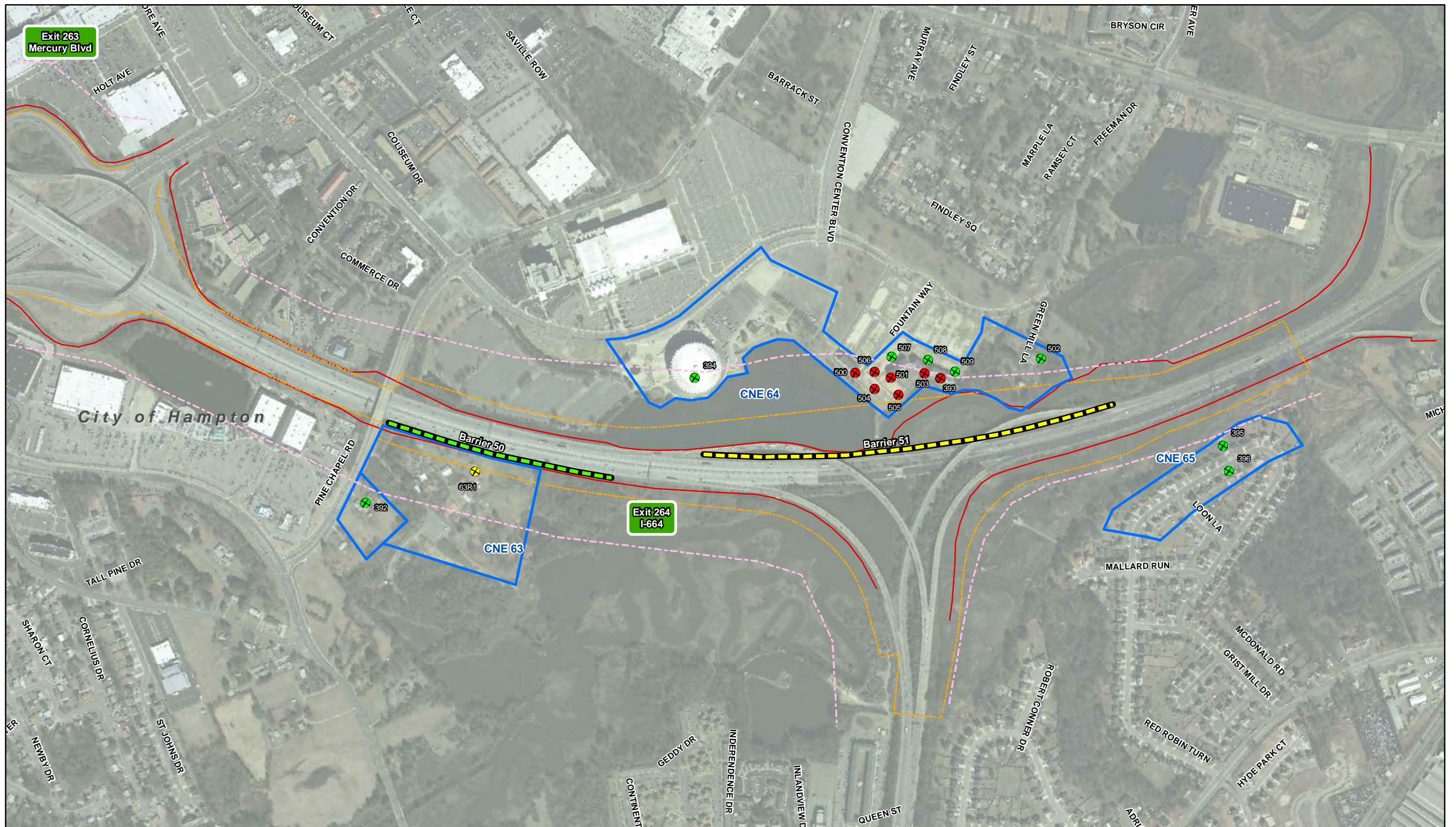
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012





Exit 263  
Mercury Blvd

Exit 264  
I-664

City of Hampton



- Existing Right of Way
- Limits of Alternative 1B/2B
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

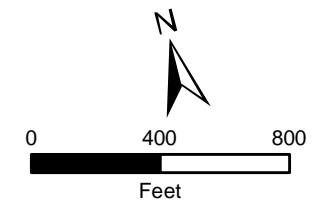
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternatives 1B & 2B**

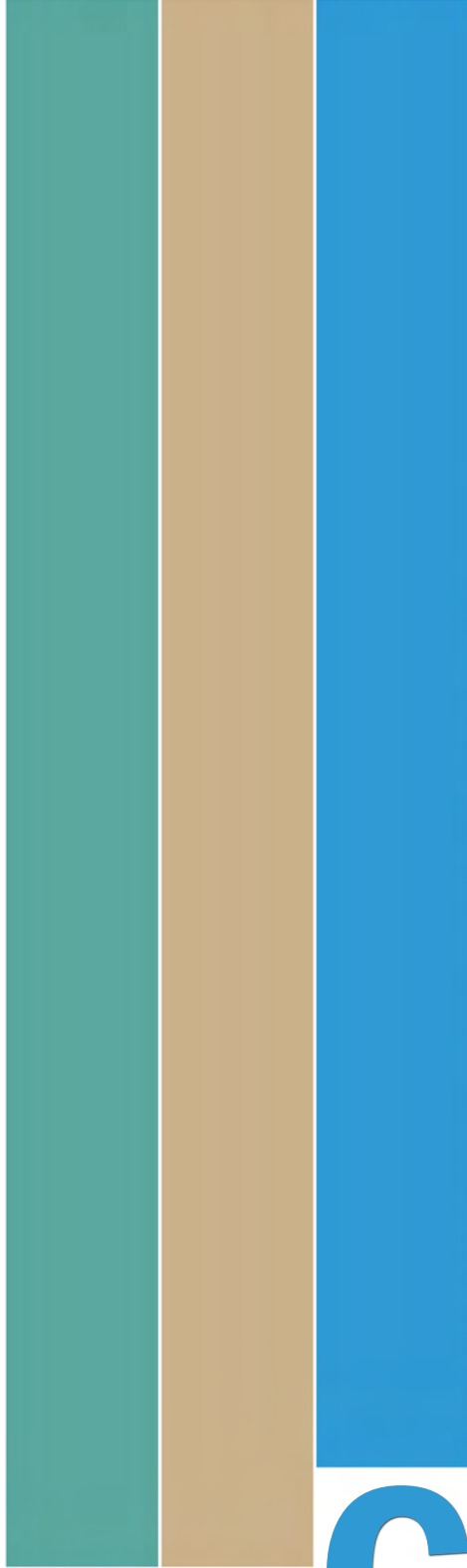
Map 43 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

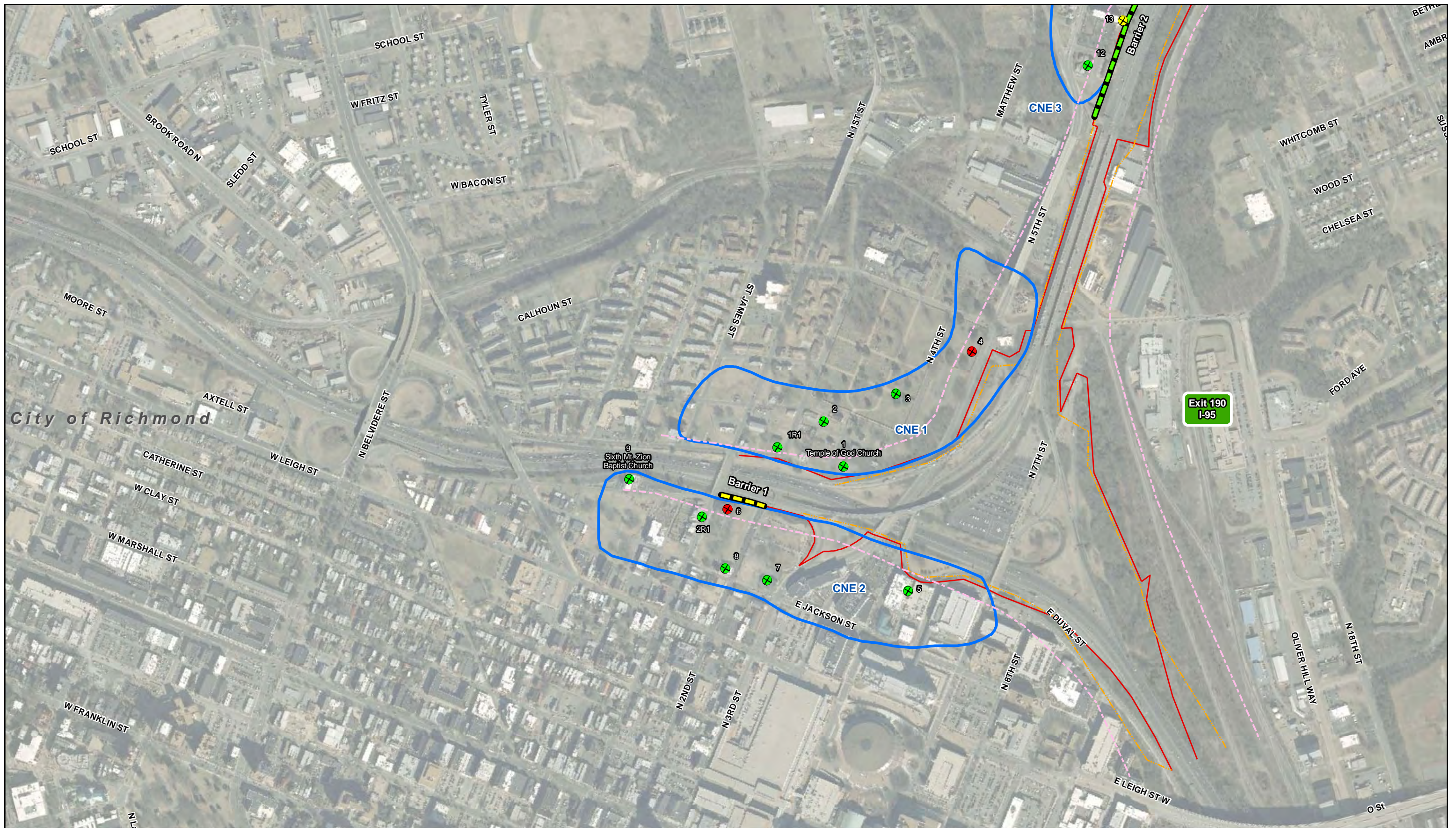


09/12/2012



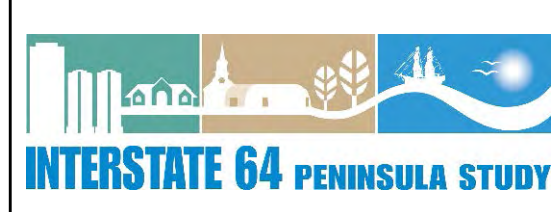
**Highway Traffic Noise Impact Analysis Alternative 3**













**APPENDIX C**



City of Richmond

Exit 190  
I-95




- |  |   |  |
|--|---|--|
|  Existing Right of Way          |  Existing Barrier                        | <b>Receivers</b>   |
|  Limits of Alternative 3        |  Barrier Feasible and Reasonable         |  Impacted and Benefited     |
|  Common Noise Environment (CNE) |  Barrier Feasible but Not Reasonable     |  Impacted not Benefited     |
|  66dB(A) Contour Line           |  Barrier Not Feasible and Not Reasonable |  Benefited not Impacted     |
|  |   |  Not Impacted not Benefited |

**Highway Traffic Noise Impact Analysis  
Alternative 3**

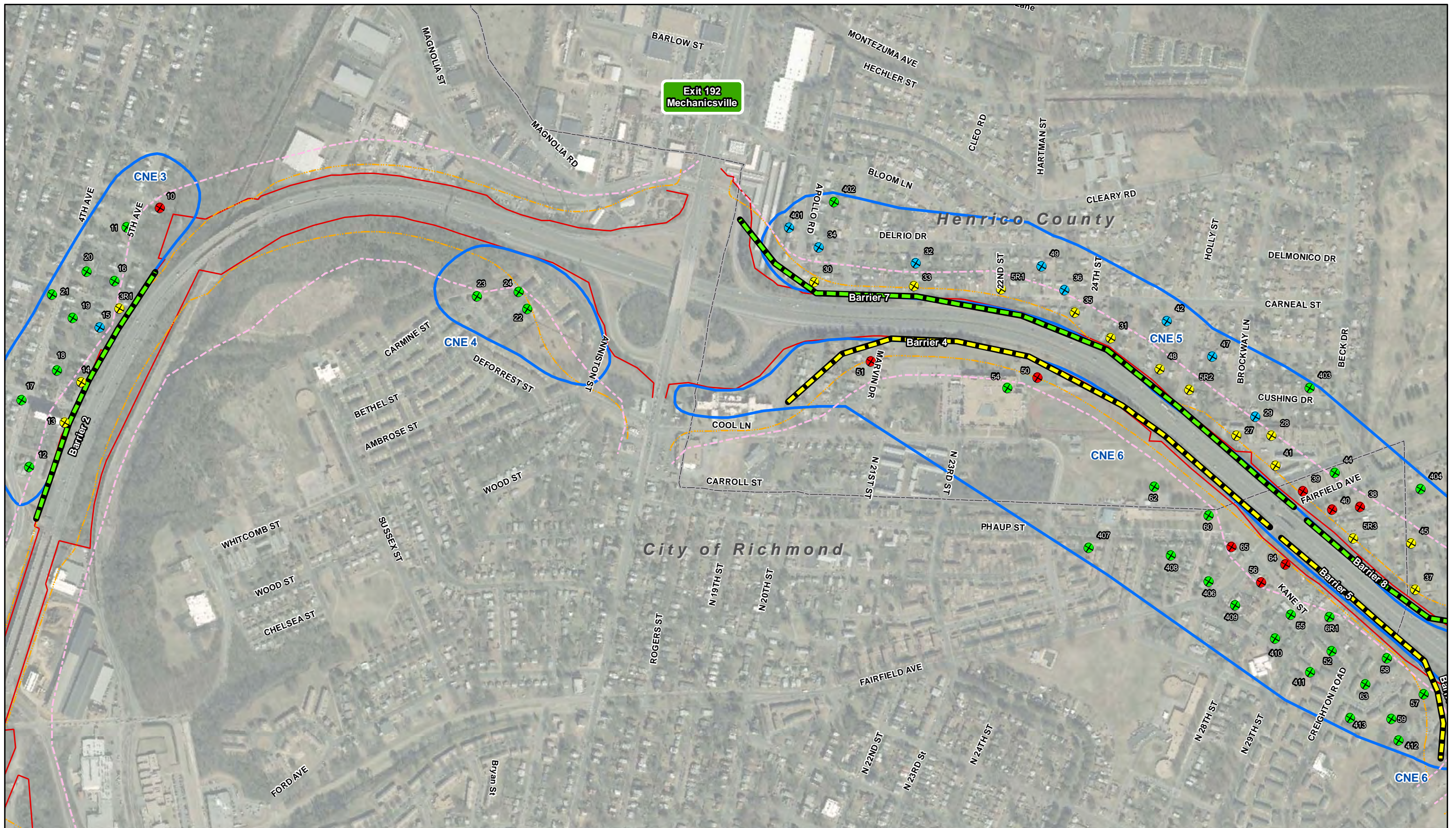
Map 1 of 43


Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



0 400 800  
Feet

09/12/2012





- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited


**Highway Traffic Noise Impact Analysis**


**Alternative 3**

Map 2 of 43

Notes:

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0      400      800  
Feet

09/12/2012





- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

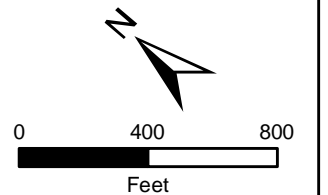
Map 3 of 43

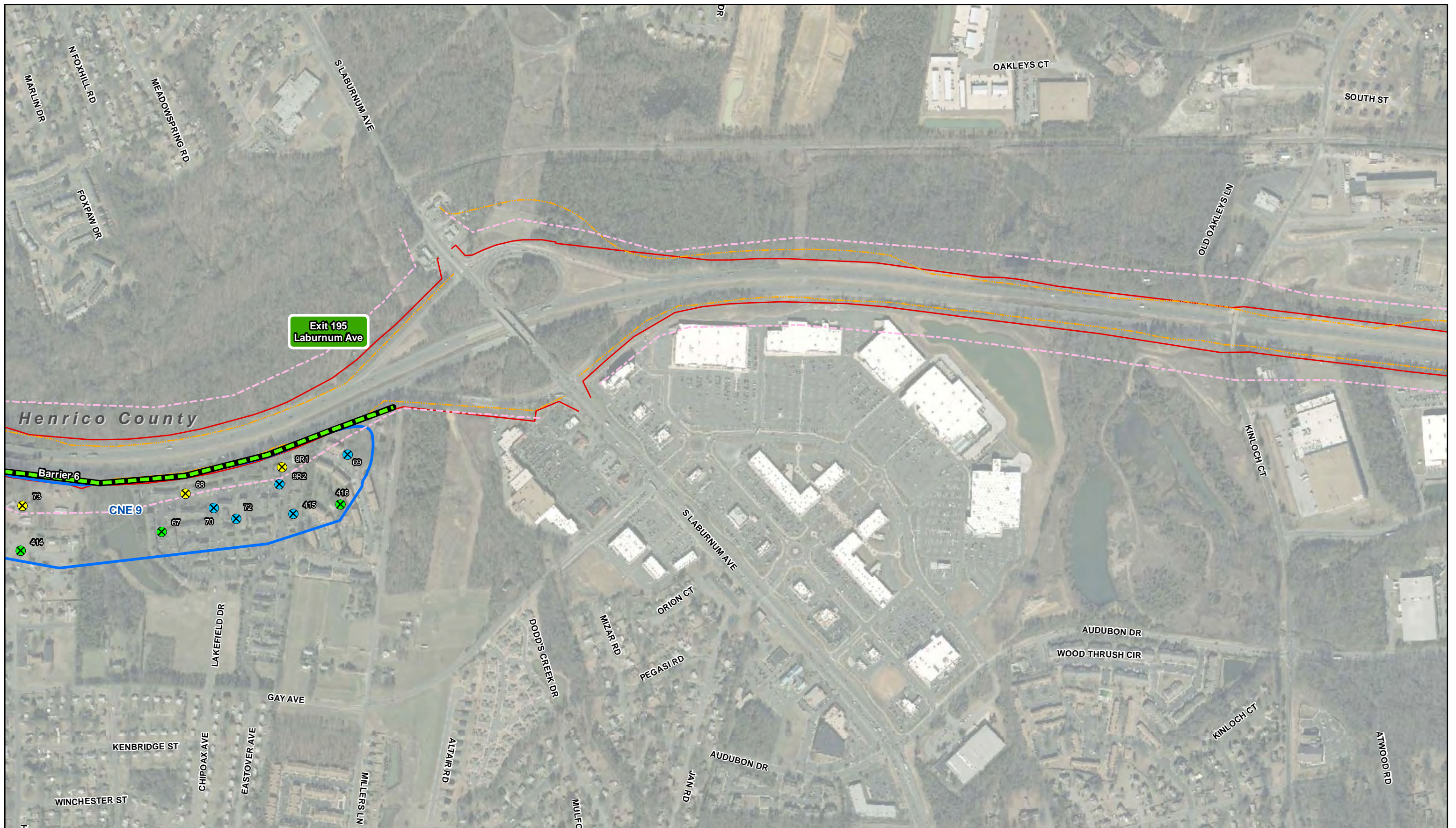
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

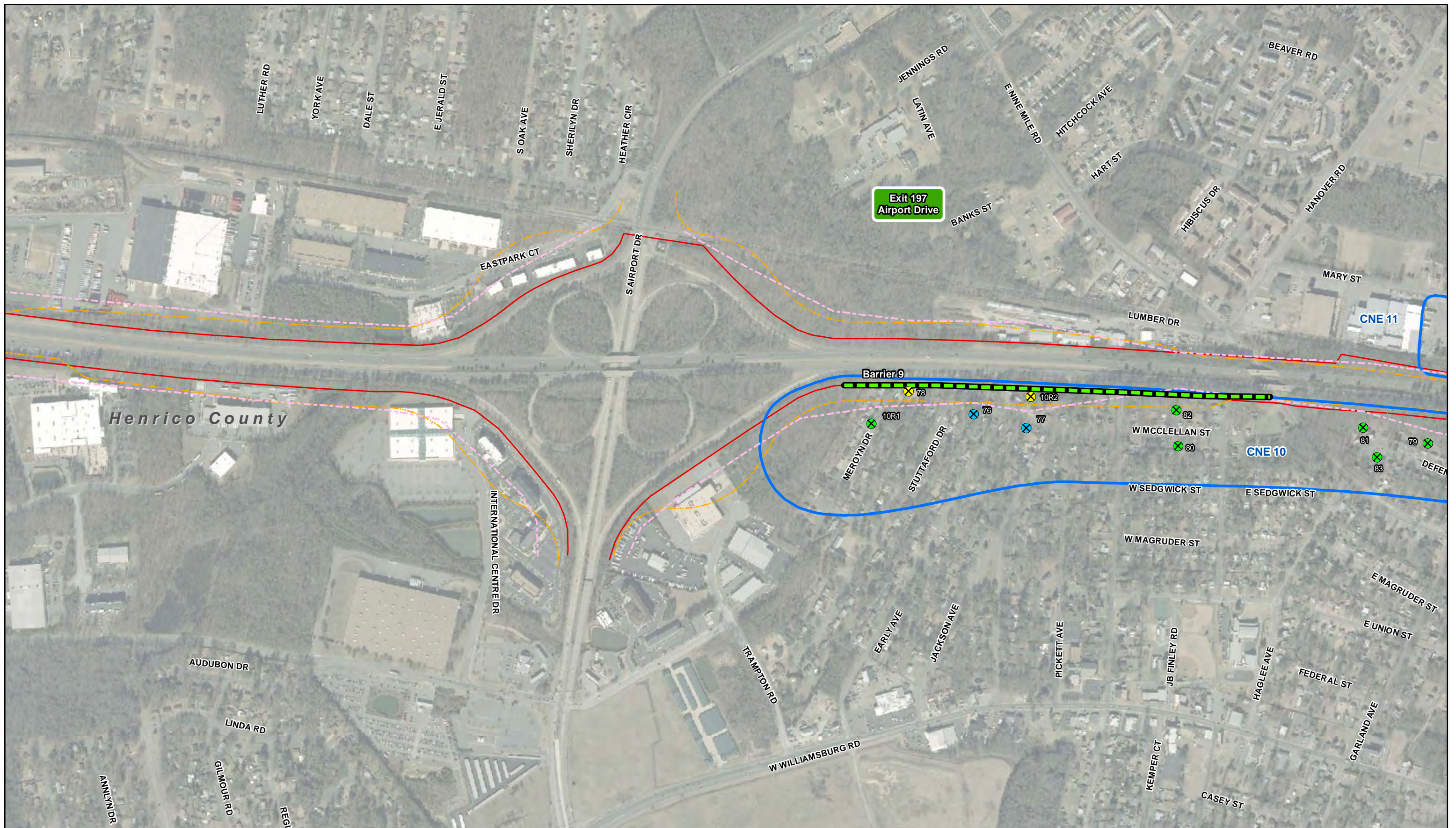



09/12/2012





	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 4 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				





**INTERSTATE 64 PENINSULA STUDY**

- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

Map 5 of 43

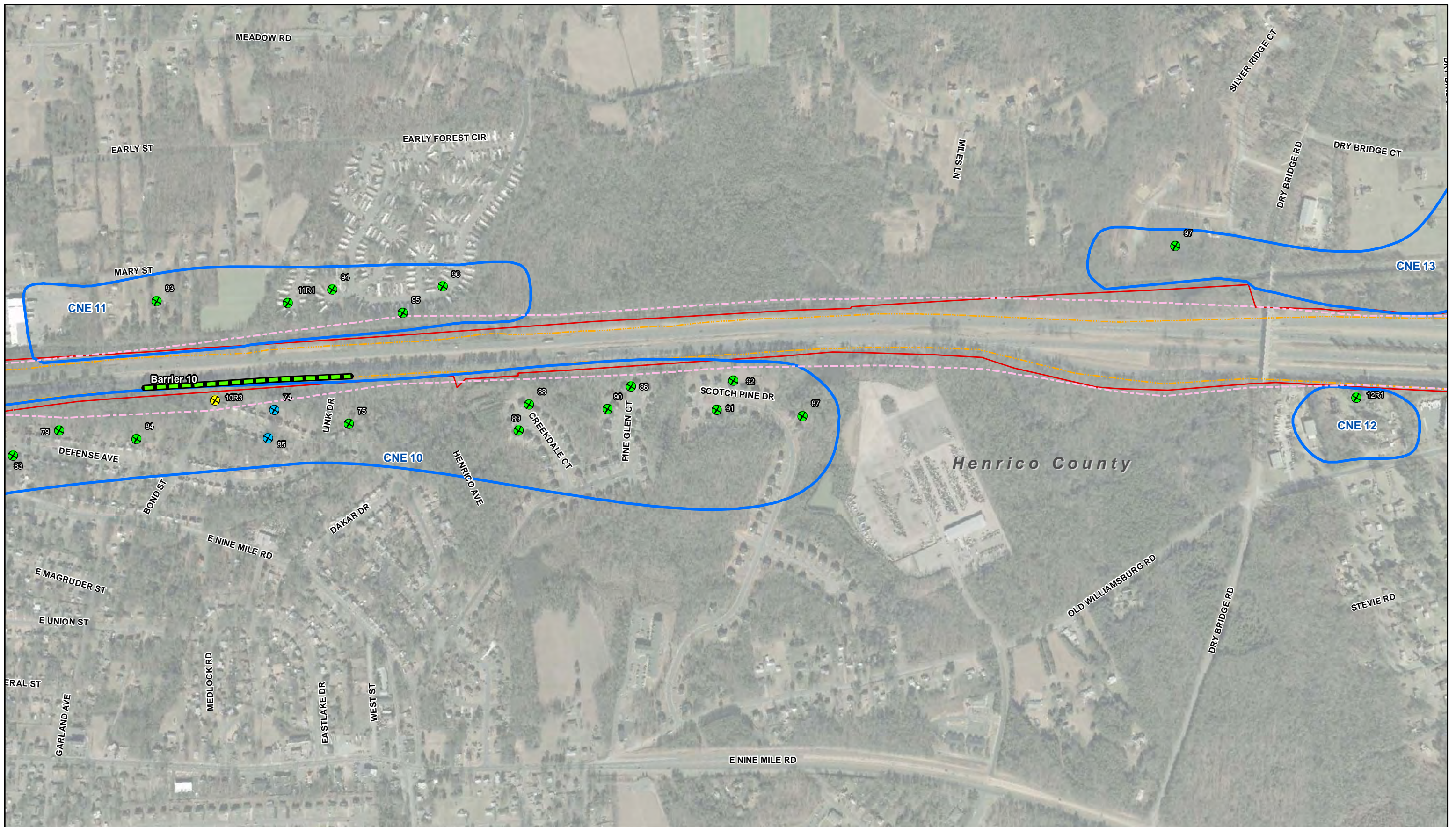
**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

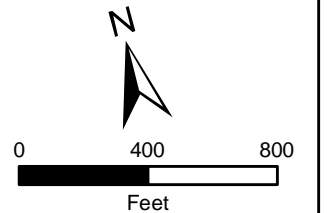
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

Map 6 of 43

**Notes:**

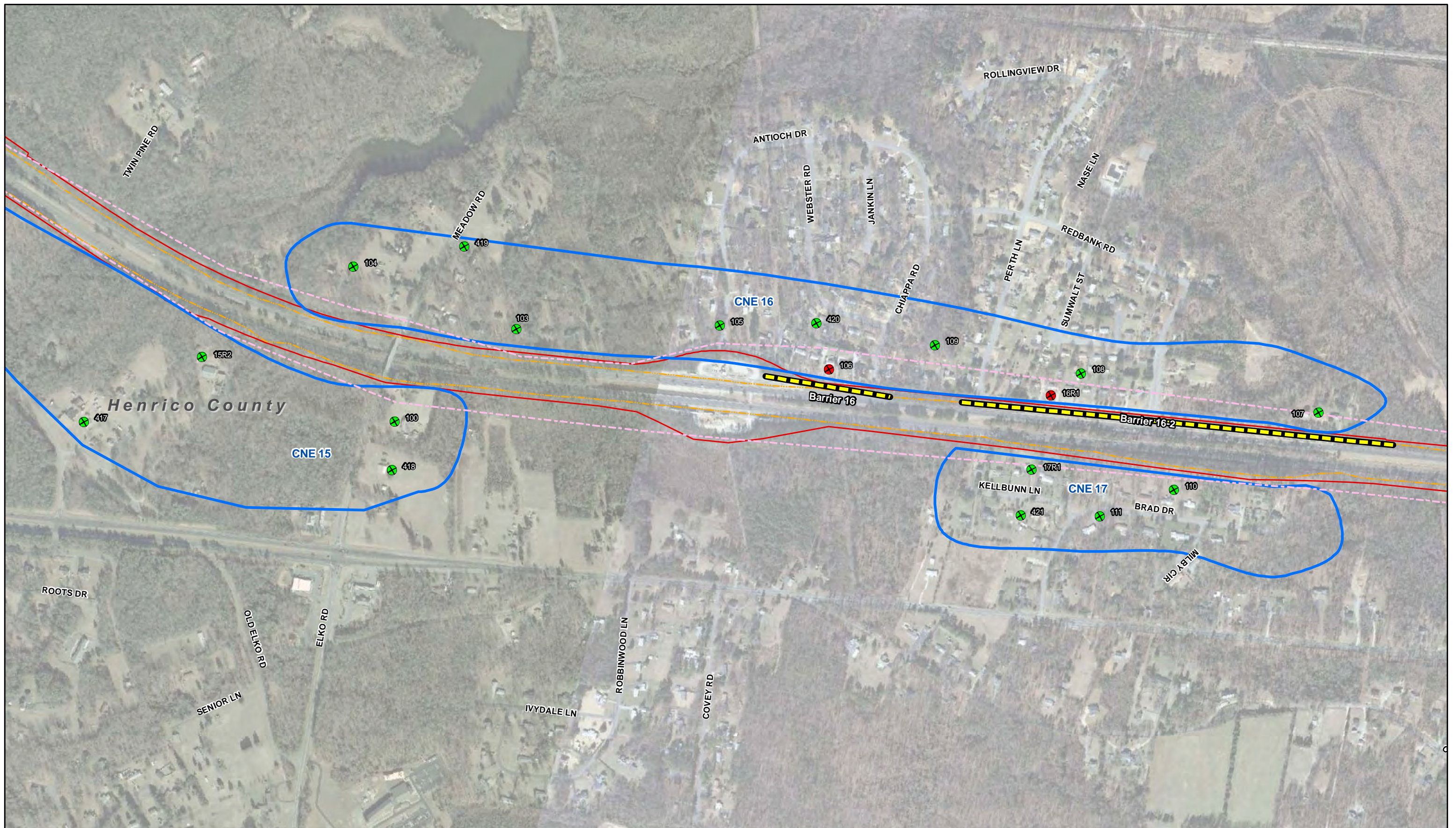
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012



<p><b>INTERSTATE 64 PENINSULA STUDY</b></p>	Existing Right of Way Limits of Alternative 3 Common Noise Environment (CNE) 66dB(A) Contour Line	Existing Barrier Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable	<p><b>Receivers</b></p> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<p><b>Highway Traffic Noise Impact Analysis Alternative 3</b></p> <p>Map 7 of 43</p> <p>Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009</p>		
	<p>09/12/2012</p>					



- ▭ Existing Right of Way
- ▭ Limits of Alternative 3
- ▭ Common Noise Environment (CNE)
- - - 66dB(A) Contour Line

- ▬ Existing Barrier
- ▬ Barrier Feasible and Reasonable
- ▬ Barrier Feasible but Not Reasonable
- ▬ Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

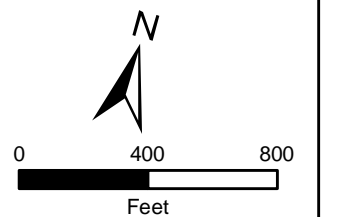
Map 8 of 43

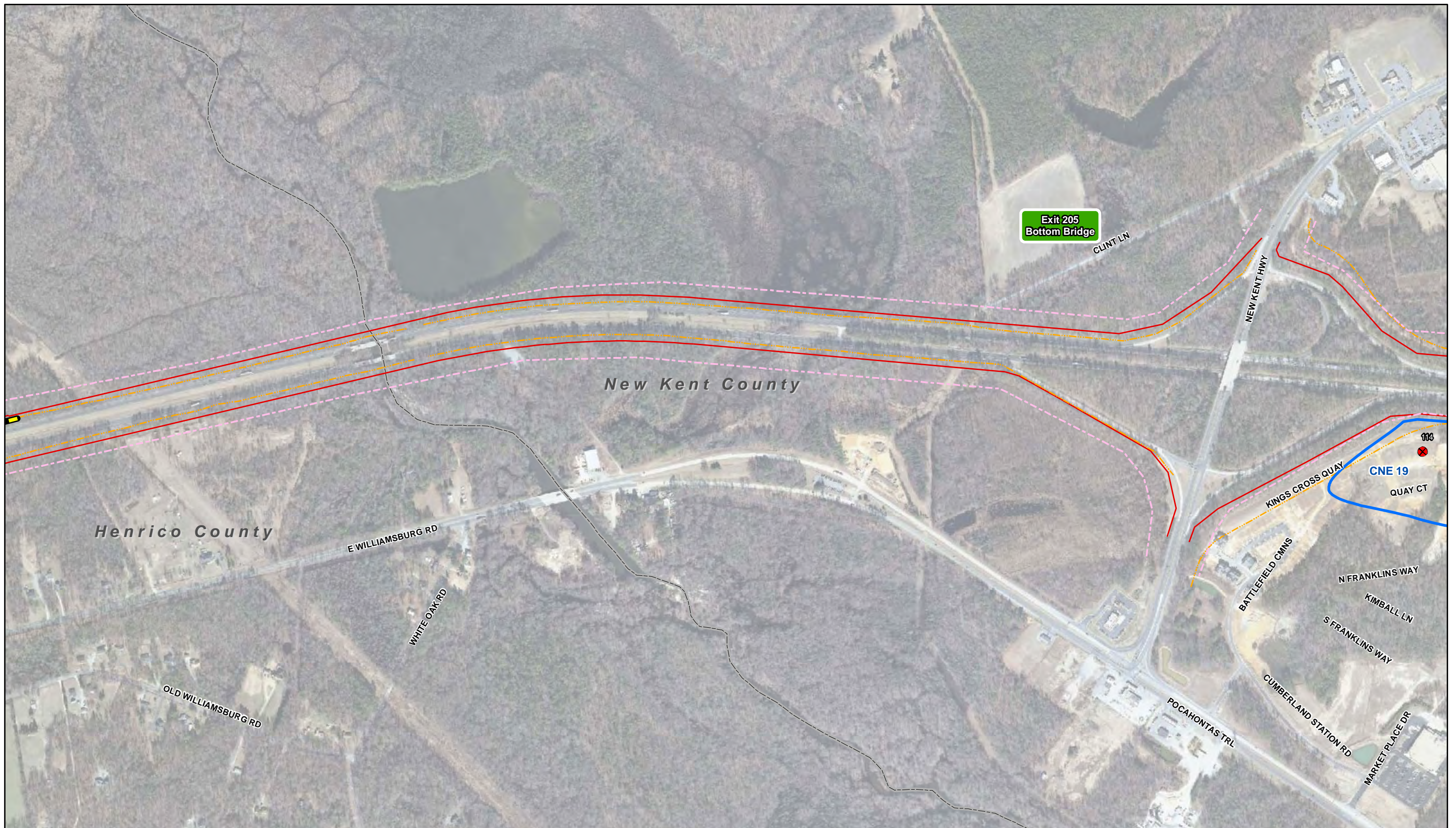
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



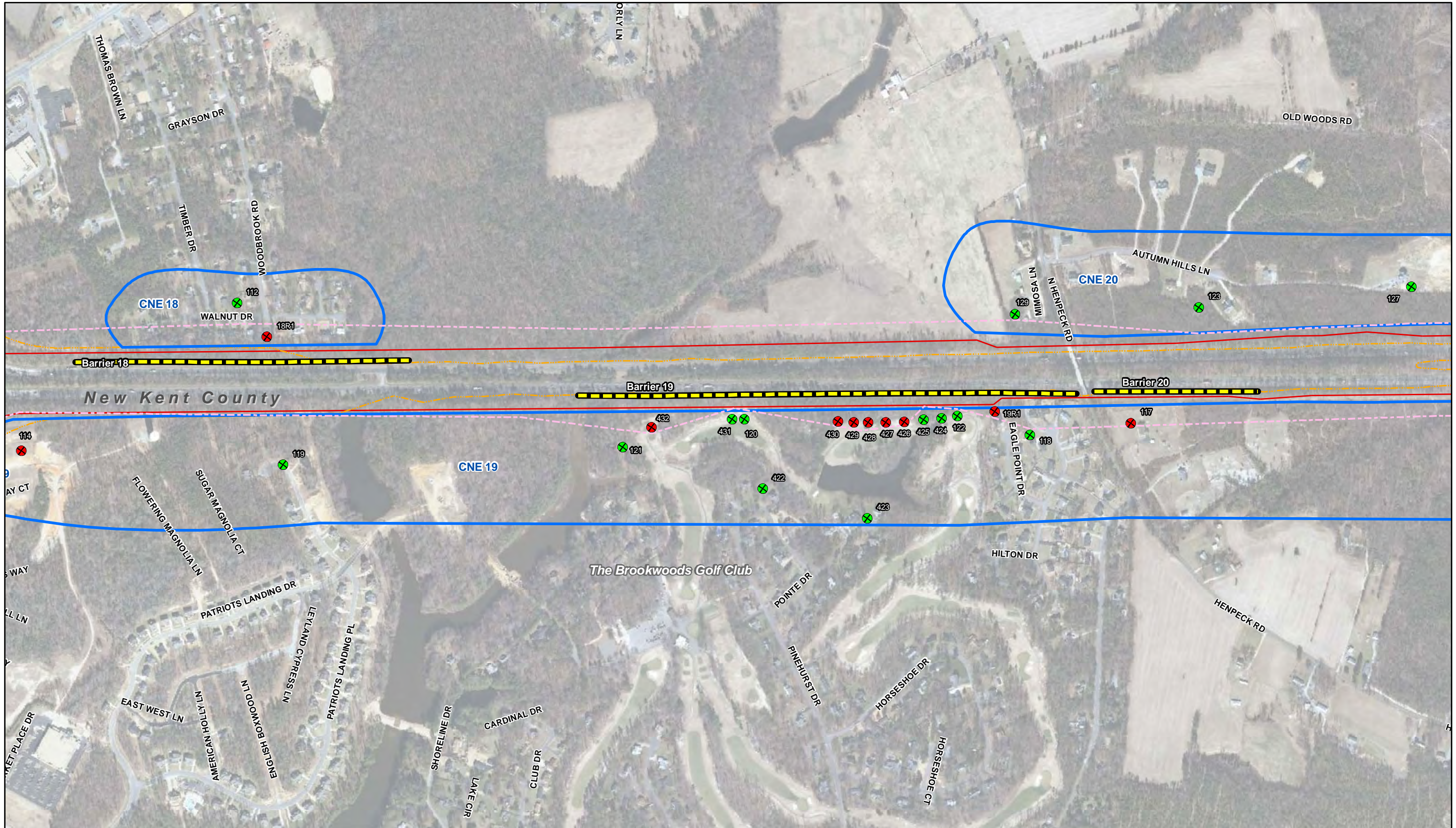
09/12/2012





	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 9 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3 Common Noise Environment (CNE) 66dB(A) Contour Line	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				

09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- Impacted and Benefited
- Impacted not Benefited
- Benefited not Impacted
- Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**

**Alternative 3**

Map 10 of 43

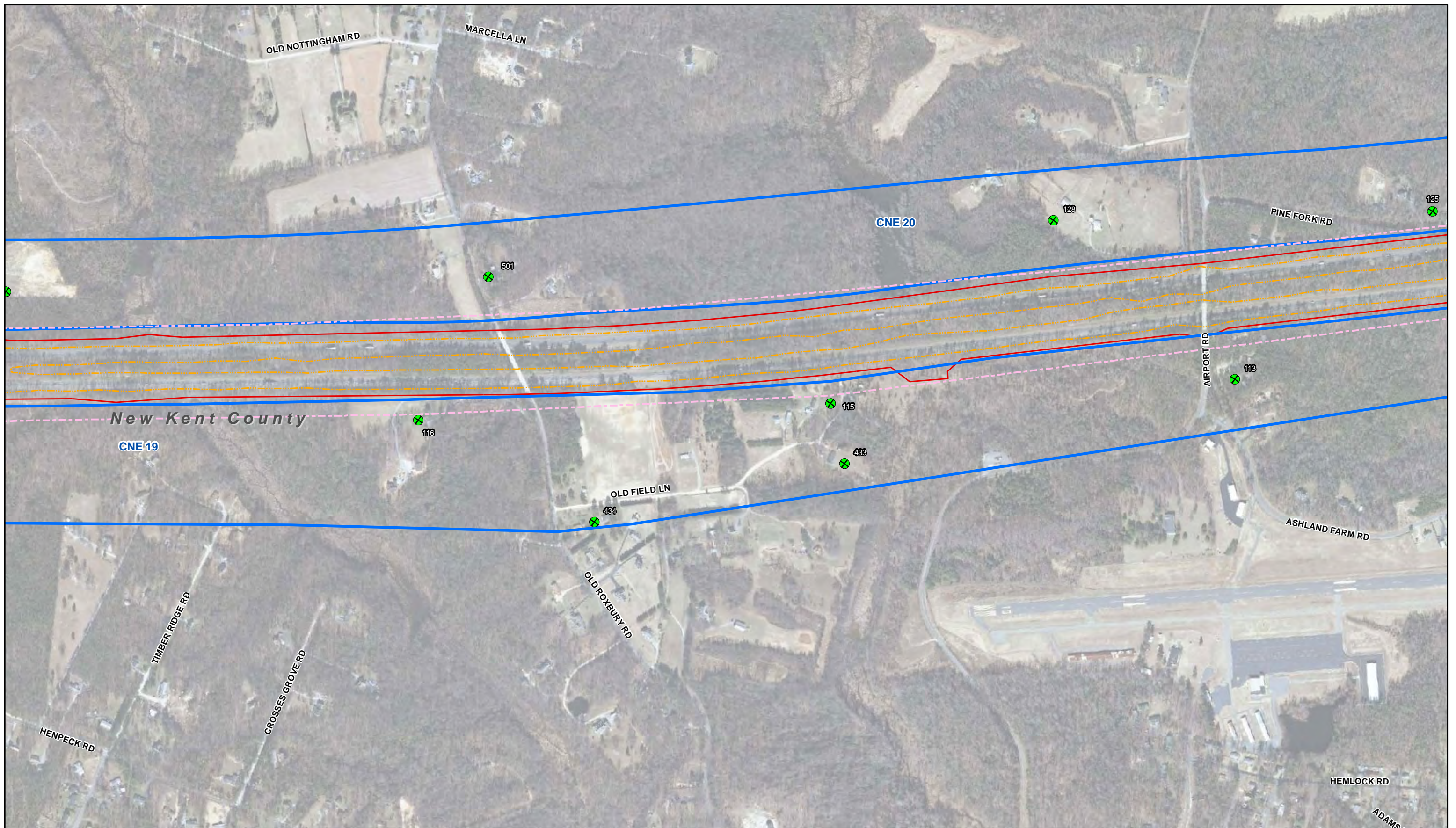
Notes:

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0 400 800  
Feet





09/12/2012









**INTERSTATE 64 PENINSULA STUDY**

-  Existing Right of Way
-  Limits of Alternative 3
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

**Receivers**

-  Impacted and Benefited
-  Impacted not Benefited
-  Benefited not Impacted
-  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

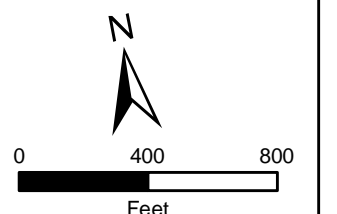
Map 11 of 43

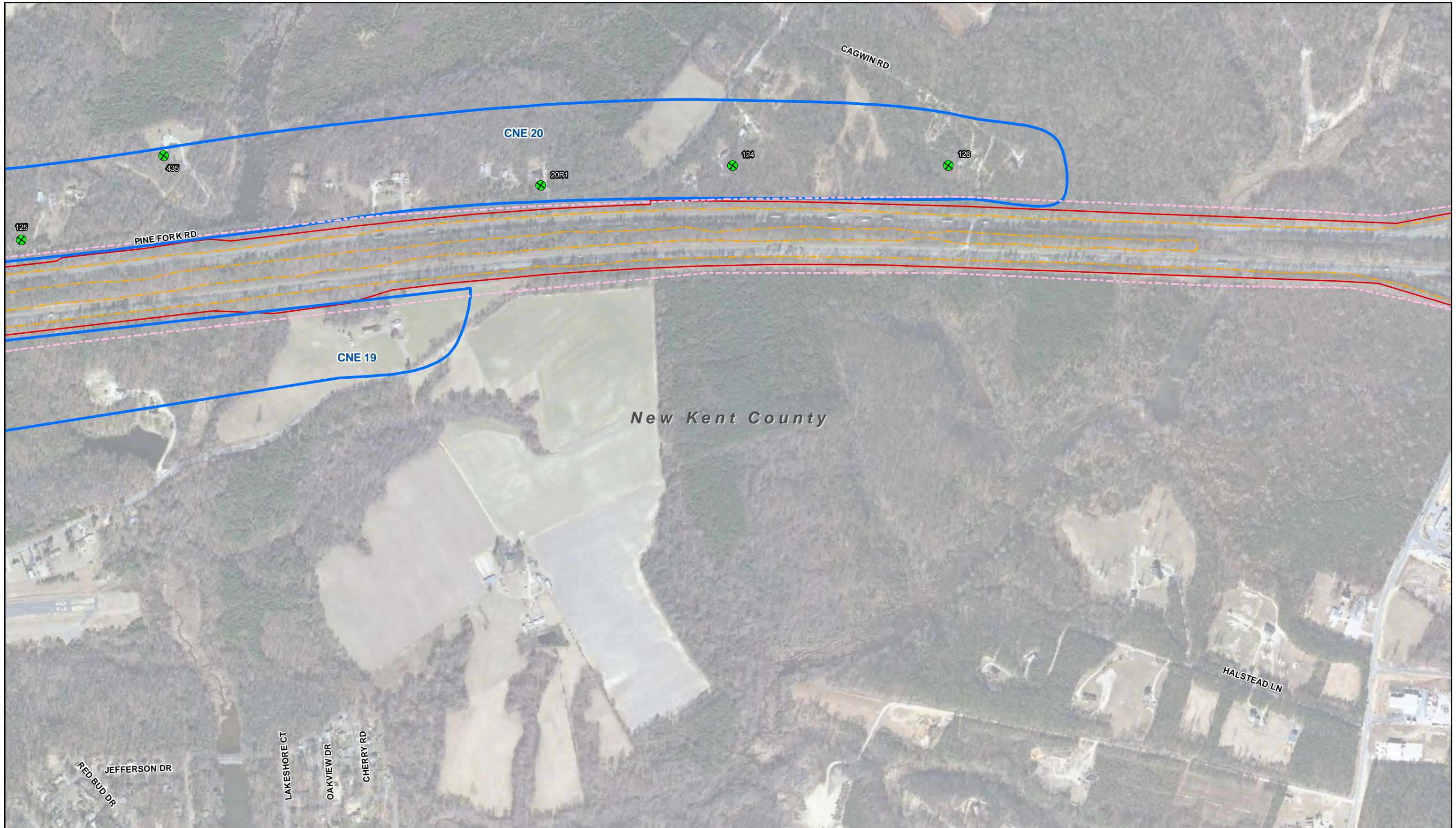
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

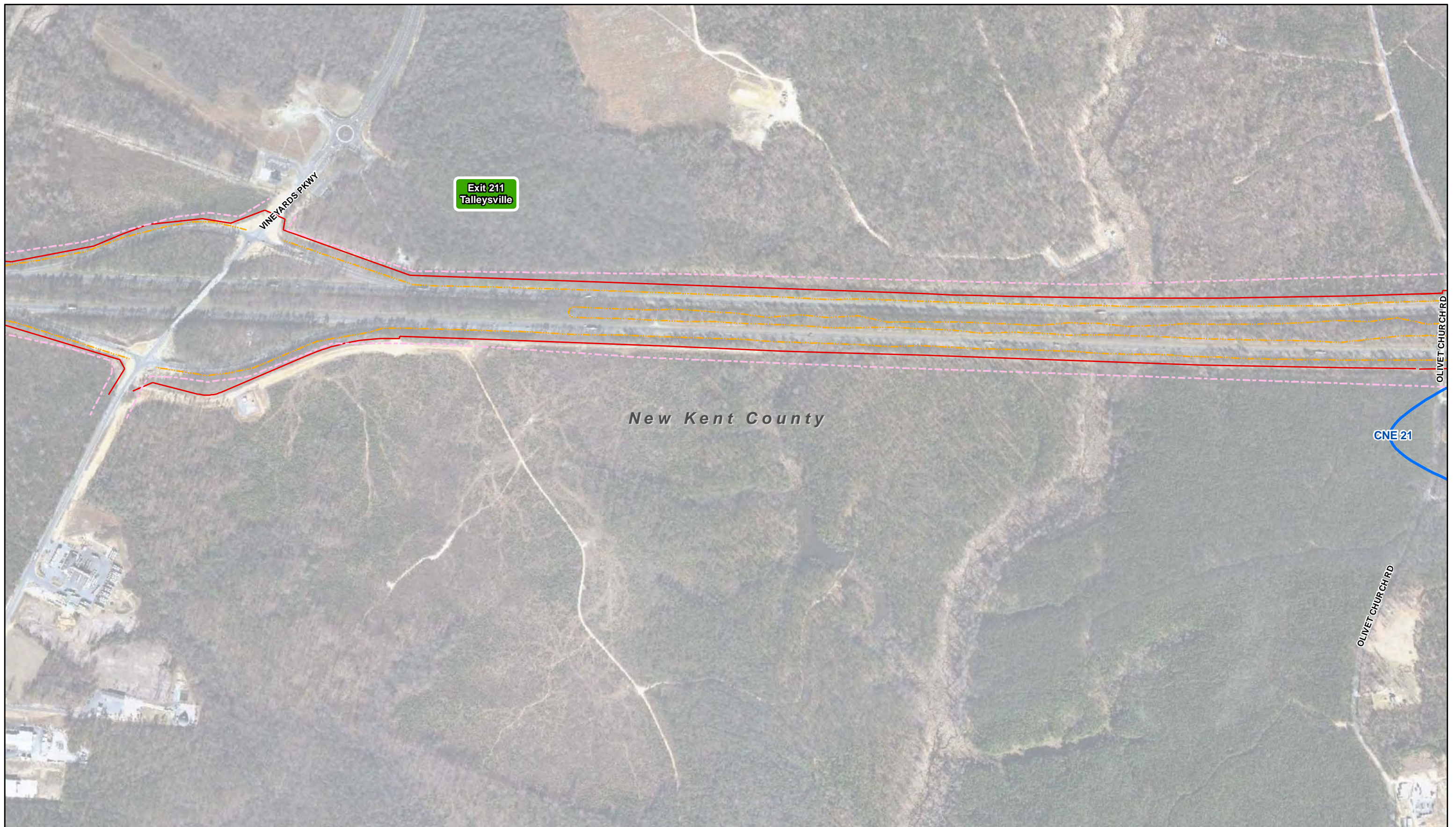


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	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 12 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3	Barrier Feasible and Reasonable				
	Common Noise Environment (CNE)					



- |                                |   |                            |
|--------------------------------|---|----------------------------|
| Existing Right of Way          | Existing Barrier                        | <b>Receivers</b>           |
| Limits of Alternative 3        | Barrier Feasible and Reasonable         | Impacted and Benefited     |
| Common Noise Environment (CNE) | Barrier Feasible but Not Reasonable     | Impacted not Benefited     |
| 66dB(A) Contour Line           | Barrier Not Feasible and Not Reasonable | Benefited not Impacted     |
|                                |   | Not Impacted not Benefited |

**Highway Traffic Noise Impact Analysis  
Alternative 3**

Map 13 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

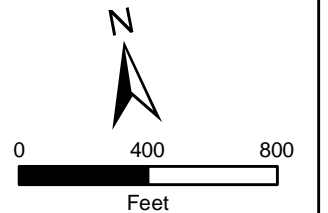
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

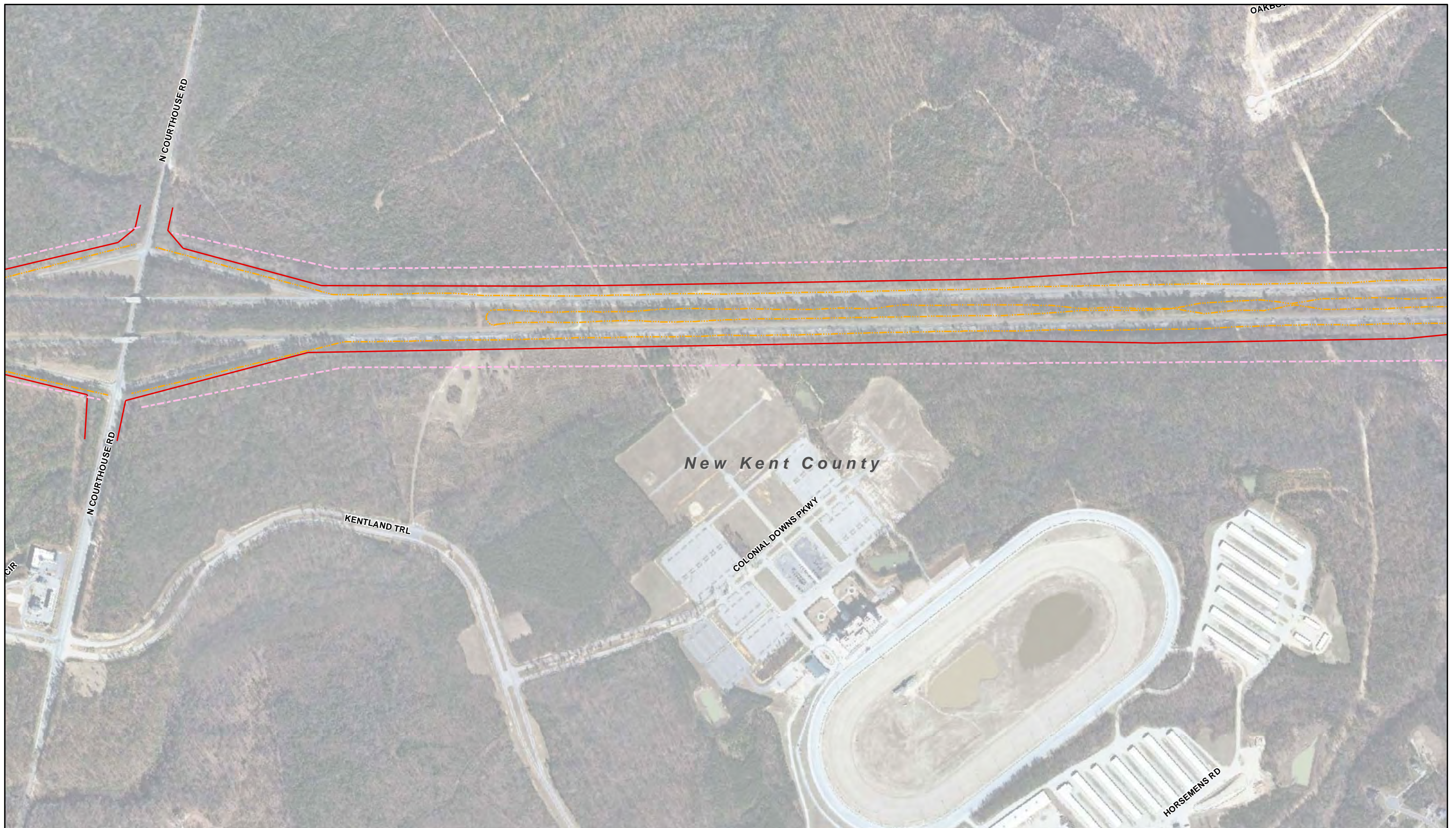
Map 14 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- |                                |   |                            |
|--------------------------------|---|----------------------------|
| Existing Right of Way          | Existing Barrier                        | <b>Receivers</b>           |
| Limits of Alternative 3        | Barrier Feasible and Reasonable         | Impacted and Benefited     |
| Common Noise Environment (CNE) | Barrier Feasible but Not Reasonable     | Impacted not Benefited     |
| 66dB(A) Contour Line           | Barrier Not Feasible and Not Reasonable | Benefited not Impacted     |
|                                |   | Not Impacted not Benefited |

**Highway Traffic Noise Impact Analysis  
Alternative 3**

Map 15 of 43

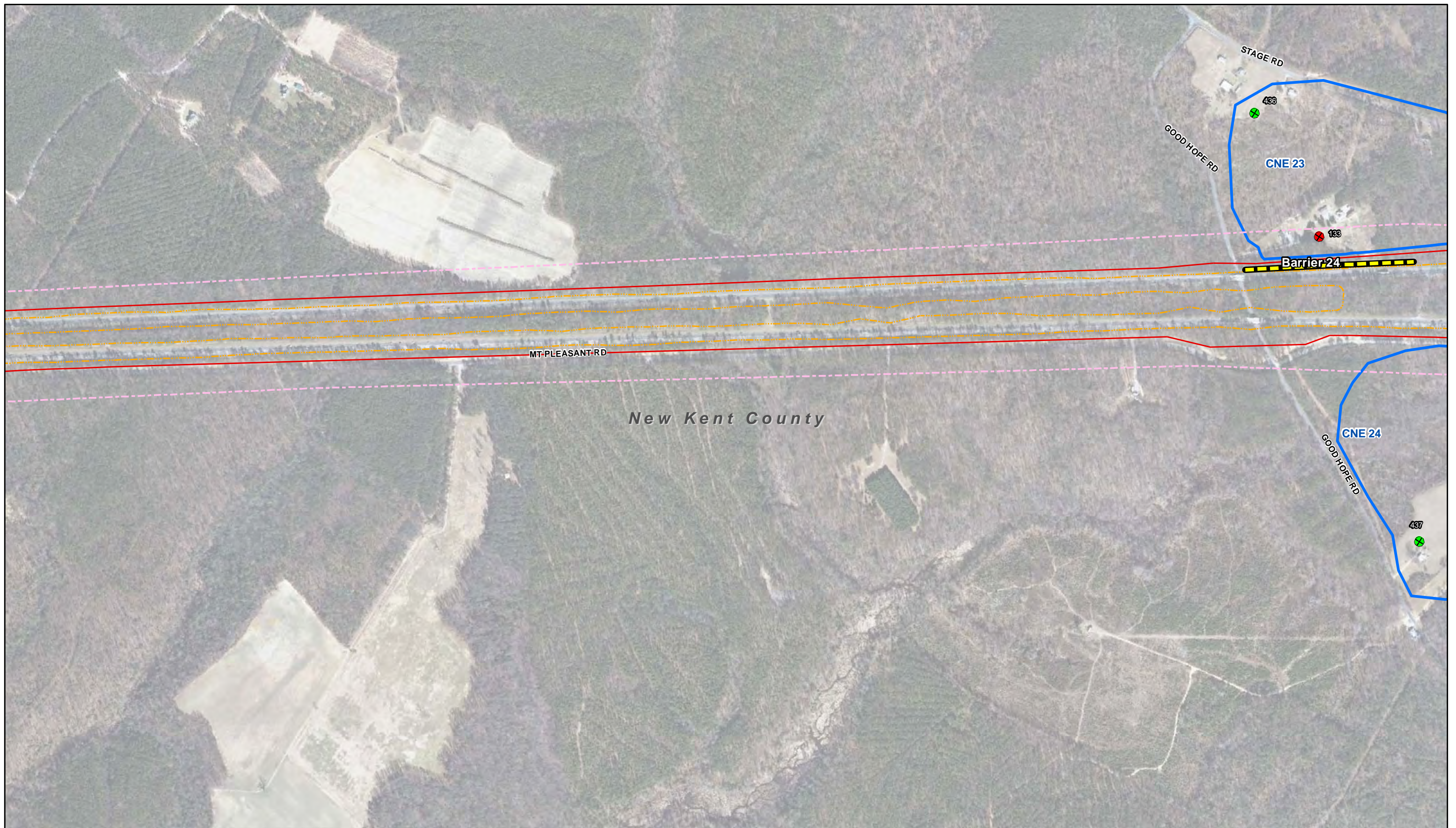
Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

0 400 800  
Feet

09/12/2012



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 16 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3 Common Noise Environment (CNE) 66dB(A) Contour Line	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

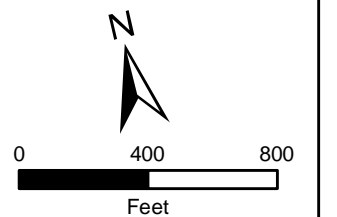
Map 17 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



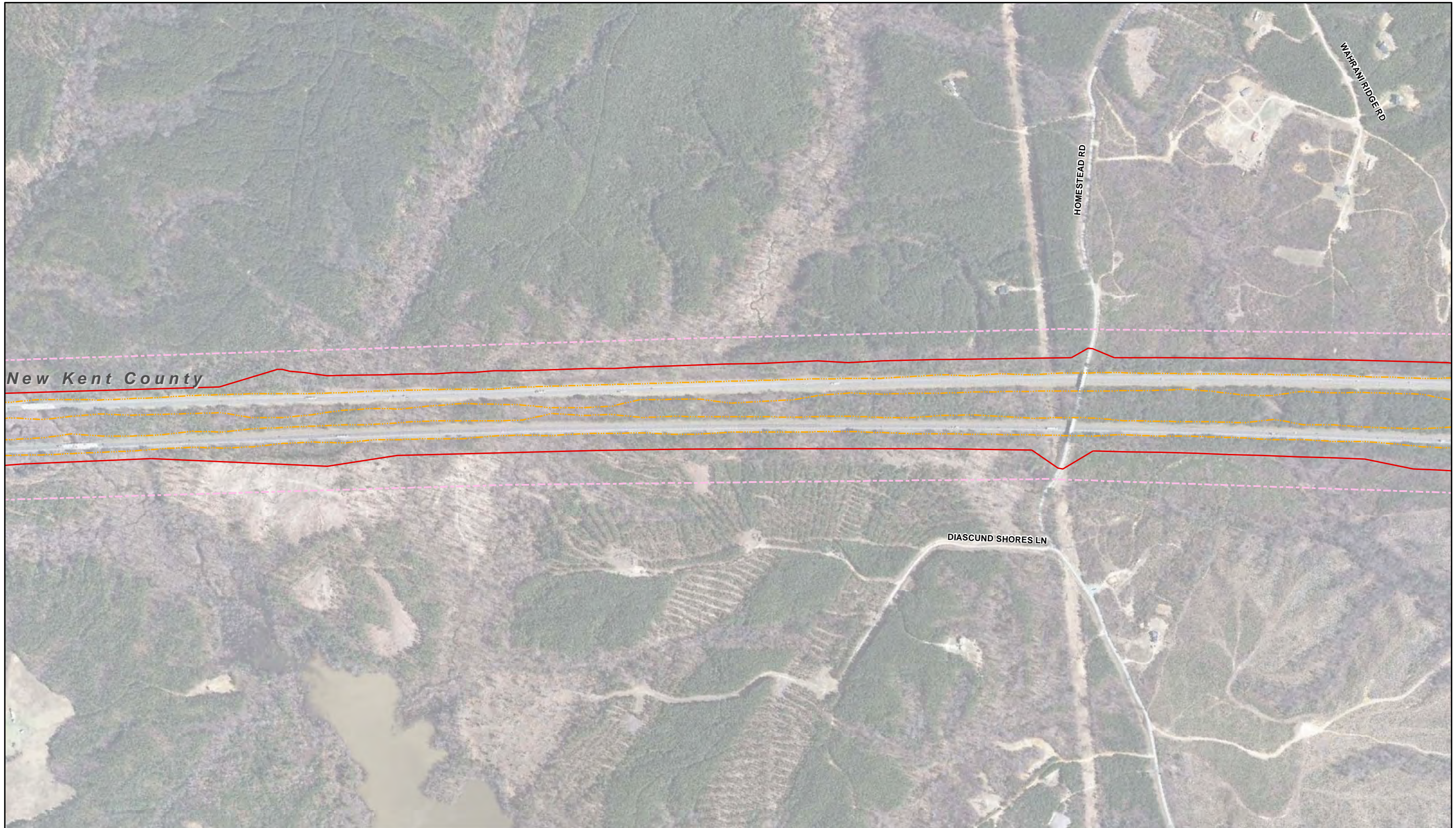
09/12/2012

















	<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing Right of Way</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Limits of Alternative 3</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Common Noise Environment (CNE)</li> <li><span style="border-bottom: 1px dashed pink; display: inline-block; width: 15px; margin-right: 5px;"></span> 66dB(A) Contour Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 1px solid purple; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Barrier</li> <li><span style="border-bottom: 1px dashed green; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible and Reasonable</li> <li><span style="border-bottom: 1px dashed yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible but Not Reasonable</li> <li><span style="border-bottom: 1px dashed red; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Not Feasible and Not Reasonable</li> </ul>	<p style="text-align: center;"><b>Receivers</b></p> <ul style="list-style-type: none"> <li><span style="color: yellow; font-size: 1.2em;">X</span> Impacted and Benefited</li> <li><span style="color: red; font-size: 1.2em;">X</span> Impacted not Benefited</li> <li><span style="color: blue; font-size: 1.2em;">X</span> Benefited not Impacted</li> <li><span style="color: green; font-size: 1.2em;">X</span> Not Impacted not Benefited</li> </ul>	<p><b>Highway Traffic Noise Impact Analysis</b>  <b>Alternative 3</b></p> <p>Map 18 of 43</p> <p>Notes:  Road names and Aerial Imagery courtesy of VGIN 2011.  Aerial photography copyrighted by the Commonwealth of Virginia, 2009</p>	<div style="text-align: right;">   </div> <p style="text-align: right;">09/12/2012</p>
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-  Existing Right of Way
-  Limits of Alternative 3
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

- Receivers**
-  Impacted and Benefited
  -  Impacted not Benefited
  -  Benefited not Impacted
  -  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

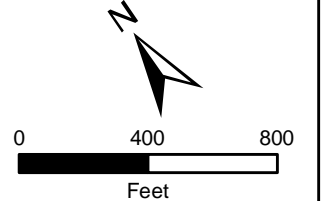
Map 19 of 43

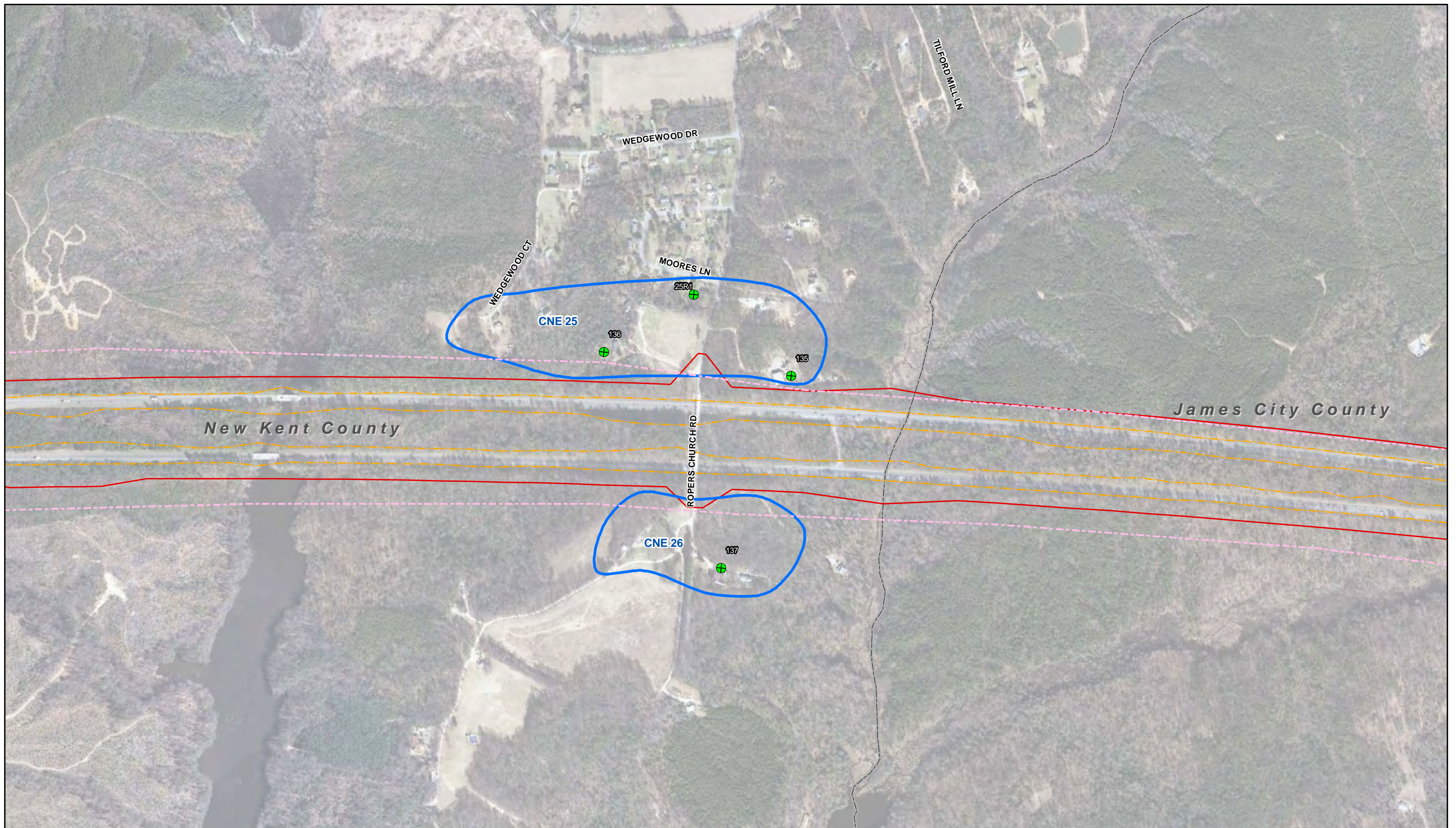
**Notes:**





Road names and Aerial Imagery courtesy of VGIN 2011.  
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-  Existing Right of Way
-  Limits of Alternative 3
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

**Receivers**

-  Impacted and Benefited
-  Impacted not Benefited
-  Benefited not Impacted
-  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

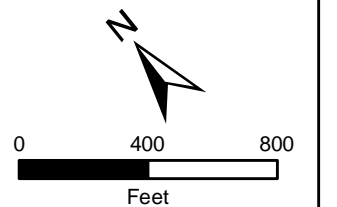
Map 20 of 43

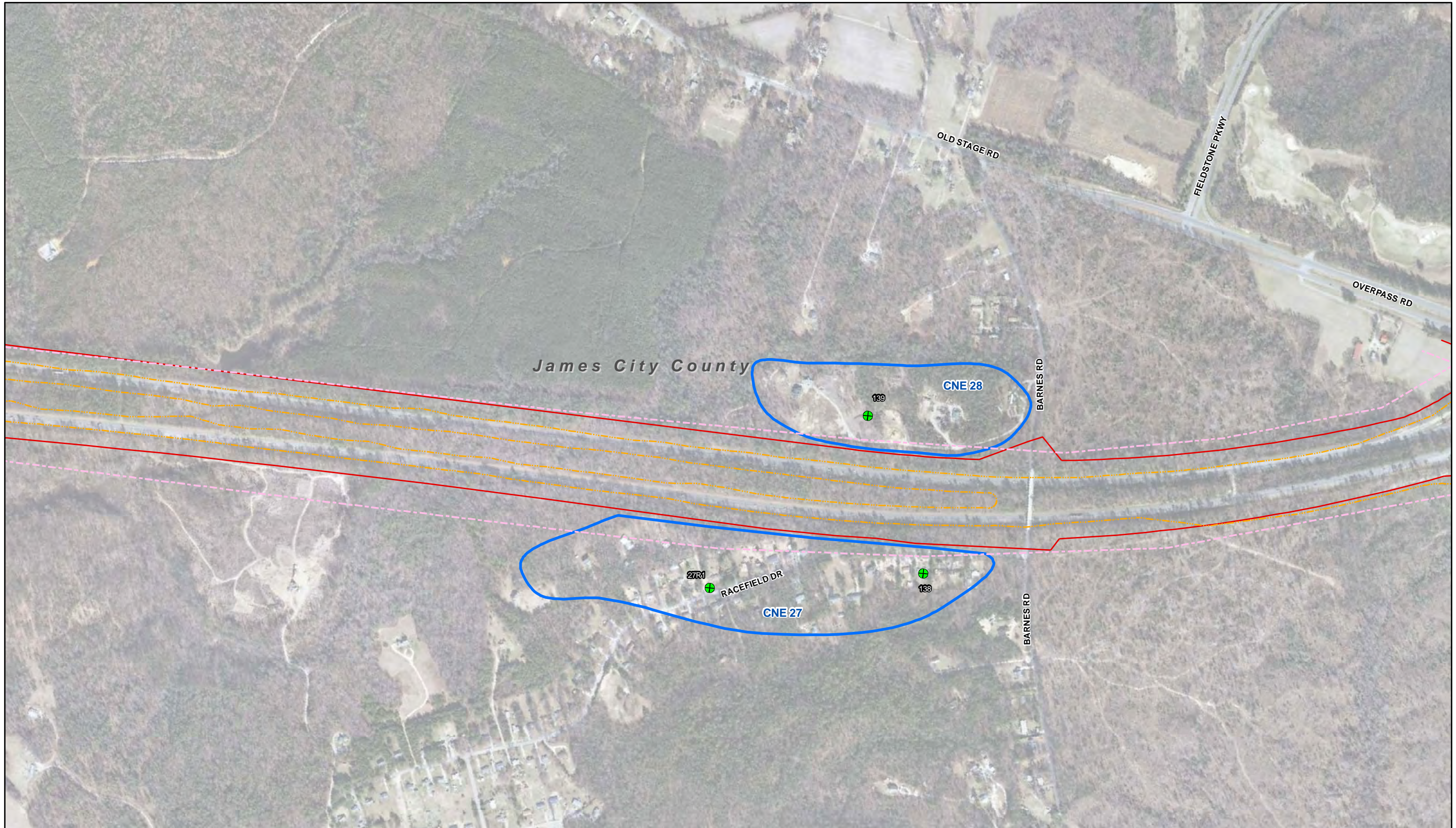
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

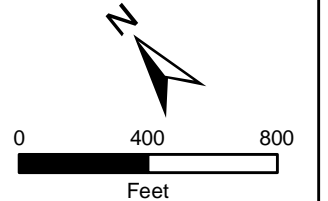
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

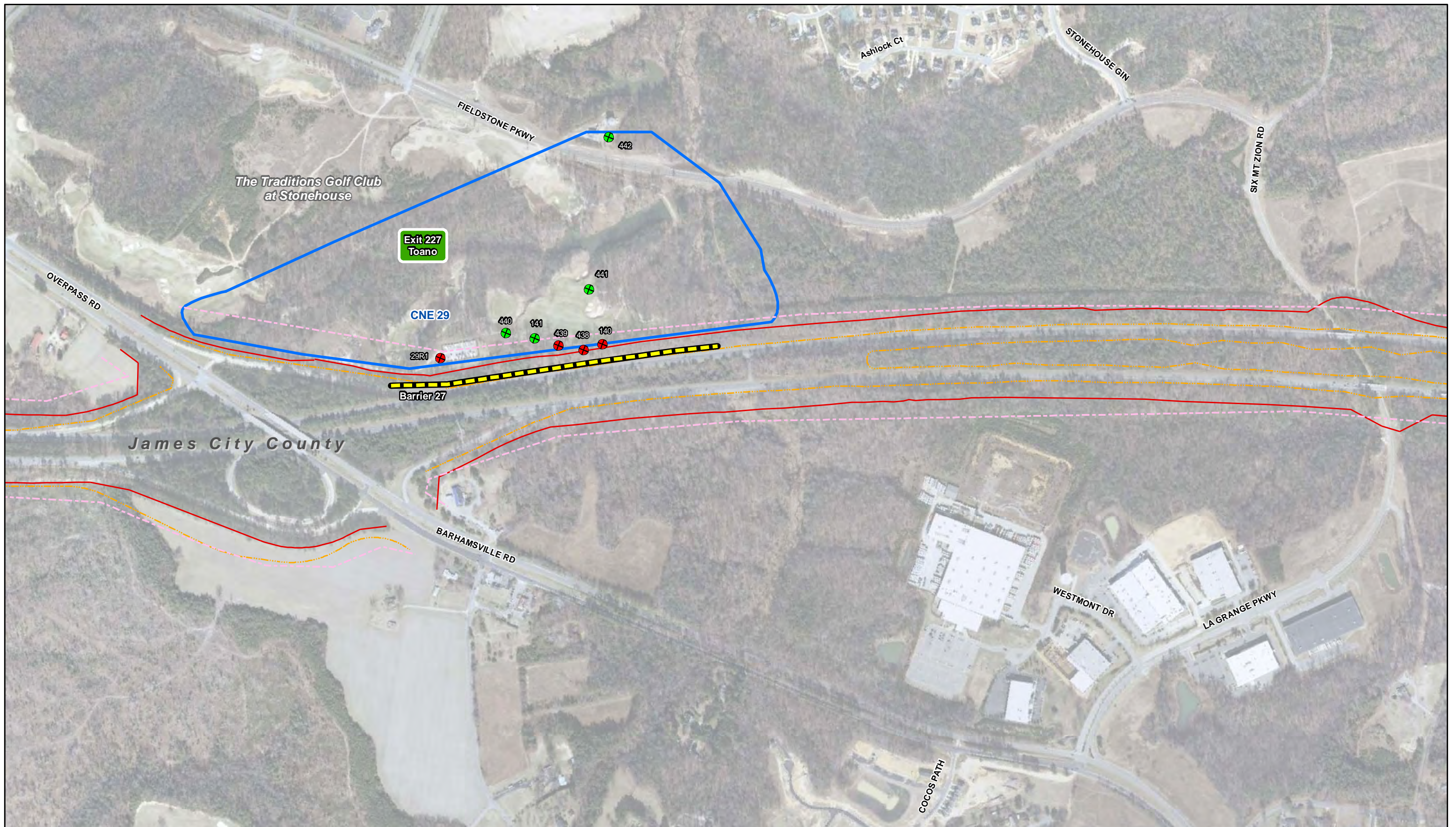
Map 21 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

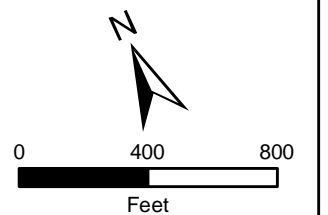
Map 22 of 43

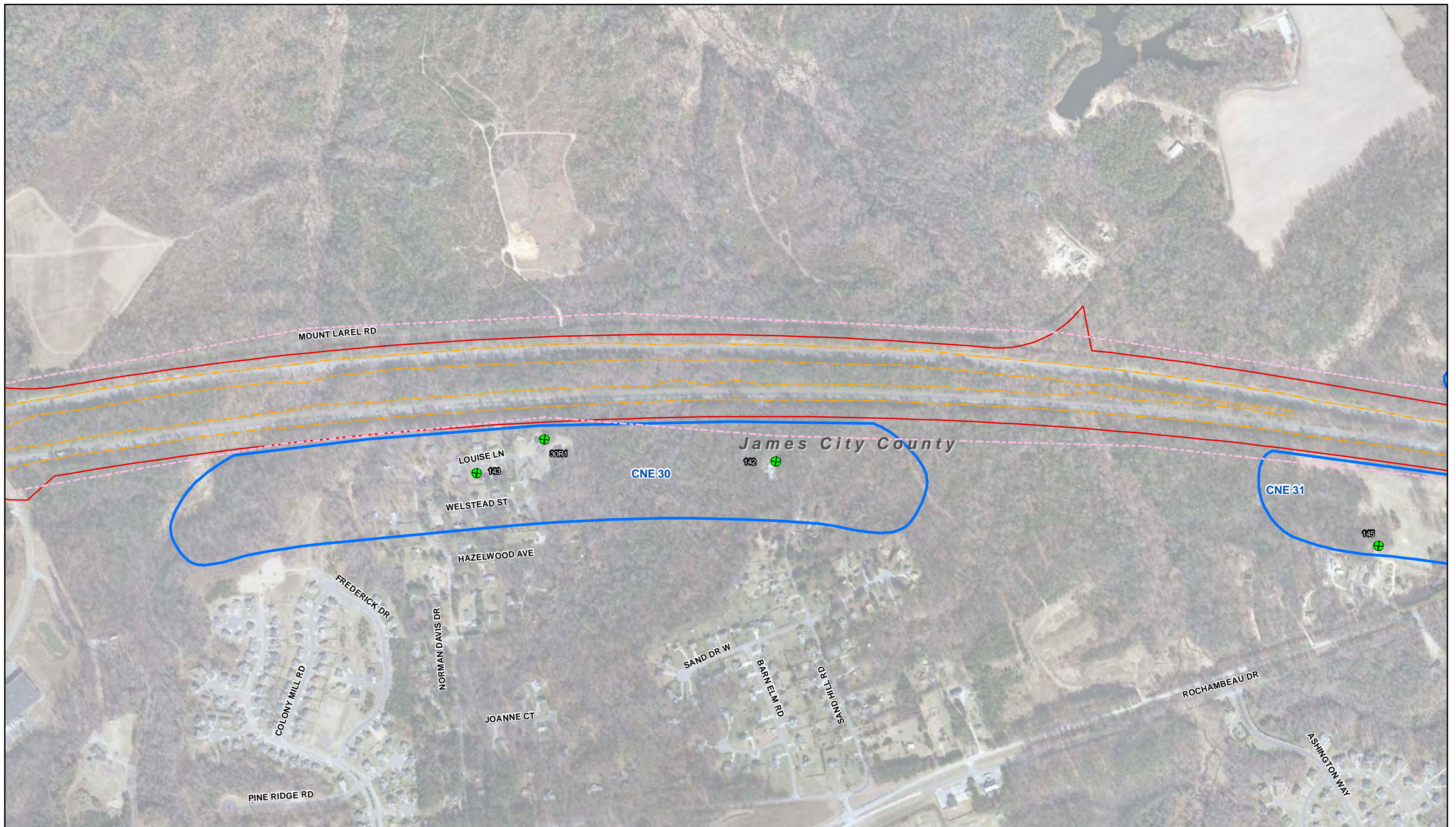
**Notes:**





Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009







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-  Existing Right of Way
-  Limits of Alternative 3
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

**Receivers**

-  Impacted and Benefited
-  Impacted not Benefited
-  Benefited not Impacted
-  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

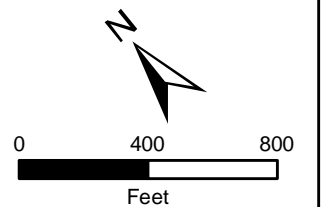
Map 23 of 43

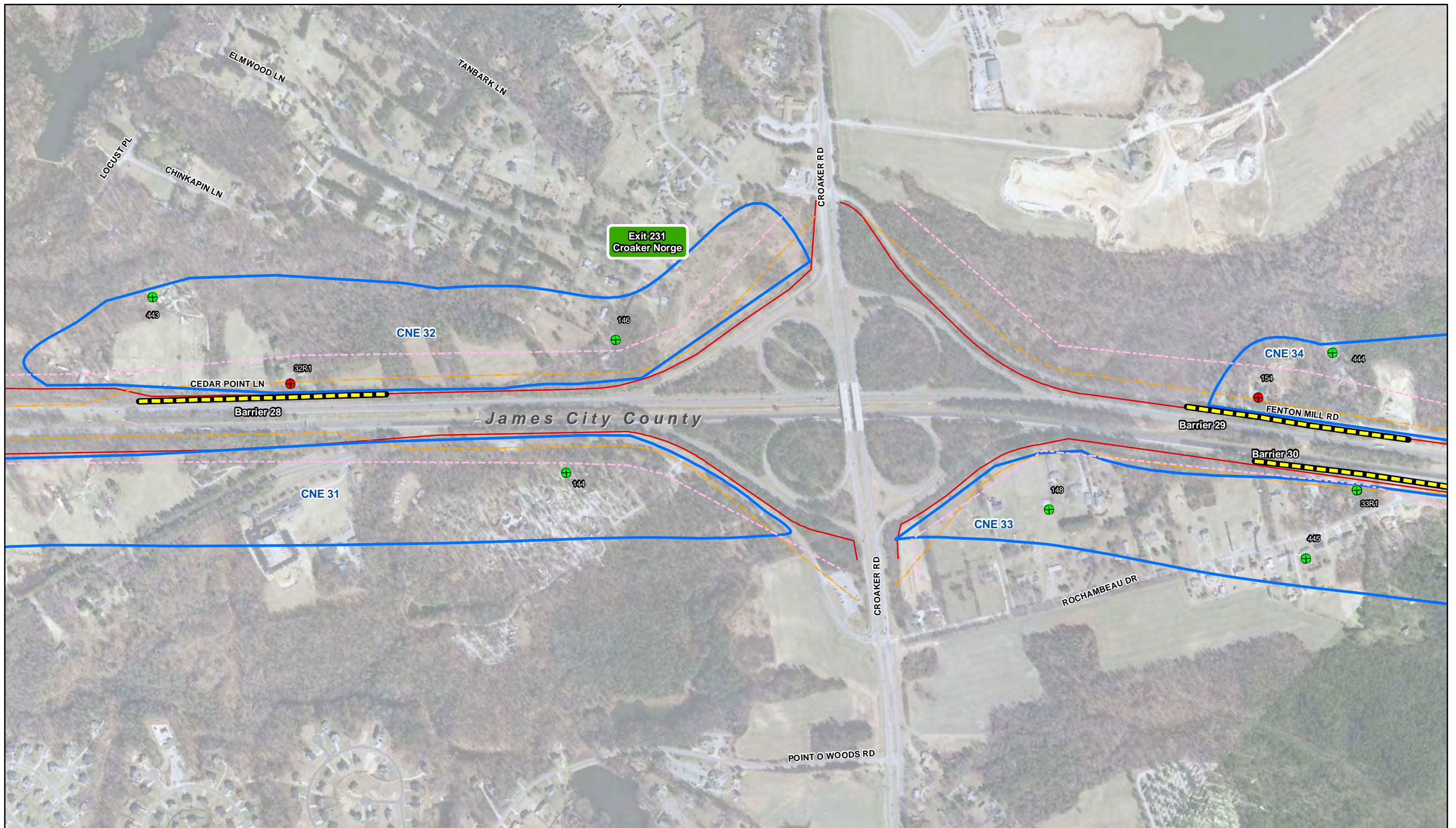
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

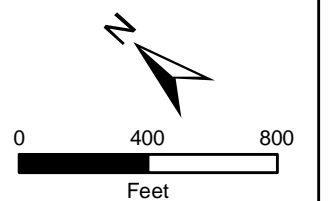
Map 24 of 43

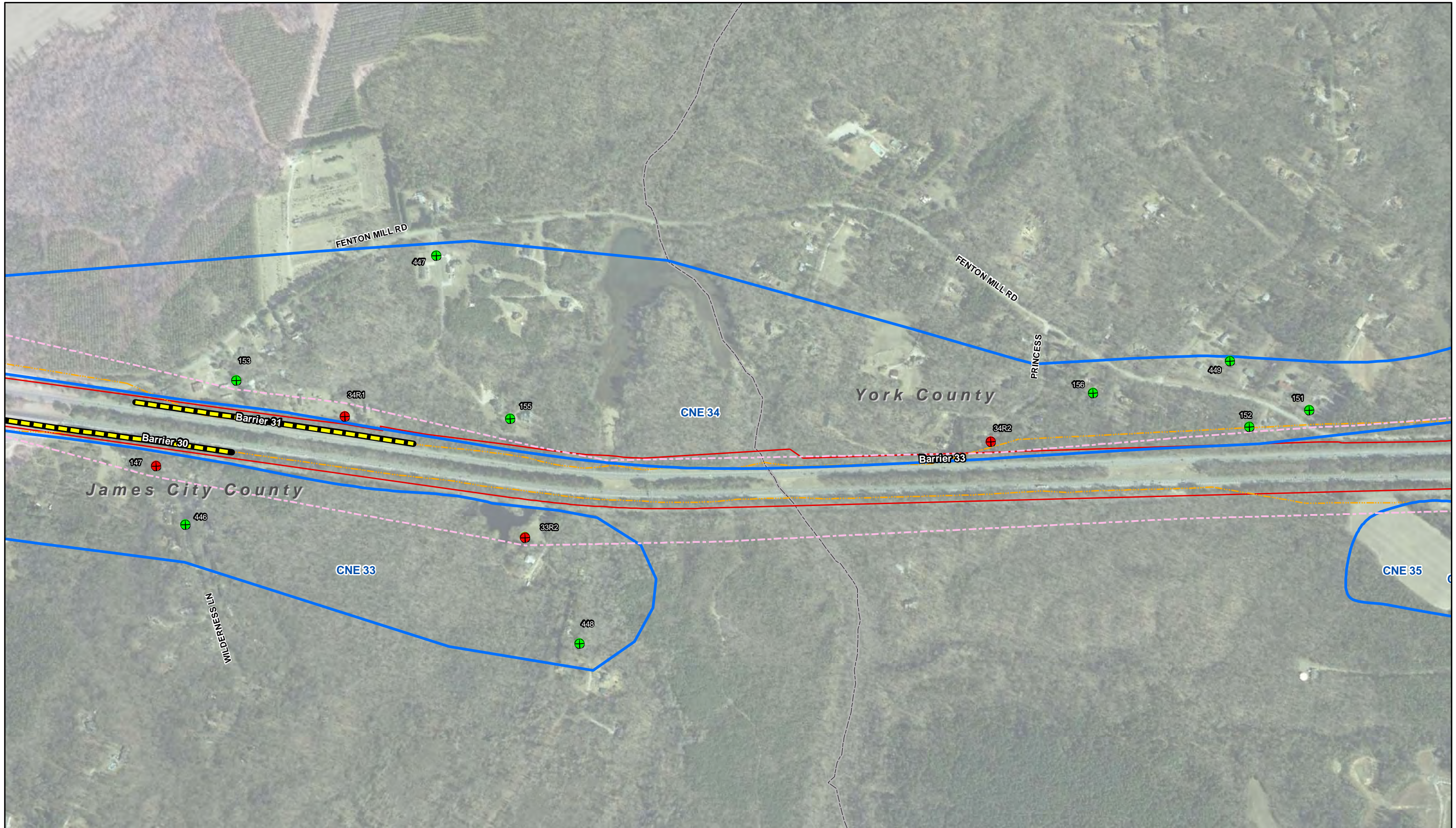
**Notes:**


Road names and Aerial Imagery courtesy of VGIN 2011.  
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**INTERSTATE 64 PENINSULA STUDY**

- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable


**Receivers**


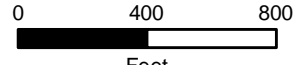
- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

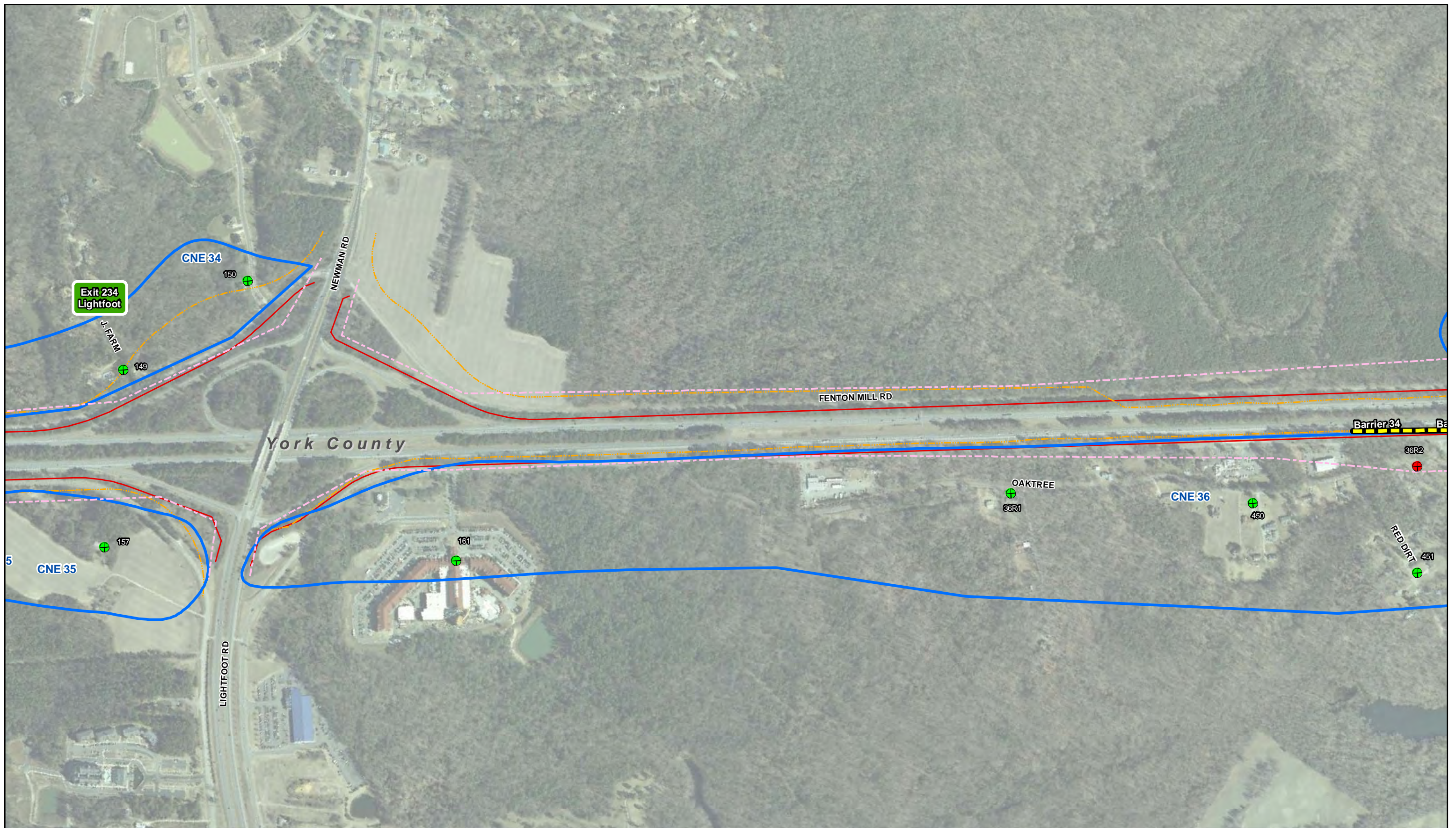
Map 25 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



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- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

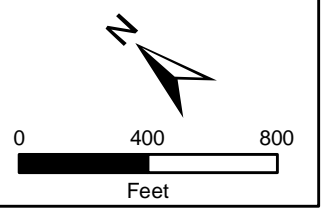
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

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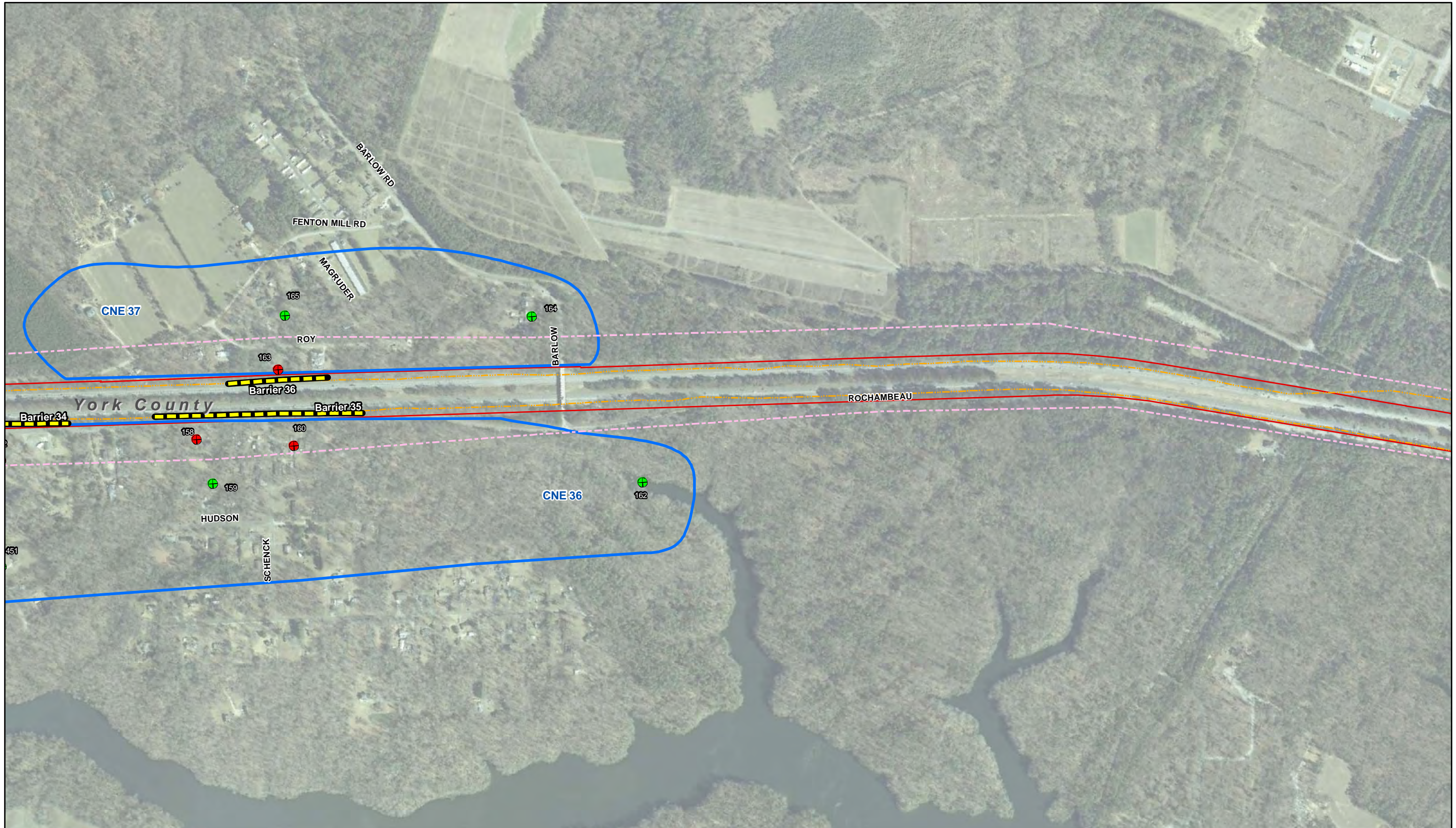
**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



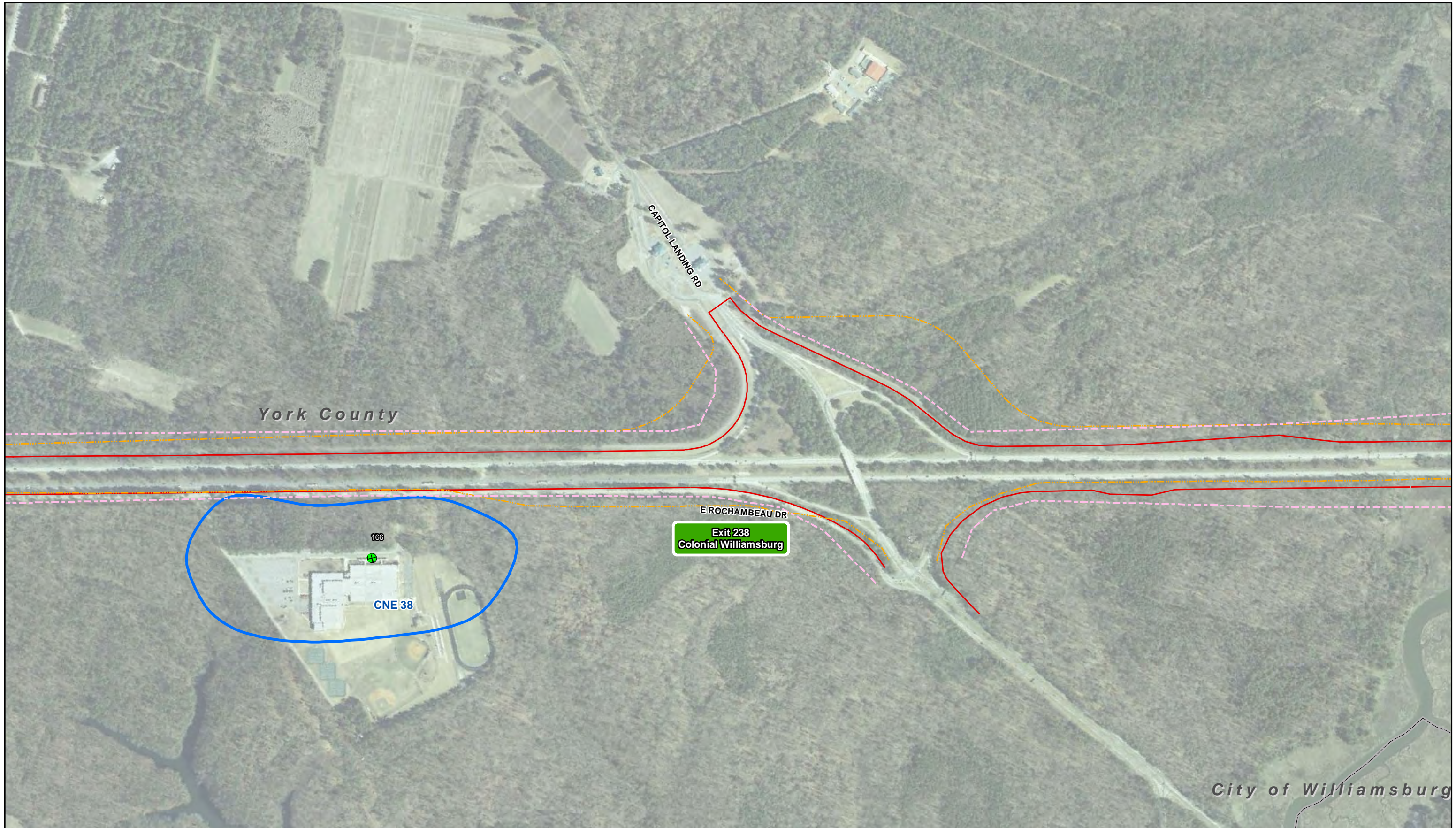
09/12/2012



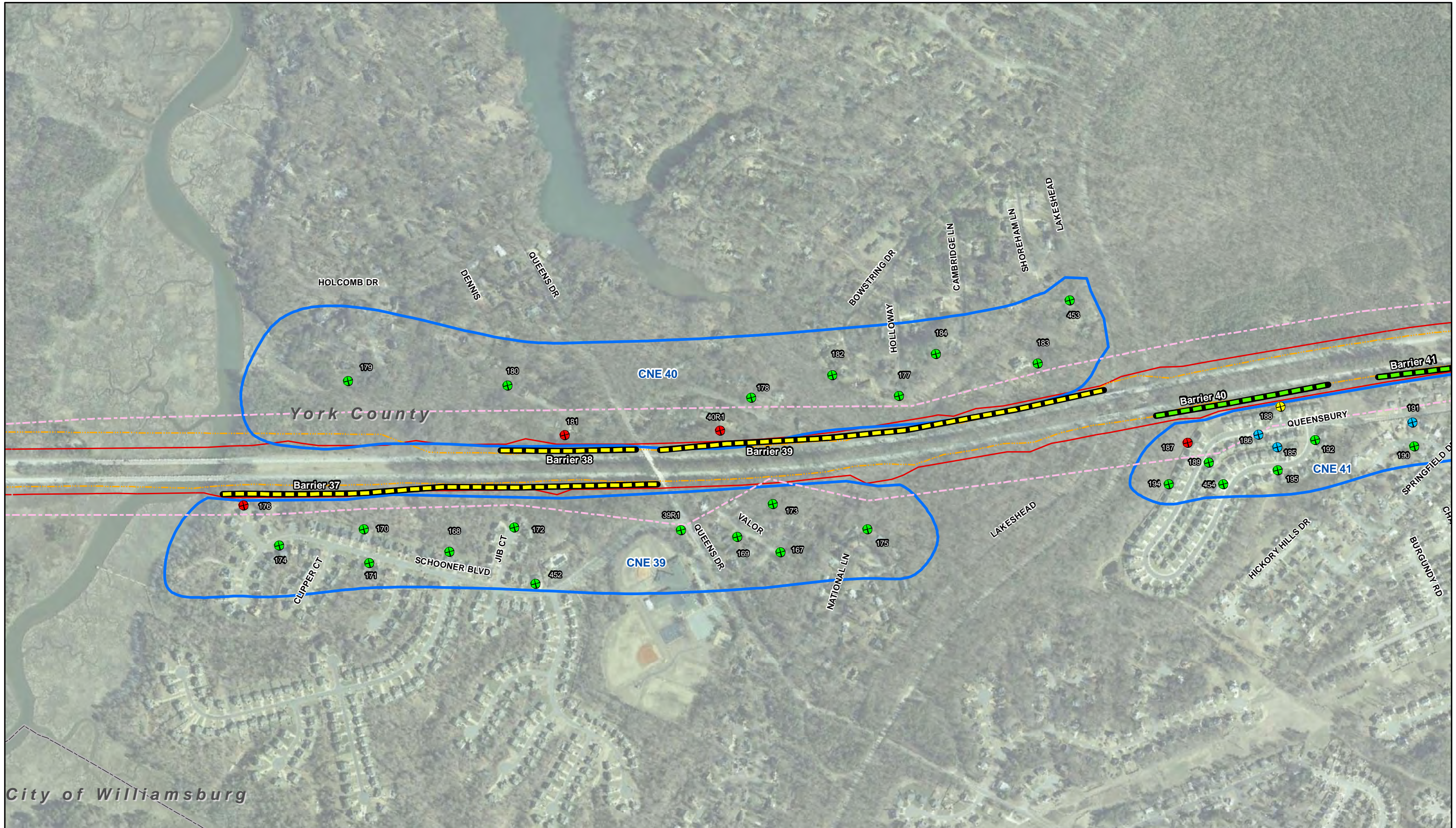



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis Alternative 3</b> Map 27 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				

09/12/2012



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 28 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				





- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- Impacted and Benefited
- Impacted not Benefited
- Benefited not Impacted
- Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**


**Alternative 3**


Map 29 of 43

Notes:


Road names and Aerial Imagery courtesy of VGIN 2011.

Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0 400 800

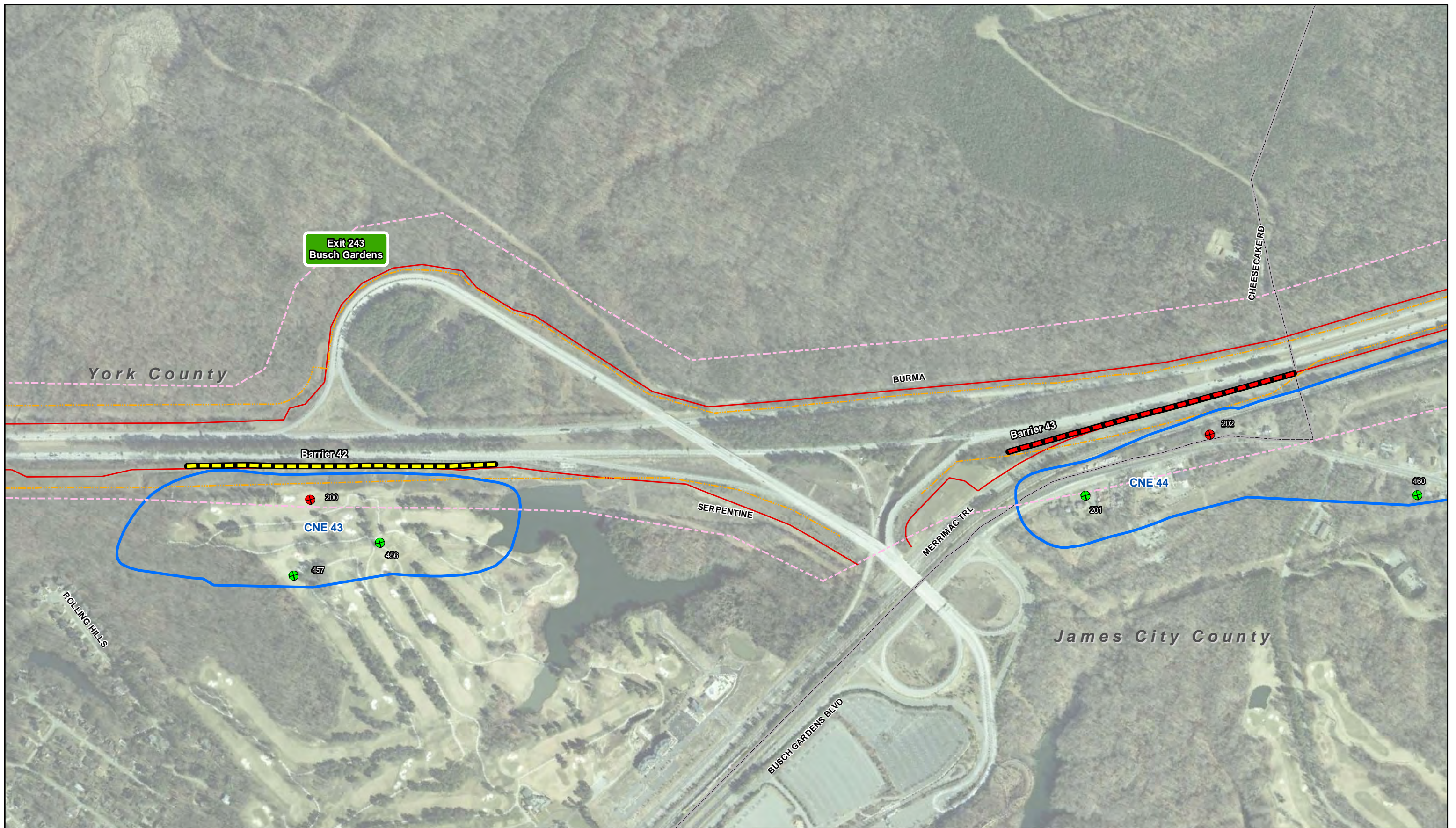


Feet

09/12/2012



	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited	<b>Highway Traffic Noise Impact Analysis</b> <b>Alternative 3</b> Map 30 of 43 Notes: Road names and Aerial Imagery courtesy of VGIN 2011. Aerial photography copyrighted by the Commonwealth of Virginia, 2009		
	Limits of Alternative 3 Common Noise Environment (CNE) 66dB(A) Contour Line	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable				



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

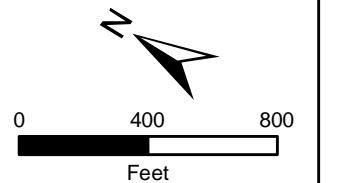
Map 31 of 43

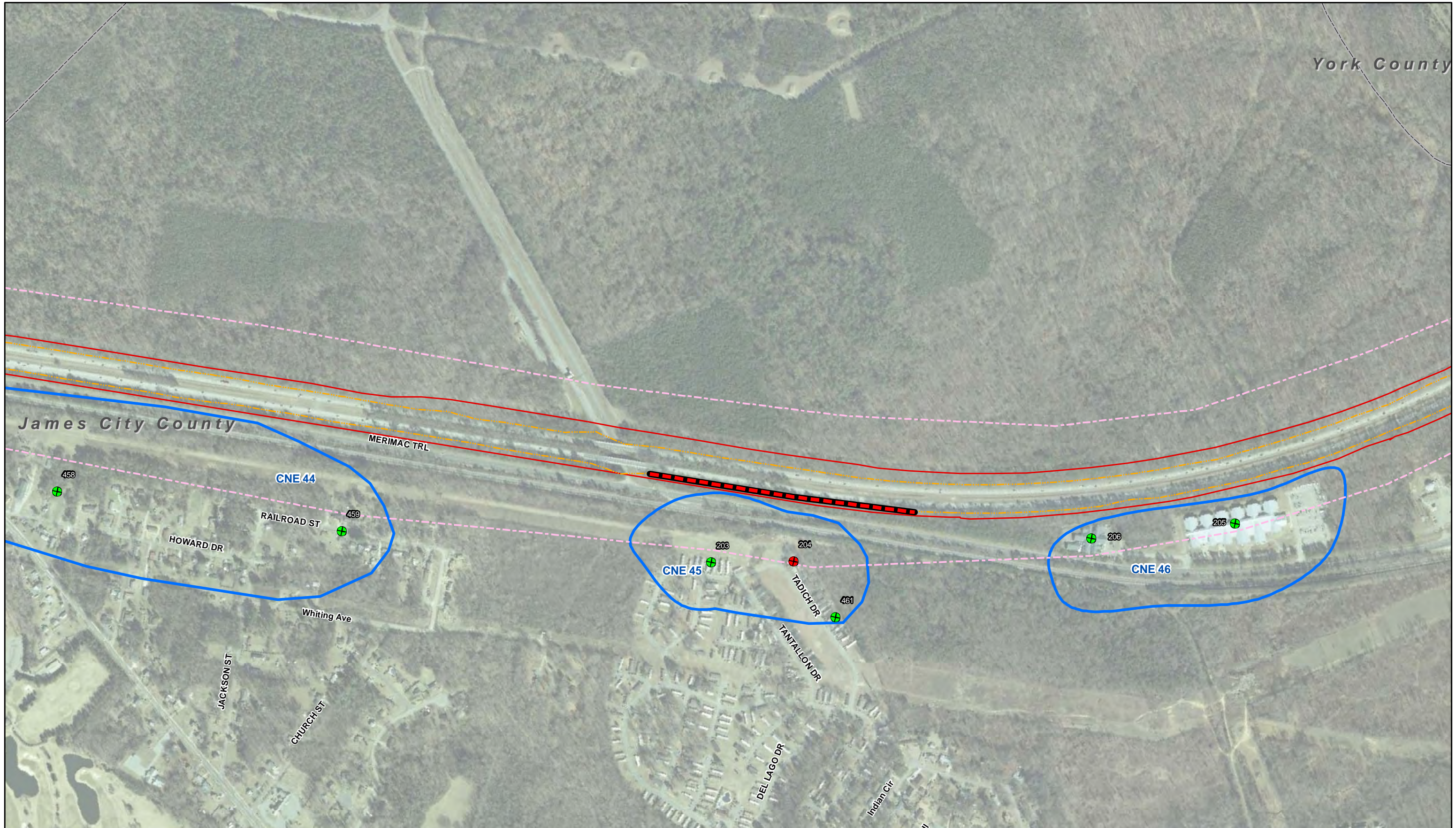
**Notes:**


Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009











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






 Existing Right of Way	 Existing Barrier
 Limits of Alternative 3	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable



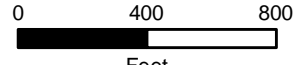
**Receivers**

	Impacted and Benefited
	Impacted not Benefited
	Benefited not Impacted
	Not Impacted not Benefited

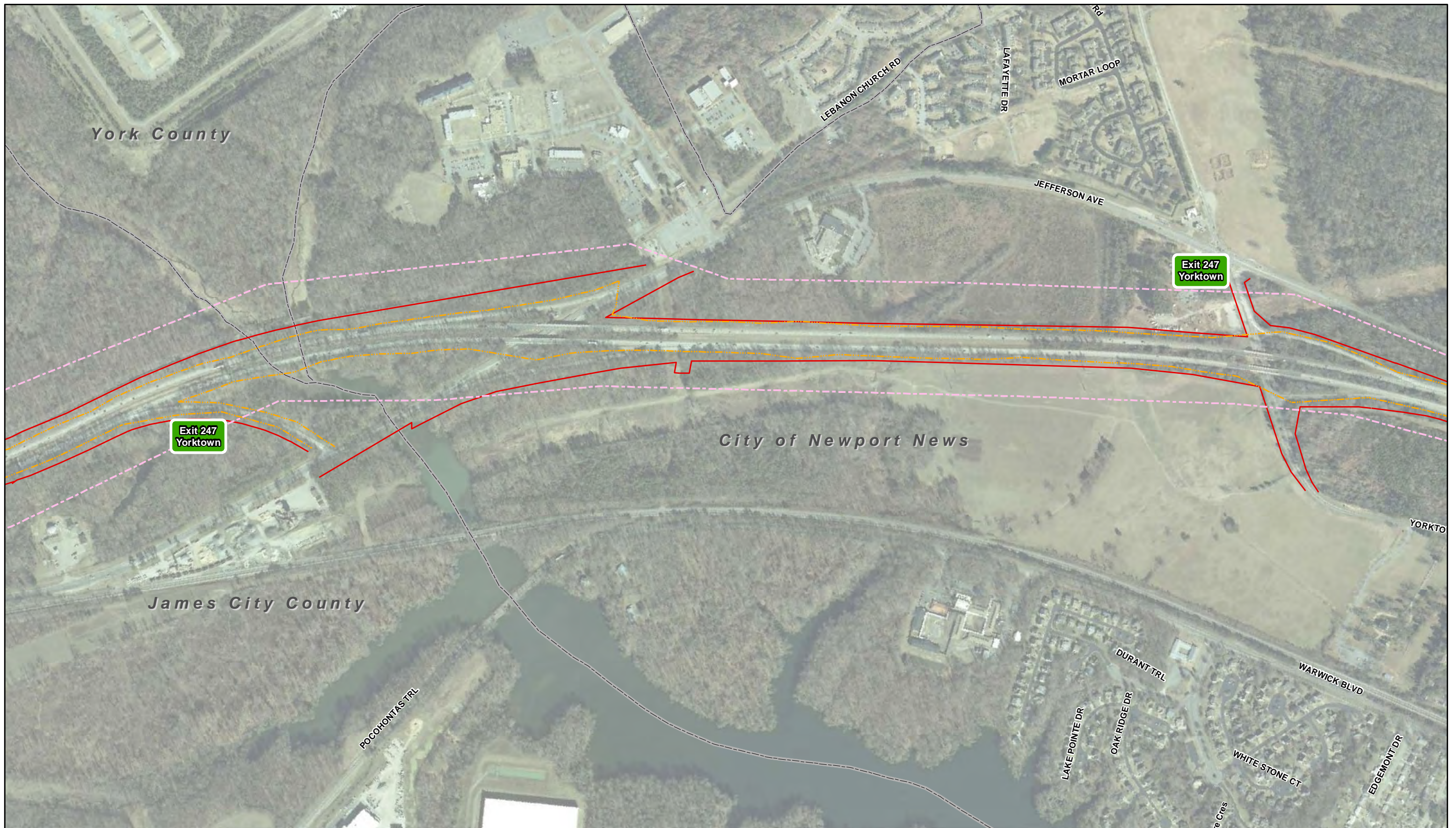
**Highway Traffic Noise Impact Analysis  
Alternative 3**

Map 32 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
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09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

**Receivers**

- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

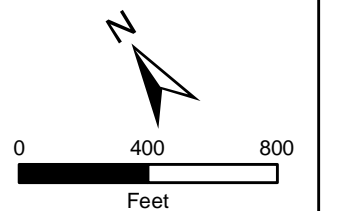
Map 33 of 43

Notes:





Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009







09/12/2012









-  Existing Right of Way
-  Limits of Alternative 3
-  Common Noise Environment (CNE)
-  66dB(A) Contour Line

-  Existing Barrier
-  Barrier Feasible and Reasonable
-  Barrier Feasible but Not Reasonable
-  Barrier Not Feasible and Not Reasonable

**Receivers**

-  Impacted and Benefited
-  Impacted not Benefited
-  Benefited not Impacted
-  Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

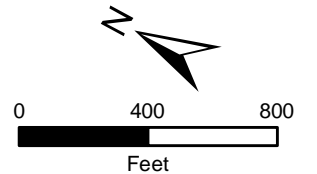
Map 34 of 43

**Notes:**

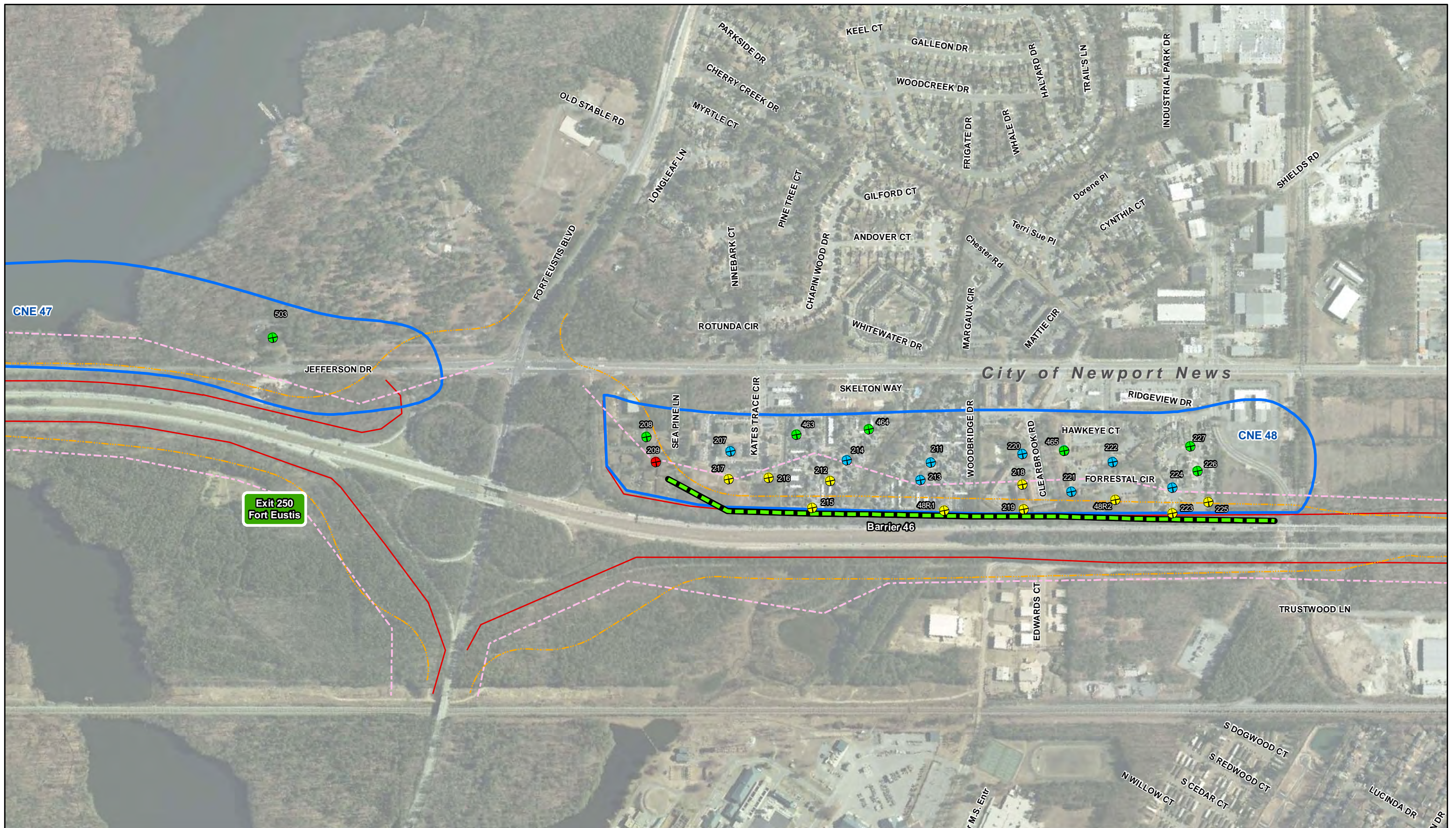
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009



09/12/2012







- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

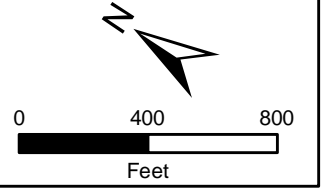
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

Map 35 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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	Existing Right of Way	Existing Barrier	<b>Receivers</b> Impacted and Benefited Impacted not Benefited Benefited not Impacted Not Impacted not Benefited
	Limits of Alternative 3	Barrier Feasible and Reasonable Barrier Feasible but Not Reasonable Barrier Not Feasible and Not Reasonable	
Common Noise Environment (CNE)	66dB(A) Contour Line		

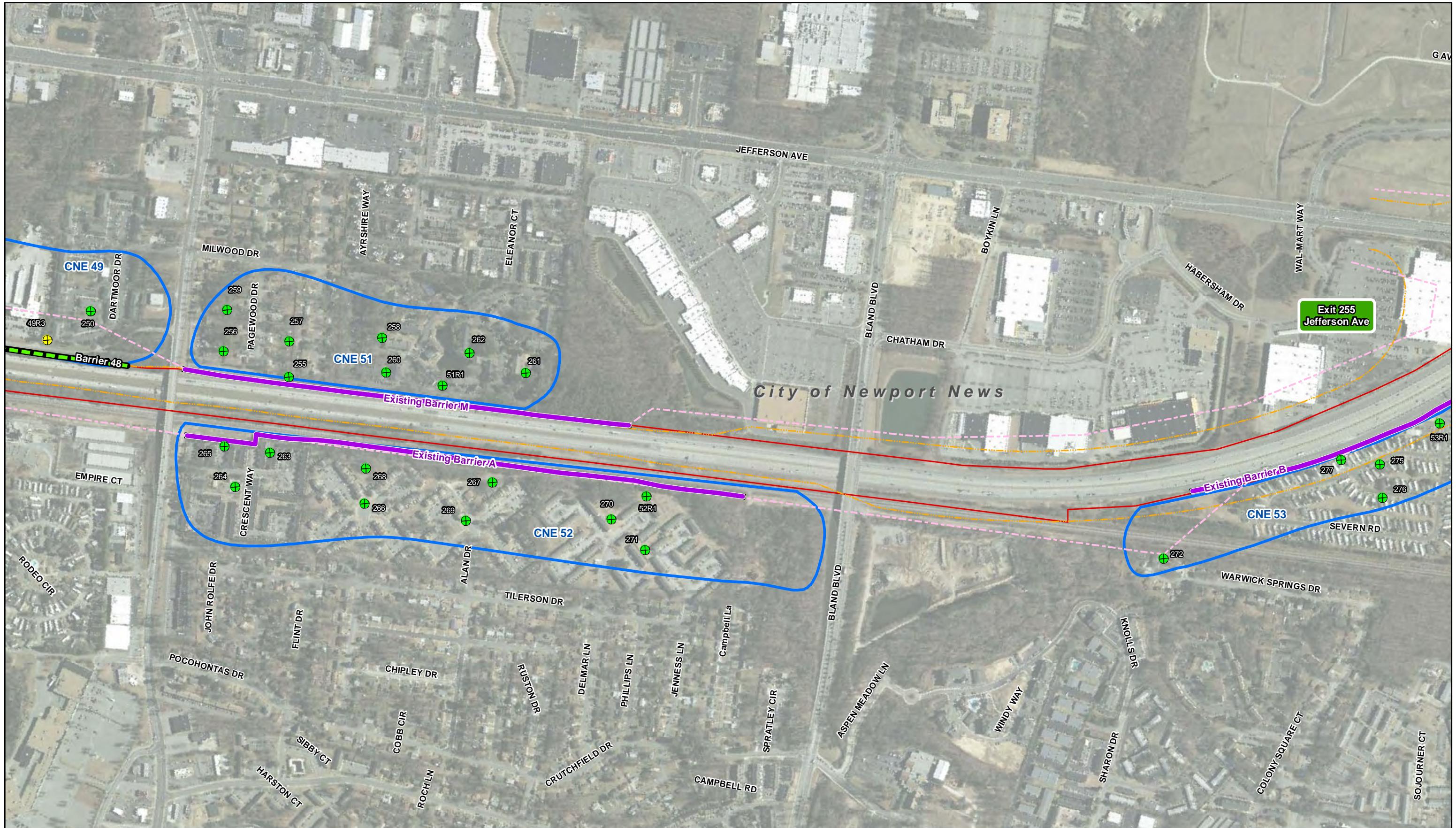
### Highway Traffic Noise Impact Analysis Alternative 3


Map 36 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009









0 400 800  
Feet

09/12/2012









**INTERSTATE 64 PENINSULA STUDY**

	Existing Right of Way		Existing Barrier
	Limits of Alternative 3		Barrier Feasible and Reasonable
	Common Noise Environment (CNE)		Barrier Feasible but Not Reasonable
	66dB(A) Contour Line		Barrier Not Feasible and Not Reasonable

**Receivers**

	Impacted and Benefited
	Impacted not Benefited
	Benefited not Impacted
	Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

Map 37 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

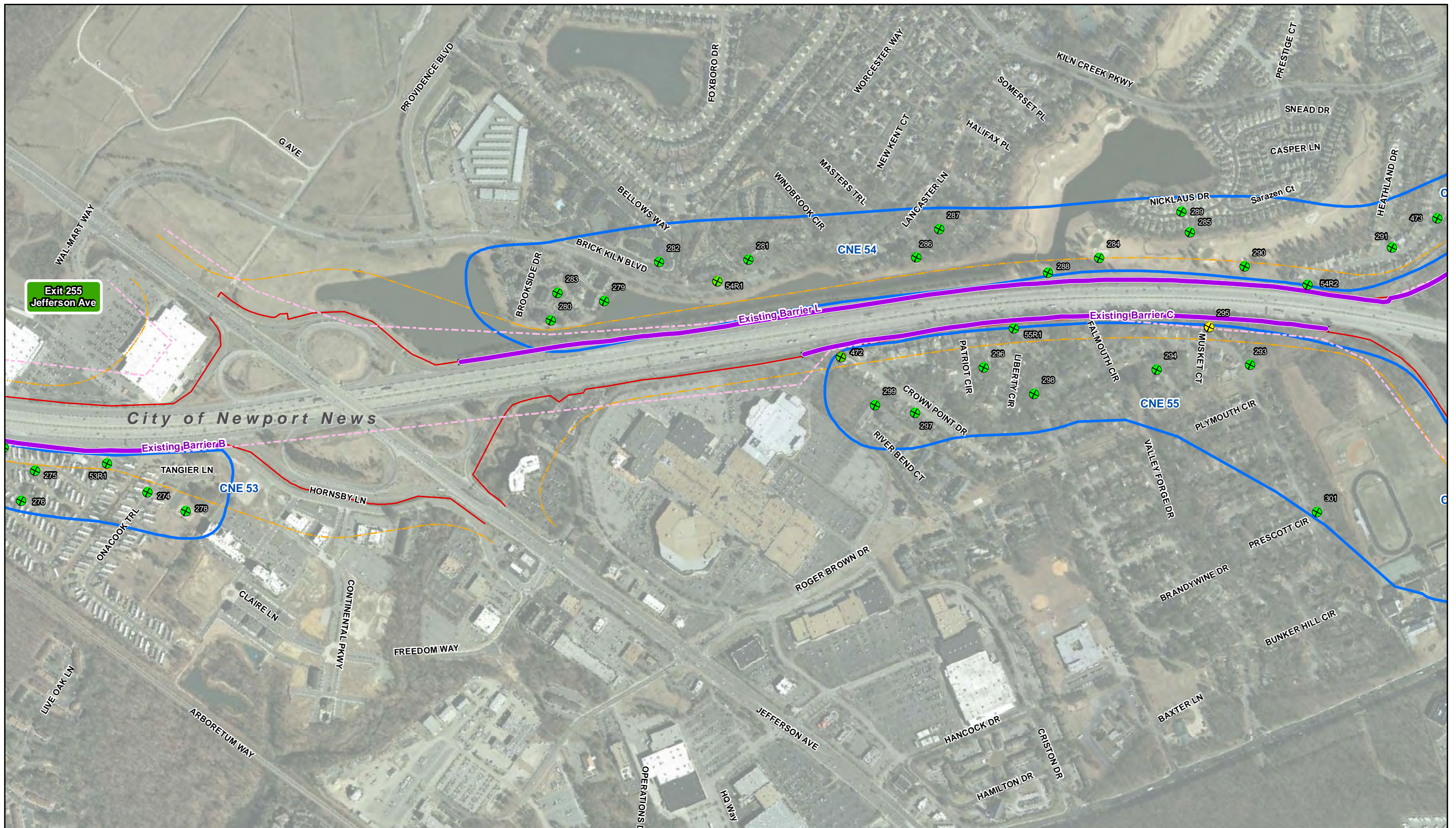







0 400 800  
Feet

09/12/2012





<ul style="list-style-type: none"> <li><span style="border: 1px solid red; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Existing Right of Way</li> <li><span style="border: 1px dashed orange; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Limits of Alternative 3</li> <li><span style="border: 1px solid blue; display: inline-block; width: 15px; height: 10px; margin-right: 5px;"></span> Common Noise Environment (CNE)</li> <li><span style="border-bottom: 1px dashed pink; display: inline-block; width: 15px; margin-right: 5px;"></span> 66dB(A) Contour Line</li> </ul>	<ul style="list-style-type: none"> <li><span style="border-bottom: 2px solid purple; display: inline-block; width: 15px; margin-right: 5px;"></span> Existing Barrier</li> <li><span style="border-bottom: 2px solid green; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible and Reasonable</li> <li><span style="border-bottom: 2px dashed yellow; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Feasible but Not Reasonable</li> <li><span style="border-bottom: 2px solid red; display: inline-block; width: 15px; margin-right: 5px;"></span> Barrier Not Feasible and Not Reasonable</li> </ul>
--	--


**Receivers**


- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis  
Alternative 3**

Map 38 of 43

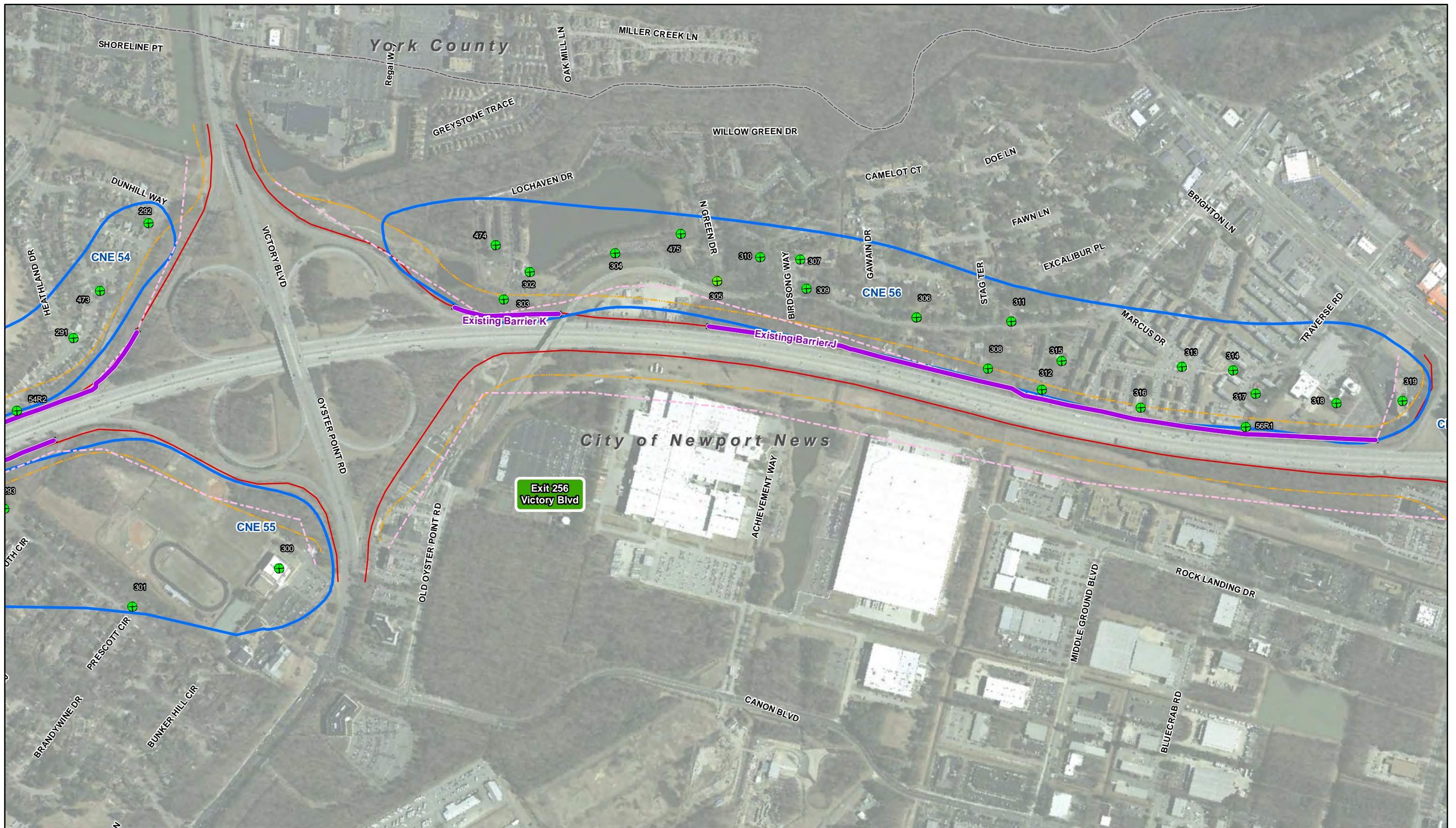
Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009





0 400 800  
Feet

09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

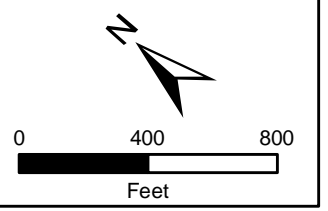
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

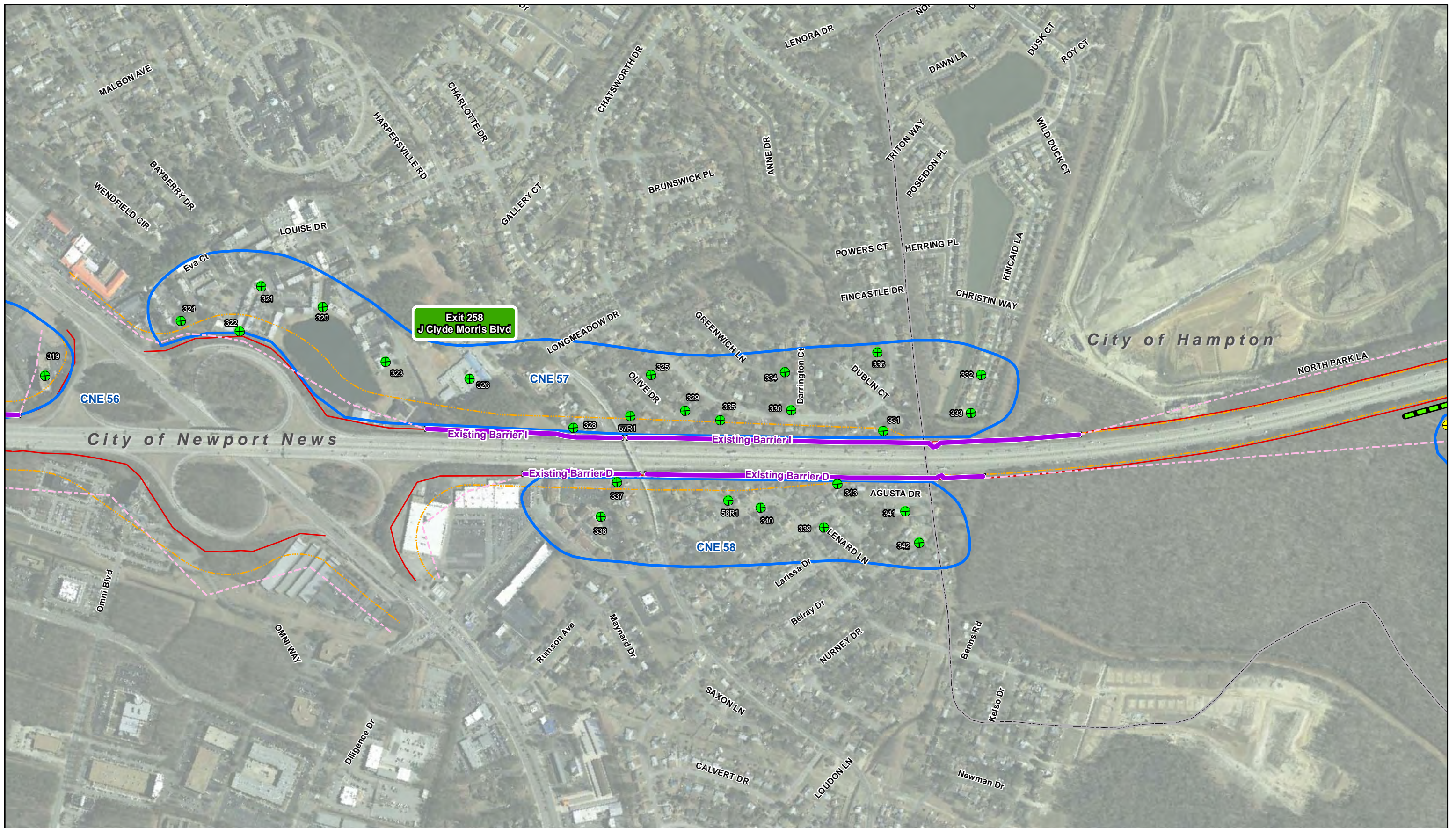
Map 39 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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09/12/2012



- Existing Right of Way
- Limits of Alternative 3
- Common Noise Environment (CNE)
- 66dB(A) Contour Line

- Existing Barrier
- Barrier Feasible and Reasonable
- Barrier Feasible but Not Reasonable
- Barrier Not Feasible and Not Reasonable

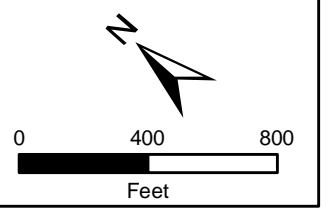
- Receivers**
- ⊗ Impacted and Benefited
  - ⊗ Impacted not Benefited
  - ⊗ Benefited not Impacted
  - ⊗ Not Impacted not Benefited

### Highway Traffic Noise Impact Analysis Alternative 3

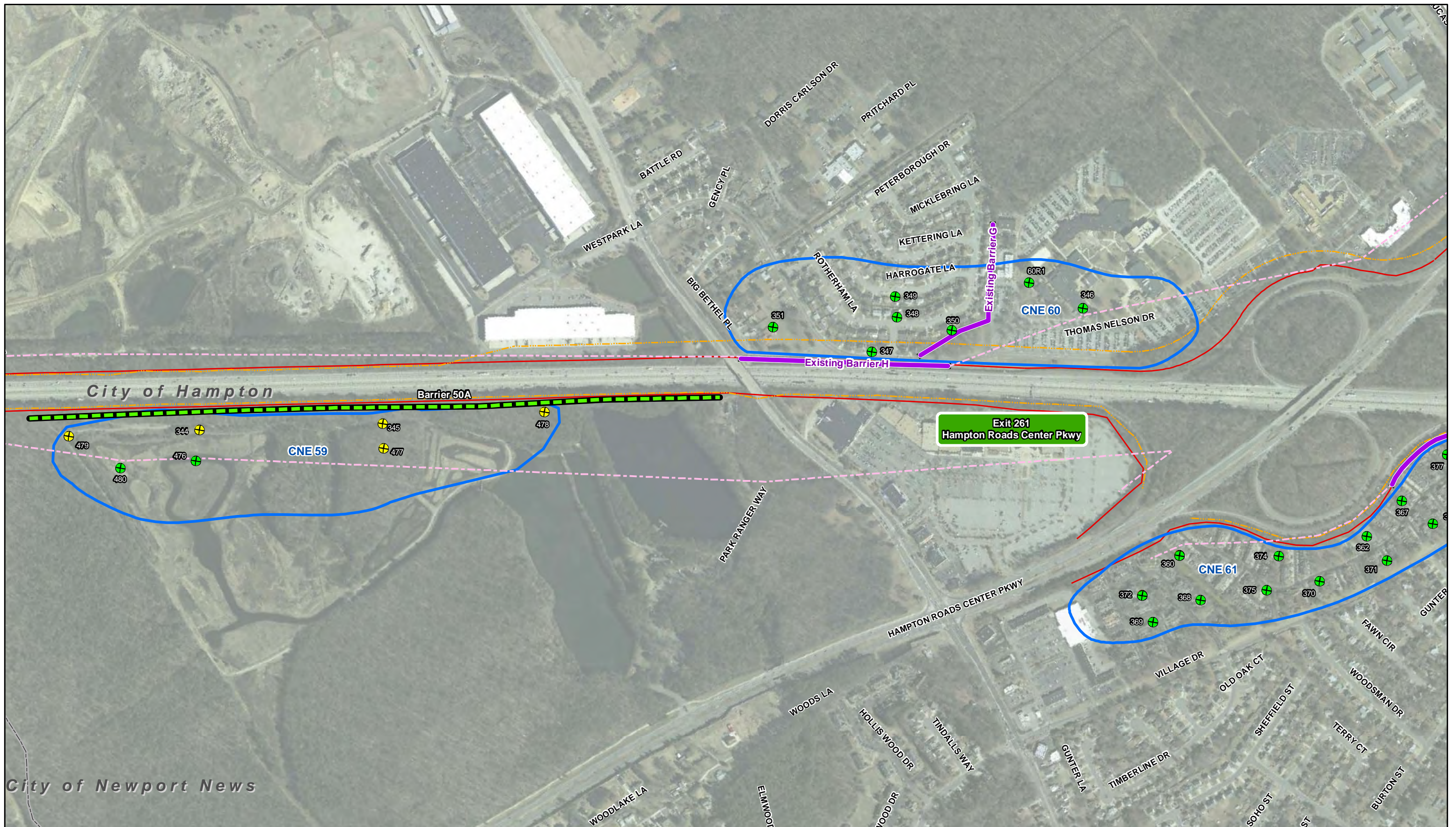
Map 40 of 43

**Notes:**

Road names and Aerial Imagery courtesy of VGIN 2011.  
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**Existing Right of Way** (Red outline)

**Limits of Alternative 3** (Orange dashed outline)

**Common Noise Environment (CNE)** (Blue outline)

**66dB(A) Contour Line** (Pink dashed line)

**Existing Barrier** (Purple line)

**Barrier Feasible and Reasonable** (Green dashed line)

**Barrier Feasible but Not Reasonable** (Yellow dashed line)

**Barrier Not Feasible and Not Reasonable** (Red dashed line)

**Receivers**

⊗ Impacted and Benefited

⊗ Impacted not Benefited

⊗ Benefited not Impacted

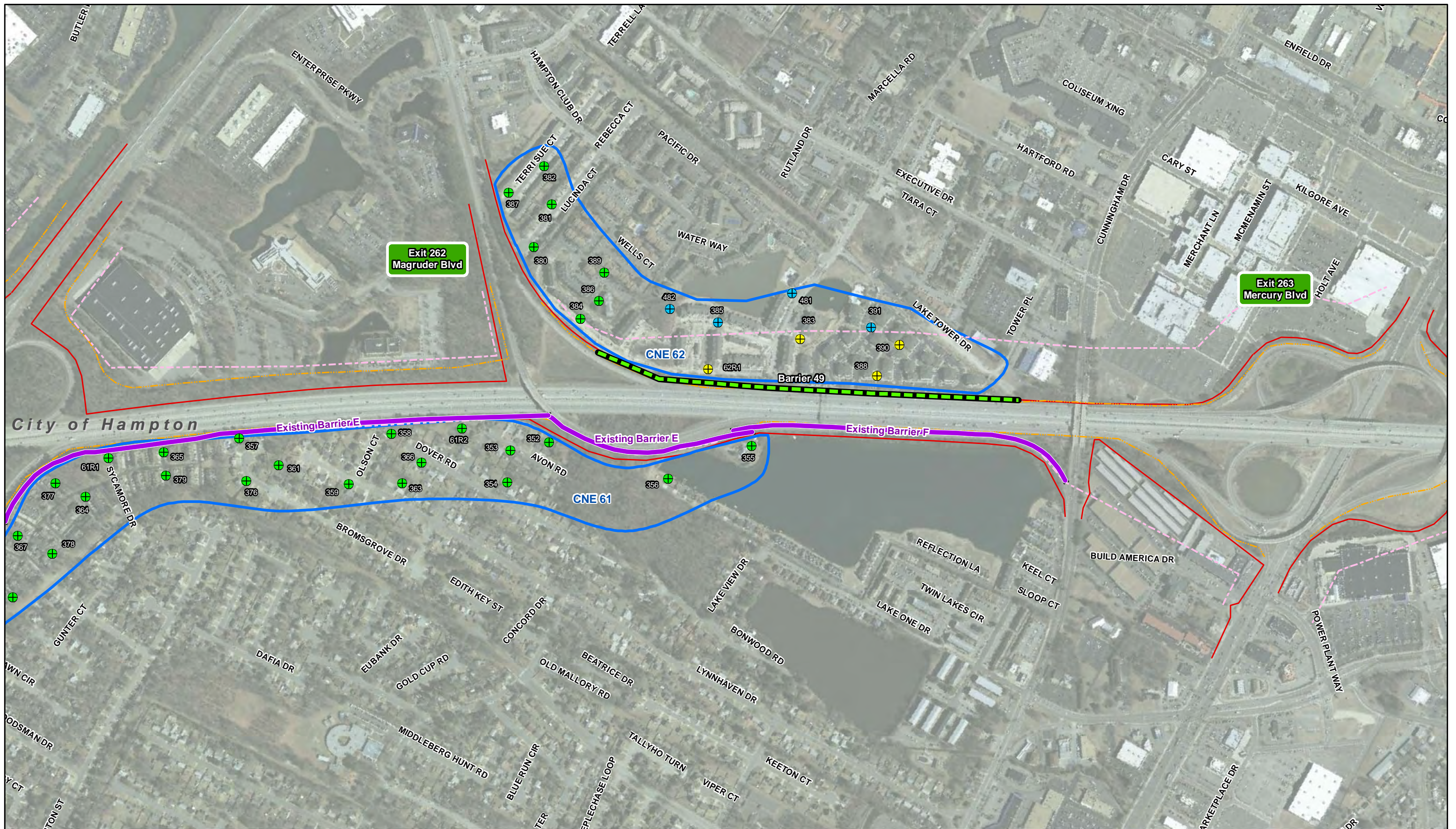
⊗ Not Impacted not Benefited


### Highway Traffic Noise Impact Analysis Alternative 3

Map 41 of 43









**Notes:**  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

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**INTERSTATE 64 PENINSULA STUDY**

 Existing Right of Way	 Existing Barrier
 Limits of Alternative 3	 Barrier Feasible and Reasonable
 Common Noise Environment (CNE)	 Barrier Feasible but Not Reasonable
 66dB(A) Contour Line	 Barrier Not Feasible and Not Reasonable

**Receivers**

 Impacted and Benefited
 Impacted not Benefited
 Benefited not Impacted
 Not Impacted not Benefited

**Highway Traffic Noise Impact Analysis**  
**Alternative 3**

Map 42 of 43

Notes:  
Road names and Aerial Imagery courtesy of VGIN 2011.  
Aerial photography copyrighted by the Commonwealth of Virginia, 2009

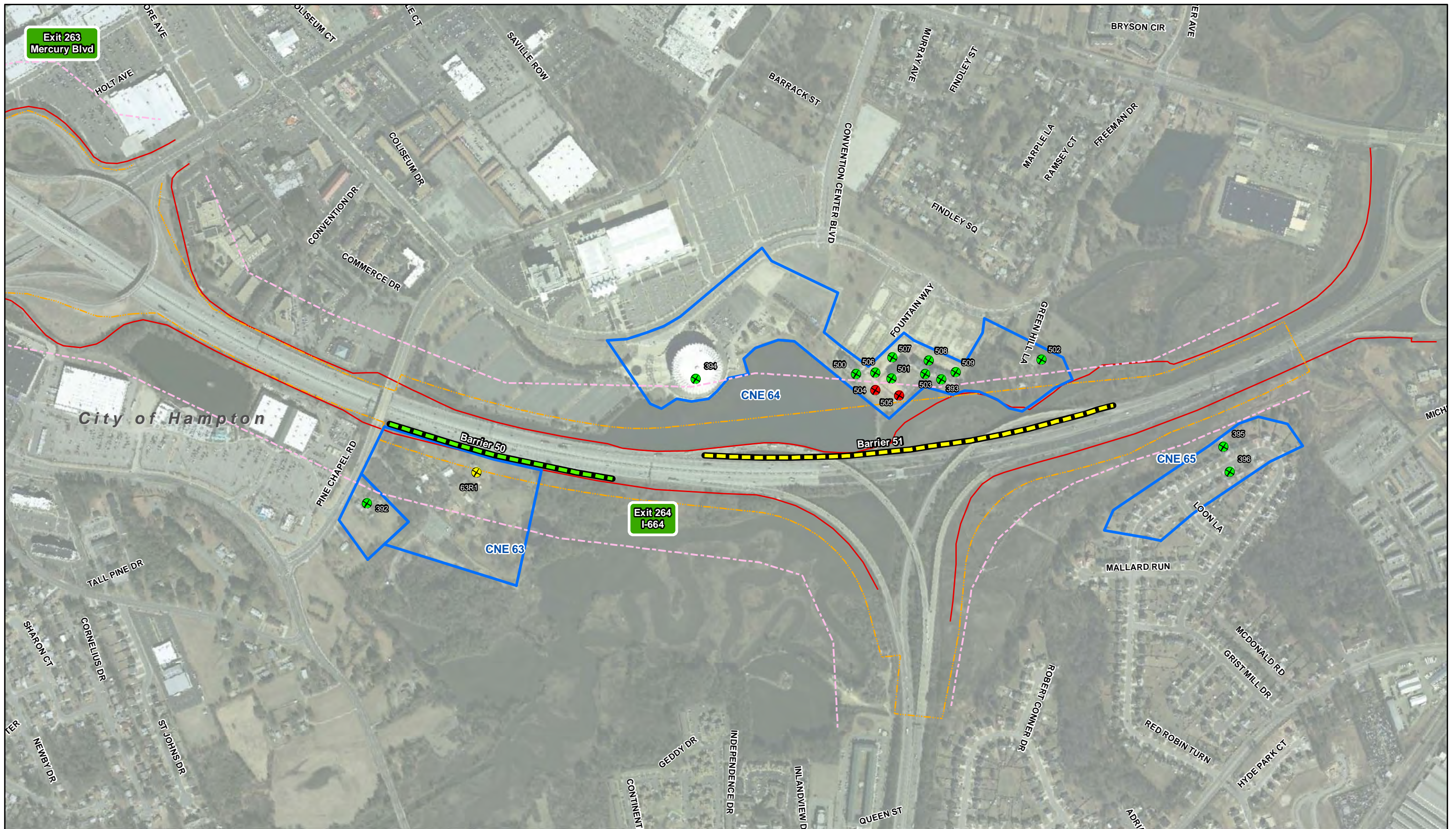







09/12/2012







**Existing Right of Way** (Red outline)

**Limits of Alternative 3** (Orange dashed outline)

**Common Noise Environment (CNE)** (Blue outline)

**66dB(A) Contour Line** (Pink dashed line)

**Existing Barrier** (Purple line)

**Barrier Feasible and Reasonable** (Green dashed line)

**Barrier Feasible but Not Reasonable** (Yellow dashed line)

**Barrier Not Feasible and Not Reasonable** (Red dashed line)

**Receivers**


- ⊗ Impacted and Benefited
- ⊗ Impacted not Benefited
- ⊗ Benefited not Impacted
- ⊗ Not Impacted not Benefited



**Highway Traffic Noise Impact Analysis**

**Alternative 3**

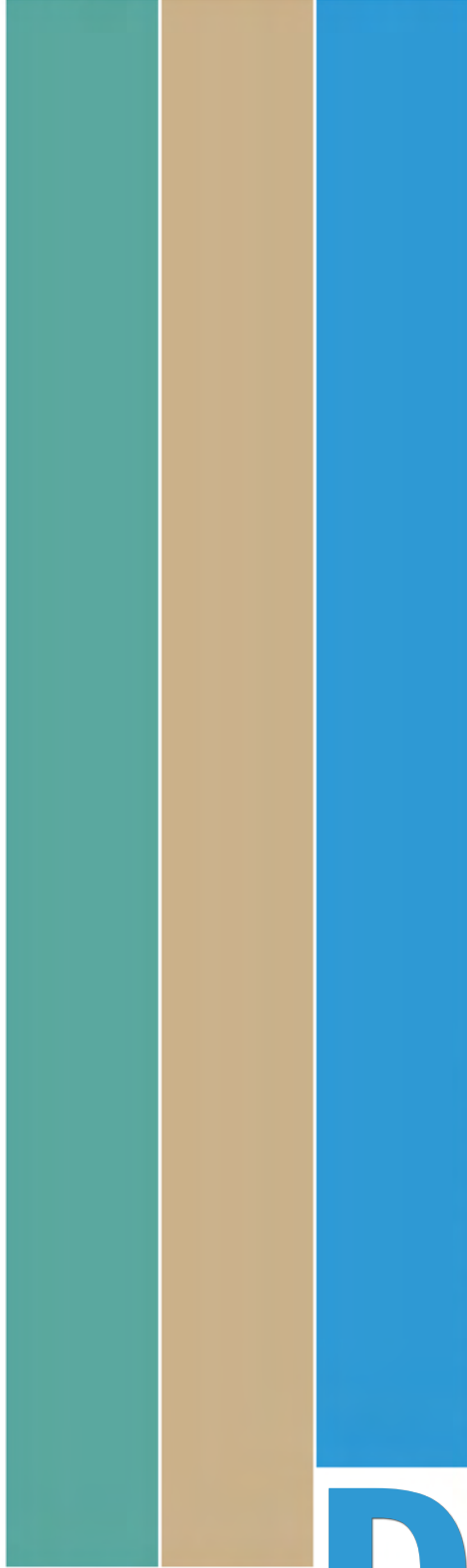
Map 43 of 43

Notes:  
 Road names and Aerial Imagery courtesy of VGIN 2011.  
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09/12/2012



**Sound Level Summary**

**APPENDIX D**

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
1	1R1	1 Residence	66	64	67	64	64	64
	1	Church - Exterior	66	65	67	66	66	66
		Church - Interior	51	40	42	41	41	41
	2	2 Residences	66	59	63	61	61	60
	3	Cemetery	66	61	64	64	64	62
4	Cemetery	66	65	67	68	67	66	
2	2R1	10 Residences	66	62	64	62	62	62
	5	1 Residence	66	65	64	62	62	62
	6	1 Residence	66	68	70	68	68	68
	7	1 Residence	66	56	60	57	57	59
	8	11 Residences	66	56	60	57	57	57
	9	Church - Exterior	66	68	69	67	67	67
Church - Interior		51	44	45	43	43	43	
3	3R1	1 Residence	66	69	70	69	68	66
	10	4 Residences	66	68	70	71	71	68
	11	8 Residences	66	66	67	69	69	65
	12	5 Residences	66	65	67	71	71	65
	13	42 Residences	66	72	73	77	77	73
	14	6 Residences	66	69	71	72	71	70
	15	6 Residences	66	65	67	66	65	63
	16	6 Residences	66	65	66	67	67	65
	17	9 Residences	66	57	59	61	61	58
	18	6 Residences	66	59	61	64	63	61
	19	6 Residences	66	60	62	63	63	61
	20	5 Residences	66	62	64	65	65	63
21	12 Residences	66	59	61	62	62	61	
4	22	15 Residences	66	63	65	65	65	63
	23	20 Residences	66	63	65	66	66	64
	24	10 Residences	66	65	67	66	67	65
5	5R1	1 Residence	66	65	67	70	70	68
	5R2	1 Residence	66	67	69	67	66	67
	5R3	9 Residences	66	68	70	70	70	70
	26	6 Residences	66	57	58	64	64	64
	27	15 Residences	66	68	70	66	65	66
	28	30 Residences	66	65	66	66	65	66
	29	6 Residences	66	64	65	66	65	65
	30	8 Residences	66	64	66	73	73	72
	31	8 Residences	66	72	73	69	69	69
	32	13 Residences	66	59	61	64	64	63
	33	13 Residences	66	64	66	72	72	70
	34	8 Residences	66	59	61	63	63	62
	35	5 Residences	66	69	71	69	68	67
	36	5 Residences	66	64	66	66	66	64
	37	6 Residences	66	66	67	71	71	71
	38	15 Residences	66	64	65	68	67	67
	39	15 Residences	66	68	70	69	68	69
	40	15 Residences	66	67	68	69	69	69
	41	25 Residences	66	68	69	66	66	67
	42	7 Residences	66	61	62	64	64	62
	43	4 Residences	66	63	64	71	71	71
	44	25 Residences	66	63	65	66	65	65
	45	7 Residences	66	62	64	67	67	66
	46	6 Residences	66	60	61	68	68	66
	47	6 Residences	66	61	63	64	64	63
	48	6 Residences	66	68	70	69	67	69
	49	8 Residences	66	61	62	64	63	62
401	1 Residence	66	60	62	63	63	62	
402	1 Residence	66	57	59	59	60	58	
403	1 Residence	66	58	59	61	62	59	
404	1 Residence	66	58	59	63	64	62	
405	1 Residence	66	56	57	63	64	61	

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
6	6R1	7 Residences	66	64	66	65	65	65
	50	School Athletic Field	66	69	70	73	73	71
	51	13 Residences	66	62	63	70	70	69
	52	1 Residence	66	61	63	62	62	62
	54	School - Interior	51	38	40	42	43	40
	55	5 Residences	66	63	64	64	64	64
	56	3 Residences	66	65	66	66	66	66
	57	1 Residence	66	64	65	63	63	62
	58	1 Residence	66	65	67	65	65	64
	59	1 Residence	66	60	62	61	61	60
	60	School - Interior	51	40	42	38	38	38
	62	School Athletic Field	66	64	66	63	63	61
	63	1 Residence	66	63	65	64	64	63
	64	3 Residences	66	68	70	70	70	70
	65	6 Residences	66	67	69	68	68	66
	406	1 Residence	66	63	64	65	65	64
	407	1 Residence	66	56	58	60	60	57
	408	1 Residence	66	60	62	63	62	61
409	1 Residence	66	62	63	64	64	63	
410	1 Residence	66	60	61	61	61	61	
411	1 Residence	66	59	61	60	60	60	
412	1 Residence	66	59	60	60	60	59	
413	1 Residence	66	59	60	60	61	59	
7	66	15 Residences	66	59	60	64	64	63
8	8R1	5 Residences	66	60	61	63	63	63
9	9R1	5 Residences	66	69	70	72	72	70
	9R2	15 Residences	66	62	63	66	65	64
	67	15 Residences	66	58	59	61	61	61
	68	25 Residences	66	61	62	70	67	69
	69	15 Residences	66	64	65	63	62	63
	70	40 Residences	66	58	59	61	61	61
	72	20 Residences	66	56	57	59	58	58
	73	8 Residences	66	66	67	68	68	67
	414	1 Residence	66	59	60	61	61	61
	415	1 Residence	66	56	57	58	58	59
416	1 Residence	64	54	56	54	55	55	
10	10R1	9 Residences	66	58	60	62	62	62
	10R2	4 Residences	66	65	67	70	70	70
	10R3	3 Residences	66	66	69	70	69	67
	74	14 Residences	66	61	62	62	62	62
	75	4 Residences	66	58	60	61	61	60
	76	4 Residences	66	61	62	65	65	65
	77	16 Residences	66	58	59	62	62	62
	78	6 Residences	66	68	70	71	71	71
	79	6 Residences	66	59	62	63	62	63
	80	14 Residences	65	55	57	58	58	57
	81	3 Residences	66	60	61	62	62	62
	82	24 Residences	66	60	62	59	58	59
	83	10 Residences	66	59	61	62	62	62
	84	8 Residences	63	53	55	56	56	57
	85	4 Residences	66	56	59	60	60	61
	86	3 Residences	66	61	64	65	65	65
87	2 Residences	64	54	56	57	58	58	
88	3 Residences	66	59	62	63	63	63	
89	6 Residences	65	55	57	58	60	60	
90	8 Residences	66	57	59	61	61	62	
91	8 Residences	64	54	56	57	57	58	
92	7 Residences	66	59	62	63	63	64	
11	11R1	8 Residences	65	55	57	58	58	58
	93	3 Residences	66	57	60	61	60	61
	94	10 Residences	62	52	54	55	55	55
	95	25 Residences	66	61	64	65	65	65
96	13 Residences	66	56	59	60	60	60	
12	12R1	3 Residences	66	63	63	64	63	64
13	97	3 Residences	61	51	51	52	53	52
	98	8 Residences	63	53	52	55	55	54

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
14	99	1 Residence	66	60	59	59	59	59
15	15R1	4 Residences	62	52	54	55	55	54
	15R2	1 Residence	66	59	60	61	61	61
	100	1 Residence	66	60	62	64	63	63
	101	4 Residences	60	50	52	53	53	52
	102	3 Residences	64	54	54	55	55	56
	417	1 Residence	58	48	49	51	50	50
	418	1 Residence	65	55	57	59	59	58
16	16R1	10 Residences	66	67	69	71	71	69
	103	10 Residences	66	60	62	63	63	62
	104	6 Residences	66	59	61	62	62	61
	105	4 Residences	66	61	63	64	64	62
	106	10 Residences	66	69	71	72	72	70
	107	2 Residences	66	66	68	66	66	65
	108	8 Residences	66	62	64	65	65	64
	109	4 Residences	66	58	60	60	60	60
	419	1 Residence	65	55	57	58	59	58
17	420	1 Residence	66	60	62	61	61	61
	17R1	4 Residences	66	63	65	67	67	65
	110	10 Residences	66	60	62	64	64	63
	111	10 Residences	66	55	57	59	59	58
18	421	1 Residence	66	57	59	61	61	60
	18R1	12 Residences	66	65	67	69	69	67
19	112	2 Residences	66	60	61	62	62	61
	19R1	4 Residences	66	68	69	71	70	69
	113	4 Residences	66	58	59	59	59	60
	114	10 Residences	58	48	49	62	62	60
	115	5 Residences	66	64	65	65	65	65
	116	2 Residences	66	63	65	64	64	65
	117	1 Residence	66	64	66	67	66	66
	118	5 Residences	66	62	64	64	64	64
	119	7 Residences	66	57	58	58	58	57
	120	Golf Course	66	65	67	62	61	64
	121	2 Residences	66	62	64	62	62	62
	122	Golf Course	66	66	67	62	62	64
	422	1 Residence	66	56	58	57	57	57
	423	1 Residence	64	54	55	55	55	55
	424	Golf Course	66	65	67	62	62	64
	425	Golf Course	66	65	67	62	61	64
	426	Golf Course	66	65	67	66	64	66
	427	Golf Course	66	65	67	67	67	66
	428	Golf Course	66	65	67	67	67	66
	429	Golf Course	66	65	67	67	67	66
430	Golf Course	66	65	67	67	67	66	
20	431	Golf Course	66	66	67	63	63	64
	432	Golf Course	66	65	67	66	66	66
	433	1 Residence	65	55	57	56	56	56
	434	1 Residence	62	52	54	53	53	53
	20R1	5 Residences	66	59	60	61	61	63
	123	2 Residences	66	57	59	59	59	63
	124	4 Residences	66	56	57	57	57	60
	125	4 Residences	66	61	62	62	62	62
	126	3 Residences	66	58	59	60	60	49
	127	1 Residence	64	54	56	56	58	62
	128	2 Residences	64	54	55	56	56	59
	129	3 Residences	66	62	64	65	65	65
	501	4 Residences	65	55	56	56	56	58
	435	1 Residence	63	53	54	55	55	55
21	130	6 Residences	66	60	62	64	63	62
22	131	Park	66	57	58	60	60	57
23	132	2 Residences	58	48	50	51	51	50
	133	2 Residences	66	65	66	68	67	66
	436	1 Residence	64	54	55	57	57	56
24	134	1 Residence	66	67	68	71	71	68
	437	1 Residence	63	53	55	56	56	54

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
25	25R1	7 Residences	64	54	56	57	57	57
	135	1 Residence	66	60	62	63	63	63
	136	2 Residences	66	61	63	65	65	63
26	137	1 Residence	66	56	58	59	59	58
27	27R1	12 Residences	66	57	59	60	60	59
	138	6 Residences	66	61	63	64	64	62
28	139	3 Residences	66	60	61	62	62	60
29	29R1	Golf Course	66	65	67	68	68	67
	140	Golf Course	66	66	68	69	68	67
	141	Golf Course	66	63	65	66	65	65
	438	Golf Course	66	68	70	73	73	71
	439	Golf Course	66	65	67	68	69	68
	440	Golf Course	66	61	63	64	64	63
	441	Golf Course	66	56	59	59	59	58
	442	Golf Course	58	48	50	51	51	50
30	30R1	7 Residences	66	59	61	62	62	61
	142	1 Residence	66	60	63	63	63	62
	143	6 Residences	66	59	61	62	61	61
31	144	Campground	66	63	65	65	65	64
	145	4 Residences	66	56	58	58	58	58
32	32R1	3 Residences	66	67	69	72	72	70
	146	3 Residences	66	61	63	64	64	63
	443	1 Residence	65	55	57	58	58	57
33	33R1	1 Residence	66	64	65	66	66	65
	33R2	11 Residences	66	70	72	75	74	71
	147	6 Residences	66	68	70	72	71	69
	148	3 Residences	66	60	62	62	62	60
	445	1 Residence	66	56	58	59	59	58
	446	1 Residence	66	59	60	61	60	60
	448	1 Residence	63	53	55	55	55	55
34	34R2	3 Residences	66	60	62	63	63	66
	34R1	3 Residences	66	65	68	69	69	69
	149	2 Residences	66	58	61	61	61	61
	150	2 Residences	62	52	53	50	50	50
	151	3 Residences	66	67	70	65	65	65
	152	3 Residences	66	65	68	65	65	65
	153	4 Residences	66	62	64	65	65	65
	154	4 Residences	66	68	71	71	71	69
	155	2 Residences	66	59	61	61	61	61
	156	3 Residences	64	54	56	55	55	54
	444	1 Residence	66	57	59	59	59	58
447	1 Residence	59	49	51	51	51	50	
449	1 Residence	66	58	60	57	57	57	
35	157	1 Residence	66	60	61	61	61	60
36	158	6 Residences	66	68	70	74	72	70
	159	4 Residences	66	60	62	64	63	62
	160	3 Residences	66	68	70	72	72	70
	161	Hotel	71	55	57	58	58	57
	162	Park	62	52	54	55	55	54
	36R1	7 Residences	66	59	61	63	63	60
	36R2	7 Residences	66	65	67	68	68	66
	450	1 Residence	66	60	62	63	63	62
451	1 Residence	64	54	56	57	56	55	
37	163	2 Residences	66	71	73	72	74	72
	164	4 Residences	66	60	62	64	64	63
	165	4 Residences	66	58	60	61	61	61
38	166	School Interior	51	26	28	29	29	28

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
39	39R1	School Athletic Field	66	63	65	66	66	64
	167	3 Residences	66	56	58	59	58	57
	168	5 Residences	66	60	62	61	61	60
	169	3 Residences	66	58	60	61	61	59
	170	11 Residences	66	64	66	63	64	63
	171	5 Residences	66	59	61	59	59	58
	172	6 Residences	66	63	65	64	64	63
	173	6 Residences	66	57	59	59	58	57
	174	7 Residences	66	61	63	62	62	62
	175	4 Residences	66	61	63	64	64	62
	176	6 Residences	66	71	73	74	74	71
	452	1 Residence	66	56	58	58	58	57
40	40R1	7 Residences	66	67	69	70	70	69
	177	5 Residences	66	64	66	64	64	63
	178	5 Residences	66	61	63	64	63	63
	179	7 Residences	66	59	61	62	62	60
	180	12 Residences	66	58	60	61	61	60
	181	4 Residences	66	67	69	70	70	68
	182	3 Residences	66	58	60	58	57	57
	183	2 Residences	66	63	65	64	65	63
	184	3 Residences	66	60	62	62	62	62
	453	1 Residence	66	59	61	62	62	60
41	502	7 Residences	66	67	69	72	71	69
	185	7 Residences	66	62	64	65	65	63
	186	7 Residences	66	64	66	67	66	65
	187	4 Residences	66	67	69	69	68	67
	188	10 Residences	66	70	72	72	70	69
	189	7 Residences	66	63	65	66	66	63
	190	5 Residences	66	58	60	62	61	61
	191	10 Residences	66	61	63	65	65	64
	192	3 Residences	66	62	64	65	65	63
	193	4 Residences	66	62	64	65	65	64
	194	4 Residences	66	62	64	65	65	63
	195	7 Residences	66	59	61	63	62	60
	454	1 Residence	66	60	62	63	63	61
42	42R1	3 Residences	66	64	66	65	65	64
	196	10 Residences	66	60	63	63	63	61
	197	8 Residences	64	54	57	58	58	57
	455	1 Residence	64	54	57	58	58	56
43	200	Golf Course	66	66	67	69	68	67
	456	Golf Course	66	60	61	62	62	61
	457	Golf Course	66	57	58	59	59	58
44	201	4 Residences	66	62	68	66	66	65
	202	4 Residences	66	65	71	70	70	68
	458	1 Residence	66	59	61	61	62	61
	459	1 Residence	66	61	63	64	64	63
	460	1 Residence	66	56	61	58	59	58
45	203	10 Residences	66	60	63	64	64	63
	204	2 Residences	66	62	65	67	67	66
	461	1 Residence	66	56	58	60	60	59
46	205	Correctional Facility	71	66	68	69	69	67
	206	Correctional Facility	71	67	70	71	70	69
47	47R1	Park	66	68	72	71	71	70
	503	Park	66	62	65	62	62	61
	462	1 Residence	65	55	58	59	61	60

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
48	48R2	10 Residences	66	70	72	66	66	67
	48R1	24 Residences	66	75	77	70	69	71
	207	48 Residences	66	58	61	62	61	63
	208	32 Residences	66	56	58	63	60	65
	209	56 Residences	66	60	62	64	61	66
	211	48 Residences	66	62	64	61	61	62
	212	32 Residences	66	66	68	68	68	67
	213	40 Residences	66	65	67	64	63	65
	214	40 Residences	66	63	65	64	65	64
	215	24 Residences	66	75	77	74	74	73
	216	24 Residences	66	64	67	66	65	66
	217	Apartment Playground	66	62	64	65	62	66
	218	49 Residences	66	66	69	65	66	66
	219	35 Residences	66	74	76	76	75	74
	220	14 Residences	66	62	64	61	62	63
	221	20 Residences	66	68	70	65	65	65
	222	40 Residences	66	62	65	62	62	63
	223	6 Residences	66	71	73	68	66	68
	224	6 Residences	66	67	70	65	65	65
	225	5 Residences	66	69	71	67	66	68
226	6 Residences	66	65	67	63	63	63	
227	12 Residences	66	61	64	61	60	60	
463	1 Residence	66	58	61	61	62	61	
464	1 Residence	66	58	61	60	61	60	
465	1 Residence	66	61	64	61	61	61	
49	49R1	30 Residences	66	67	69	70	69	69
	49R2	6 Residences	66	64	66	68	68	66
	49R3	20 Residences	66	71	73	75	75	73
	228	Apartment Tennis Courts	66	63	66	64	64	64
	229	16 Residences	66	68	70	69	70	69
	230	6 Residences	66	62	65	63	63	63
	231	40 Residences	66	72	74	75	74	74
	232	8 Residences	66	63	65	64	64	64
	233	40 Residences	66	62	65	65	64	64
	234	30 Residences	66	61	64	63	63	63
	235	7 Residences	66	66	69	69	69	68
	236	10 Residences	66	62	64	64	64	63
	237	9 Residences	66	76	78	77	77	78
	238	Apartment Pool	66	72	74	75	74	74
	239	20 Residences	66	68	71	71	71	70
	240	9 Residences	66	77	79	78	78	79
	241	10 Residences	66	65	68	66	66	66
	242	8 Residences	66	68	70	71	70	70
	243	14 Residences	66	77	79	78	78	79
	244	24 Residences	66	77	79	78	77	79
	245	20 Residences	66	66	69	68	67	68
	246	6 Residences	66	63	66	65	64	65
	247	7 Residences	66	67	70	71	70	69
248	10 Residences	66	63	66	65	65	65	
249	10 Residences	66	62	65	66	66	65	
250	32 Residences	66	62	65	66	67	65	
466	1 Residence	66	61	63	62	62	62	
467	1 Residence	66	59	62	60	60	60	
468	1 Residence	66	61	63	62	62	62	
469	1 Residence	66	57	60	60	62	60	
470	1 Residence	66	60	63	63	64	62	
471	1 Residence	66	57	60	61	61	60	
50	50R1	12 Residences	66	58	61	61	62	60
	251	15 Residences	66	59	62	63	63	62
	252	14 Residences	63	53	56	55	56	55
	253	10 Residences	66	57	60	61	62	60
254	12 Residences	66	60	63	64	64	63	



I-64 Peninsula Study  
Sound Level Summary

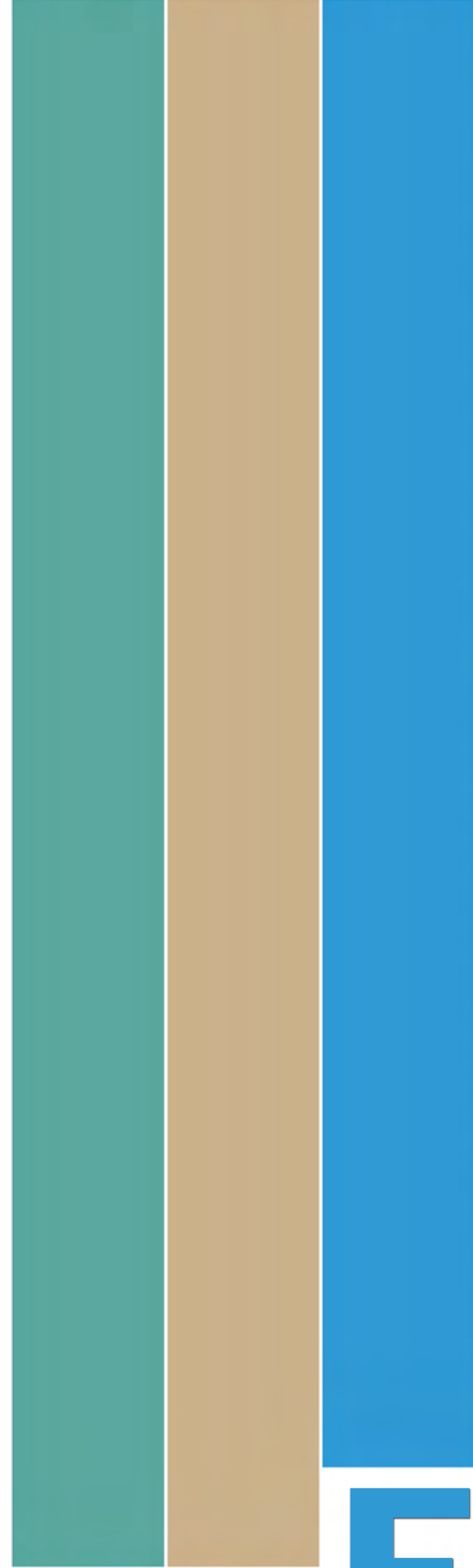
CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
51	51R1	20 Residences	66	62	64	63	63	63
	255	5 Residences	66	61	63	62	62	62
	256	4 Residences	66	61	64	62	62	63
	257	8 Residences	66	59	61	60	60	60
	258	40 Residences	66	58	60	59	59	59
	259	8 Residences	66	58	61	60	60	60
	260	20 Residences	66	61	63	62	62	62
	261	40 Residences	66	60	63	61	61	61
262	35 Residences	66	59	61	60	60	60	
52	52R1	30 Residences	66	58	61	59	59	60
	263	25 Residences	66	58	60	59	59	59
	264	152 Residences	66	57	60	58	59	59
	265	20 Residences	66	57	60	59	58	58
	266	50 Residences	66	57	59	58	58	58
	267	25 Residences	66	59	61	60	60	60
	268	30 Residences	66	58	61	59	59	59
	269	40 Residences	66	56	59	57	57	58
	270	45 Residences	66	57	60	58	58	59
	271	30 Residences	66	56	58	57	57	58
53	53R1	Playground	66	61	62	61	61	62
	272	7 Residences	66	65	67	65	65	63
	274	14 Residences	66	59	61	59	59	60
	275	30 Residences	66	59	61	60	60	61
	276	22 Residences	66	59	60	59	59	59
	277	27 Residences	66	62	63	62	62	62
	278	Pool	66	61	62	58	58	59
54	54R2	17 Residences	66	62	63	60	60	60
	54R1	13 Residences	66	59	60	59	59	60
	279	24 Residences	66	61	62	61	61	62
	280	34 Residences	66	61	62	60	60	61
	281	14 Residences	66	64	65	64	64	65
	282	30 Residences	66	63	65	63	63	64
	283	57 Residences	66	60	61	60	60	60
	284	Golf Course	66	61	62	63	63	62
	285	20 Residences	66	59	60	60	60	60
	286	13 Residences	66	61	62	62	62	62
	287	15 Residences	66	59	60	60	60	60
	288	Golf Course	66	63	64	63	63	63
	289	15 Residences	66	57	58	58	58	58
	290	Golf Course	66	62	63	63	63	63
	291	12 Residences	66	60	61	61	61	61
292	20 Residences	66	56	59	59	59	59	
473	1 Residence	66	59	60	61	61	61	
55	55R1	22 Residences	66	66	66	63	63	63
	293	5 Residences	66	62	63	63	63	63
	294	11 Residences	66	62	63	63	63	63
	295	14 Residences	66	65	66	65	65	65
	296	24 Residences	66	63	64	64	64	64
	297	5 Residences	66	61	61	62	62	61
	298	20 Residences	66	60	61	62	62	61
	299	22 Residences	66	62	63	63	63	62
	300	School Athletic Field	66	56	60	61	61	61
	301	School - Interior	51	30	31	32	32	32
472	1 Residence	66	67	68	61	61	61	

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
56	56R1	40 Residences	66	62	63	64	64	63
	302	Apartment Pool	66	62	63	64	64	62
	303	12 Residences	66	62	63	63	63	63
	304	20 Residences	66	59	61	60	60	60
	305	26 Residences	66	65	65	65	65	65
	306	13 Residences	66	60	66	61	61	61
	307	13 Residences	66	61	62	63	63	61
	308	12 Residences	66	62	63	63	63	63
	309	9 Residences	66	62	66	64	64	65
	310	20 Residences	66	63	64	65	65	63
	311	3 Residences	66	58	67	60	60	60
	312	36 Residences	66	61	62	63	63	63
	313	Apartment Pool	66	58	59	60	60	59
	314	56 Residences	66	58	59	60	60	59
	315	Apartment Pool	66	60	62	61	61	62
	316	132 Residences	66	62	63	64	64	63
	317	Apartment Pool	66	60	61	61	61	61
	318	Church - Exterior	66	62	64	64	64	63
	Church - Interior	51	37	39	39	39	38	
319	Hotel	71	68	69	70	70	67	
474	1 Residence	66	61	63	63	63	63	
475	1 Residence	66	62	63	64	64	63	
57	57R1	6 Residences	66	61	62	63	63	64
	320	54 Residences	66	56	58	59	59	59
	321	Apartment Pool	66	56	57	59	59	58
	322	42 Residences	66	58	59	61	61	61
	323	Church - Exterior	66	61	62	61	61	62
		Church - Interior	51	36	37	36	36	37
	324	16 Residences	66	60	62	63	63	63
	325	8 Residences	65	55	56	57	57	57
	326	1 Residence	66	59	60	59	59	60
	328	6 Residences	66	61	62	63	63	64
	329	7 Residences	66	58	59	60	60	61
	330	14 Residences	66	58	59	59	59	60
	331	10 Residences	66	59	60	61	61	62
	332	10 Residences	66	57	58	58	58	59
	333	8 Residences	66	59	60	60	60	61
	334	14 Residences	65	55	56	57	57	57
	335	14 Residences	66	59	60	61	61	62
	336	Park	64	54	55	56	56	56
58	58R1	10 Residences	66	58	59	59	59	60
	337	48 Residences	66	62	63	63	63	65
	338	Apartment Pool	66	59	60	61	61	61
	339	10 Residences	66	57	58	59	59	59
	340	16 Residences	66	58	59	59	59	60
	341	10 Residences	66	60	61	62	62	62
	342	12 Residences	66	58	59	60	60	60
	343	20 Residences	66	60	61	61	61	62
59	344	Park	66	70	71	73	73	73
	345	Park	66	71	72	73	73	73
	476	Park	66	64	65	67	67	65
	477	Park	66	66	67	68	68	67
	478	Park	66	73	74	75	75	76
	479	Park	66	68	69	72	72	71
	480	Park	66	63	64	65	65	65
60	60R1	School	66	61	62	63	63	63
	346	School - Interior	51	39	40	40	40	40
	347	7 Residences	66	59	60	61	61	63
	348	14 Residences	66	57	59	59	59	60
	349	12 Residences	66	57	58	58	58	59
	350	10 Residences	66	56	57	58	58	58
	351	5 Residences	66	62	63	65	65	64

I-64 Peninsula Study  
Sound Level Summary

CNE	NAME	Site Representation	Criteria	Existing Worst Case (2012) Noise Level dB(A)	Design Year No Build (2040) Noise Level dB(A)	Design Year Build (2040) Alternative 1A/2A Noise Level dB(A)	Design Year Build (2040) Alternative 1B/2B Noise Level dB(A)	Design Year Build (2040) Alternative 3 Noise Level dB(A)
61	61R1	1 Residence	66	58	59	59	59	61
	61R2	14 Residences	66	59	60	59	59	61
	352	8 Residences	65	55	56	55	55	57
	353	8 Residences	65	55	56	55	55	57
	354	6 Residences	63	53	54	54	54	55
	355	1 Residence	66	58	59	59	59	61
	356	5 Residences	65	55	56	55	55	57
	357	6 Residences	66	59	60	59	59	61
	358	6 Residences	66	59	60	59	59	61
	359	8 Residences	64	54	55	54	54	56
	360	37 Residences	66	56	64	65	65	65
	361	6 Residences	66	56	57	56	56	58
	362	Apartment Tennis Courts	66	60	62	62	62	63
	363	6 Residences	64	54	55	54	54	56
	364	25 Residences	65	55	57	56	56	58
	365	25 Residences	66	58	59	59	59	61
	366	6 Residences	66	56	57	56	56	58
	367	20 Residences	66	60	62	62	62	63
	368	Apartment Pool	63	53	58	59	59	60
	369	27 Residences	62	52	58	58	58	60
370	35 Residences	65	55	58	58	58	60	
371	15 Residences	66	56	58	59	59	60	
372	45 Residences	64	54	61	62	62	63	
374	42 Residences	66	59	61	62	62	63	
375	25 Residences	64	54	57	58	58	60	
376	8 Residences	65	55	56	55	55	57	
377	25 Residences	66	57	58	58	58	59	
378	20 Residences	65	55	57	57	57	58	
379	30 Residences	66	56	58	57	57	59	
62	62R1	50 Residences	66	72	73	73	73	73
	380	32 Residences	66	60	61	61	61	62
	381	32 Residences	66	56	57	57	57	58
	382	32 Residences	65	55	55	55	55	56
	383	36 Residences	66	66	67	66	66	66
	384	40 Residences	66	64	65	64	64	64
	385	50 Residences	66	64	65	64	64	65
	386	40 Residences	66	61	62	61	61	62
	387	32 Residences	66	61	62	61	61	62
	388	54 Residences	66	72	73	73	73	74
	389	60 Residences	66	59	60	60	60	60
	390	42 Residences	66	66	67	67	67	66
	391	24 Residences	66	64	65	64	64	64
481	1 Residence	66	61	62	62	62	62	
482	1 Residence	66	63	64	62	62	63	
63	63R1	Park	66	71	72	74	74	74
63A	392	3 Residences	66	62	63	64	64	64
64	393	12 Residences	66	64	65	66	66	64
	394	Auditorium - Interior	51	40	41	41	41	40
	500	7 Residences	66	64	65	66	66	64
	501	7 Residences	66	64	65	66	66	64
	502	1 Residence	66	61	61	64	64	62
	503	5 Residences	66	64	65	66	66	64
	504	5 Residences	66	65	66	67	67	66
	505	5 Residences	66	66	67	68	68	66
	506	7 Residences	66	64	64	66	66	64
	507	7 Residences	66	62	63	64	64	63
508	7 Residences	66	62	63	64	64	63	
509	7 Residences	66	63	64	65	65	63	
65	395	12 Residences	66	63	64	65	65	63
	396	8 Residences	66	61	62	61	61	60



**Air Quality and Noise Methodology for Build Alternatives 2A/2B – Full Toll Lanes**



**Memorandum: Air Quality and Noise Methodology  
for Build Alternatives 2A/2B - Full Toll Lanes**

**Date: May 21, 2012**

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In an effort to best conduct the air quality and noise analysis for the I-64 Peninsula Study EIS, the Study Team is proposing that detailed quantitative analyses be performed for the General Purpose Lane Alternatives 1A/1B and the Managed Lane/General Purpose Lane Alternative 3 while qualitative methodology be implemented for the Full Toll Lane Alternatives 2A/2B. The following describes the build alternatives and our rationale for this approach. VDOT and FHWA will need to concur with the methodology presented below for it to be implemented on the project.

### **Alternatives**

Currently, there is a No Action alternative, a TSM/TDM alternative, and five separate build alternatives being considered for the study including:

- Alternatives 1A/1B - General Purpose Lanes
- Alternatives 2A/2B - Full Toll Lanes
- Alternative 3 - Managed Lanes & General Purpose Lanes

**Alternatives 1A/1B General Purpose Lanes** – These Alternatives involve adding the required number of general purpose travel lanes to achieve a Level of Service “C” or better in the future year 2040. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all that is needed to either the outside, which is Alternative 1A, or to the median, which is Alternative 1B. For Alternative 1B, the lanes are proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in these areas the additional lanes are proposed to the outside.

For the 25 existing interchanges within the study corridor, the Study Team examined geometric deficiencies along with future year 2040 traffic volumes and resulting Level of Service at each interchange location. Conceptual designs were investigated that would accommodate the future traffic and assumptions

were made and applied to each interchange to establish a study footprint that would allow for flexibility during final design. Further engineering and traffic analyses will be performed at each interchange as the project progresses. During the Interchange Modification Report (IMR) process that will follow completion and approval of the FEIS, each of these interchange configurations will be further studied and refined.

**Alternatives 2A/2B Full Toll Lanes** – The difference with these alternatives from Alternatives 1A/1B are that the Full Toll Lane Alternatives include tolling of the entire facility. For the purposes of this study, we are assuming that the tolling will be for all vehicles, for both directions, and for the entire length of the corridor from I-95 in Richmond to I-664 in Hampton. We are also assuming that there will be toll collection stations, using overhead gantries and all-electronic tolling, for every single interchange-to-interchange segment of I-64. If Alternative 2A or 2B is selected, subsequent studies will refine the specifics of the tolling, such as whether or not it will encompass the entire length of the I-64 corridor along with the number and placement of the toll collection stations.

Similar to Alternatives 1A/1B, the Full Toll Lane Alternatives involve adding the required number of lanes to achieve a Level of Service “C” or better in the future year 2040. Although there are numerous possible combinations for adding these lanes, the analysis focused on adding all that is needed to either the outside, which is Alternative 2A, or to the median, which is Alternative 2B. For Alternative 2B, the lanes are proposed in the median to the greatest extent practicable. However, not all sections of the corridor have sufficient median area to accommodate the needed additional lanes so in these areas the additional lanes are proposed to the outside. In addition to these mainline improvements, Alternatives 2A/2B also includes the same improvements to the 25 interchanges as described in Alternatives 1A/1B.

In order to determine the number of lanes needed, the traffic analysis included performing a Toll Diversion Analysis. A summary of the Toll Diversion Analysis is attached to this Memorandum. Overall, the tolling of I-64 is expected to have either a neutral or a negative impact on traffic volumes on the I-64 mainline (due to people choosing to avoid a tolled I-64 and using other parallel routes instead). The tolls are not expected to result in increased volumes at any locations on the I-64 mainline. Therefore, although this analysis indicated possible reductions to traffic on the I-64 corridor, these reductions are not projected to change the number of lanes needed to achieve a Level of Service “C” or better in the future year 2040 from those indicated for the General Purpose Lane Alternatives. Therefore, the proposed disturbance limits for Alternatives 2A/2B will be the same as Alternatives 1A/1B respectively.

**Alternative 3 Managed Lanes & General Purpose Lanes Alternative** - This alternative involves the addition of a barrier separated, reversible two-lane facility located in the median and/or in between the eastbound and westbound general

purpose travel lanes. As previously described, not all sections of the corridor have sufficient median area to accommodate the addition of two managed lanes. In these areas, the facility is proposed to be widened to the outside in order to accommodate the managed lanes in between the eastbound and westbound general purpose travel lanes. There are also numerous possible locations along the corridor where these lanes can be placed. However for the purpose of examining a worst-case scenario, this two-lane reversible managed lane facility is assumed to stretch for the entire length of the I-64 corridor from I-95 in Richmond to I-664 in Hampton. This study will not identify what type of managed lanes (HOV, HOT or Express Toll Lanes) will be constructed. If Alternative 3 is selected, then the type of managed lanes will be determined after completion of the EIS and after further investigations are completed. The number and locations for access points to these lanes will also be further investigated if this alternative is selected.

In addition to the barrier separated, reversible two-lane facility located in the median, additional general purpose lanes were also included, where needed, to achieve an overall acceptable Level of Service for the facility. Although there are numerous possible combinations for adding these lanes, the analysis focused on the conditions which would result in the widest area of proposed disturbance. Therefore, any additional general purpose lanes required were added to the outside of the existing general purpose lanes. In addition to these mainline improvements, Alternative 3 also includes the same improvements to the 25 interchanges as described in Alternatives 1A/1B.

### **Air Quality Methodology**

For this methodology, the procedures identified in VDOT's *Consultant Guide – Air Quality Project-Level Analysis, May 2009 (Revision 18)*, and in US EPA and FHWA general guidance, will be followed as necessary.

In order to identify the worst-case locations to be included in the analysis, a number of factors were considered. As part of this process, detailed traffic projections were developed for each alternative to be included in the assessment. Overall, the traffic forecasts developed for the mainline section of I-64 for the interim year 2020 and for the future year 2040 conditions for Alternatives 1A/1B are projected to be higher than Alternatives 2A/2B. As such, the selection of the interchange and intersection areas to be included in the analysis was based on the worst-case traffic projections under Alternatives 1A/1B. Traffic forecasts developed for Alternatives 2A/2B are projected to be lower than Alternatives 1A/1B due to users diverting the tolls. As indicated in the attached Toll Diversion Analysis Summary, the percent decrease in traffic on I-64 also increases as the toll rate per mile increases. As such, it can be assumed that the highest CO projections along the project corridor will occur under Alternatives 1A/1B, due to higher projected traffic volumes, as compared to Alternatives 2A/2B.

As stipulated by EPA guidance, worst-case locations will be selected for analysis based on assessments of where human activity is likely to coincide with the highest CO concentrations. If the worst-case intersections/interchanges selected for analysis do not show an exceedance of the carbon monoxide (CO) national ambient air quality standards (NAAQS) using the highest projected traffic volumes under Alternatives 1A/1B, then it is assumed that all locations under Alternative 2A/2B within the project corridor will also remain below the CO NAAQS. Therefore, it is recommended that Alternatives 2A/2B be discussed qualitatively in this manner in the air study, since CO concentrations will be lower under these alternatives.

### **Noise Analysis Methodology**

Using the same rationale outlined in the Air Quality Methodology, the Study Team is proposing to qualitatively study the noise impacts associated with Alternatives 2A/2B. As previously described, traffic forecasts developed for Alternatives 2A/2B are projected to be lower than Alternatives 1A/1B due to users diverting the tolls. As indicated in the attached Toll Diversion Analysis Summary, the percent decrease in traffic on I-64 also increases as the toll rate per mile increases.

In support of a qualitative approach, a sensitivity analysis was completed using TNM to model Alternatives 1A/1B and 2A/2B to make comparisons. Using the highest tolling rate, the traffic forecasts show a maximum diversion of 16% between Exits 243 and 247. East of this area also has a high diversion rate, ranging from 7.7% (between Exits 234 and 238) to 12% (between Exits 238 and 242). Using these diversion rates, approximate traffic volumes were developed for Alternatives 2A/2B, as shown in Table 1. A sample of noise sensitive receptors was selected along these portions of the corridor to determine the degree of change. Twenty-one receptors were selected and modeled with traffic volumes from Alternative 1A/1B and 2A/2B. As shown in Table 2, the greatest change in noise levels based on the traffic diversions is only 0.8 dB(A). This reduction occurs in the segment forecasted to have the highest traffic diversion of 16%. This segment also contains very few noise sensitive receptors, only a total of 5, representing 2 jails and approximately 20 single family residences. In addition, the overall results do not change greatly between the two alternatives. The majority of the sites that were impacted under Alternative 1A/1B were also impacted under Alternative 2A/2B. The few sites that did change from an impact to no impact would not greatly affect the noise abatement process, as these sites were within a CNE that would still warrant noise abatement consideration.

The findings of the noise analysis being completed for the I-64 EIS are based on conceptual information. A Final Design Noise Analysis will be performed for this project based on detailed engineering information. Thus, any conclusions



derived in this analysis should be considered preliminary in nature and subject to change.

**Table 1  
Traffic Volumes Showing Worst Case Traffic Reductions from Tolling**

Location		Alt 1A/1B Volume			Reduction	Alt 2A/2B Volume		
From	To	Cars	MT	HT		Cars	MT	HT
WB Exit 234	WB Exit 238	2427	26	102	7.7%	2240	24	94
EB Exit 234	EB Exit 238	3749	41	330	7.7%	3461	38	304
WB Exit 238	WB Exit 242	2698	28	114	12%	2374	25	100
EB Exit 238	EB Exit 242	3626	40	319	12%	3191	35	281
WB Exit 243	WB Exit 247	3601	38	152	16%	3024	32	127
EB Exit 243	EB Exit 247	4036	44	355	16%	3390	37	298

**Table 2  
Noise Levels for Selected Sites Based on Traffic  
for Build Alternative 1A/1B and Build Alternative 2A/2B Alternatives**

Site	Location	Alt 1A/B Level	Impact	Alt 2A/B Level	Impact	Difference
160	Exit 234 to Exit 238	70	Y	70	Y	-0.3
41R2	Exit 234 to Exit 238	68	Y	67	Y	-0.3
163	Exit 234 to Exit 238	74	Y	74	Y	-0.4
164	Exit 234 to Exit 238	63	N	63	N	-0.3
166	Exit 234 to Exit 238	62	N	62	N	-0.4
47R1	Exit 238 to Exit 242	66	Y	65	N	-0.5
45R1	Exit 238 to Exit 242	70	Y	69	Y	-0.5
170	Exit 238 to Exit 242	66	Y	65	N	-0.6

173	Exit 238 to Exit 242	69	Y	69	Y	-0.5
175	Exit 238 to Exit 242	63	N	63	N	-0.6
176	Exit 238 to Exit 242	73	Y	72	Y	-0.5
177	Exit 238 to Exit 242	67	Y	66	Y	-0.5
178	Exit 238 to Exit 242	65	N	64	N	-0.5
181	Exit 238 to Exit 242	70	Y	69	Y	-0.5
183	Exit 238 to Exit 242	66	Y	65	N	-0.6
187	Exit 238 to Exit 242	70	Y	69	Y	-0.5
188	Exit 238 to Exit 242	73	Y	72	Y	-0.5
200	Exit 238 to Exit 242	66	Y	65	N	-0.6
202	Exit 243 to Exit 247	66	Y	66	Y	-0.5
204	Exit 243 to Exit 247	66	Y	65	N	-0.8
205	Exit 243 to Exit 247	67	Y	67	Y	-0.8

\* Shaded area indicates sites that change from being impacted to not impacted when comparing Build Alternatives 1A/1B to Build Alternatives 2A/2B

**I-64 Peninsula Study**

**Toll Diversion Analysis**  
**Summary**



**Memorandum: Toll Diversion Analysis  
Preliminary Results**

**Date: May 18, 2012**

**Scenarios Analyzed:**

- Build Alternatives 2A/2B – I-64 Widening With Full Tolling
- Reversible HOT lane (analysis to be completed)

**Tools Used:**

- VDOT’s Superregional Tidewater Model (SRTW) daily assignment model

**Key Assumptions:**

- Fixed, distance-based toll for both directions of the entire facility (I-95 in Richmond to I-664 in Hampton)
- Toll rates uniform for all segments (for example, with toll-collection gantries placed between each and every interchange within the corridor)
- Tolls collected at highway speeds
- Uniform rate for all vehicles (no higher truck rates)
- Toll rates based current rates for similar facilities in Northeast:

<i>Facility</i>	<i>Length of full trip (mi)</i>	<i>Toll</i>	<i>Rate/mile</i>
Dulles Toll Road	16.2	\$ 1.50	\$ 0.093
Dulles Greenway (peak)	12.5	\$ 4.80	\$ 0.383
Dulles Toll Road & Greenway	28.7	\$ 6.30	\$ 0.220
ICC (peak)	14.1	\$ 4.00	\$ 0.285
Delaware Route 1 (weekdays)	51	\$ 2.00	\$ 0.039
Delaware Turnpike	11.2	\$ 4.00	\$ 0.357
I-95/JFK (Maryland, one way)	48	\$ 6.00	\$ 0.125
DE I-95 & MD I-95, one way	59.2	\$ 10	\$ 0.169
New Jersey Turnpike	113	\$ 13.85	\$ 0.123
DE I-95 & MD I-95, round-trip	118	\$ 14	\$ 0.118

- Assumed Average Rate for I-64 EIS (based on highlighted regional toll rates): \$0.15/mile
- Sensitivity runs conducted: 50% higher and 50% lower (\$0.075/mile and \$0.225/mile)
- While the toll rate for the Delaware Turnpike was included in the summary of toll rates, it was not factored into the overall average. The Delaware Turnpike per-mile toll rate is an outlier, and its toll could be regarded more as a single-point toll bridge rather than a

mileage-based toll facility. A rate of 35 cents/mile is considerably higher than any other non-peak toll rate currently being charged in the US for passenger cars. The toll rates were coded in 2011 dollars, and not adjusted for future years for consistency with value of time assumptions

**Preliminary Results:**

**Table 1**  
**Daily volume changes at select locations along I-64**

Exit		Segment	Assumed Toll Rate		
From	To		7.5 ¢/mi	15 ¢/mi	22.5 ¢/mi
192	193	US 360 to Nine Mile Road	-0.1%	-0.1%	-0.1%
194	195	Stony Run Parkway to Laburnum Road	-0.1%	-0.1%	0.0%
195	197	Laburnum Road to VA 156	-0.1%	-0.1%	0.0%
214	220	VA 155 to VA 33 (West Point)	-0.6%	-1.3%	-2.3%
234	238	VA 199 to VA 143	-2.1%	-4.9%	-7.7%
238	242	VA 143 to VA 199	-4.3%	-8.4%	-12%
243	247	Busch Gardens to Yorktown	-4.2%	-9.5%	-16%
250	255	VA 105 to VA 143	-1.3%	-2.1%	-3.1%
256	258	Victory Boulevard to J Clyde Morris Blvd	-1.2%	-2.3%	-3.5%
262	263	Magruder Boulevard to Mercury Boulevard	-1.5%	-3.7%	-5.5%

**Table 2**  
**Daily volume changes at select locations along US 60**

Exit		Segment	Assumed Toll Rate		
From	To		7.5 ¢/mi	15 ¢/mi	22.5 ¢/mi
192	193	US 360 to Nine Mile Road	-0.2%	-0.1%	-0.4%
194	195	Stony Run Parkway to Laburnum Road	-0.1%	-0.1%	0.0%
195	197	Laburnum Road to VA 156	2.2%	4.0%	6.7%
214	220	VA 155 to VA 33 (West Point)	6.2%	18%	33%
234	238	VA 199 to VA 143	-0.4%	1.1%	1.9%
238	242	VA 143 to VA 199	2.6%	6.5%	11%
243	247	Busch Gardens to Yorktown	-0.3%	0.9%	3.1%
250	255	VA 105 to VA 143	1.5%	2.9%	3.3%
256	258	Victory Boulevard to J Clyde Morris Blvd	1.2%	1.5%	4.3%

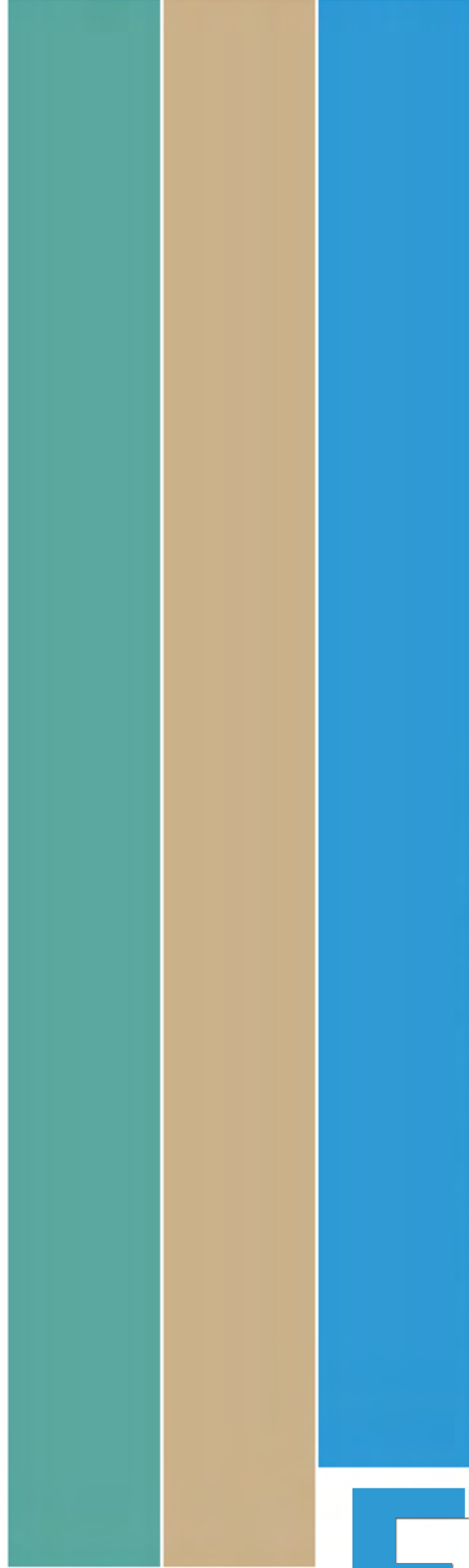
**Key Observations:**

- Largest reductions in traffic volumes on I-64 projected to occur on “eastern” section of I-64 (east of Exit 214).
- Network congestion and lack of parallel alternate routes limit opportunity for diversion in Richmond area

- Other free parallel alternate routes such as VA Route 5 and US 17 are not projected to see major diversion of traffic from I-64 - Although TSM1 showed some diversion to VA 5, the significant additional time this route adds to long-distance trips between Richmond and Hampton Roads limits its attractiveness as a primary alternate route. US 17 is not modeled in its entirety within TSM1 as a parallel route to I-64 and I-95; consequently, it is not possible to evaluate the level of diversion to this facility.
- Negligible impact on US 460 - The raw assignment in TSM1 showed very little change in daily volumes, which is in line with previous studies and in line with expectations. A select link analysis along I-64 showed approximately 10 percent of all trips originating and ending in Richmond and Hampton Roads (and beyond). This indicates that I-64 and US 460 compete for a limited number of true long-distance trips. The considerable additional distance that US 460 adds to a trip between Richmond and Hampton roads further limits the attractiveness of US 460 as a viable parallel route. US 460 was coded as a tolled, upgraded facility. It should be noted that the trip table in TSM1 is constructed from the individual models' trip tables; the conversion process may have resulted in underestimation of long-distance trips. In addition, TSM1 does not assign truck traffic, which may react differently to toll than passenger cars. Given the modeling tools currently available for this project, we believe the results are reasonable; however, we recommend that all forecasts be reviewed when TSM2 becomes available.

#### **Impacts on Level of Service:**

- If we assume that peak hour traffic diversion will be identical to daily traffic volume diversion, less widening may be required to achieve acceptable LOS (see attached spreadsheet). However, **this assumption must be considered carefully, as peak hour network congestion will make alternate routes less attractive, and daily model results may overstate the level of diversion during peak hours.**



**APPENDIX F**

**Noise Meter Calibration Certificates**

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**METROLOGGER**

Manufactured by: METROSONICS  
Model No: db-3080  
Serial No: 2555  
Calibration Recall No: 22085

Submitted By:

Customer: JACK CRAMER  
Company: McCORMICK TAYLOR, INC.  
Address: 5 CAPITAL DRIVE  
HARRISBURG PA 17110

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

Upon receipt for Calibration, the instrument was found to be:

Outside ( X ) see attached Report of Calibration.

the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.


Approved by:

Calibration Date: 28-Jun-12

Certificate No: 22085 - 1

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

  
Felix Christopher  
Quality Manager

ISO/IEC 17025-2005



**West Caldwell  
Calibration  
Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01



West Caldwell Calibration Laboratories Inc.

# Certificate of Calibration

for

## METROLOGGER

Manufactured by: METROSONICS  
Model No: db-3080  
Serial No: 2556  
Calibration Recall No: 22085

### Submitted By:

Customer: JACK CRAMER  
Company: McCORMICK TAYLOR, INC.  
Address: 5 CAPITAL DRIVE  
HARRISBURG PA 17110

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

Upon receipt for Calibration, the instrument was found to be:

Outside ( X ) see attached Report of Calibration.

the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 28-Jun-12

Fc

Certificate No: 22085 - 2

Felix Christopher  
Quality Manager

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

ISO/IEC 17025:2005

uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.

**West Caldwell  
Calibration  
Laboratories, Inc.**



Calibration Lab. Cert. # 1533.01

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**METROLOGGER**

Manufactured by: METROSONICS  
Model No: db-3080  
Serial No: 2557  
Calibration Recall No: 22085

**Submitted By:**

Customer: JACK CRAMER  
Company: McCORMICK TAYLOR, INC.  
Address: 5 CAPITAL DRIVE  
HARRISBURG PA 17110

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

Upon receipt for Calibration, the instrument was found to be:

Within ( X ) see attached Report of Calibration.

the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 28-Jun-12



Certificate No: 22085 - 3

Felix Christopher  
Quality Manager

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

ISO/IEC 17025:2005



**West Caldwell Calibration Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Lab. Cert. # 1533.01

**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**PERMISSIBLE SOUND LEVEL METER**

Manufactured by: **METROSONICS**  
Model No: **db-3080**  
Serial No: **3904**  
Calibration Recall No: **20813**

**Submitted By:**

Customer: **JACK CRAMER**  
Company: **McCORMICK TAYLOR, INC.**  
Address: **5 CAPITAL DRIVE**  
**HARRISBURG PA 17110**

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. **db-3080 METR**

Upon receipt for Calibration, the instrument was found to be:

Within  see attached Report of Calibration.


the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

**Approved by:**

**Calibration Date: 20-May-11**



**Certificate No: 20813 - 2**

**Felix Christopher**  
Quality Manager

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

**West Caldwell Calibration Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.

Calibration Traceable  
To N. I. S. T.

Phone: (585) 586-3900 Fax.: (585) 586-4327



**West Caldwell Calibration Laboratories Inc.**

# Certificate of Calibration

for

**PERMISSIBLE SOUND LEVEL METER**

**Manufactured by: METROSONICS**  
**Model No: db-3080**  
**Serial No: 3908**  
**Calibration Recall No: 21972**

**Submitted By:**

**Customer: JACK CRAMER**  
**Company: McCORMICK TAYLOR, INC.**  
**Address: 5 CAPITAL DRIVE**  
**HARRISBURG PA 17110**

The subject instrument was calibrated to the indicated specification using standards traceable to the National Institute of Standards and Technology or to accepted values of natural physical constants. This document certifies that the instrument met the following specification upon its return to the submitter.

West Caldwell Calibration Laboratories Procedure No. db-3080 METR

Upon receipt for Calibration, the instrument was found to be:

Within ( X ) see attached Report of Calibration.

the tolerance of the indicated specification.

West Caldwell Calibration Laboratories' calibration control system meets the requirements, ISO 10012-1 MIL-STD-45662A, ANSI/NCSL Z540-1, IEC Guide 25, ISO 9001:2008 and ISO 17025.

Note: With this Certificate, Report of Calibration is included.

Approved by:

Calibration Date: 18-May-12

Fc

Certificate No: 21972 - 5

Felix Christopher  
Quality Manager

QA Doc. #1051 Rev. 2.0 10/1/01

Certificate Page 1 of 1

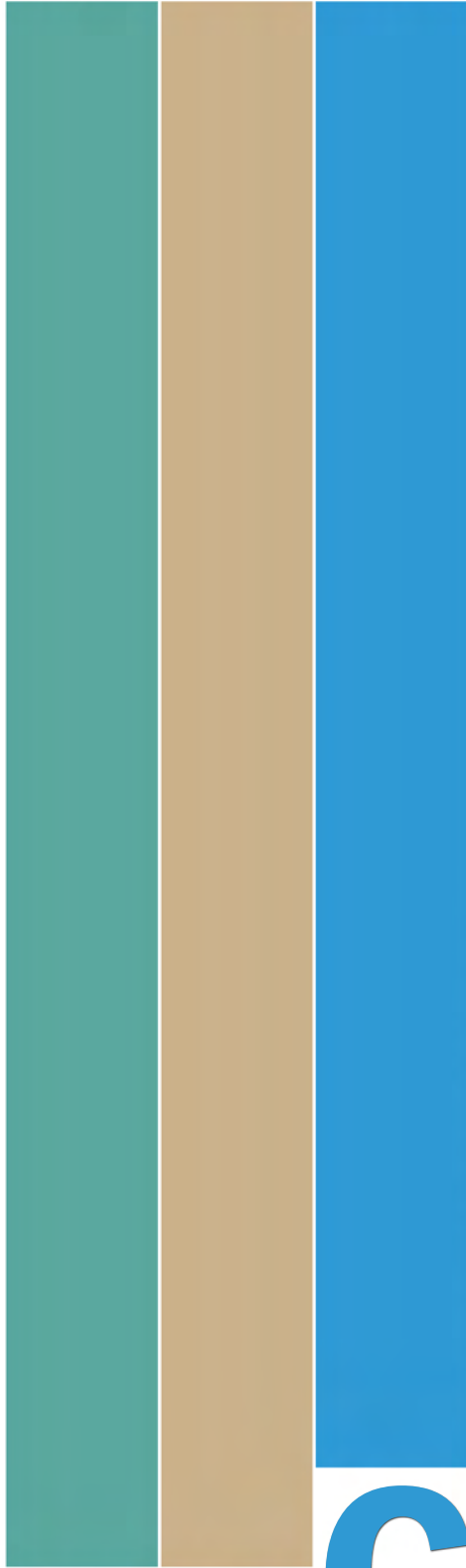
**West Caldwell  
Calibration  
Laboratories, Inc.**  
uncompromised calibration  
1575 State Route 96, Victor, NY 14564, U.S.A.

ACCREDITATION  
ISO/IEC 17025



Calibration Lab. Cert. # 1533.01

**INTERSTATE 64** PENINSULA STUDY



**Noise Monitoring Data Forms**

**APPENDIX G**

# I-64 Peninsula Study

Site # LR1  
 Done By: RWH/AIN  
 Meter: 2556

Description: adjacent to ME Homes on Baker

	Start	End
Date	27 Mar	27 Mar
Time	9:27	9:42
Traffic	NB/EB	SB/WB
Cars	909	935
MT	24	32
HT	83	80
Buses	7	13
Total <sup>MC</sup>	1	0

local traffic  
Cars 11



Notes:

helicopter  
corner of 2nd St. Baker  
64 dominates aircraft  
high over head. → no effect  
at sound level. Helicopter  
again  
leg = (el.)

Wind Speed (mph)

Temp. (°F)

58°

Humidity

(%)

64/95

64 in cut at local on

North



# I-64 Peninsula Study

Site # 281  
 Done By: ASW  
 Meter: 3904

Description: 722 N. 1st St.

	Start	End
Date	<u>3/27/12</u>	
Time	<u>~9:58</u>	<u>~10:13</u>

*Let monitor run*

Traffic	NB/EB	SB/WB
Cars	<u>742</u>	<u>854</u>
MT	<u>32</u>	<u>32</u>
HT	<u>90</u>	<u>76</u>
Buses	<u>3</u>	<u>16</u>
Total MC	<u>0</u>	<u>1</u>

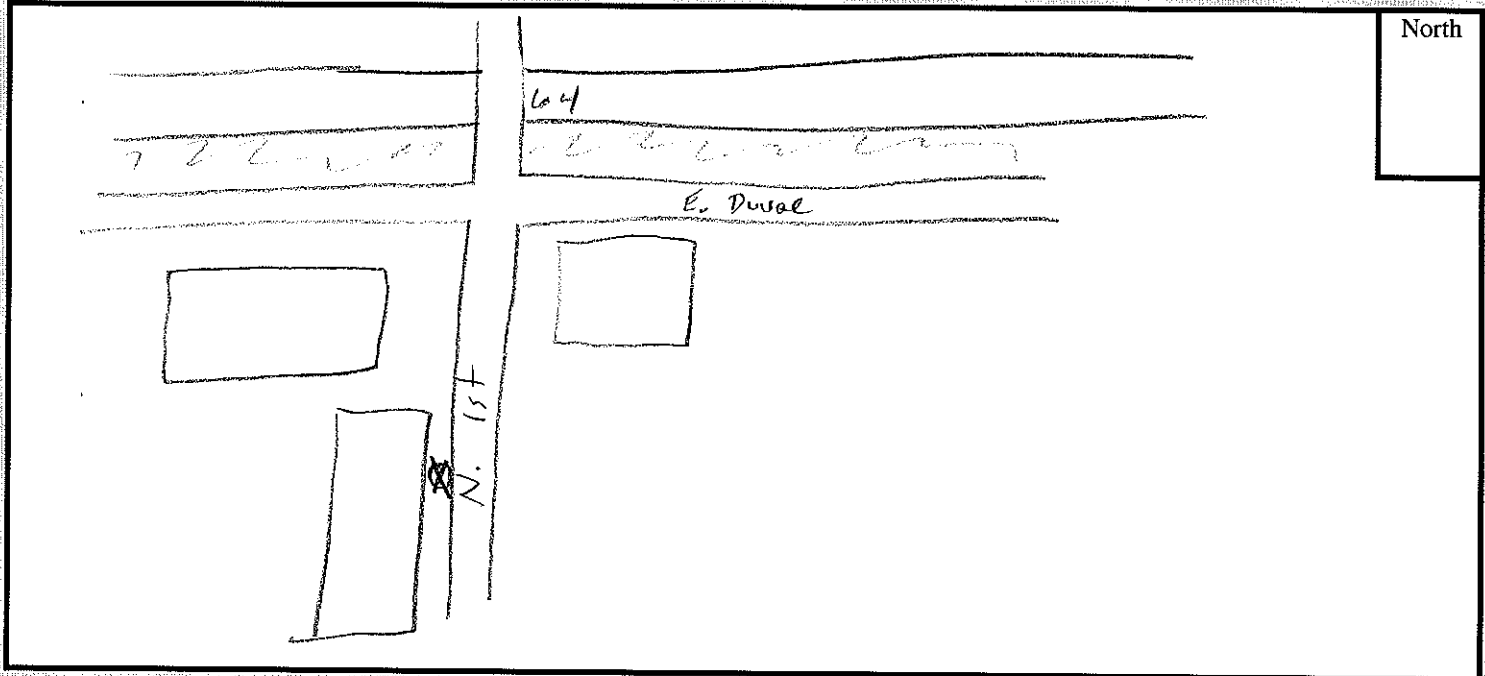
Cars ||||| ||||| ||||| ||||| ||||| |||||  
 Bus ||  
 Scooter 1



Notes: 0:35 car  
1:10 Bus  
1:40 car  
Birds ~12:30  
Helicopter 14:40  
Leg-63.4

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site #  
Done By:  
Meter:

4R1  
KOHIAJN  
2535

Description:

1901 5th St.

	Start	End
Date	26 Mar	26 Mar
Time	4:00	4:15

Traffic	NB/EB	SB/WB
Cars	1141	790
MT	23	8
HT	16	21
Buses	12	9
Total	4	3

Notes:

Houses have little  
to no backyard. 64 in  
cut at location for  
cream truck

leg =

local traffic  
census - 11



Wind Speed (mph)

upto 3

Temp. (°F)

86

Humidity

(%)

North

64 → WB

199

⊗

185

5th St.

leg



# I-64 Peninsula Study

Site # 6R1  
 Done By: BM/MC  
 Meter: 3904

Description: \_\_\_\_\_

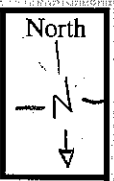
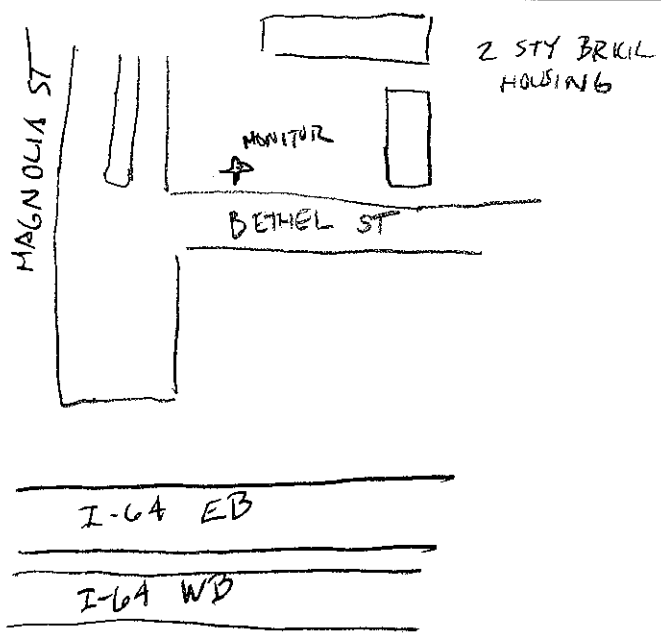
	Start	End
Date	3/26/12	3/26/12
Time	4:00	4:15
Traffic	NB/EB	SB/WB
Cars	1141	790
MT	23	8
HT	16	21
Buses	12	9
Total	4	3

Motor  
cycles

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 7R1  
 Done By: RH/AN  
 Meter: 2556

Description: \_\_\_\_\_

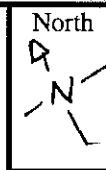
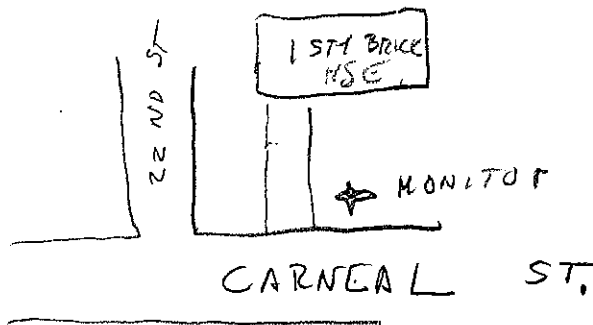
	Start	End
Date	<u>3/26/12</u>	<u>3/26/12</u>
Time	<u>2:40</u>	<u>2:55</u>

Traffic	NB/EB	SB/WB
Cars	<u>546</u>	<u>623</u>
MT	<u>10</u>	<u>25</u>
HT	<u>23</u>	<u>25</u>
Buses	<u>1</u>	<u>4</u>
Total	<u>2</u>	<u>3</u>

Notes: COUNT MADE  
ON MAPLE



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



I-64 EB  
I-64 WB

# I-64 Peninsula Study

Site # 7R2  
 Done By: RH/AN  
 Meter: 3904

Description :

	Start	End
Date	<u>3/26/12</u>	<u>3/26/12</u>
Time	<u>2:40</u>	<u>2:55</u>

Traffic	NB/EB	SB/WB
Cars	<u>546</u>	<u>625</u>
MT	<u>10</u>	<u>25</u>
HT	<u>23</u>	<u>25</u>
Buses	<u>1</u>	<u>4</u>
Total	<u>2</u>	<u>3</u>

Notes:

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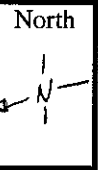
Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_

1911 HOLLY

1 STY FR  
 of BRICK HSE

MONITOR

HOLLY



I-64 WB  
 I-64 EB

# I-64 Peninsula Study

Site # 7R3  
 Done By: RH/AN  
 Meter: 3908

Description : \_\_\_\_\_

	Start	End
Date	<u>3/26/12</u>	<u>3/26/12</u>
Time	<u>2:40</u>	<u>2:55</u>

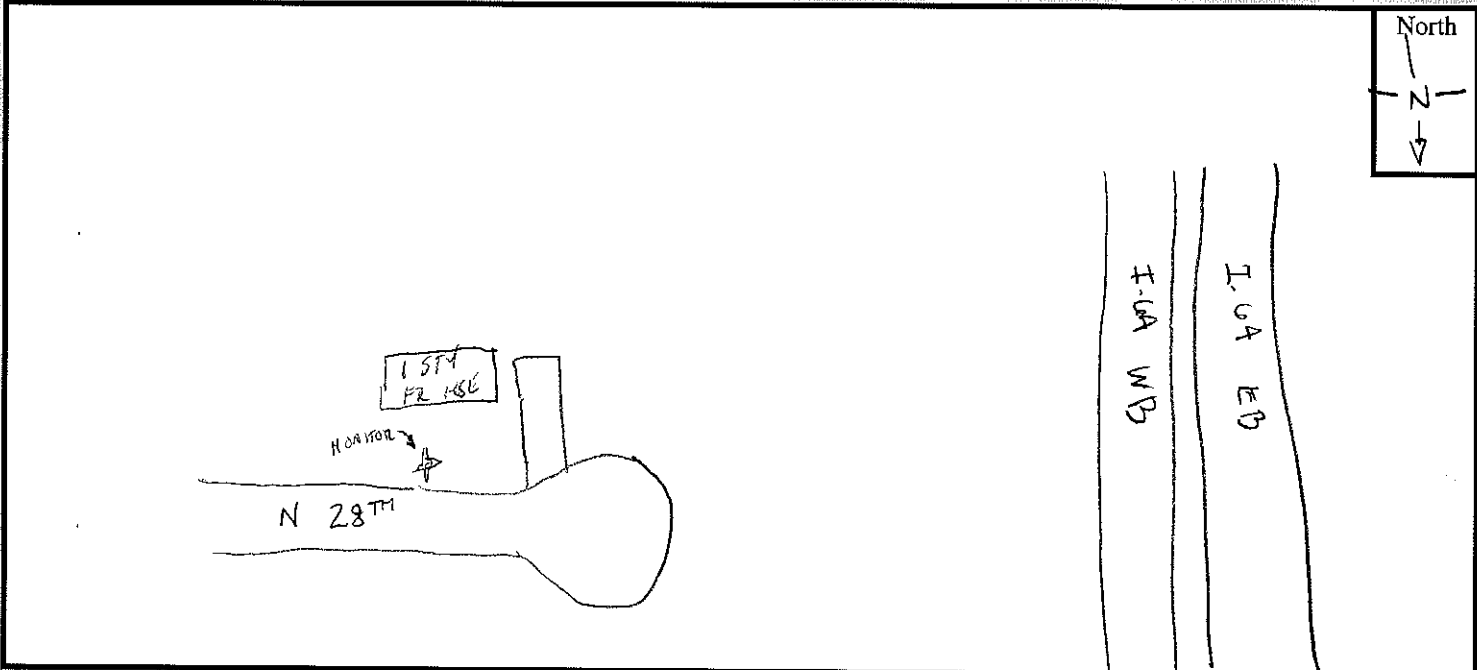
	NB/EB	SB/WB
Cars	<u>546</u>	<u>623</u>
MT	<u>10</u>	<u>25</u>
HT	<u>23</u>	<u>25</u>
Buses	<u>1</u>	<u>4</u>
Total	<u>2</u>	<u>3</u>

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 8R1  
 Done By: ASN  
 Meter: 2555

Description: 2309 Bluestone Dr.

	Start	End
Date	<u>3/26/12</u>	
Time	<u>14:40</u>	<u>14:55</u>

Traffic	NB/EB	SB/WB
Cars	<u>546</u>	<u>623</u>
MT	<u>10</u>	<u>25</u>
HT	<u>23</u>	<u>25</u>
Buses	<u>1</u>	<u>4</u>
Total	<u>2</u>	<u>3</u>

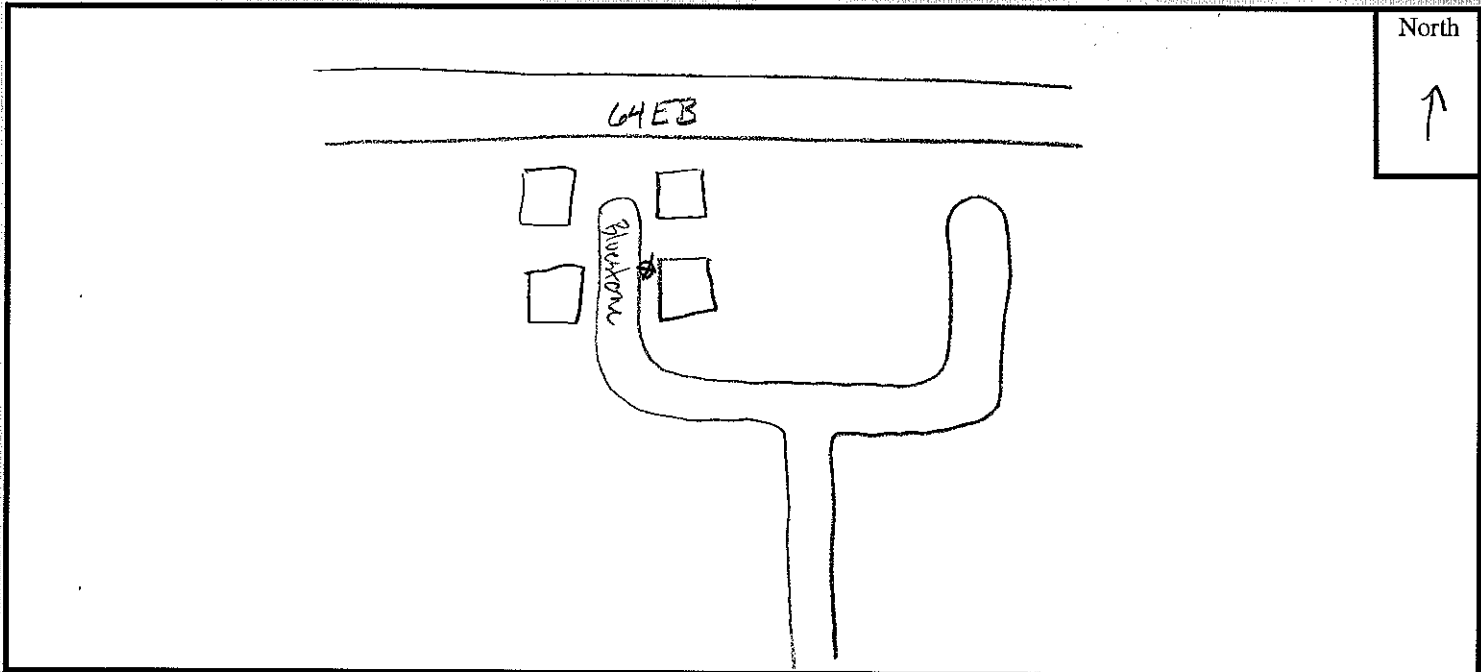
Notes: Car 2:44/245  
Car 2:51



Photo - 32 Leg - 62.7

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 8R2  
 Done By: RJA  
 Meter: 2557

Description: 2303 N 29th St

	Start	End
Date	26 Mar	26 Mar
Time	2:40	2:55
Traffic	NB/EB	SB/WB
Cars	546	623
MT	10	25
HT	23	25
Buses	1	4
Total	2	3

local traffic

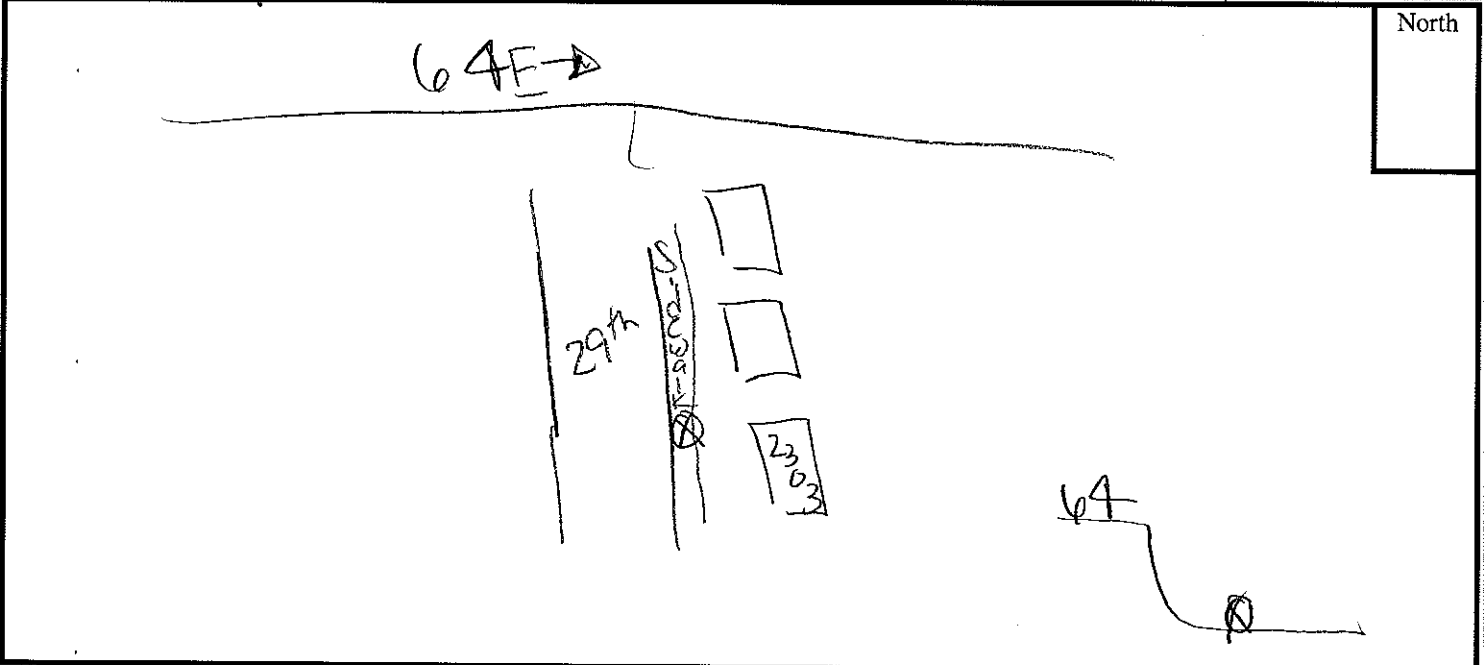
MC 1  
 Cars HHH 11

very low MC on 64.



Notes: 64 dominates, but some local traffic noise. 64 on 20' embankment above local residences  
wind increases levels to @ 65  
wind gusts - 72, levels higher than at core wind

Wind Speed (mph) upto 5 Temp. (°F) 86° Humidity (%) \_\_\_\_\_ log = 62.0



# I-64 Peninsula Study

Site # 9R1  
 Done By: DUH  
 Meter: 3904

Description: 18 Wayland St. (on sidewalk)

	Start	End
Date	26 Mar	26 Mar
Time	11:45	12:00

Traffic	NB/EB	SB/WB
Cars	340	355
MT	22	16
HT	31	22
Buses	1	0
Total	0	0

Ramp traffic #TTT1  
 cars - #TTT #TTT #TTT #TTT #TTT  
 MT - #TTT  
 HT - ||



**Notes:**

dominant noise  
 64 + 64 to nine mile rd  
 ramps 64 in cut  
 no ramp traffic leg = 59/60  
 can only hear MT/HT on  
 ramps. Aircraft @ 11.56  
 raised level to 67. Horn

Wind Speed (mph)

gust up to 104

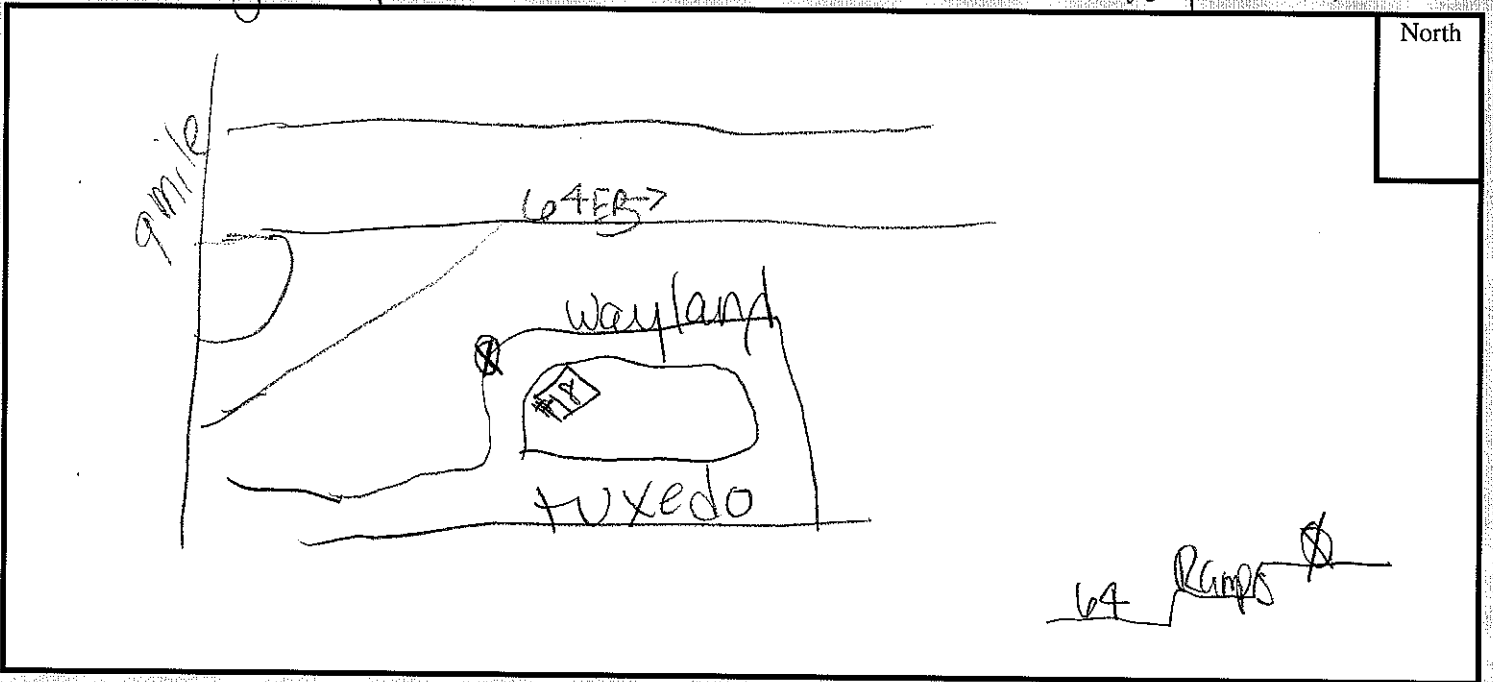
Temp. (°F)

70

Humidity

(%)

leg = 62.7



# I-64 Peninsula Study

Site # 10 R1  
 Done By: MLRM  
 Meter: 2557

Description: \_\_\_\_\_

	Start	End
Date	3/26/12	3/26/12
Time	11:45	12:00
Traffic	NB/EB	SB/WB
Cars	340	355
MT	22	16
HT	31	22
Buses	1	0
Total MC	0	0

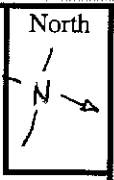
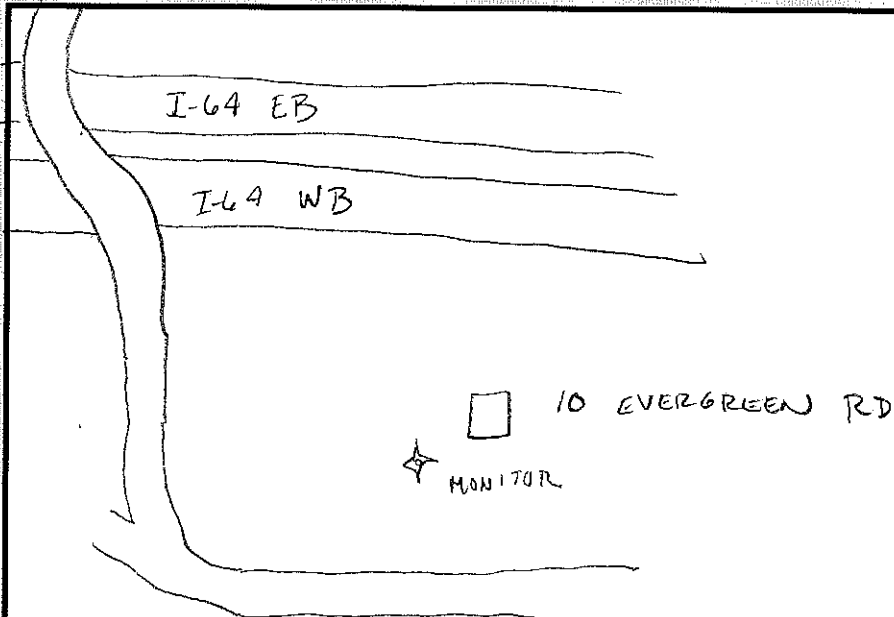


Total  
 Notes: 11:57 Jet flew overhead taking off from Airport

At Noise Monitor site I could not hear the highway over the Industrial Noise from next door. Quarry type Noise w/ Dump Trucks

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



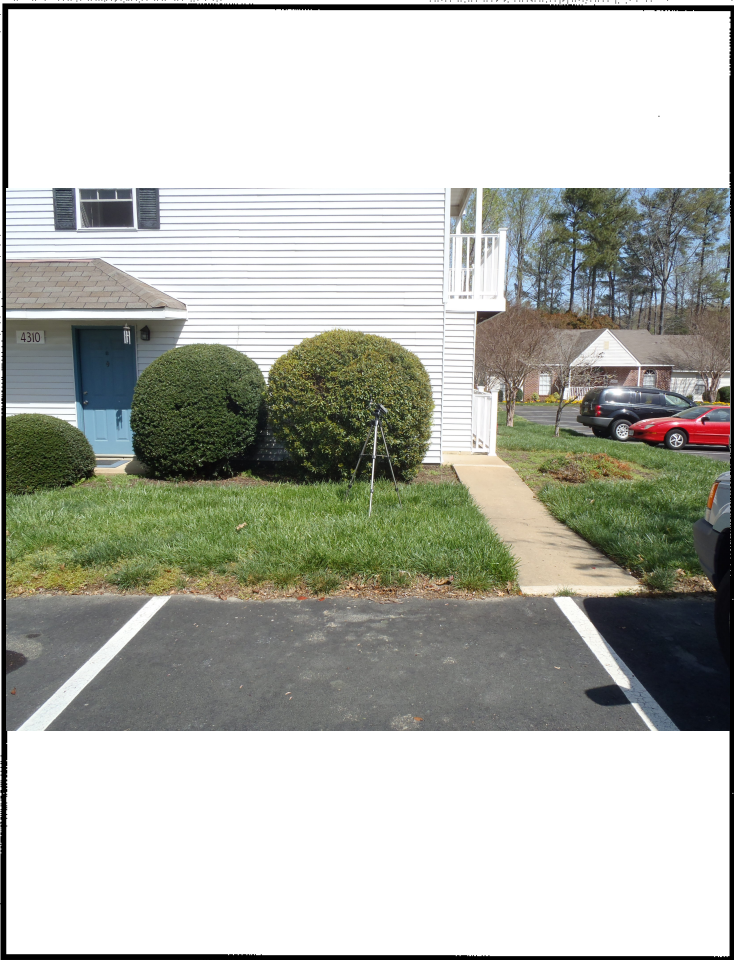


# I-64 Peninsula Study

Site # 11R1  
 Done By: ASN  
 Meter: 2555

Description: 4300 Lakefield Mews Drive

	Start	End
Date	<u>3/26/12</u>	
Time	<u>11:45</u>	<u>12:00</u>
Traffic	NB/EB	SB/WB
Cars	<u>340</u>	<u>355</u>
MT	<u>22</u>	<u>16</u>
HT	<u>31</u>	<u>22</u>
Buses	<u>1</u>	<u>0</u>
Total	<u>0</u>	<u>0</u>



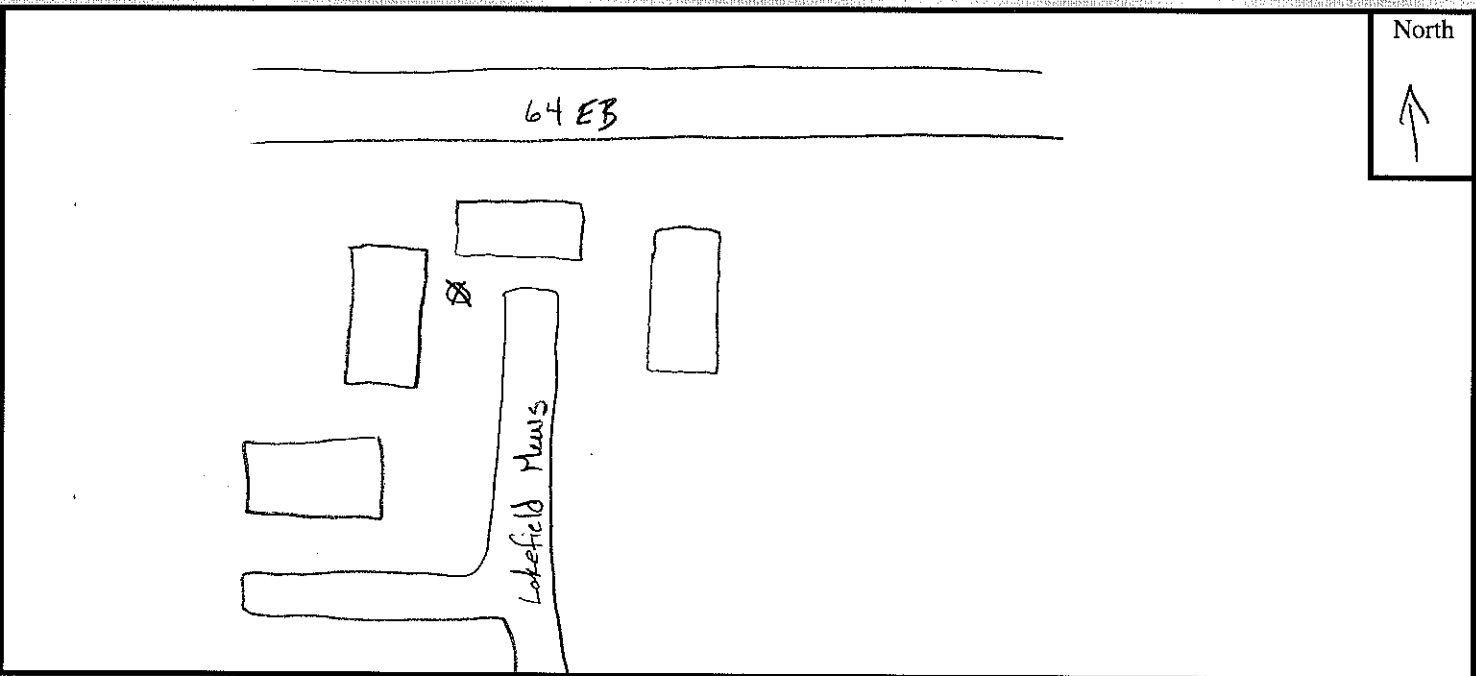
Notes: \_\_\_\_\_

11:56 - plane

Photos - 30/31      Leg - 62.8

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_

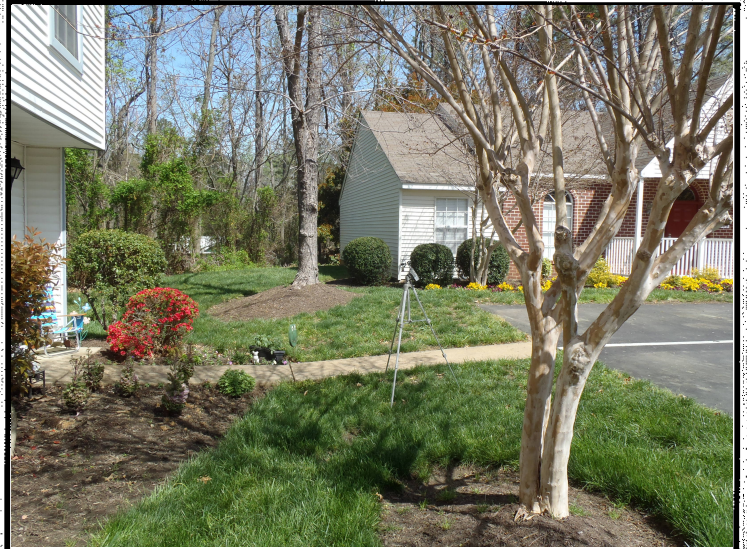


# I-64 Peninsula Study

Site # 1122  
 Done By: ASN  
 Meter: 3908

Description: 4310 Lakfield Mews Drive

	Start	End
Date	<u>3/26/12</u>	
Time	<u>11:45</u>	<u>12:00</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>340</u>	<u>355</u>
MT	<u>22</u>	<u>16</u>
HT	<u>31</u>	<u>22</u>
Buses	<u>1</u>	<u>0</u>
Total	<u>0</u>	<u>0</u>

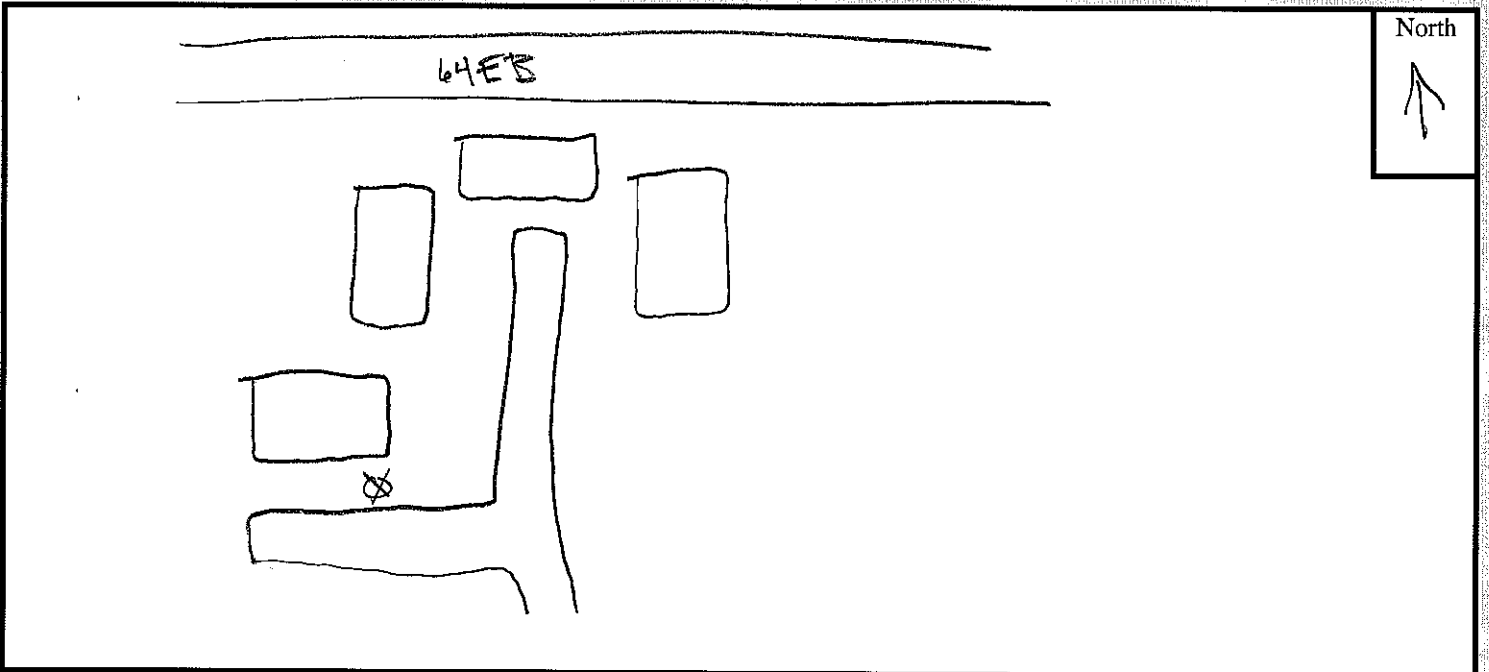


Notes: Time is wrong on meter - will show start run (manual @ 11:57)  
11:38 - Cat

Photos - 28/29 Leg - 56.9

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 1321  
 Done By: ASN  
 Meter: 2557

Description: 215 Merwyn Dr

	Start	End
Date	<u>3/23/12</u>	
Time	<u>16:10</u>	<u>16:25</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>451</u>	<u>269</u>
MT	<u>5</u>	<u>6</u>
HT	<u>4</u>	<u>11</u>
Buses	<u>1</u>	<u>2</u>
Total	<u>1</u>	<u>1</u>



**Notes:**

16:14 - car

16:19 - shouting

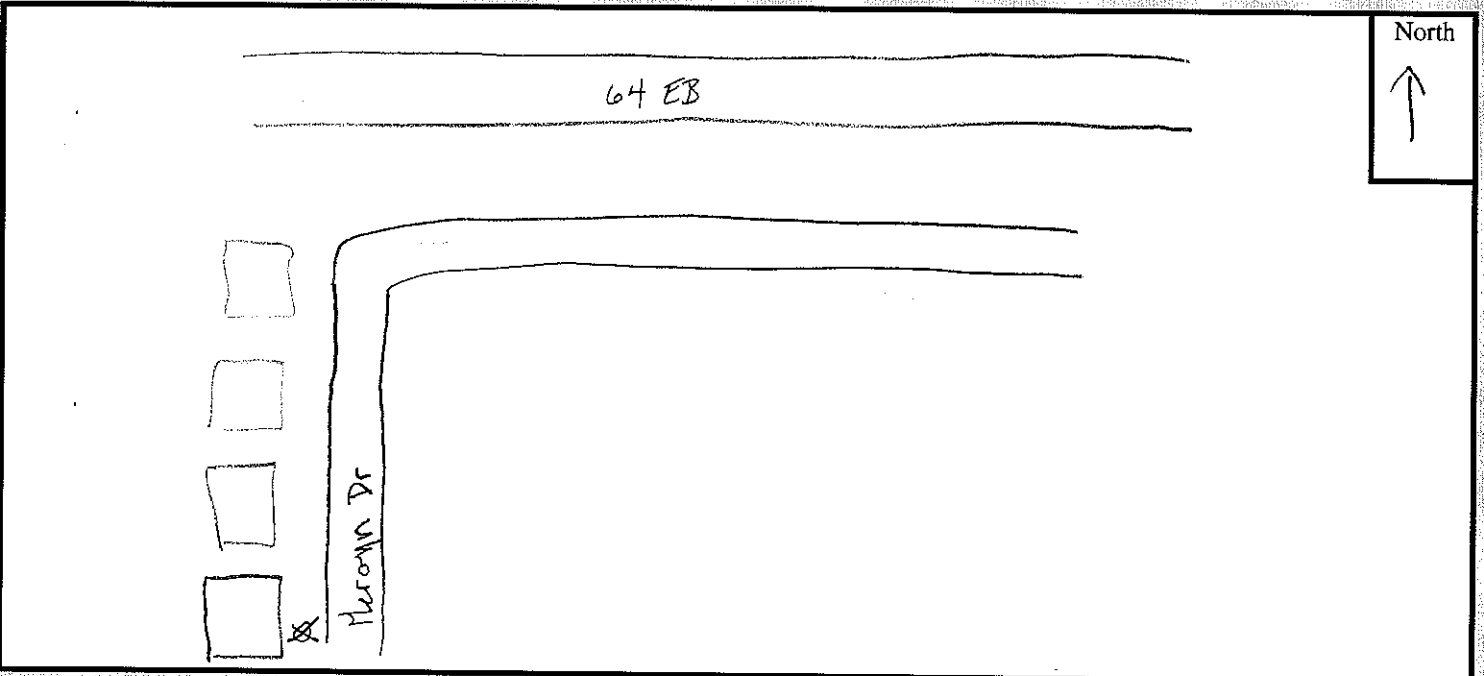
Photo - 25/26 Leg - 55.6

Wind Speed (mph) \_\_\_\_\_

Temp. (°F) \_\_\_\_\_

Humidity

(%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 1322  
 Done By: KVH  
 Meter: 2555

Description: 200 W. McClellan St

	Start	End
Date	23 Mar	23 Mar
Time	16:10	16:25
Traffic	NB/EB	SB/WB
Cars	451	269
MT	5	6
HT	4	11
Buses	1	2
Total	1	1



**Notes:**

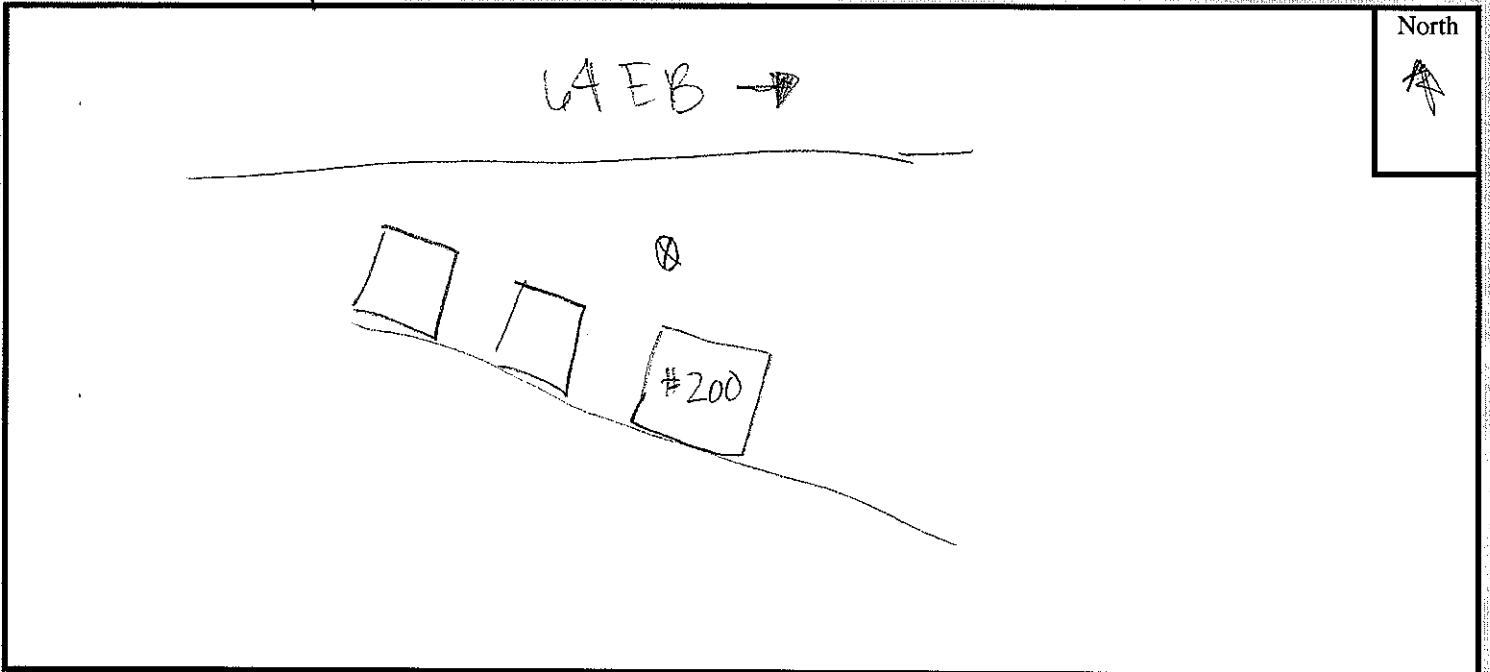
Cent see 64 from  
site. But glimpses show  
64 to be level or slightly  
higher than residence.  
1 neighbor started car

Wind Speed (mph) 1

Temp. (°F) 92

Humidity

(%)         



# I-64 Peninsula Study

**Site #** 13R3  
**Done By:** MC/BM  
**Meter:** 2556

**Description:** \_\_\_\_\_

	Start	End
<b>Date</b>	<u>3/23/12</u>	<u>3/23/12</u>
<b>Time</b>	<u>16:10</u>	<u>16:25</u>

	NB/EB	SB/WB
<b>Cars</b>	<u>451</u>	<u>269</u>
<b>MT</b>	<u>5</u>	<u>6</u>
<b>HT</b>	<u>4</u>	<u>11</u>
<b>Buses</b>	<u>1</u>	<u>2</u>
<b>Total</b>	<u>1</u>	<u>1</u>

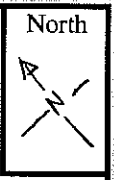
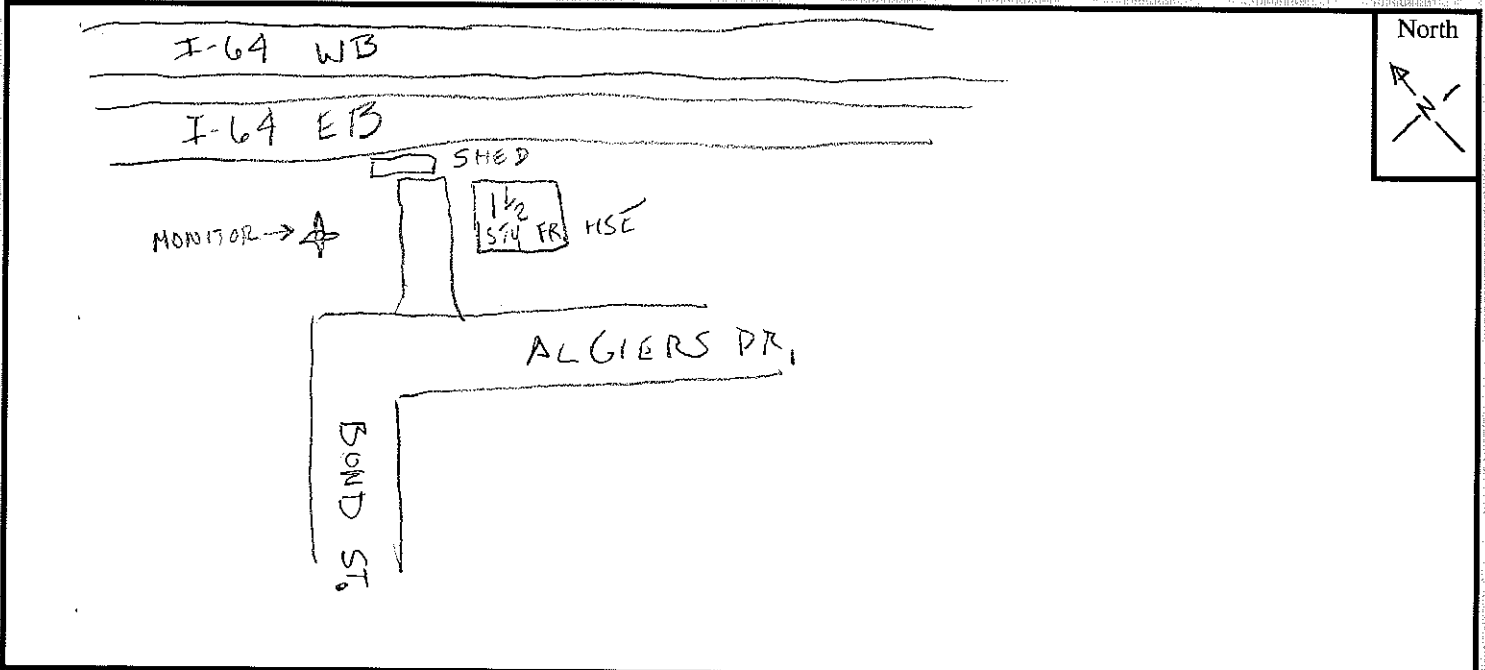
MOTOR CYCLES

**Notes:** ~~HS set up over head~~  
~~taking OPC from Airport~~

~~From Noise monitoring location~~  
~~I could not hear the highway~~  
~~could hear industrial site~~  
~~Next door. Always getting~~  
~~Noise with Dump trucks~~



**Wind Speed (mph)** \_\_\_\_\_ **Temp. (°F)** \_\_\_\_\_ **Humidity (%)** \_\_\_\_\_



# I-64 Peninsula Study

Site # 14R2  
 Done By: AJN  
 Meter: 2555

Description: Elderwood Dr.

	Start	End
Date	<u>3/26/12</u>	
Time	<u>10:35</u>	<u>10:50</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>152</u>	<u>187</u>
MT	<u>6</u>	<u>10</u>
HT	<u>20</u>	<u>30</u>
Buses	<u>0</u>	<u>2</u>
Total MC	<u>0</u>	<u>1</u>

Notes: Close to airport, planes

dominate when above.

Car - 10:40 - 10:45

Car - 10:45

Photo - 27

Leg - 5A, 6

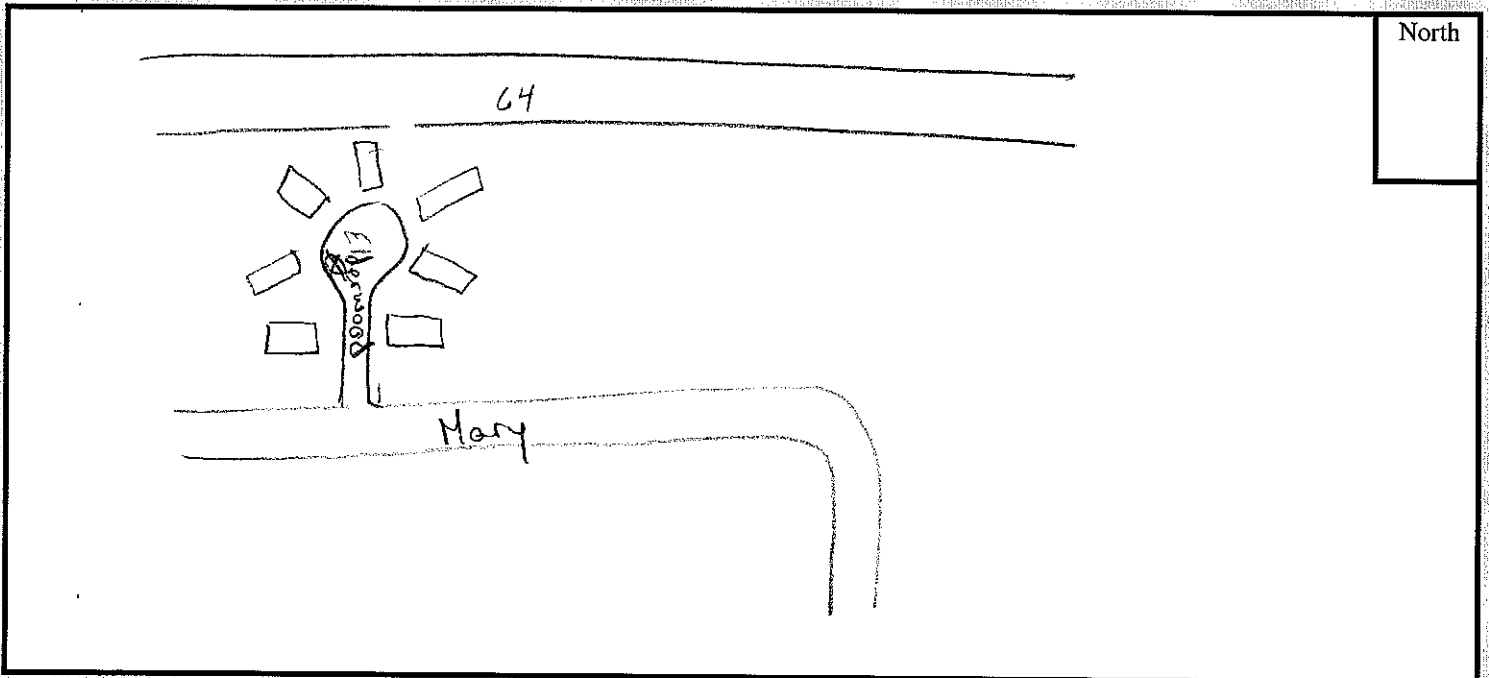


Wind Speed (mph) \_\_\_\_\_

Temp. (°F) \_\_\_\_\_

Humidity

(%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 15R1  
 Done By: \_\_\_\_\_  
 Meter: 3904

Description: \_\_\_\_\_

	Start	End
Date	3/23/12	3/23/12
Time	16:10	16:25

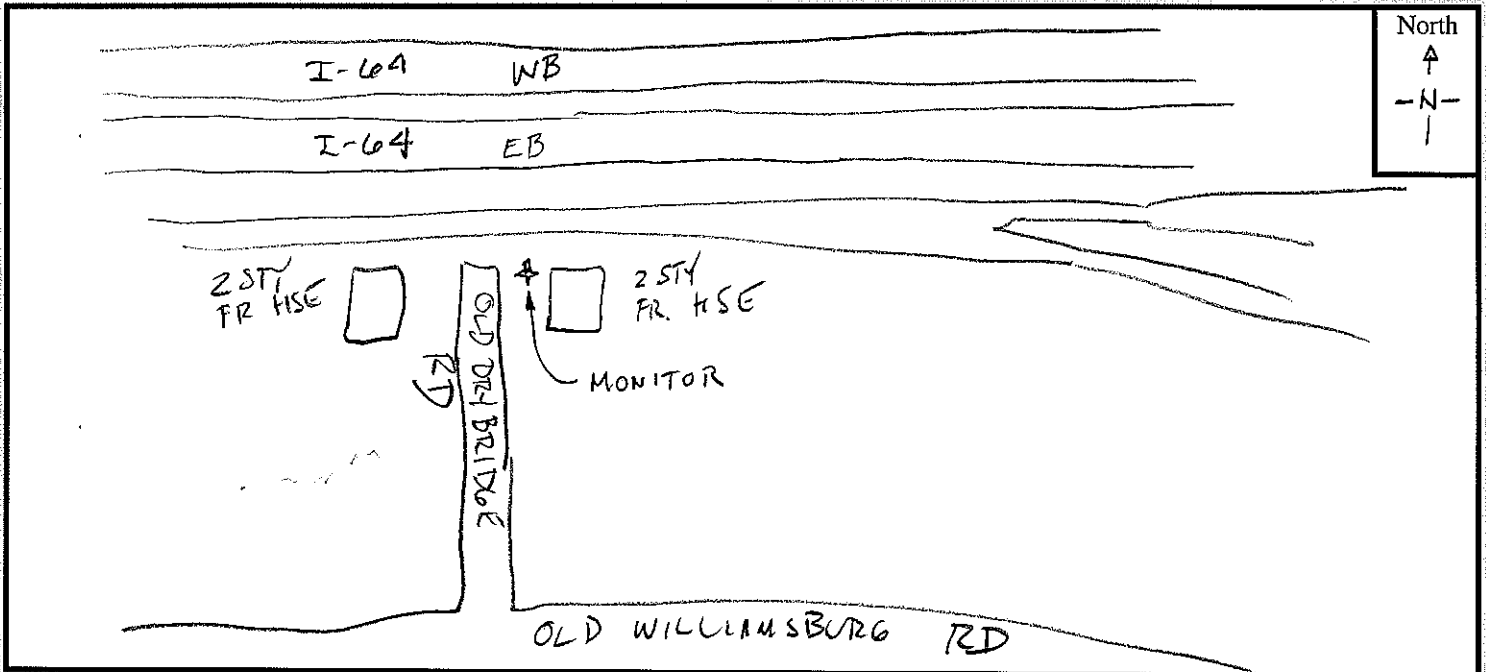
Traffic	NB/EB	SB/WB
Cars	451	269
MT	5	6
HT	4	11
Buses	1	2
Total	1	1

Notes: \_\_\_\_\_



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 110 R1  
 Done By: RDH  
 Meter: 2555

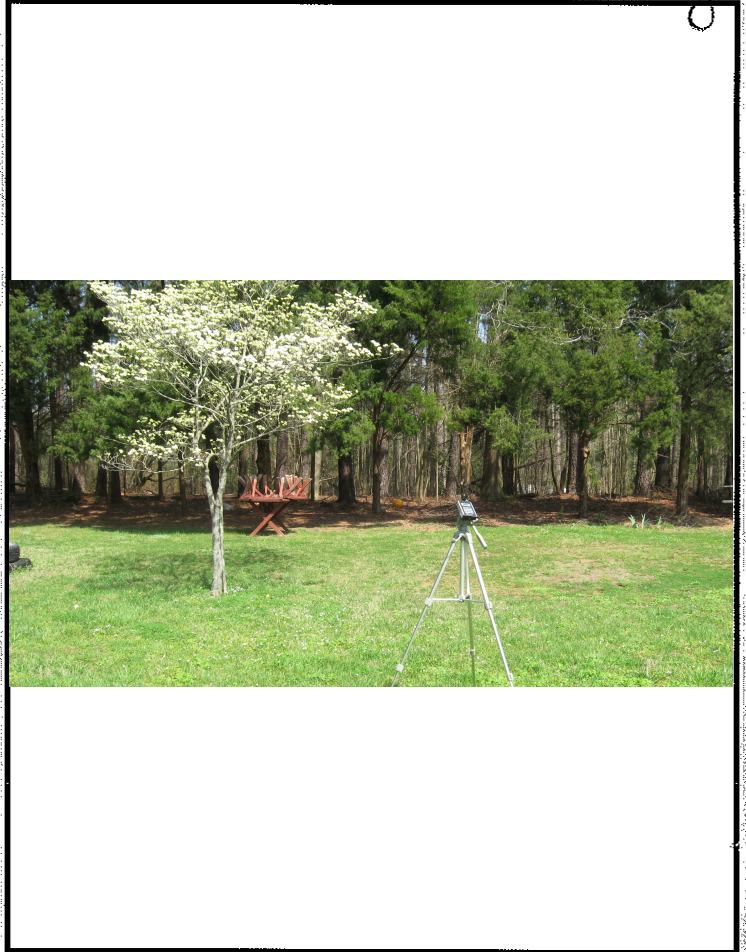
Description: 2F at 3494 Old Williamsburg

	Start	End
Date	<u>23 Mar</u>	<u>23 Mar</u>
Time	<u>1:00</u>	<u>1:15</u>

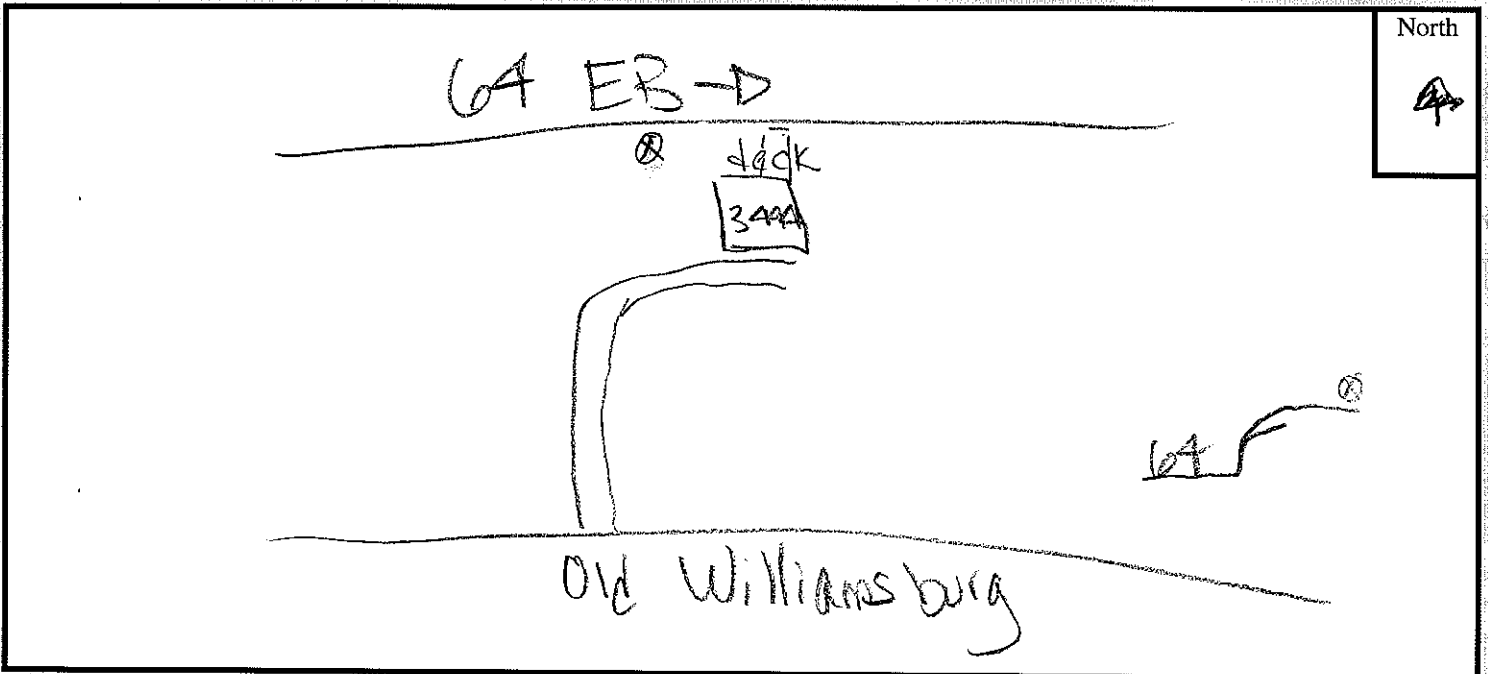
Traffic	NB/EB	SB/WB
Cars	<u>604</u>	<u>601</u>
MT	<u>6</u>	<u>23</u>
HT	<u>38</u>	<u>44</u>
Buses	<u>6</u>	<u>3</u>
Total	<u>1</u>	<u>4</u>

Notes:

6A dominates.  
Hard to see 6A from  
site. 6A in deeper cut  
than 110 R2.



Wind Speed (mph) 1 Temp. (°F) 88 Humidity (%) \_\_\_\_\_





# I-64 Peninsula Study

Site # 16R2  
 Done By: 2017  
 Meter: 3909

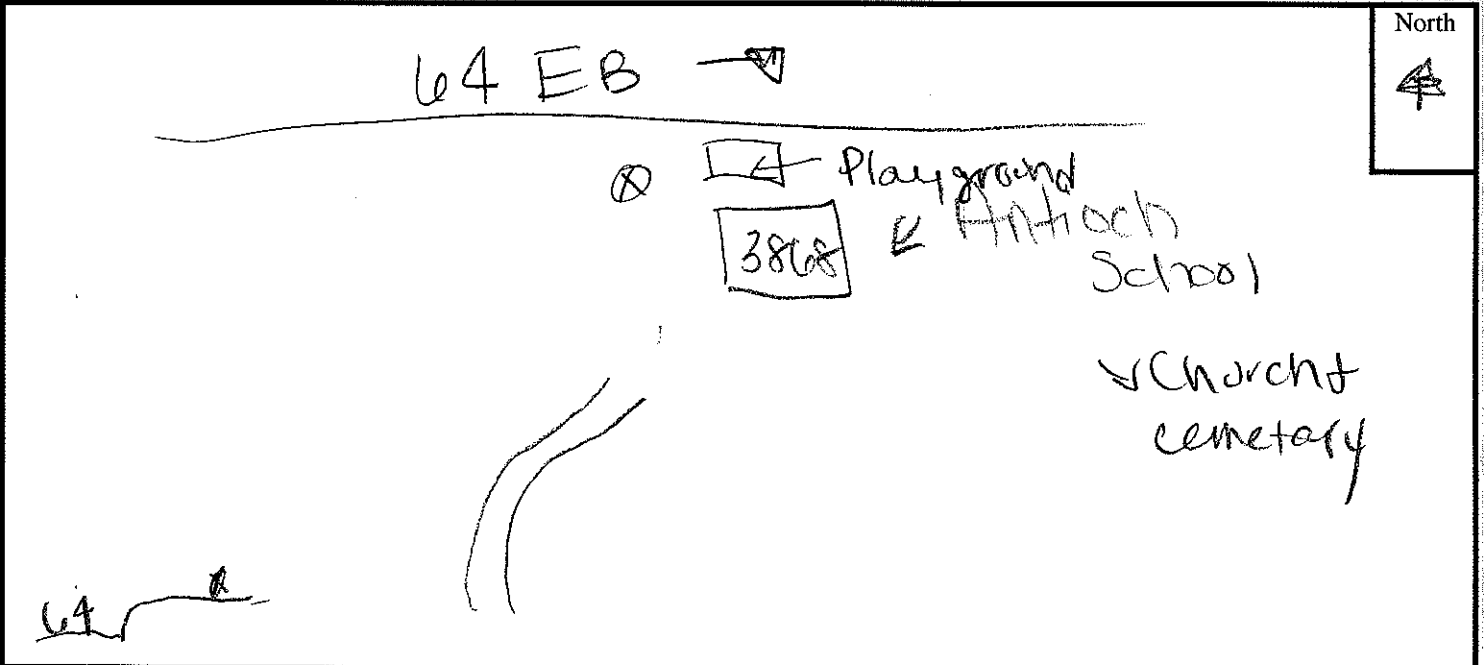
Description: 3868 Antioch Church

	Start	End
Date	<u>23 Mar</u>	<u>23 Mar</u>
Time	<u>1:00</u>	<u>1:15</u>
Traffic	NB/EB	SB/WB
Cars	<u>604</u>	<u>601</u>
MT	<u>6</u>	<u>23</u>
HT	<u>38</u>	<u>44</u>
Buses	<u>6</u>	<u>3</u>
Total	<u>1</u>	<u>4</u>



Notes: 64 dominates  
64 lower than site  
in (24) (64)

Wind Speed (mph) 1 Temp. (°F) 88° Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site #  
Done By:  
Meter:

1821  
RWH  
255L

Description:

4510 Kellbourn Ln.

	Start	End
Date	23 Mar	23 Mar
Time	1:00	1:15
Traffic	NB/EB	SB/WB
Cars	604	601
MT	6	23
HT	38	44
Buses	6	3
Total	1	4



Notes:

Home on slight  
rise, maybe 10' above  
64

Wind Speed (mph)

1

Temp. (°F)

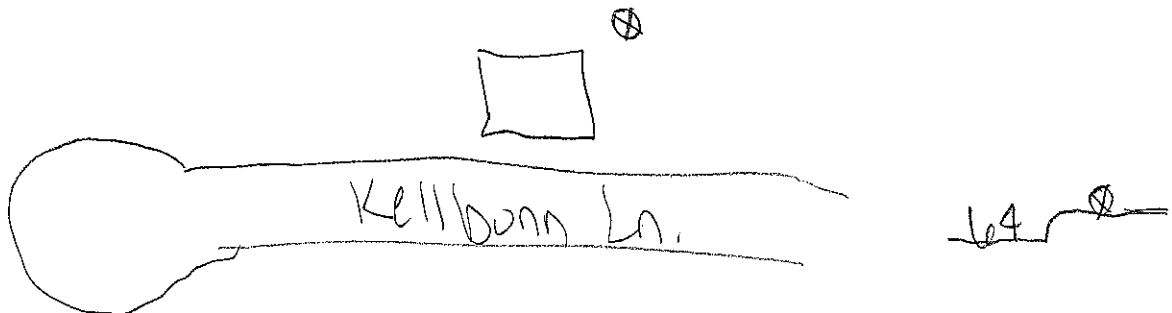
88

Humidity (%)

North



64 EB →

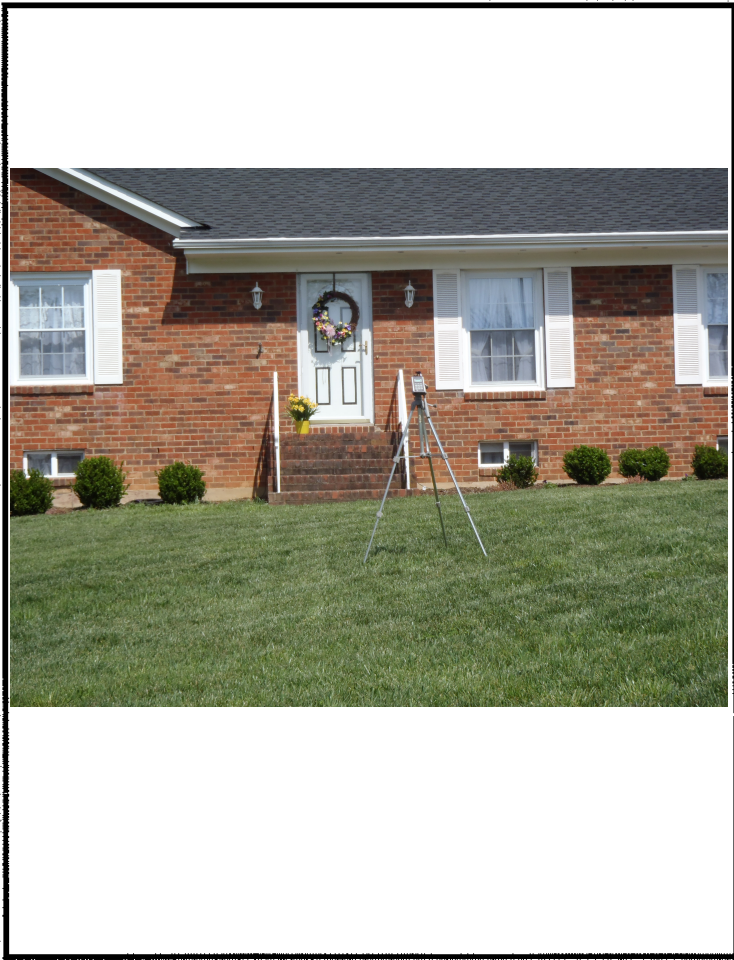


# I-64 Peninsula Study

Site # 19R3  
 Done By: ASN  
 Meter: 2557

Description: 4404 Woodview Dr

	Start	End
Date	<u>3/23/12</u>	
Time	<u>13:00</u>	<u>13:15</u>
Traffic	NB/EB	SB/WB
Cars	<u>604</u>	<u>601</u>
MT	<u>6</u>	<u>23</u>
HT	<u>38</u>	<u>44</u>
Buses	<u>6</u>	<u>3</u>
Total	<u>1</u>	<u>4</u>



Notes: Owner says VDOT Road goes ~15' onto front yard.

13:03 - Truck

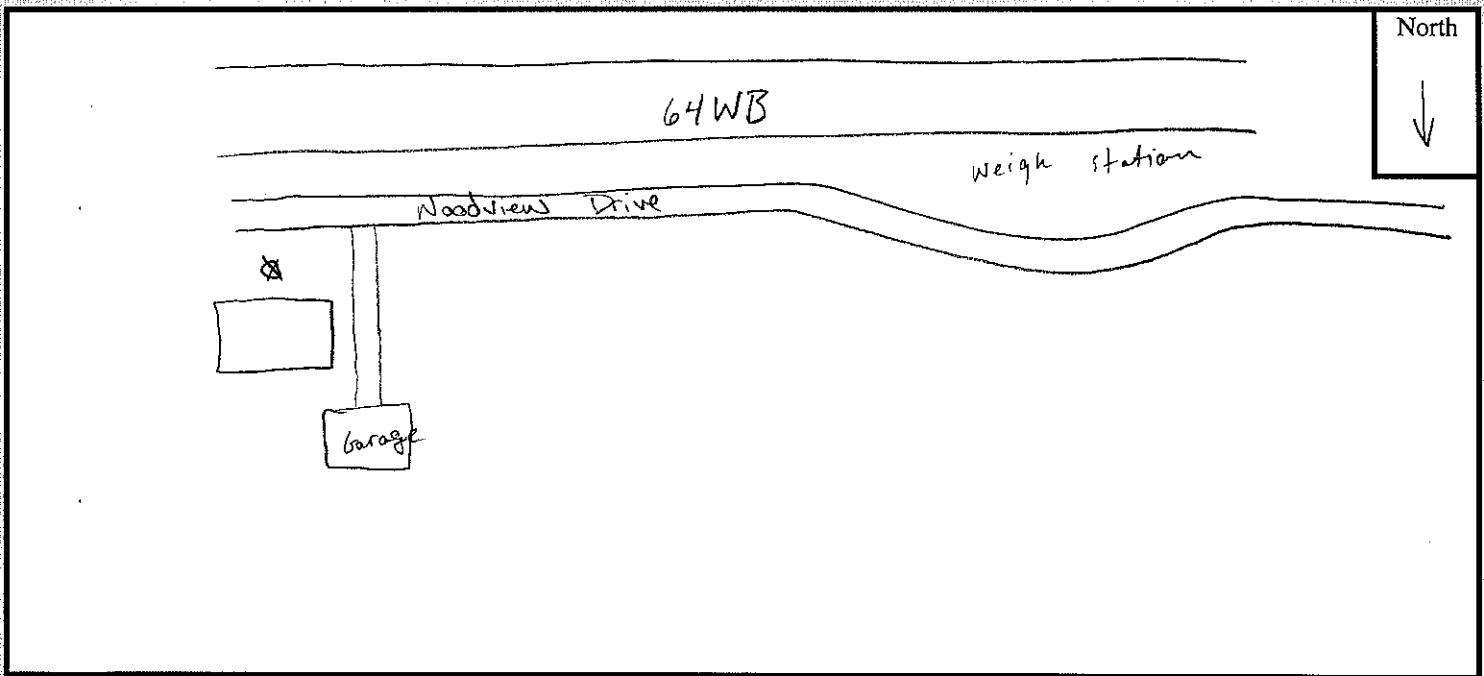
13:12 - Car

Photo - 24

Leg - 65.9

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 2021  
 Done By: RJH  
 Meter: 3904

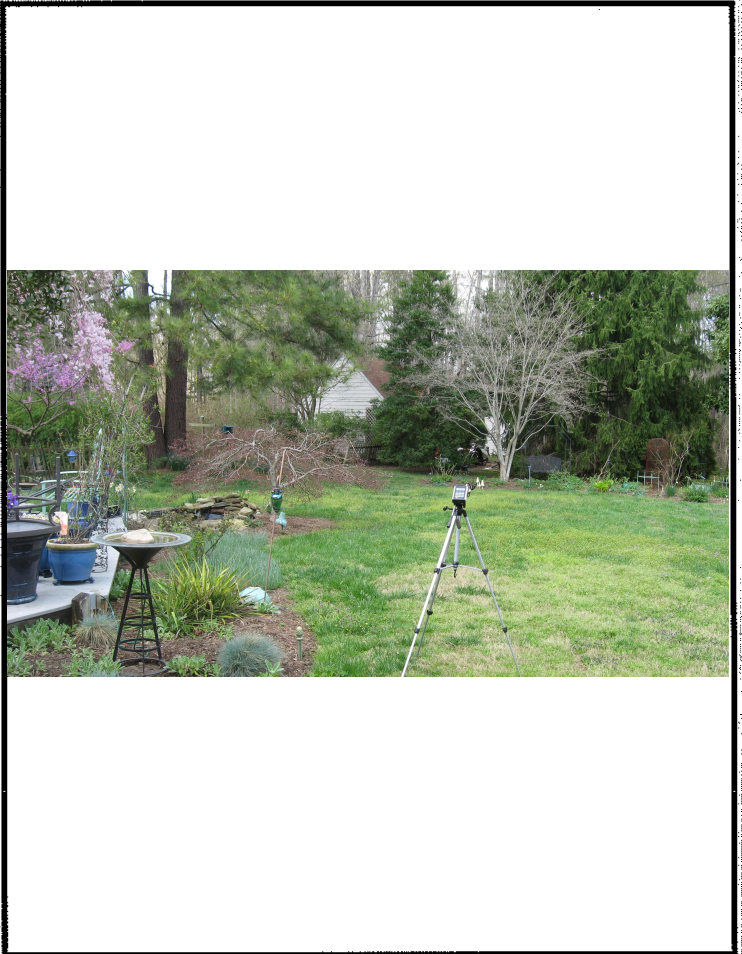
Description: SF Home 2735 Walnut

	Start	End
Date	<u>23 Mar</u>	<u>23 Mar</u>
Time	<u>11.00</u>	<u>11.15</u>

Traffic	NB/EB	SB/WB
Cars	<u>372</u>	<u>425</u>
MT	<u>8</u>	<u>10</u>
HT	<u>48</u>	<u>44</u>
Buses	<u>6</u>	<u>0</u>
Total	<u>2</u>	<u>2</u>

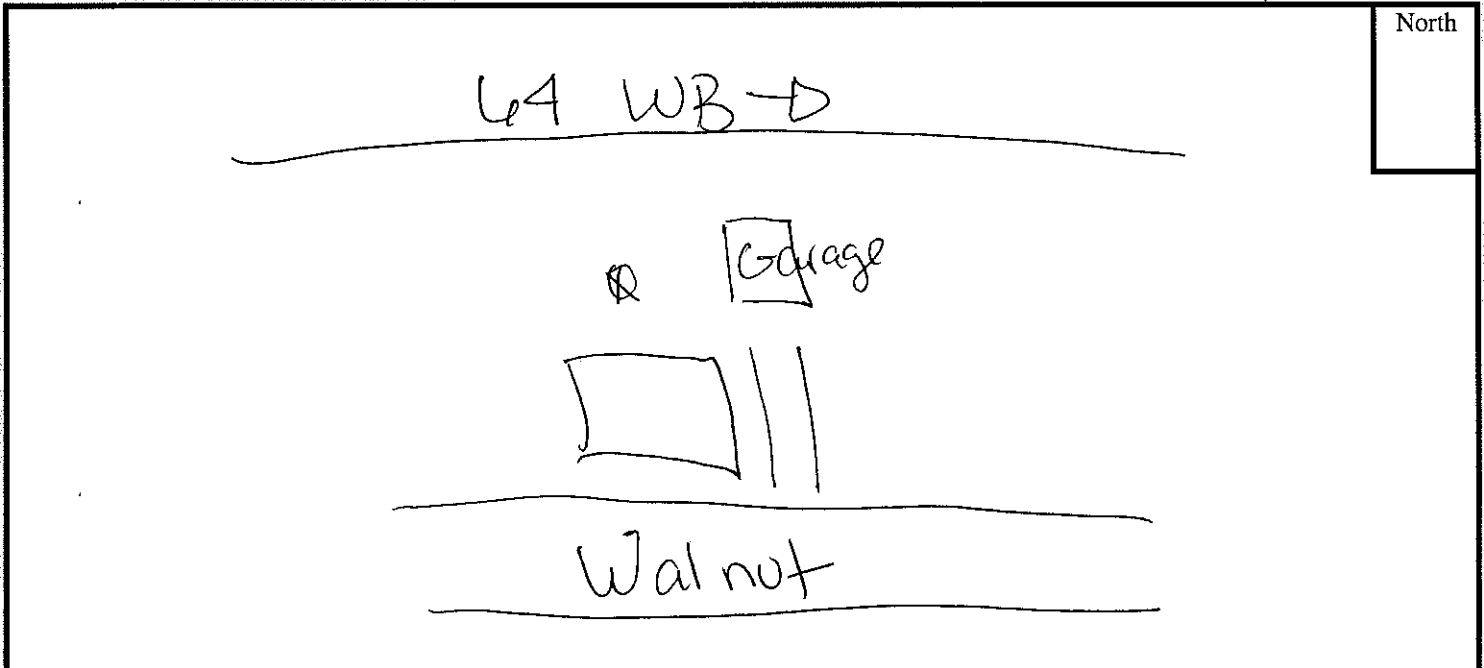
Notes: 64 dominates

home slightly elevated  
on embankment 10'  
or so - gentle slope - no  
need to use terrain  
line here.



Wind Speed (mph) 1 Temp. (°F) 83°

Humidity (%) \_\_\_\_\_ 100 = 64.0



# I-64 Peninsula Study

Site # 2121  
 Done By: ASN  
 Meter: 2557

Description: 7500 Eagle Point Dr

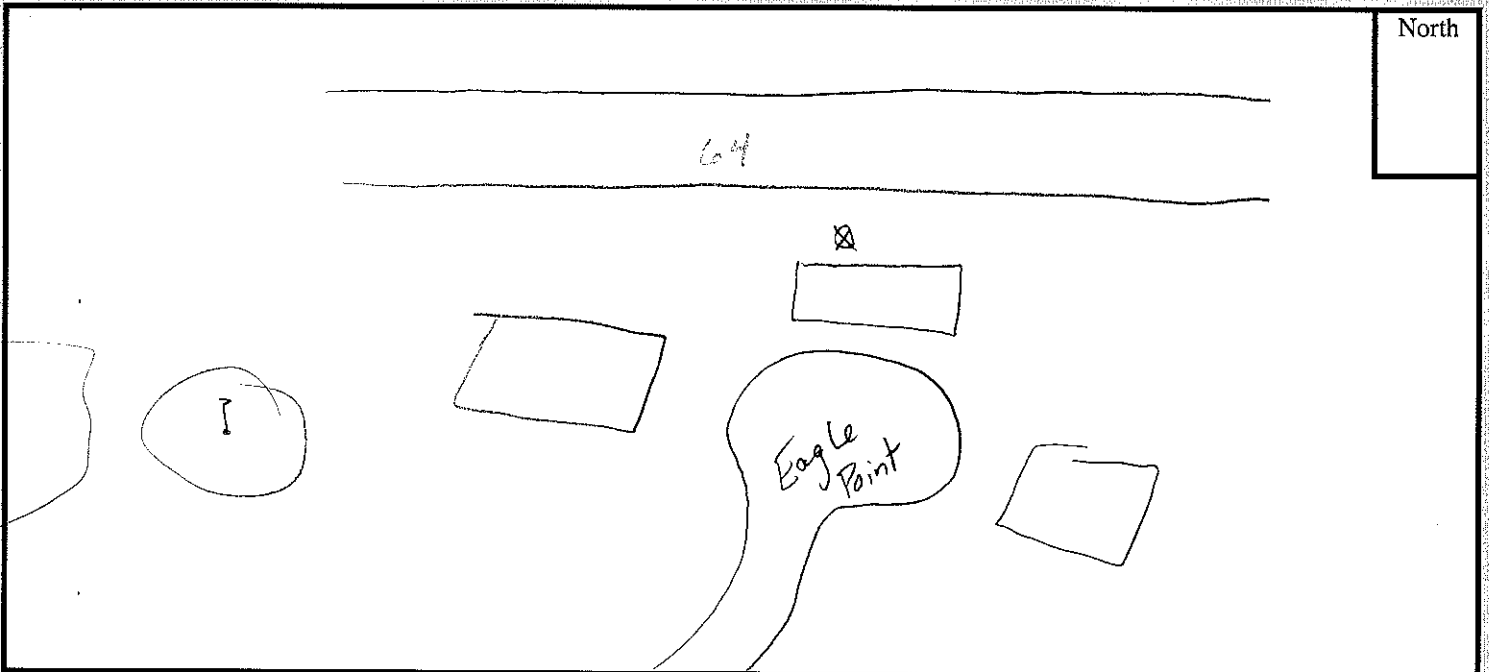
	Start	End
Date	3/23/12	
Time	11:00	11:15
Traffic	NB/EB	SB/WB
Cars	372	425
MT	8	10
HT	48	44
Buses	6	0
Total	2	2

Notes: Next to golf course



Photos 22/23 Leg 69.5

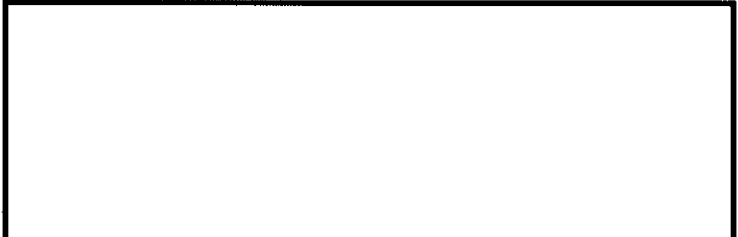
Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

**Site #** 22 R 1  
**Done By:** RH/MC/BM  
**Meter:** 2555

**Description:**



	Start	End
<b>Date</b>	3/23/12	3/23/12
<b>Time</b>	11:00	11:15

	NB/EB	SB/WB
<b>Cars</b>	372	425
<b>MT</b>	0	10
<b>HT</b>	AB	44
<b>Buses</b>	6	0
<b>Total</b>	2	2

*MOTOR CYCLES*

**Notes:**

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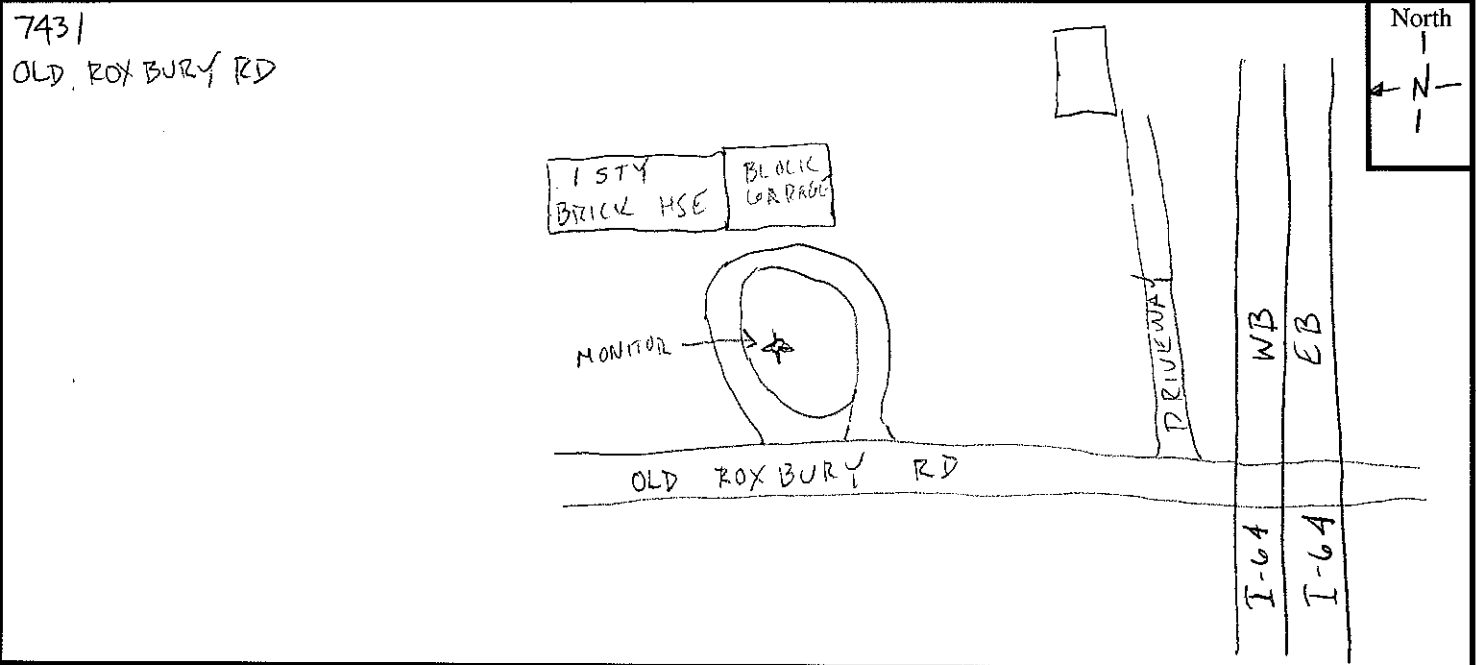


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**Wind Speed (mph)** \_\_\_\_\_ **Temp. (°F)** \_\_\_\_\_ **Humidity (%)** \_\_\_\_\_



# I-64 Peninsula Study

Site # 24R1  
 Done By: RH/MC/BM  
 Meter: 2556

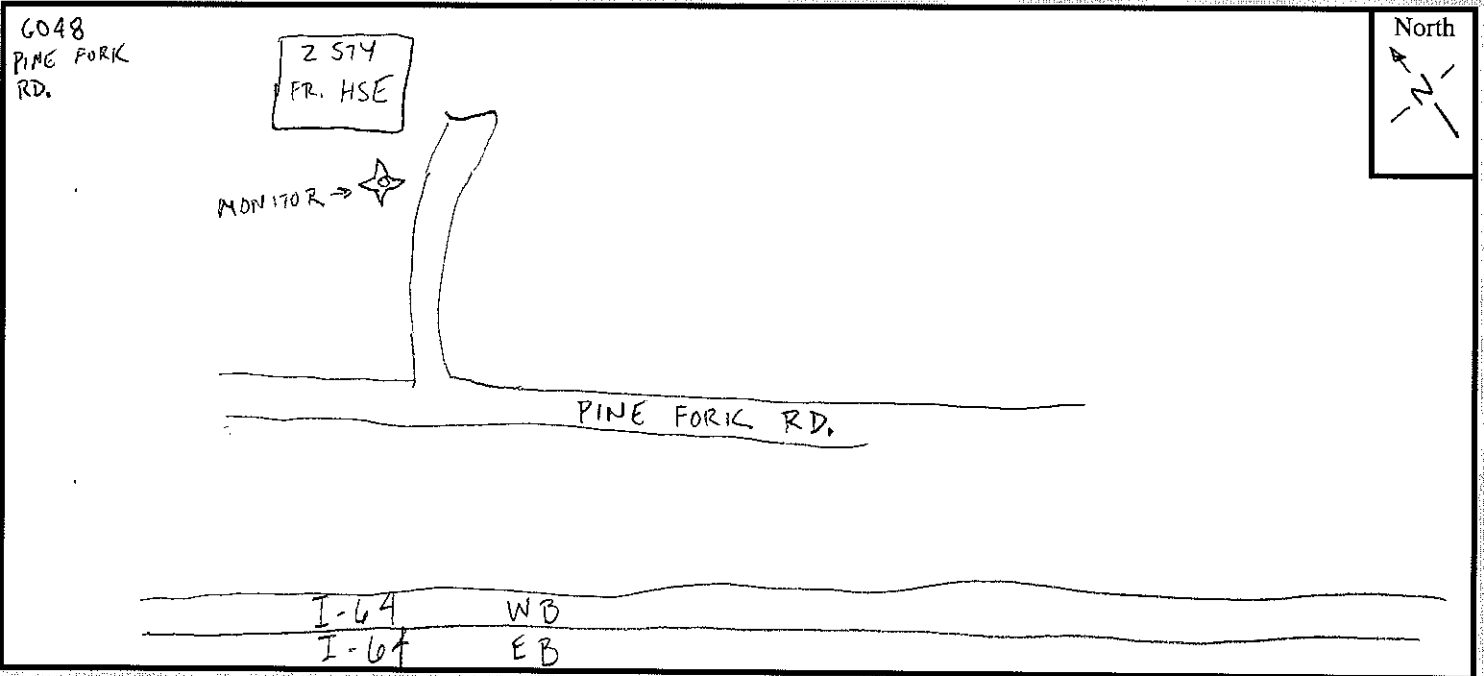
Description: SF 6048 Pine Fork Rd

	Start	End
Date	3/23/12	3/23/12
Time	11:00	11:15
	NB/EB	SB/WB
Cars	372	425
MT	8	10
HT	48	41
Buses	6	0
Total	2	2

Notes:  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



Wind Speed (mph) 1 Temp. (°F) 83 Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

**Site #** 2521  
**Done By:** AJN  
**Meter:** 3908

**Description:** 5800 Ashland Farm Rd

	Start	End	
<b>Date</b>	<u>3/23/12</u>		
<b>Time</b>	<u>11:00</u>	<u>11:15</u>	<u>- let run</u>

	NB/EB	SB/WB	
<b>Traffic</b>			
<b>Cars</b>	<u>372</u>	<u>425</u>	
<b>MT</b>	<u>8</u>	<u>10</u>	
<b>HT</b>	<u>48</u>	<u>44</u>	
<b>Buses</b>	<u>6</u>	<u>0</u>	
<b>Total</b>	<u>2</u>	<u>2</u>	

**Notes:** \_\_\_\_\_

\_\_\_\_\_

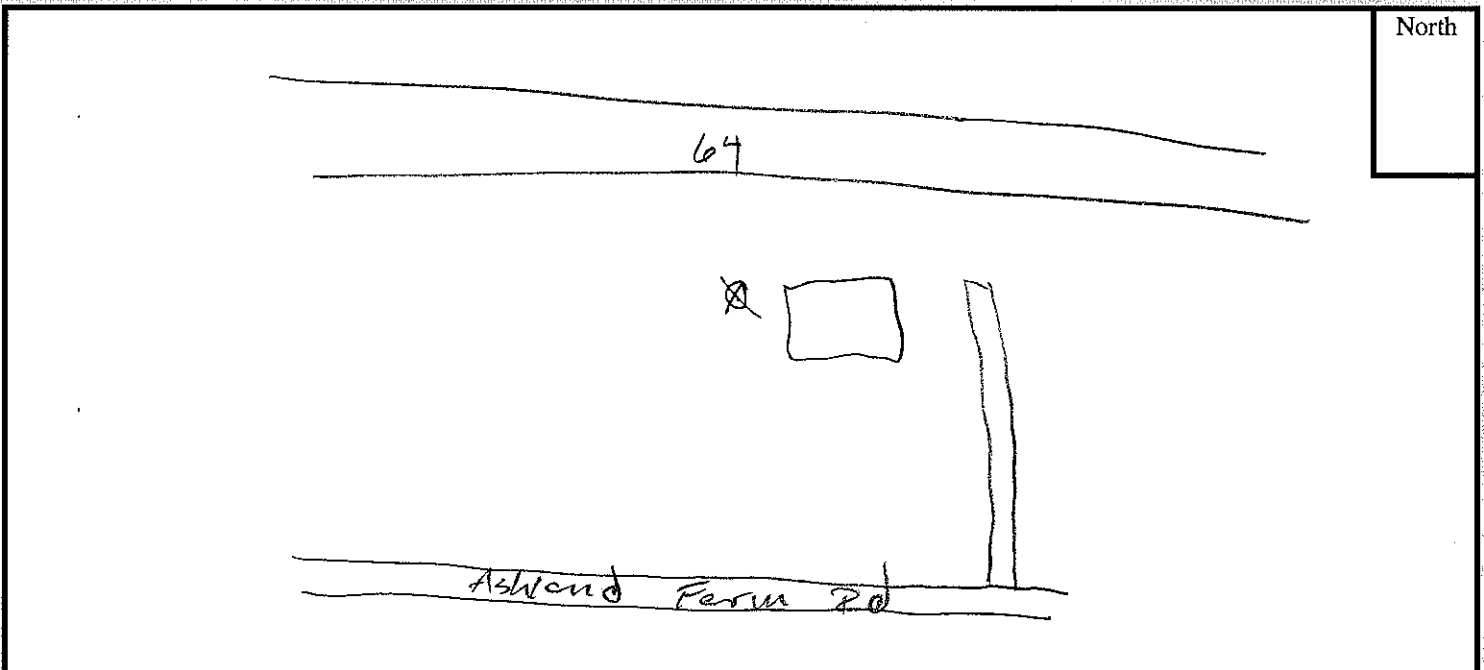
\_\_\_\_\_

\_\_\_\_\_



Photo - 21      Leg - 65.1

**Wind Speed (mph)** \_\_\_\_\_ **Temp. (°F)** \_\_\_\_\_ **Humidity (%)** \_\_\_\_\_





# I-64 Peninsula Study

Site # 2821  
 Done By: AJN  
 Meter: 2557

Description: 3906 Moores Lane

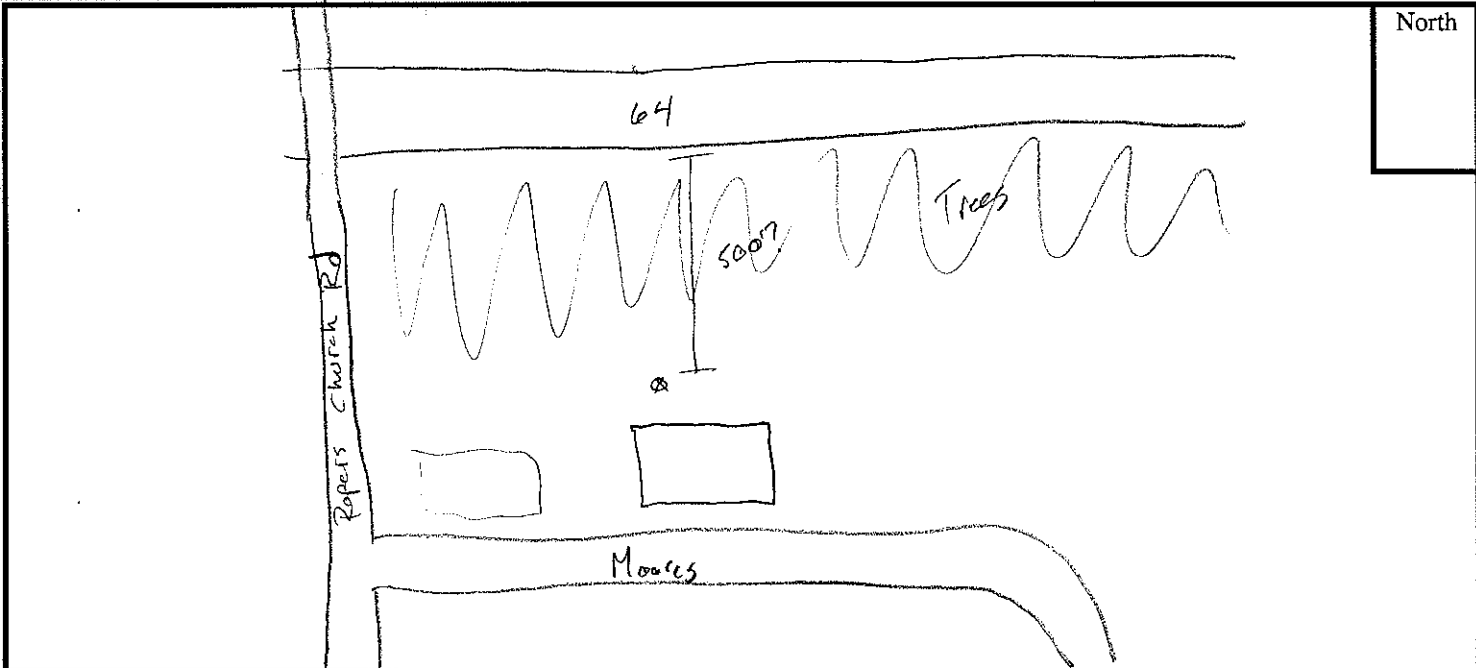
	Start	End
Date	3/22	
Time	14:55	15:10
Traffic	NB/EB	SB/WB
Cars	342	445
MT	13	19
HT	34	42
Buses	1	4
Total	4	0



Notes: Very quiet lots of  
trees between 64 & site  
School bus - 15:01 / 15:03

Photos 19/20 Leg-52.4

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



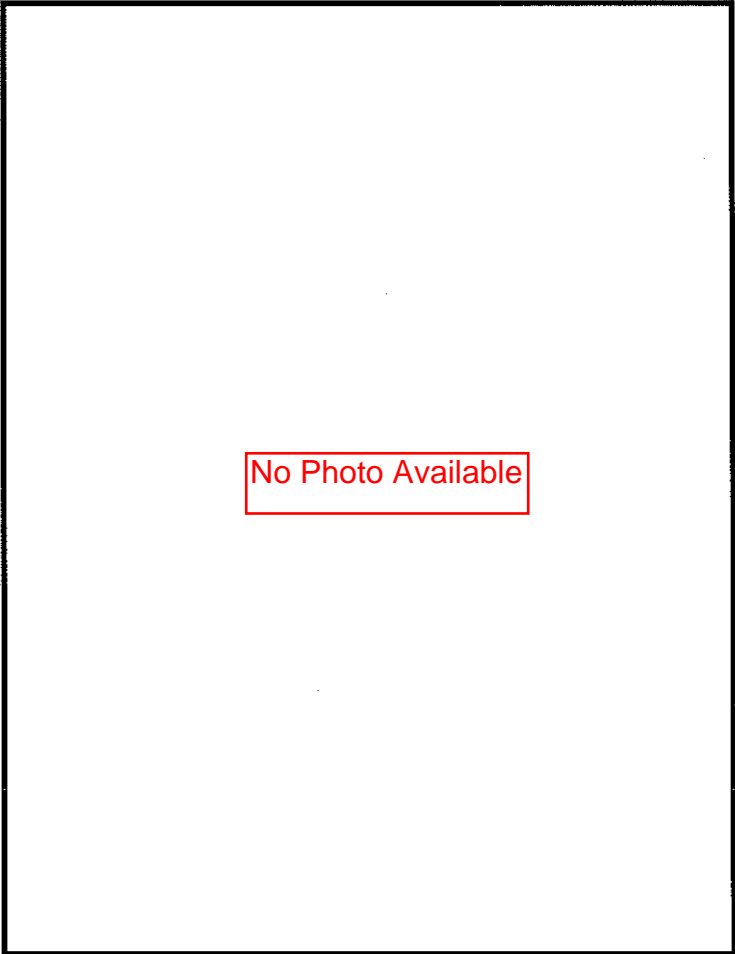
# I-64 Peninsula Study

Site # 30R1  
 Done By: RVT  
 Meter: 2556

Description: 128 Race track Dr.

	Start	End
Date	<u>27 Mar</u>	<u>22 Mar</u>
Time	<u>2:55</u>	<u>3:10</u>

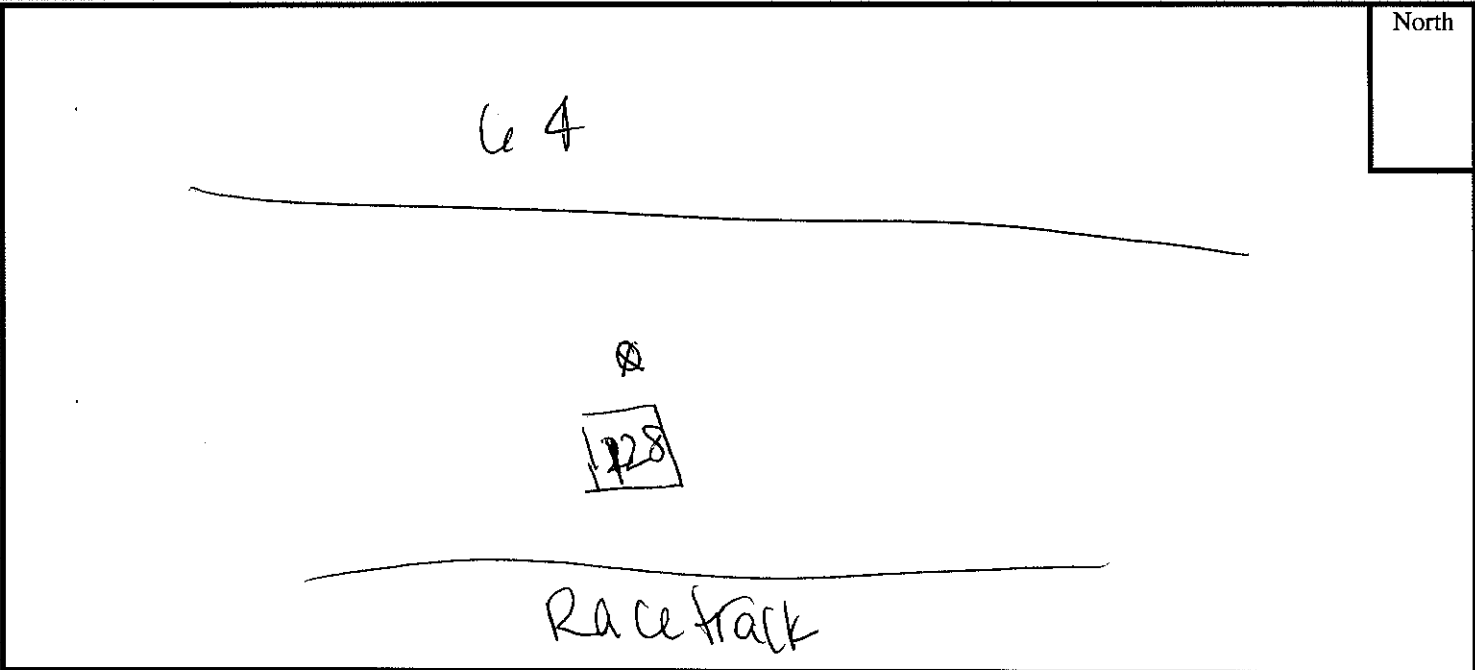
Traffic	NB/EB	SB/WB
Cars	<u>342</u>	<u>445</u>
MT	<u>13</u>	<u>19</u>
HT	<u>34</u>	<u>42</u>
Buses	<u>1</u>	<u>4</u>
Total	<u>4</u>	<u>0</u>



No Photo Available

Notes: birds + G4  
dominant. Cant see  
G4 from house

Wind Speed (mph) 1-3      Temp. (°F) 88      Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

**Site #** 32B1  
**Done By:** ASN  
**Meter:** 2557

**Description:** 9380 Fieldstone Pkwy

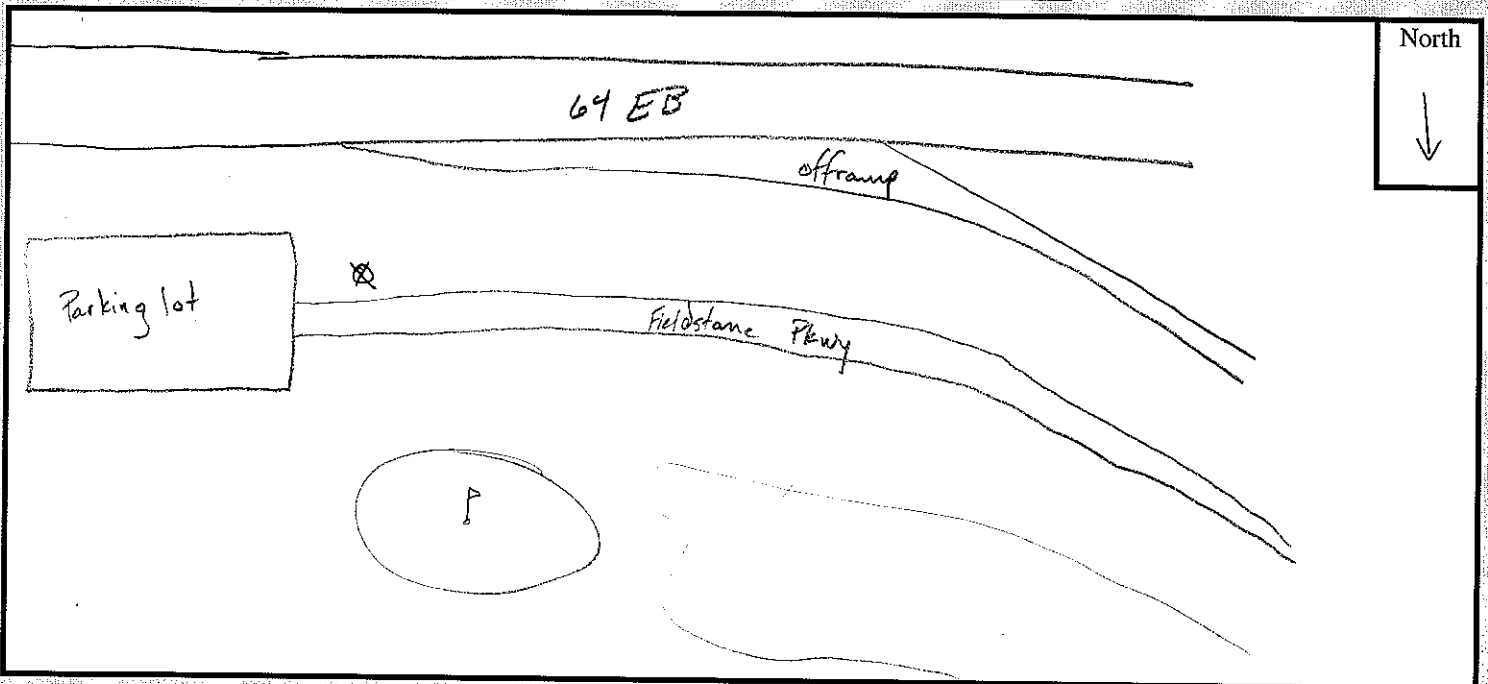
	Start	End
<b>Date</b>	<u>3/22/12</u>	
<b>Time</b>	<u>13:40</u>	<u>13:55</u>
<b>Traffic</b>	<u>NB/EB</u>	<u>SB/WB</u>
<b>Cars</b>	<u>355</u>	<u>349</u>
<b>MT</b>	<u>14</u>	<u>16</u>
<b>HT</b>	<u>40</u>	<u>40</u>
<b>Buses</b>	<u>2</u>	<u>0</u>
<b>Total</b>	<u>0</u>	<u>4</u>

**Notes:** Siren - 13:52  
13:53



**Photos** 17/18      **Leg** - 62.4

**Wind Speed (mph)** \_\_\_\_\_      **Temp. (°F)** \_\_\_\_\_      **Humidity (%)** \_\_\_\_\_



# I-64 Peninsula Study

Site # 34R1  
 Done By: PJH  
 Meter: 2554

Description: 229 Louise Lane

	Start	End
Date	<u>22 Mar</u>	<u>22 Mar</u>
Time	<u>1:40pm</u>	<u>1:55pm</u>

Traffic	NB/EB	SB/WB
Cars	<u>355</u>	<u>349</u>
MT	<u>14</u>	<u>16</u>
HT	<u>40</u>	<u>40</u>
Buses	<u>2</u>	<u>0</u>
Total	<u>0</u>	<u>4</u>



Notes:

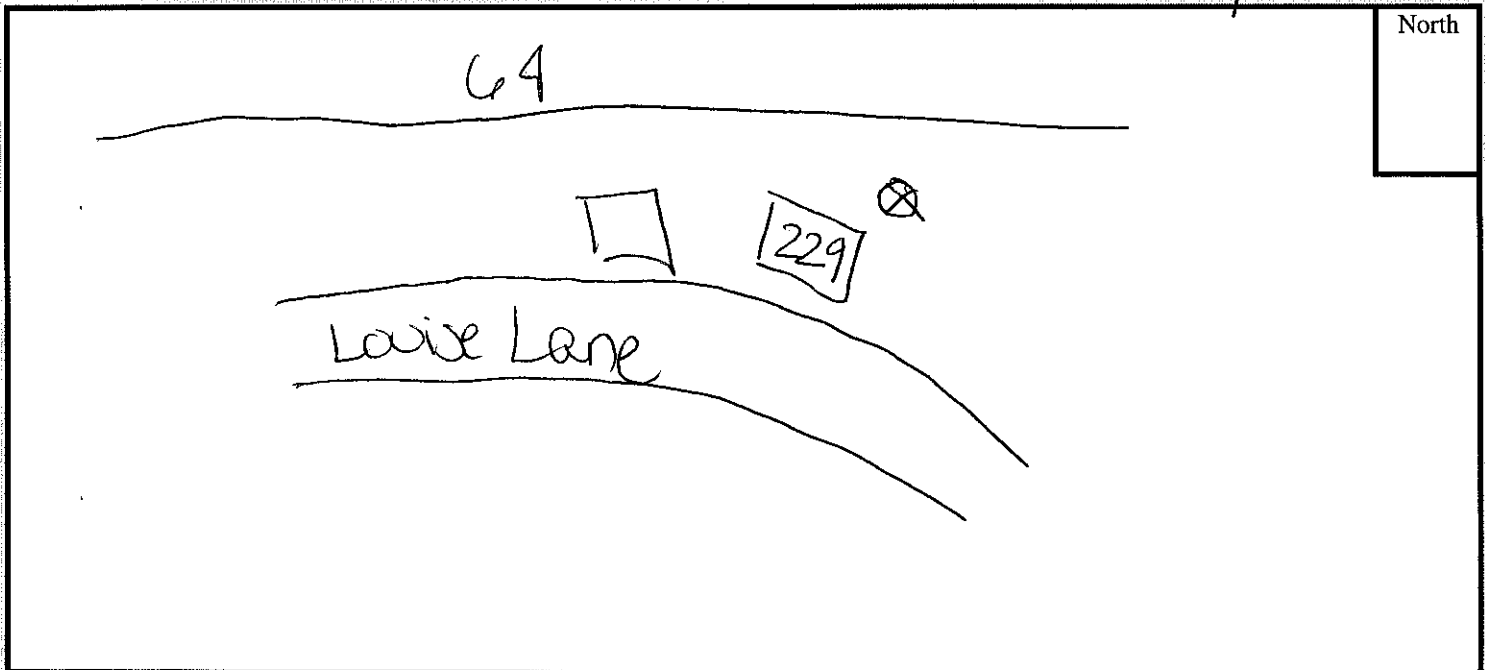
I-64 dominates  
cant see I-64 from  
houses

@ 1:51 gentleman talking  
loudly - may be too  
far away

Wind Speed (mph) 1-3 Temp. (°F) 81°

Humidity (%) \_\_\_\_\_

Leg = 558



# I-64 Peninsula Study

Site # 3521  
 Done By: BPM/MC  
 Meter: 3908

Description: 4224

	Start	End
Date	3/22/12	3/22/12
Time	13:40	13:55

Traffic	NB/EB	SB/WB
Cars	355	349
MT	14	16
HT	40	40
Buses	2	0
<del>Total</del> Cycles	0	4

NOTE: ~~Total~~  
CYCLES

Notes:

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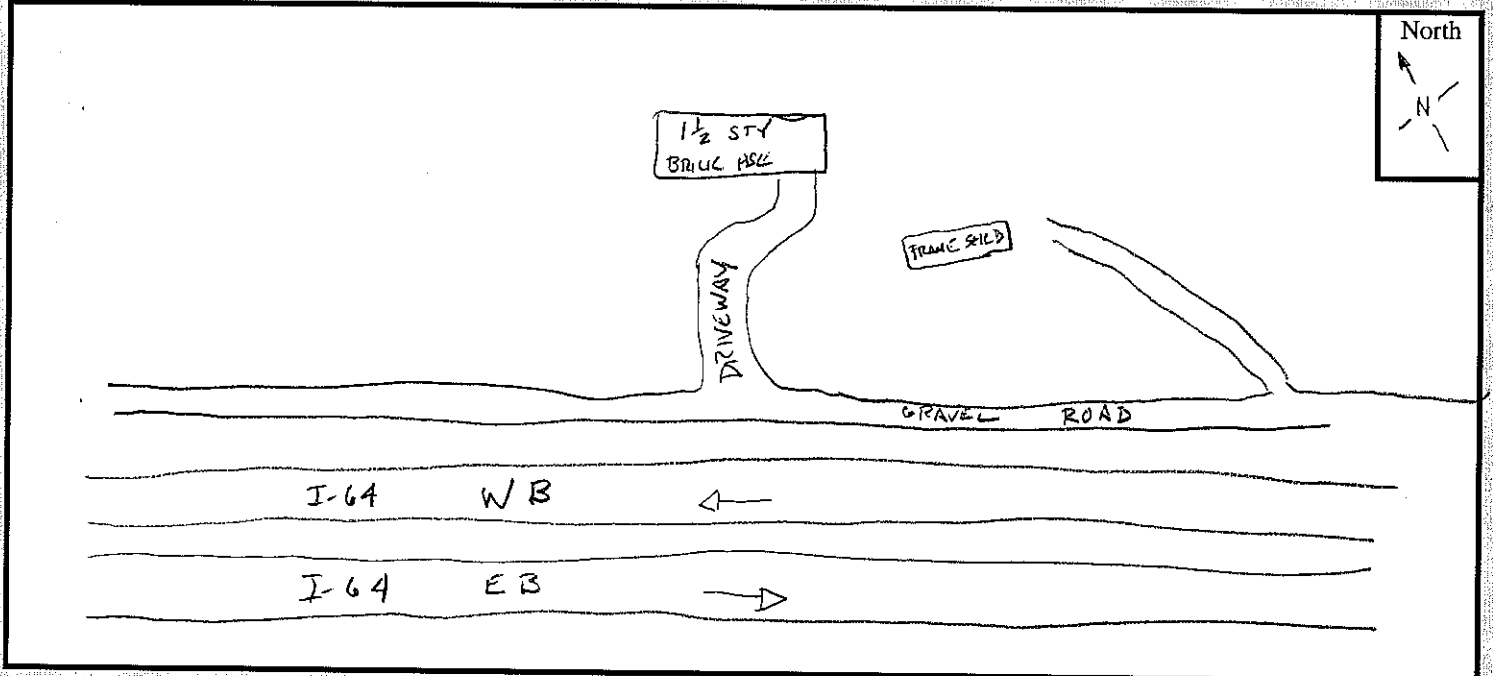


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Pics 16/17

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 3781  
 Done By: ZOH  
 Meter: 2550

Description: 46 Fork  
UNPA

	Start	End
Date	22 Mar	22 Mar
Time	11:15	11:30
	NB/EB	SB/WB
Cars	309	273
MT	28	19
HT	43	51
Buses	0	0
Total	2	0

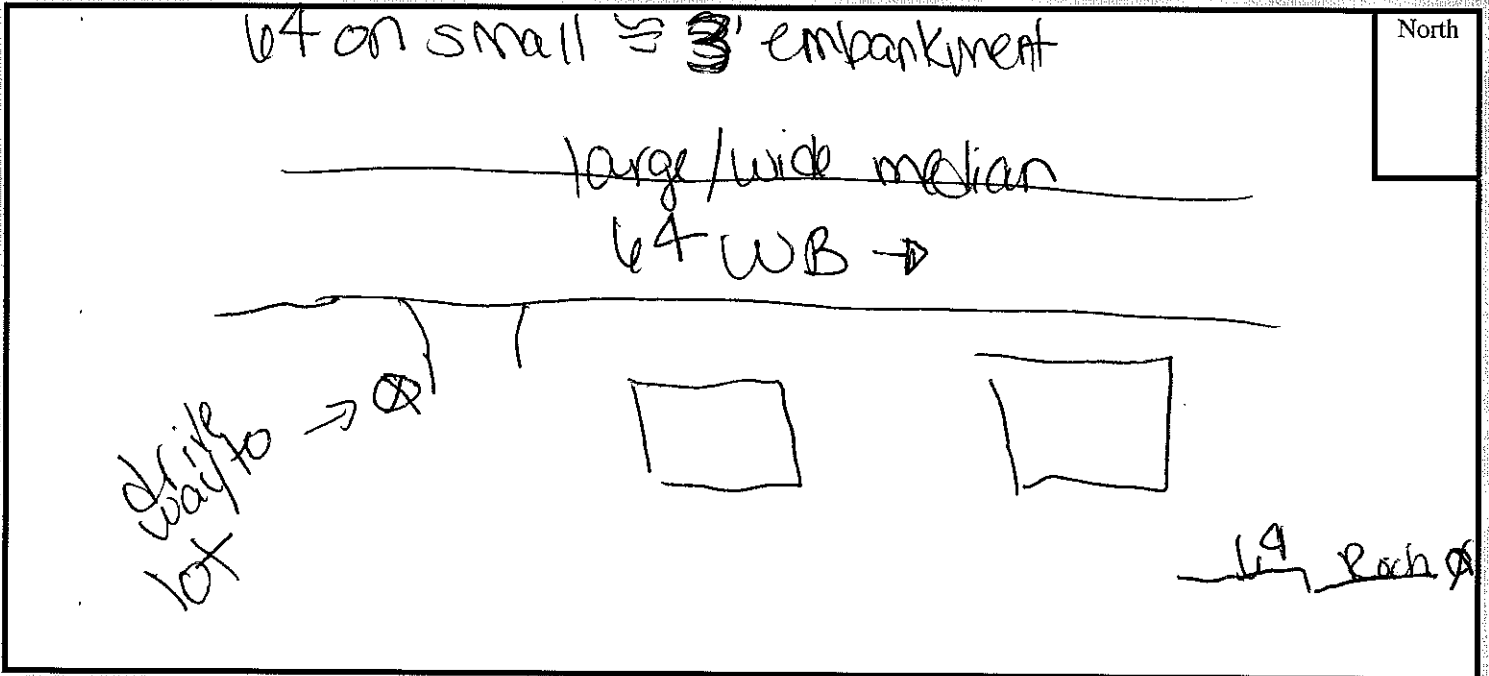


Notes:

train horn  
local traffic on Rock  
but LA dominates  
train horn (coming in)  
Rock traffic: |||||

leg = LA.7

Wind Speed (mph) 2-4 Temp. (°F) 71° Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 58R1  
 Done By: ASN  
 Meter: 2557

Description: 4622 Rachambeau

	Start	End
Date	11:15	11:30
Time	3/22/12	3/22/12
Traffic	NB/EB	SB/WB
Cars	309	273
MT	28	19
HT	43	51
Buses	0	0
Total	2	0

Notes: Doctor's office

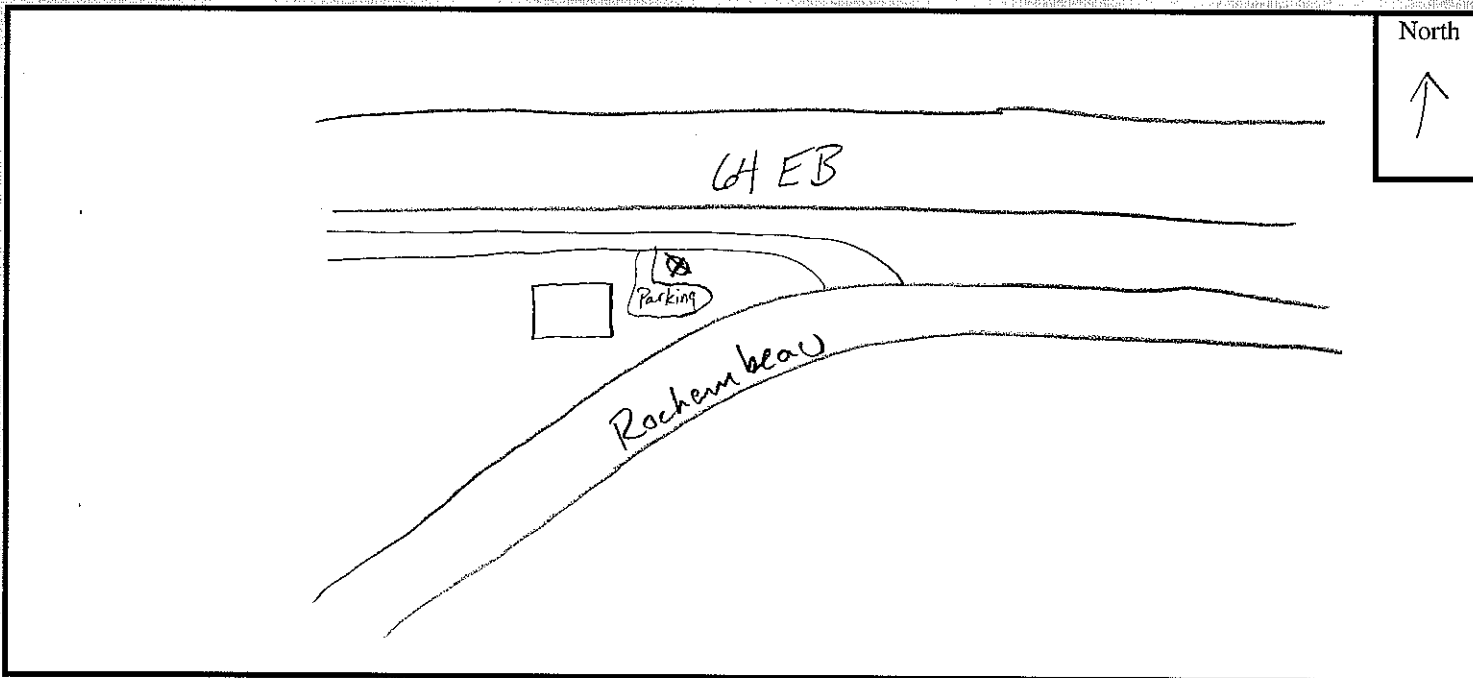
Track - 11:23



Photos 13/14      Leg - 65.2

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 3822  
 Done By: ASN  
 Meter: 3908

Description: 48661 Rochembeau

	Start	End
Date	<u>3/22/12</u>	
Time	<u>11:03</u>	
	<u>11:15 - 11:50</u>	
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>309</u>	<u>273</u>
MT	<u>28</u>	<u>19</u>
HT	<u>43</u>	<u>51</u>
Buses	<u>0</u>	<u>0</u>
Total ML	<u>2</u>	<u>0</u>
Notes:		

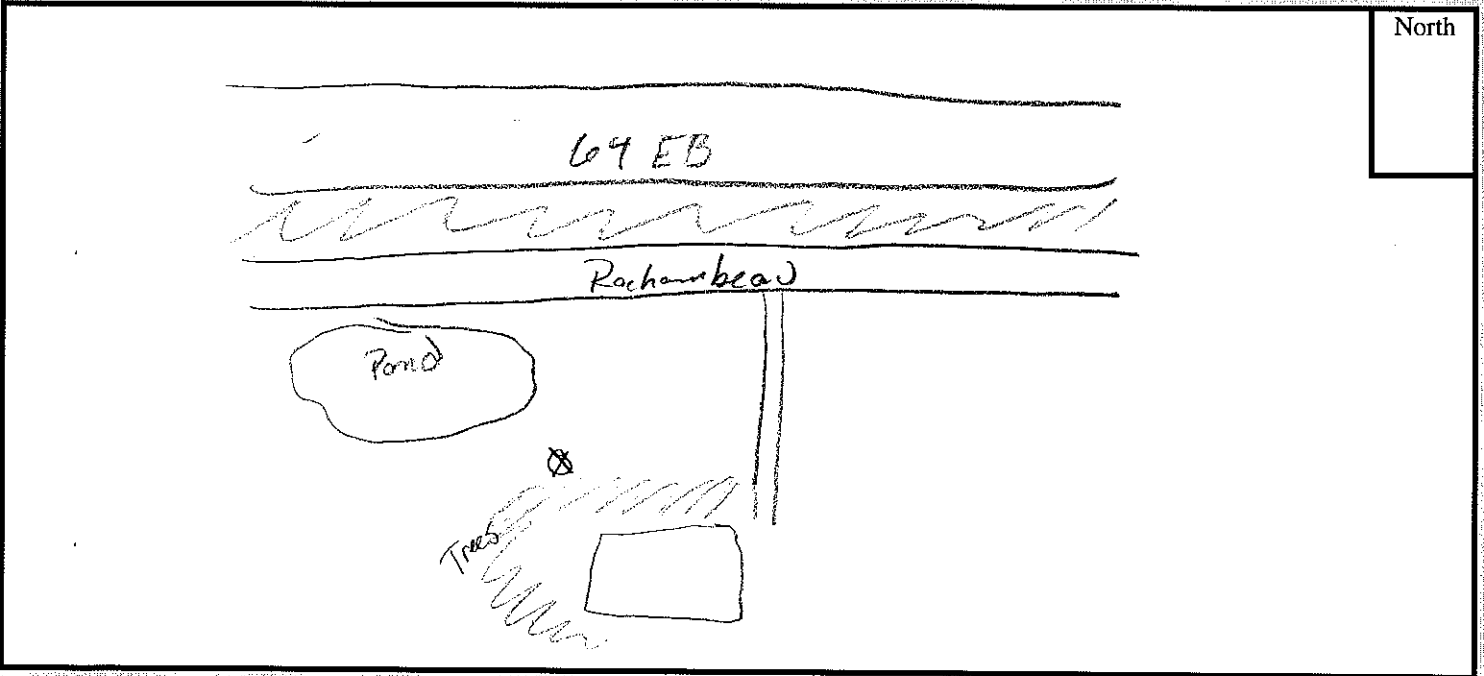
*let run*



Photos 11/12 Leg - 61.9

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_





# I-64 Peninsula Study

Site #  
Done By:  
Meter:

39R1  
2011  
3904

Description:

204 Princess Ln.

	Start	End
Date	22 Mar	22 Mar
Time	11:15	11:30
	NB/EB	SB/WB
Cars	309	273
MT	28	19
HT	43	51
Buses	0	0
Total	2	0

No Photo Available

Notes:

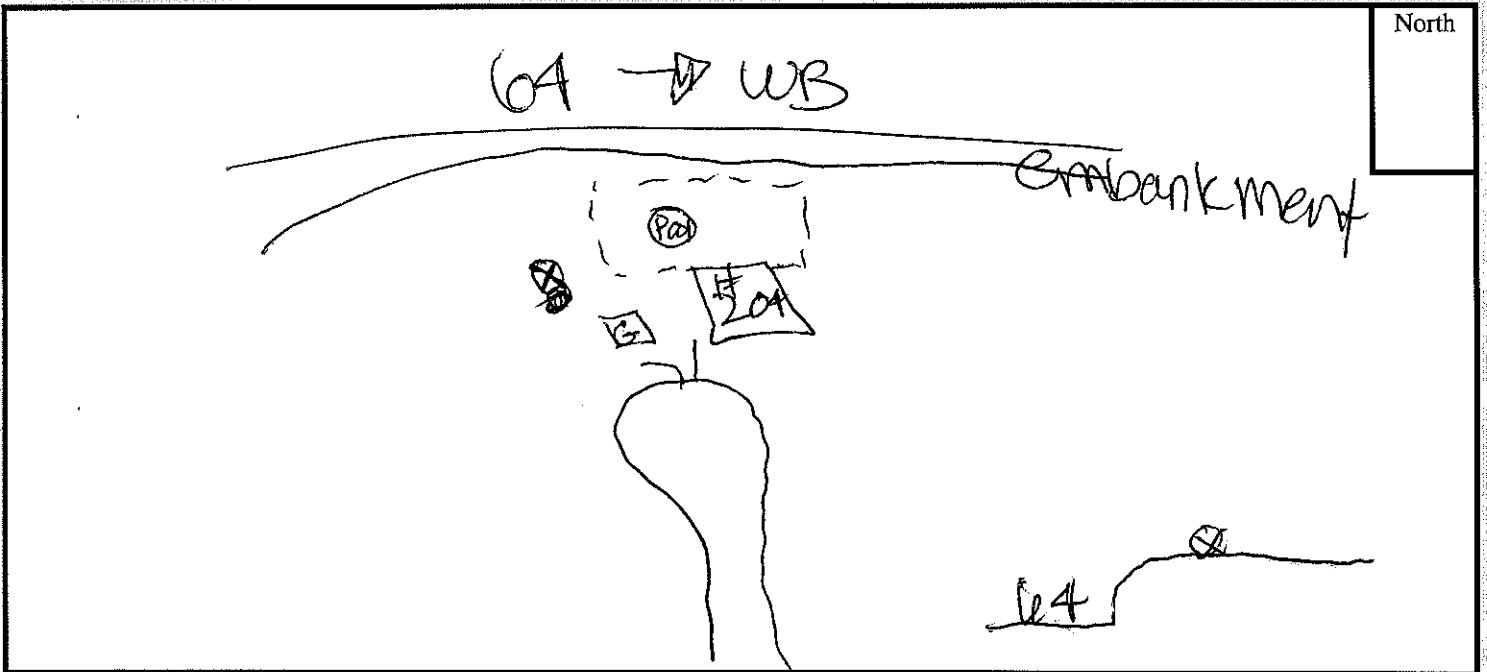
dominate noise  
64, residence on  
embankment. Approx  
10'

Wind Speed (mph)

Temp. (°F)

Humidity

(%)



# I-64 Peninsula Study

Site # 41R1  
 Done By: POH  
 Meter: 255L

Description: OF → 321 Oak Tree Ln Williamsburg

	Start	End
Date	<u>20 Mar</u>	<u>20 Mar</u>
Time	<u>13:45</u>	<u>14:00</u>

Traffic	NB/EB	SB/WB
Cars	<u>285</u>	<u>309</u>
MT	<u>11</u>	<u>10</u>
HT	<u>49</u>	<u>51</u>
Buses	<u>3</u>	<u>0</u>
<u>MC</u> Total	<u>0</u>	<u>1</u>

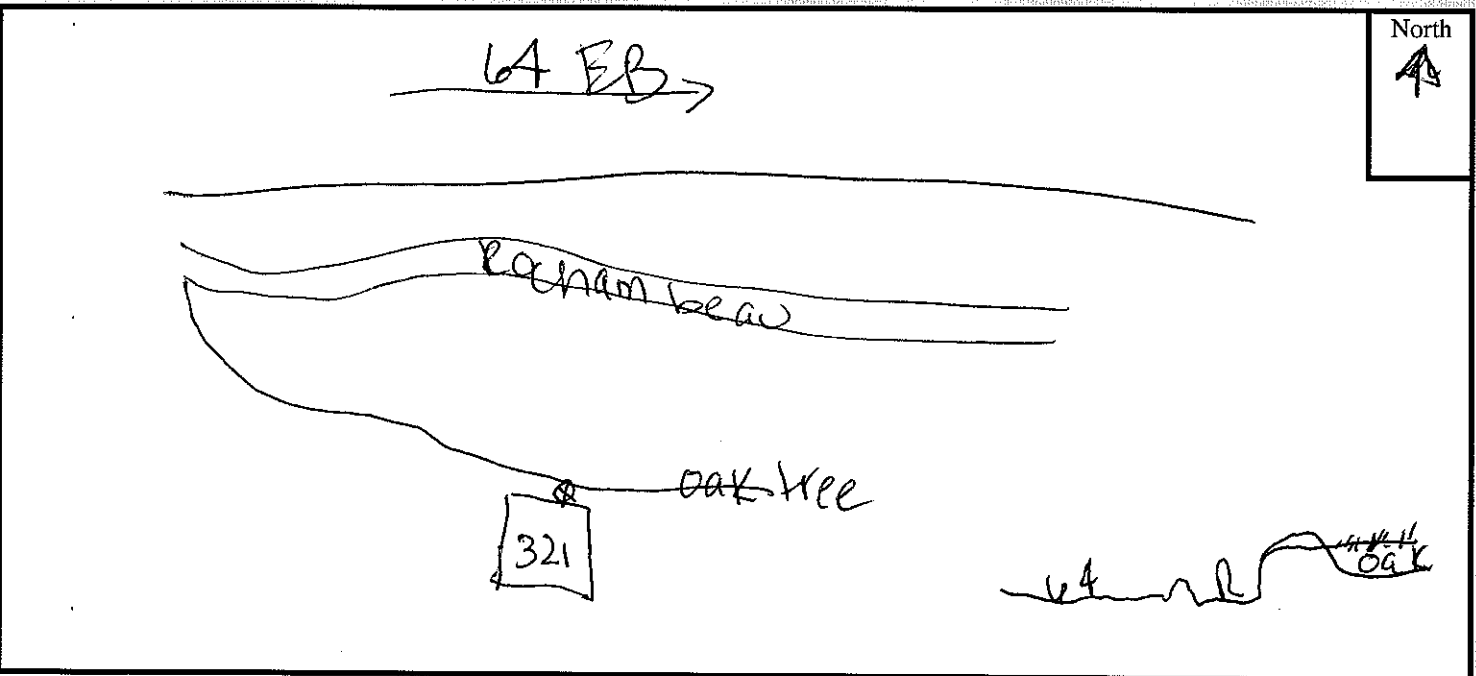
Notes: 64 dominates

Oaktree Passby  
||||

leg = 55 = 9



Wind Speed (mph) 1 Temp. (°F) 80° Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 41R2  
 Done By: ASN  
 Meter: 2557

Description: 2105 Oaktree Rd

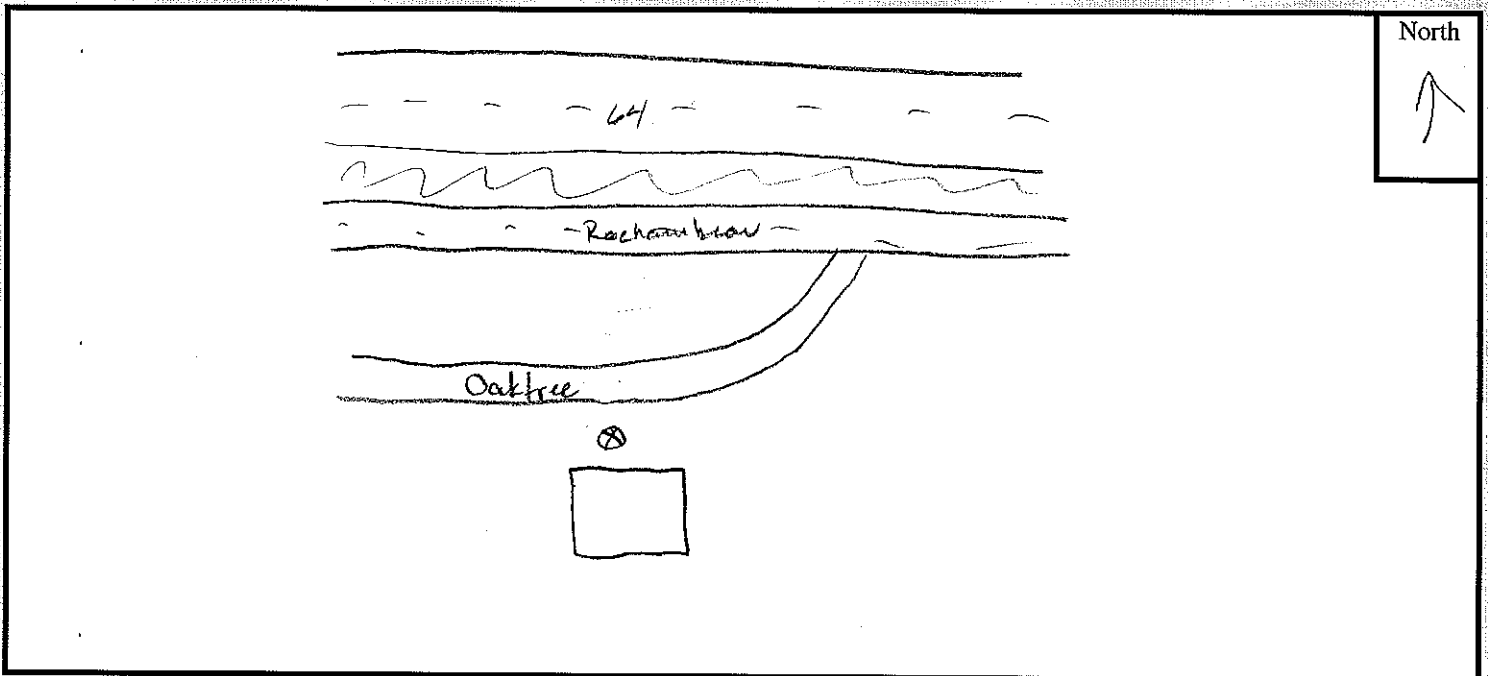
	Start	End
Date	3/20/12	
Time	13:45	14:00
	NB/EB	SB/WB
Cars	285	309
MT	11	10
HT	49	51
Buses	3	0
Total	0	1

Notes: 13:48 - Large truck  
13:57 - Large truck  
13:52 - Truck



Photos 5/6 Lossy - 63.8

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

**Site #** 43R1  
**Done By:** ASN  
**Meter:** 2557

**Description:** 109 Saxon Rd

	Start	End
<b>Date</b>	<u>3/22/12</u>	
<b>Time</b>	<u>10:00</u>	<u>10:15</u>
<b>Traffic</b>	<u>NB/EB</u>	<u>SB/WB</u>
<b>Cars</b>	<u>312</u>	<u>355</u>
<b>MT</b>	<u>17</u>	<u>17</u>
<b>HT</b>	<u>54</u>	<u>74</u>
<b>Buses</b>	<u>1</u>	<u>1</u>
<b>Total</b>		
<b>MC</b>	<u>1</u>	<u>2</u>
<b>Notes:</b>		



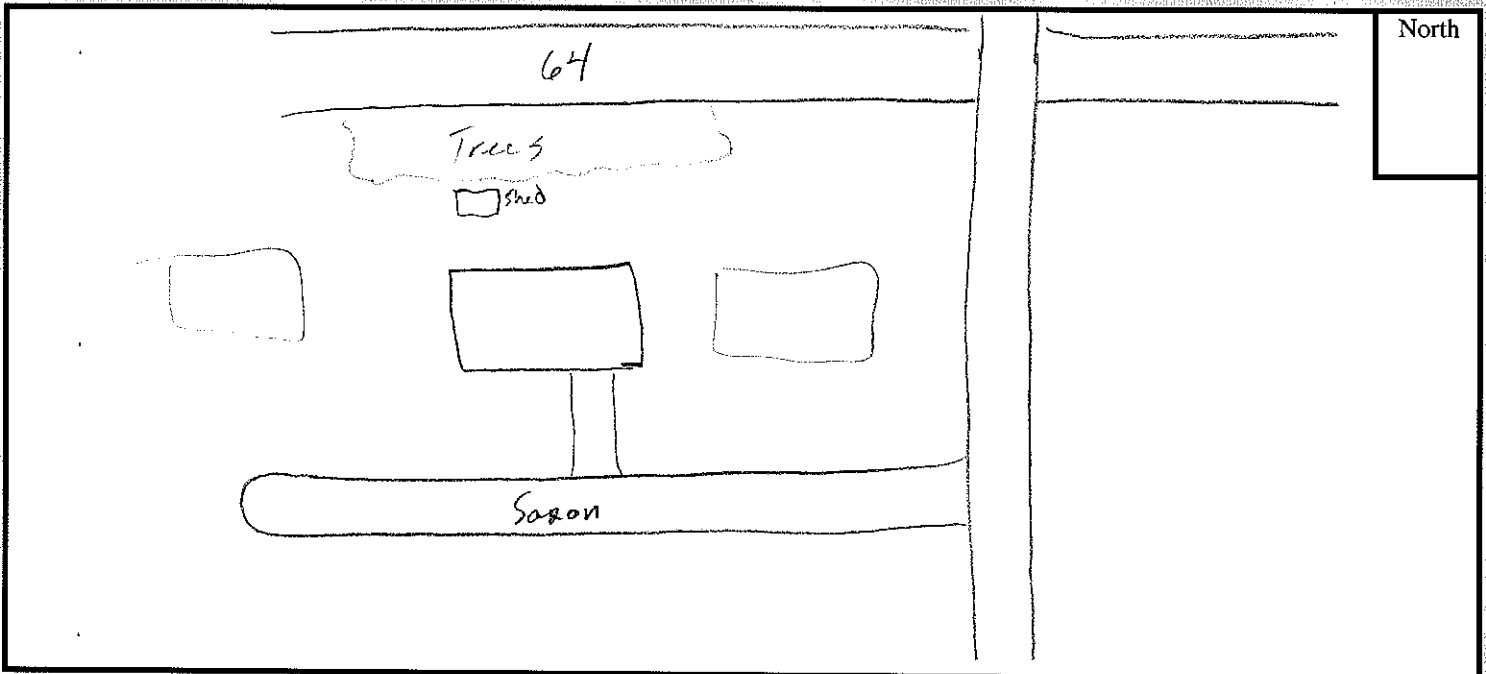
Photos 9/10      Leg - 65.8

**Wind Speed (mph)** \_\_\_\_\_

**Temp. (°F)** \_\_\_\_\_

**Humidity**

(%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 44R1  
 Done By: ASN  
 Meter: 2557

Description: On Corner of N. Queens & Schooner

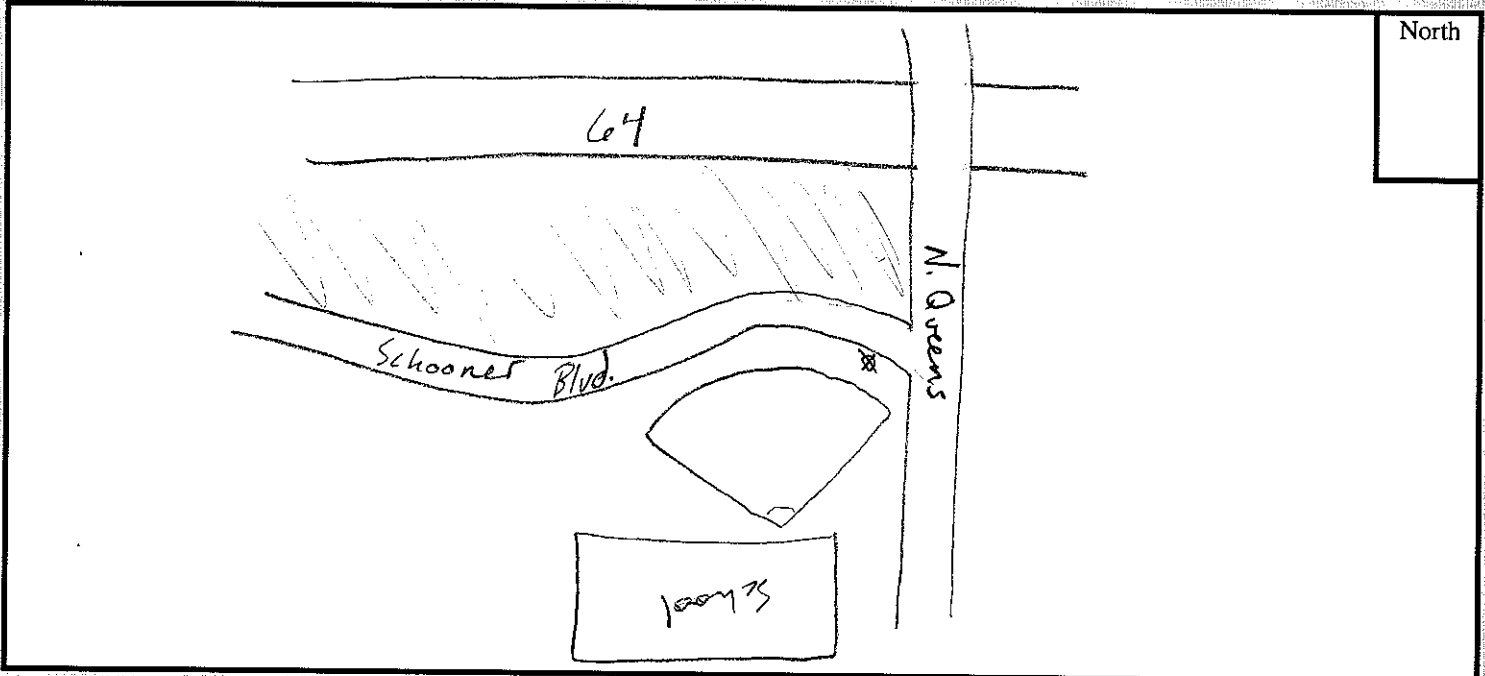
	Start	End
Date	3/20/12	3/20/12
Time	15:25	15:40
Traffic	NB/EB	SB/WB
Cars	419	493
MT	12	11
HT	27	40
Buses	0	3
Total	3	3

Notes: 15:28 - 4 cars / 15:35 - HT/Bus  
15:30 - bus / 15:37 - bus  
15:32 - bus  
15:33 - bus



Can hear 64, but cars on local road dominate when they pass by.  
Photos - 7/8      Log - 61.9

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 45R1  
 Done By: MHC/BPM  
 Meter: 2555

Description :



	Start	End
Date	3/20/12	3/26/12
Time	15:25	15:40

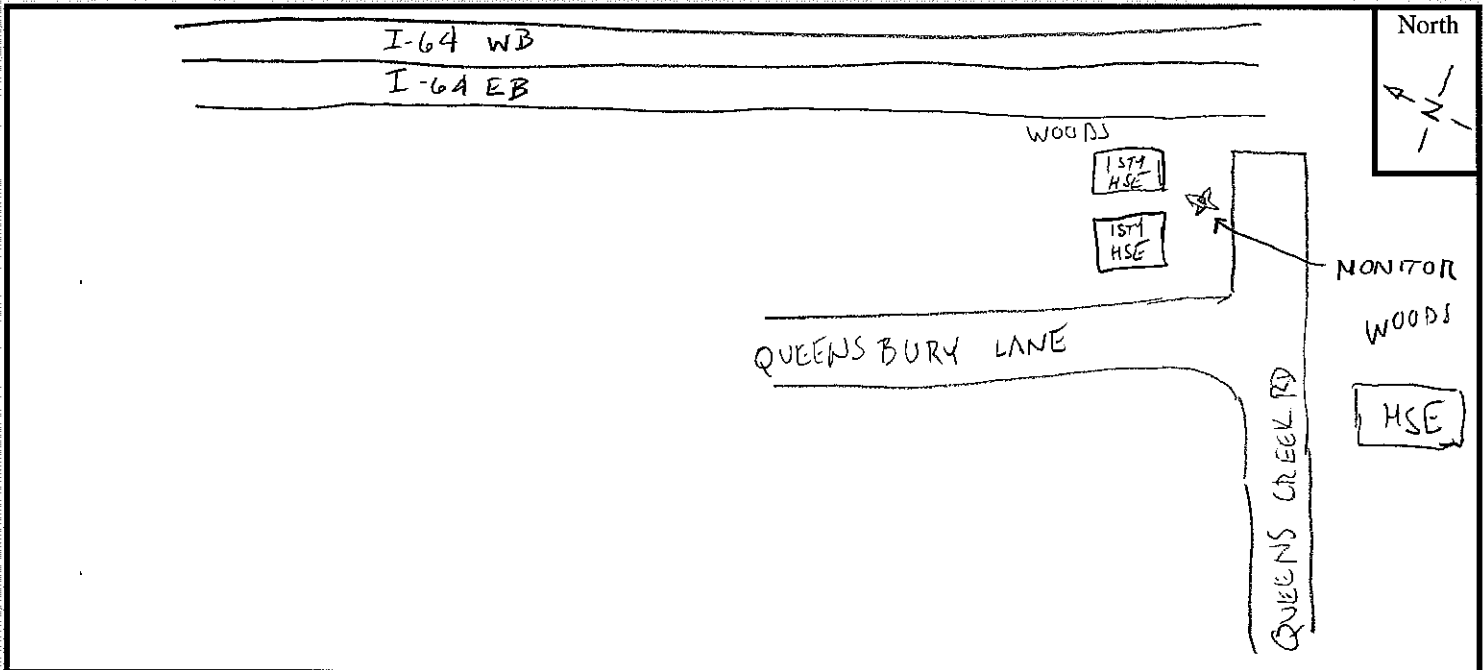
Traffic	NB/EB	SB/WB
Cars	419	493
MT	12	11
HT	27	40
Buses	0	3
<b>Total</b>	<b>3</b>	<b>3</b>

PHOTO  
CHECKS

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site #  
Done By:  
Meter:

4721  
KWH  
2556

Description:

4601 Penniman Rd

	Start	End
Date	20 Mar	20 Mar
Time	15:25	15:40

Traffic	NB/EB	SB/WB
Cars	419	493
MT	12	11
HT	27	40
Buses	0	3
Total	458	547
	3	3

Notes:

64 on 30' embankment. 64 sound dominates. Some local HT on Alex Lee Hwy (an Industrial Center) local HT - 111 Bus - 1

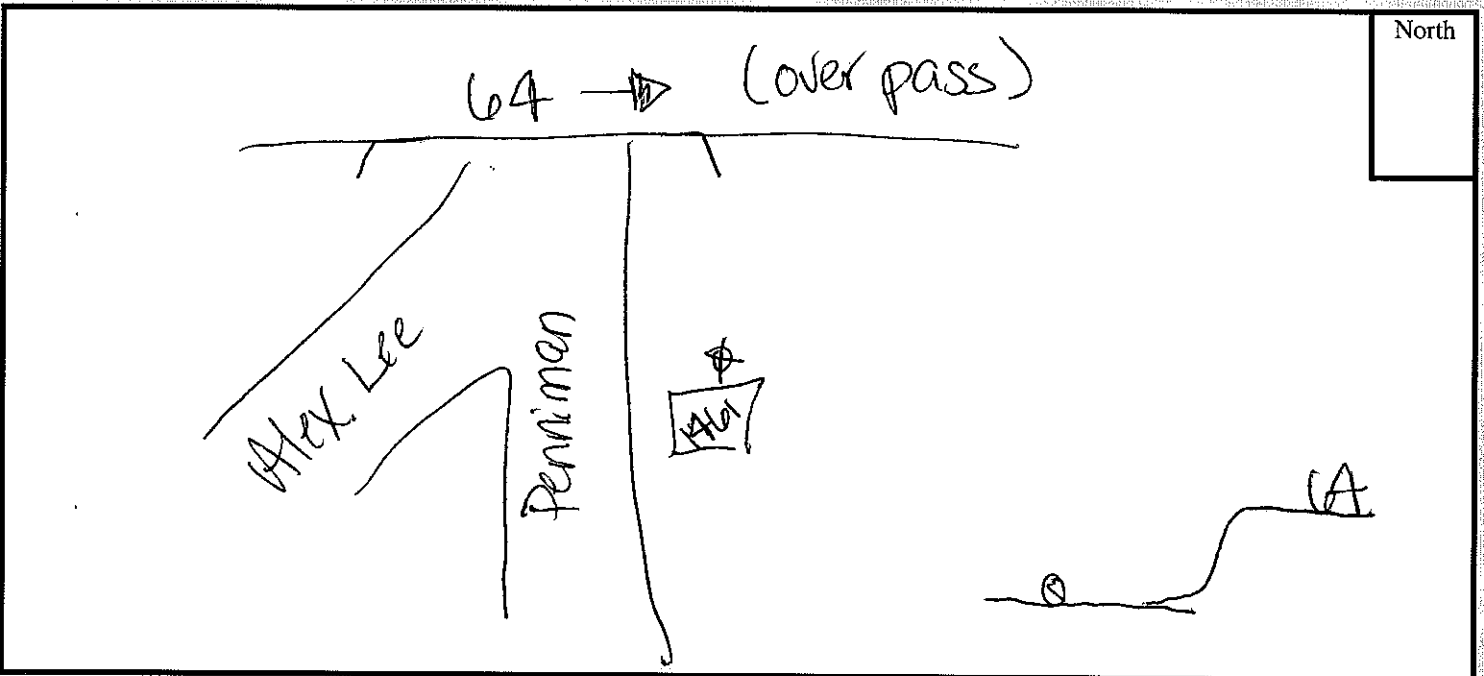


Wind Speed (mph)

Temp. (°F)

Humidity (%)

1 88



# I-64 Peninsula Study

Site # SIRI  
 Done By: ASN  
 Meter: 2557

Description: \_\_\_\_\_

	Start	End
Date	3/20/12	
Time	10:35	10:50
Traffic	NB/EB	SB/WB
Cars	422	437
MT	22	24
HT	62	51
Buses	0	1
Total	0	1



Notes: Load trucks from I-64

can be heard. However, cars on  
Jefferson Ave. drown out highway  
noise at times

Birds - 10:44 Siren - 10:45

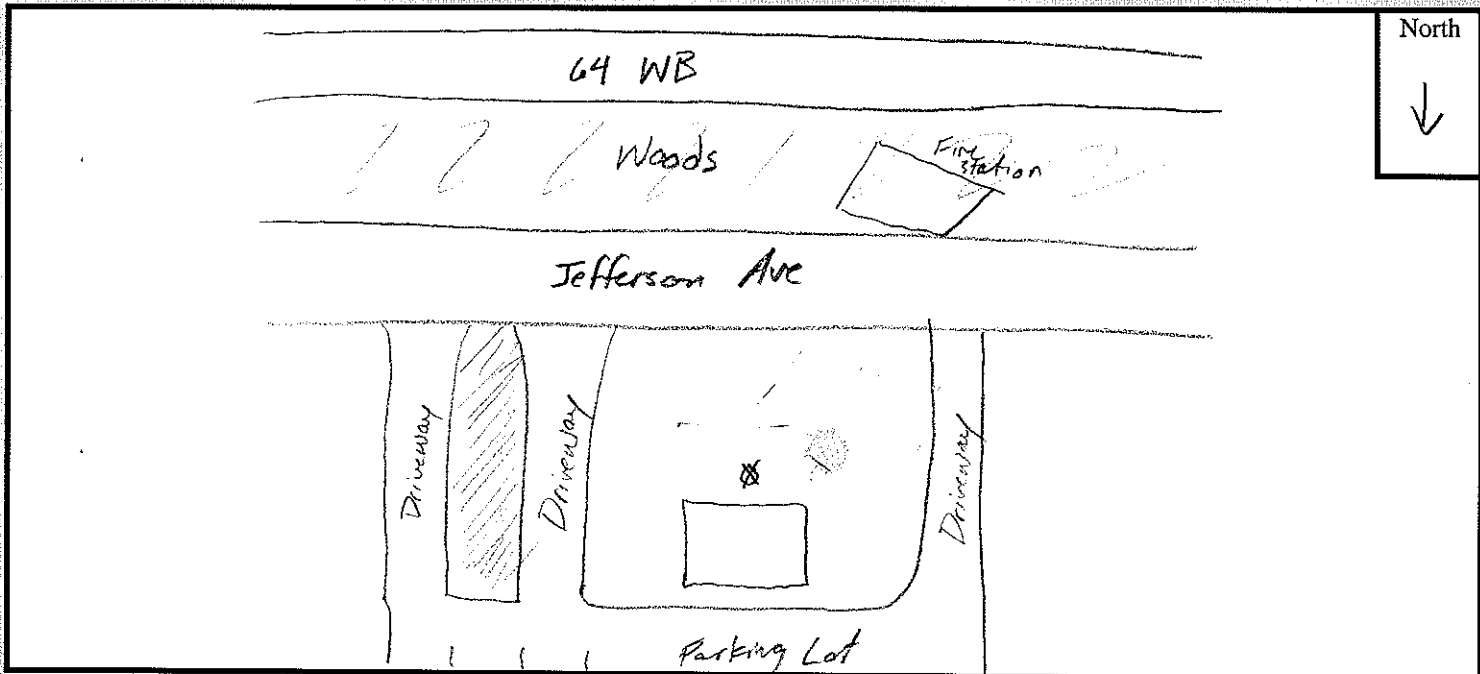
photos 3/4 Long - 6:2

Wind Speed (mph) \_\_\_\_\_

Temp. (°F) \_\_\_\_\_

Humidity

(%) \_\_\_\_\_





# I-64 Peninsula Study

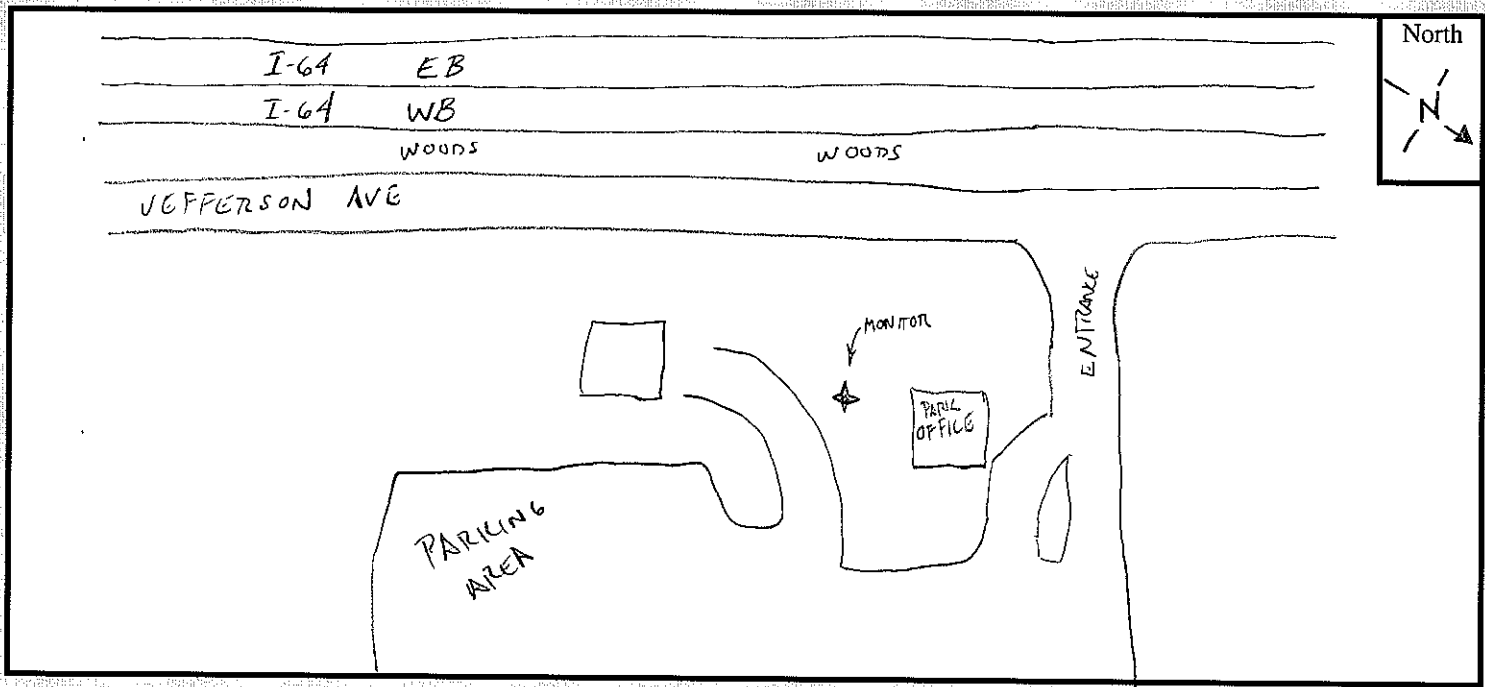
Site # 5122  
 Done By: MHC/BDM  
 Meter: 2555

Description : \_\_\_\_\_

	Start	End
Date	3/20/12	3/20/12
Time	10:35	10:50
Traffic	NB/EB	SB/WB
Cars	422	437
MT	22	24
HT	62	51
Buses	0	1
Total Motorcycles	0	1
Total	506	514
Notes:	_____	
	_____	
	_____	
	_____	
	_____	
	_____	



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 53R1  
 Done By: AJN  
 Meter: 2557

Description: Apt Complex

	Start	End
Date	<u>3/15/12</u>	
Time	<u>17:25</u>	<u>17:40</u>

Traffic	NB/EB	SB/WB
Cars	<u>883</u>	<u>905</u>
MT	<u>20</u>	<u>17</u>
HT	<u>29</u>	<u>23</u>
Buses	<u>1</u>	<u>1</u>
Total		
MC	<u>4</u>	<u>5</u>

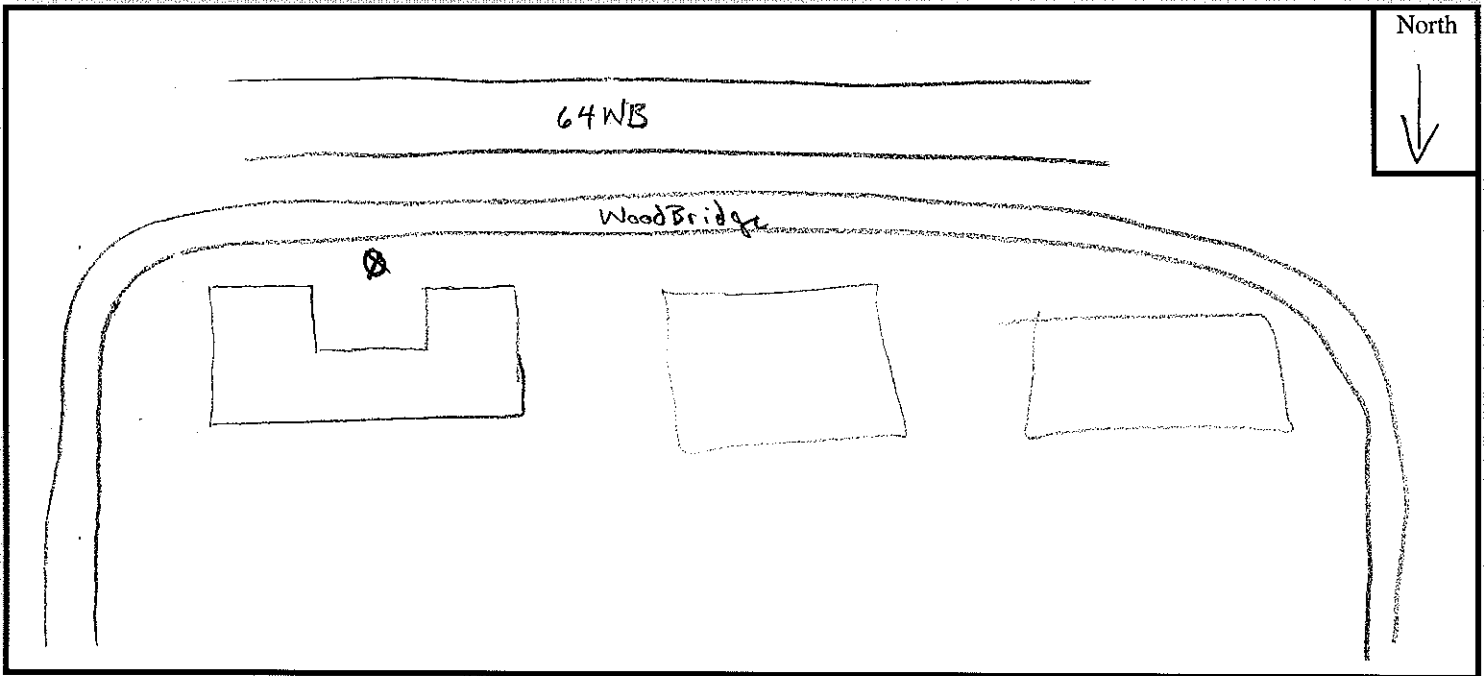
Notes: \_\_\_\_\_



Lang - 69.208A

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site #

5382

Done By:

POV

Meter:

2555

Description:

300-7 Forrestal Cir

	Start	End
Date	15 Mar	15 Mar
Time	17:25	17:40

Traffic	NB/EB	SB/WB
Cars	883	905
MT	20	17
HT	29	23
Buses	1	1
Total		

Me

4

5

Notes:

64 dominates.

On a 10' embankment.

At least 2 lanes.

EB lanes not visible

leg = 68.0



Wind Speed (mph)

1-3

Temp. (°F)

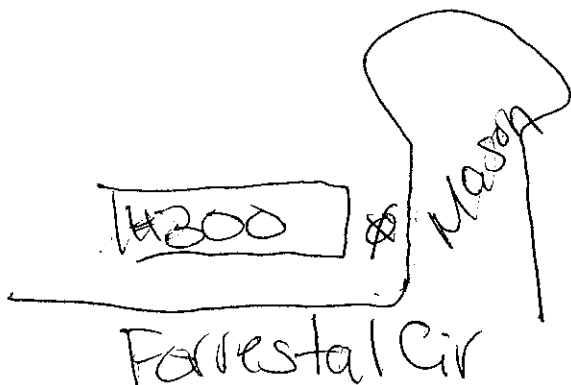
89

Humidity

(%)

North

64 WB →

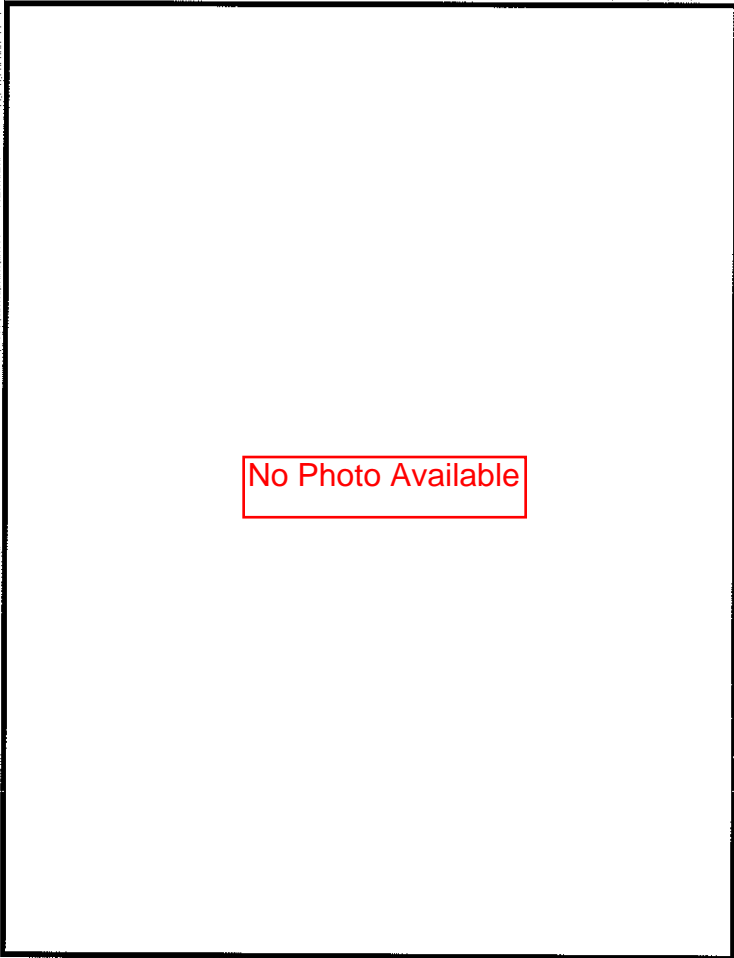


# I-64 Peninsula Study

Site # 5481  
 Done By: Drew S.  
 Meter: 5908

Description: 587 Chinkapin Trail

	Start	End
Date	<u>3/15/12</u>	<u>3/15/12</u>
Time	<u>4:27</u>	<u>4:42</u>
Traffic	NB/EB	SB/WB
Cars	<u>763</u>	<u>437</u>
MT	<u>12</u>	<u>15</u>
HT	<u>23</u>	<u>29</u>
Buses	<u>3</u>	<u>2</u>
Total	<u>9</u>	<u>5</u>

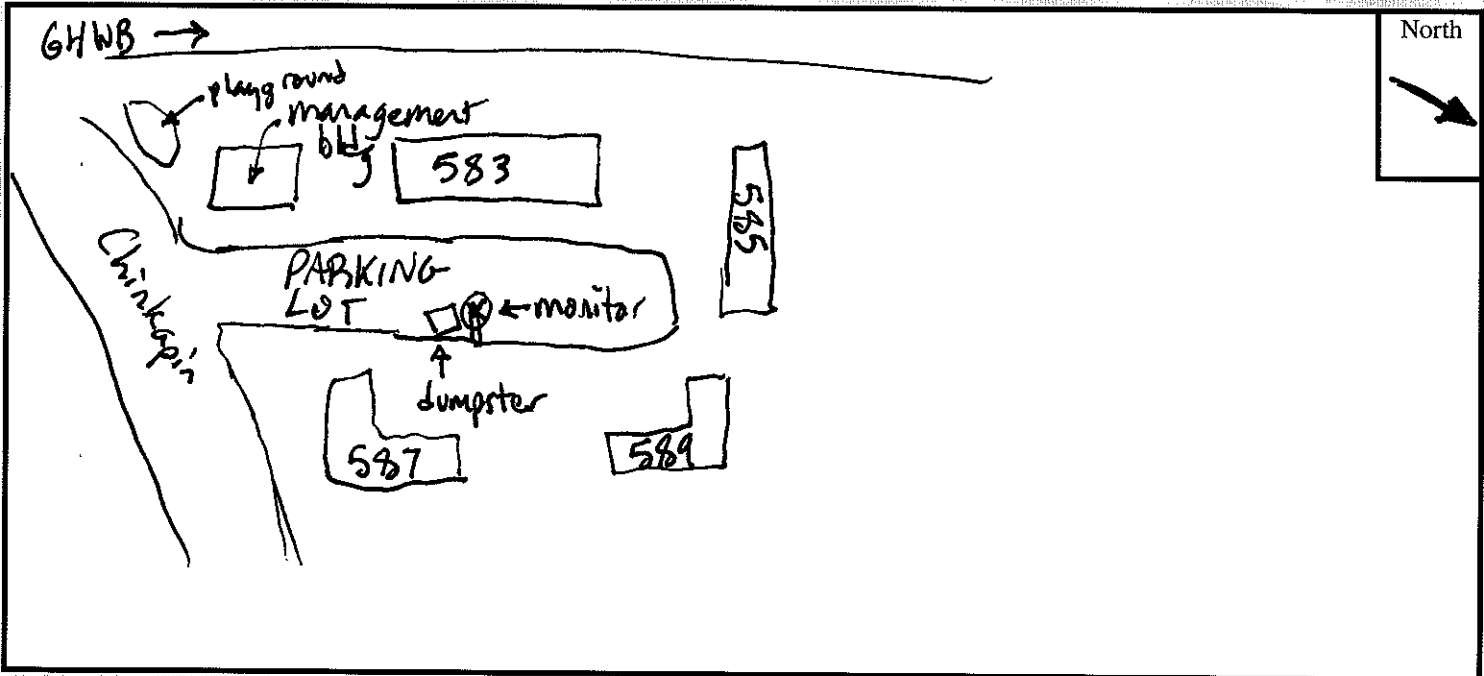


No Photo Available

Notes: People had leaf blowers  
running from 4:30-4:39  
right next to monitor

leg = 79.3

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 54R2  
 Done By: ASN  
 Meter: 2556

Description: 107 Richneck Rd

	Start	End
Date	<u>3/15/12</u>	
Time	<u>16:25</u>	<u>16:40</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>763</u>	<u>837</u>
MT	<u>12</u>	<u>15</u>
HT	<u>23</u>	<u>29</u>
Buses	<u>3</u>	<u>2</u>
Total		
MC	<u>9</u>	<u>5</u>

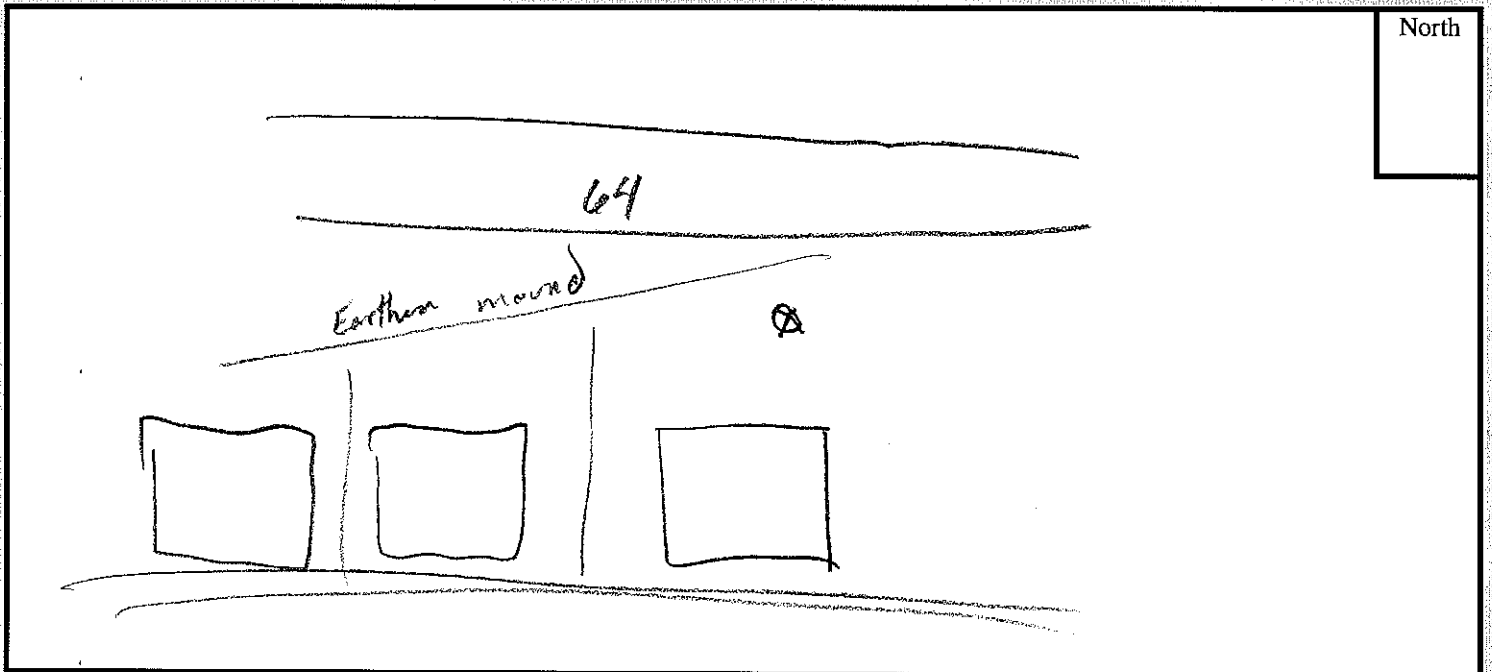
Notes: 10' high earth mound at far end of property.

Lang - 65.8



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 54R3  
 Done By: ASN  
 Meter: 2557

Description: 535 Denbigh

	Start	End
Date	<u>3/15/12</u>	
Time	<u>16:25</u>	<u>16:40</u> Monitor was let run

Traffic	NB/EB	SB/WB
Cars	<u>763</u>	<u>837</u>
MT	<u>12</u>	<u>15</u>
HT	<u>23</u>	<u>29</u>
Buses	<u>3</u>	<u>2</u>
Total		
MC	<u>9</u>	<u>5</u>

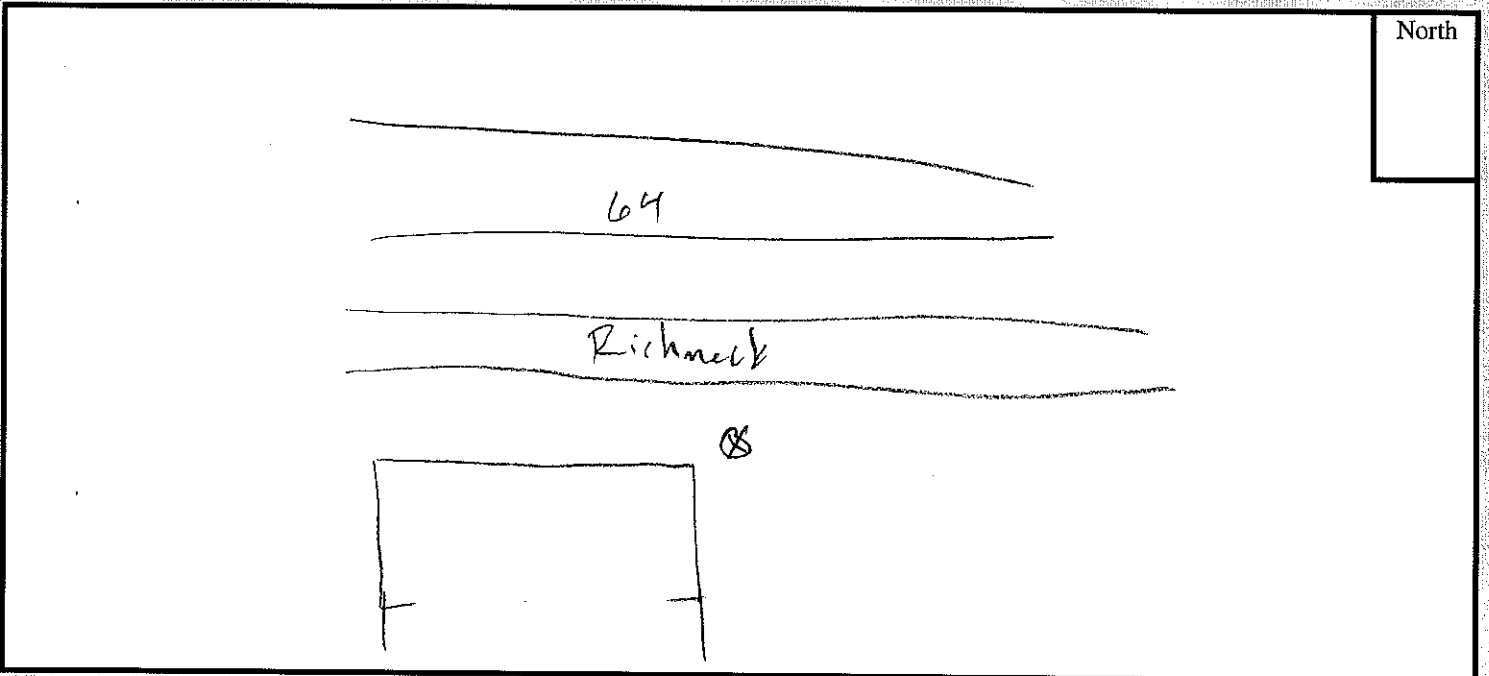
Notes: Richneck Rd could  
be contributing noise but  
unlikely.

LAvg - 70.7



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site #  
Done By:  
Meter:

5521R2  
RVH  
3904

Description:

404 Parliament

	Start	End
Date	3/15/12	
Time	14:20	14:35
Traffic	NB/EB	SB/WB
Cars	351	651
MT	8	23
HT	43	45
Buses	1	2
Total		
MC	3	4
Notes:		



64

109 = 57.2

Wind Speed (mph)

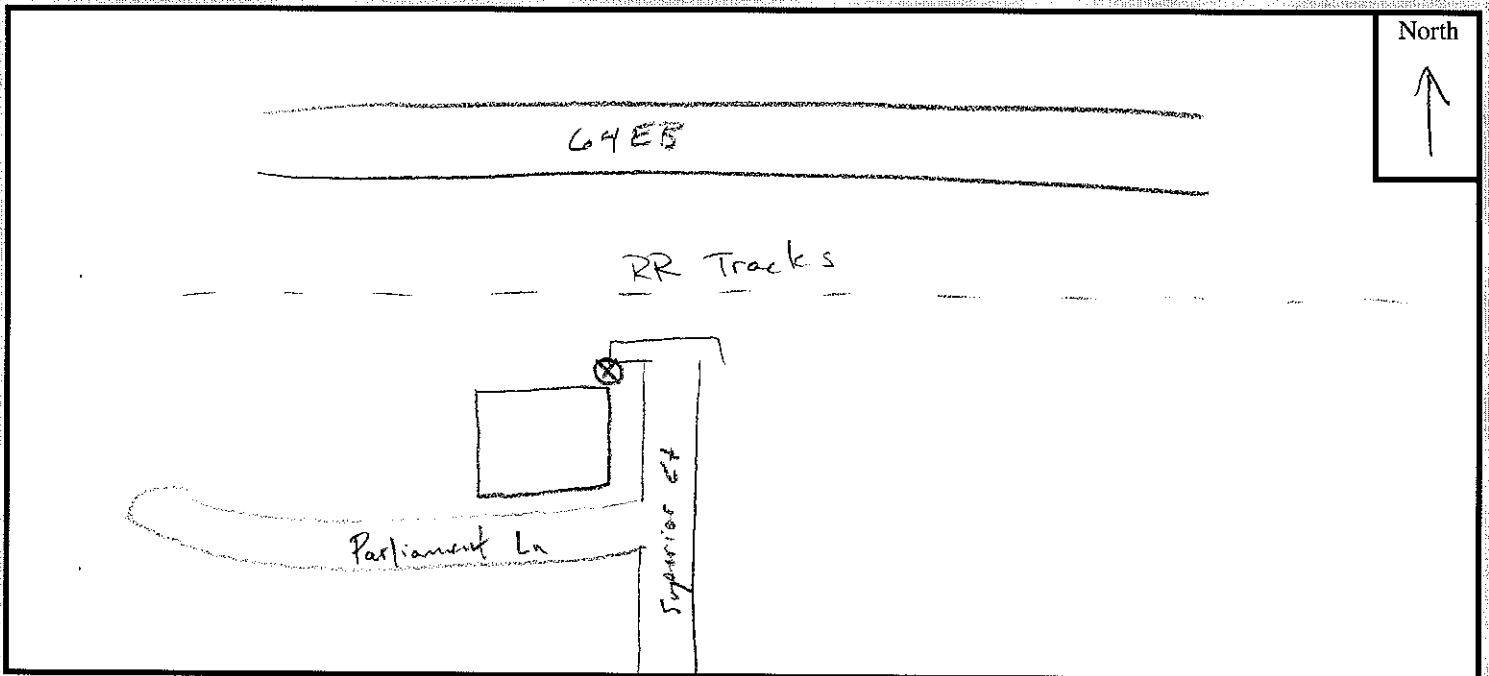
13

Temp. (°F)

91

Humidity

(%)



# I-64 Peninsula Study

Site # 56R1  
 Done By: RUH  
 Meter: 2553

Description: 100 Springhouse Way  
Apartment

	Start	End
Date	<u>15 Mar 12</u>	<u>15 Mar 12</u>
Time	<u>16:25</u>	<u>16:40</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>763</u>	<u>837</u>
MT	<u>12</u>	<u>15</u>
HT	<u>23</u>	<u>29</u>
Buses	<u>3</u>	<u>2</u>
Total		

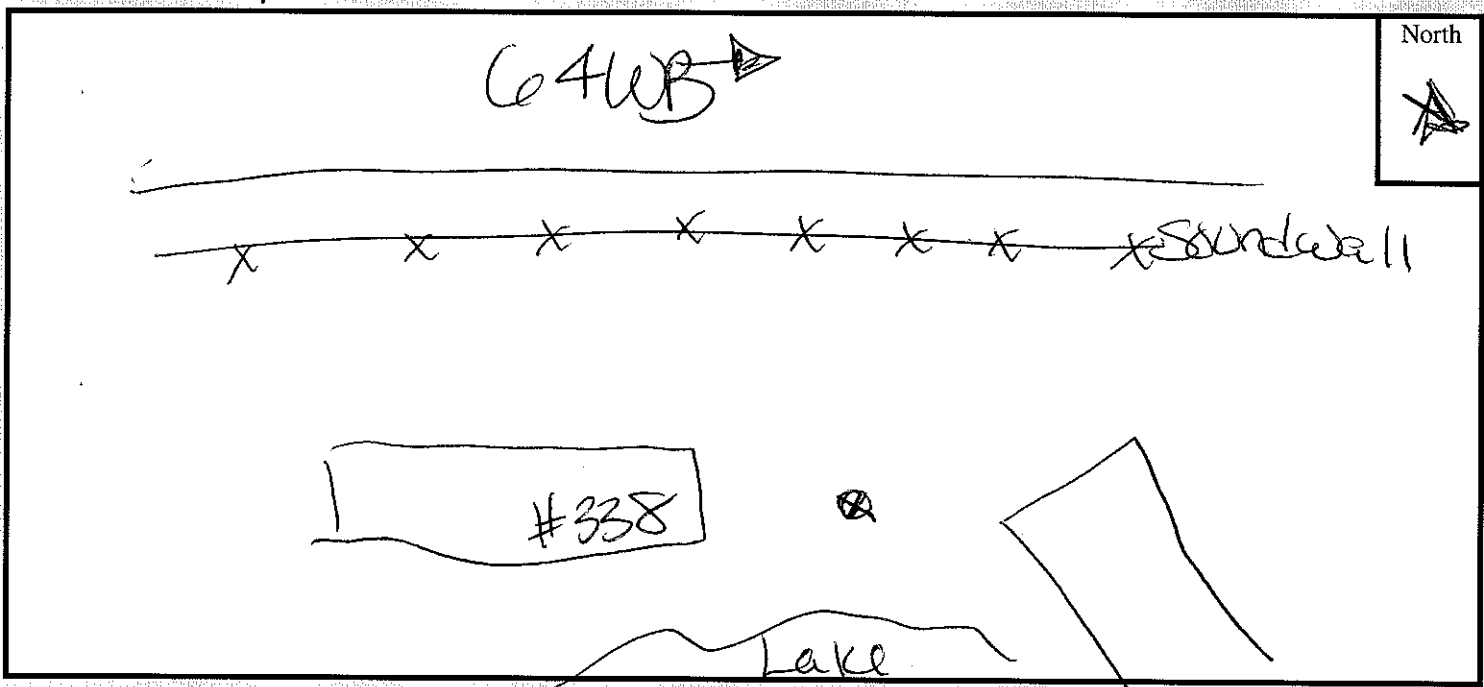


MC 9 5  
 Notes: site near picnic  
table. 64 dominates  
geese squawking  
dog barking

leg = 60.7

Wind Speed (mph) 1-3 Temp. (°F) 94

Humidity (%) \_\_\_\_\_



North



# I-64 Peninsula Study

Site # 5721  
 Done By: RWH  
 Meter: 3905

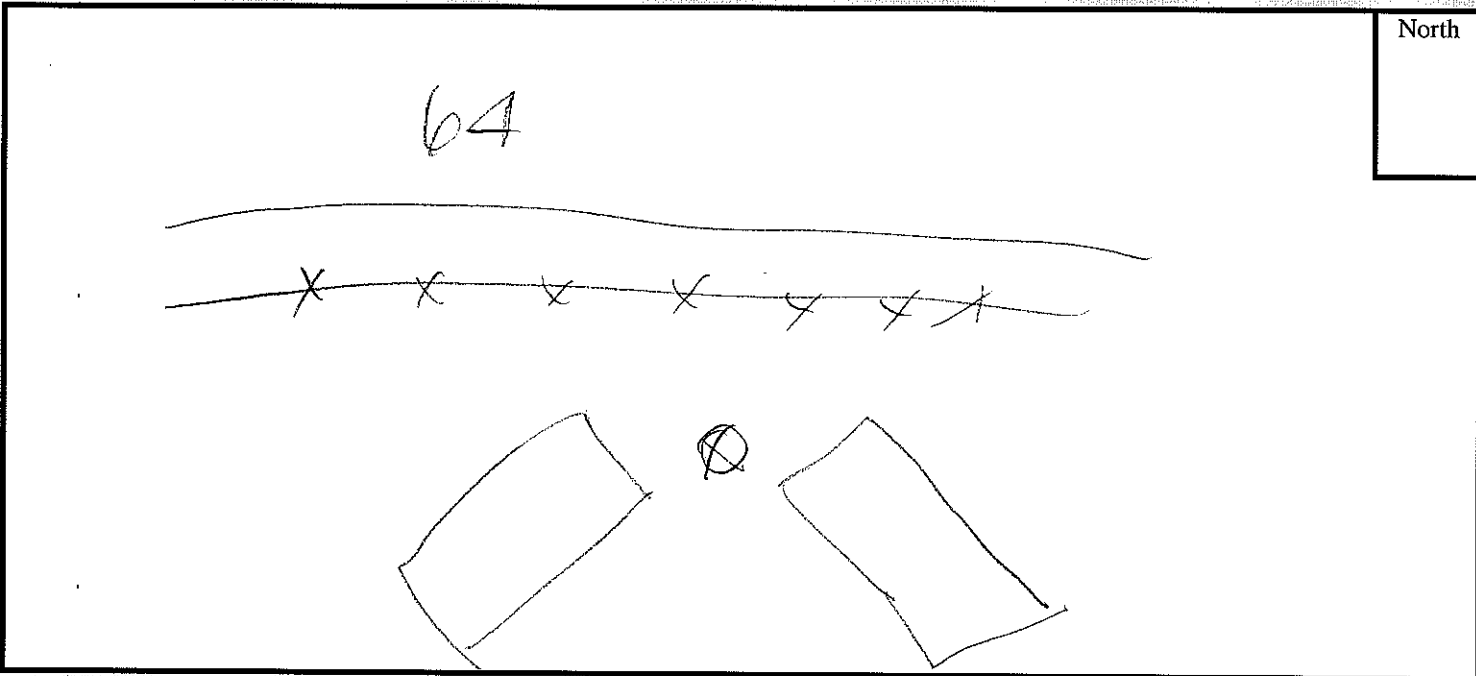
Description: 160 Delmar

	Start	End
Date	<u>15 Mar</u>	<u>15 Mar</u>
Time	<u>14:20</u>	<u>14:35</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>351</u>	<u>657</u>
MT	<u>8</u>	<u>23</u>
HT	<u>43</u>	<u>45</u>
Buses	<u>1</u>	<u>2</u>
Total		
MC	<u>3</u>	<u>4</u>
Notes:		



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) 89

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 58R1  
 Done By: POA  
 Meter: 2557

Description: Playground for 485 Sewer

	Start	End
Date	15 Mar	15 Mar
Time	14:20	14:35
Traffic	NB/EB	SB/WB
Cars	351	657
MT	8	23
HT	43	45
Buses	1	2
Total		



Notes:

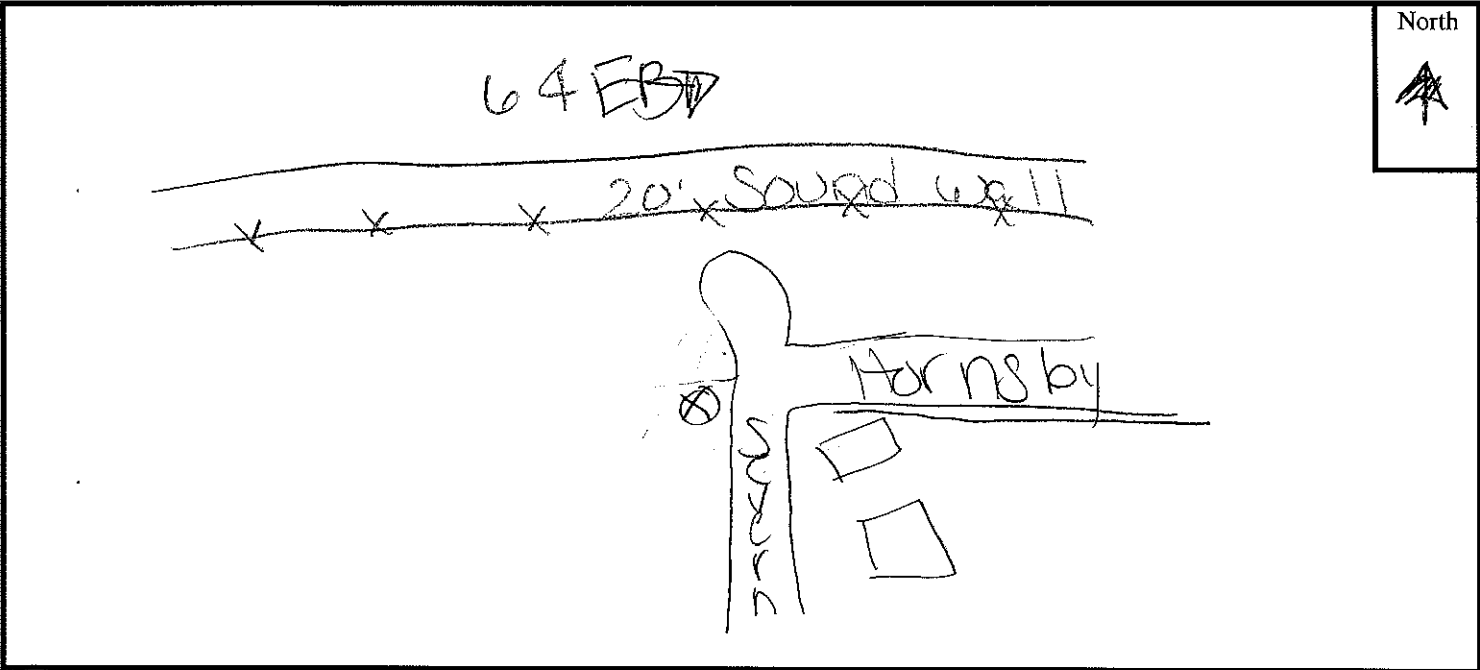
3 4  
 I-64 dominates  
 but aircraft flyovers  
 from small local  
 airport. Some  
 local traffic

Cars - HT 11  
 Aircraft - 11 leg = 57.2  
 car starting

aircraft being levels  
 up to 64

Wind Speed (mph) 1-3 Temp. (°F) 91

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 59R1  
 Done By: RWT  
 Meter: 3908

Description: MF apts/condos off Brick Kiln

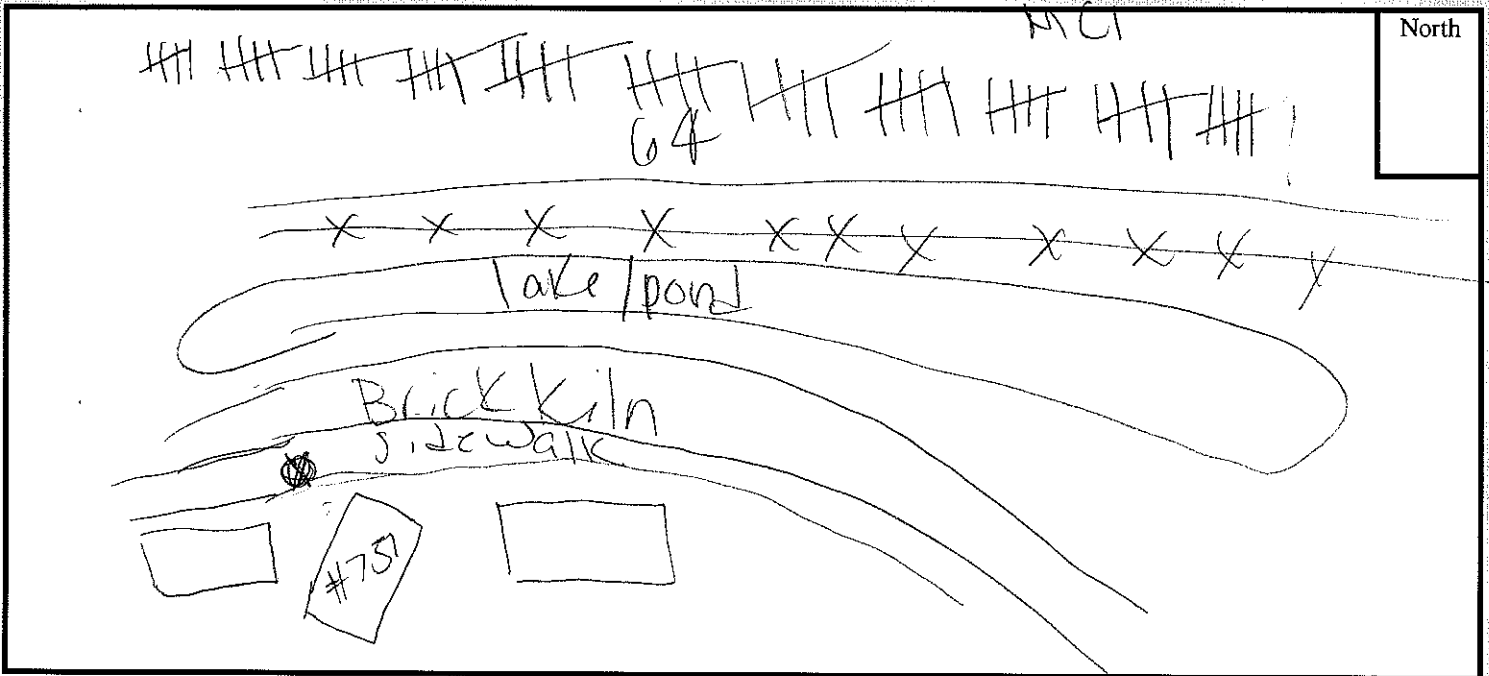
	Start	End
Date	<u>5 Nov 12</u>	
Time	<u>11:05</u>	<u>11:20</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>524</u>	<u>648</u>
MT	<u>19</u>	<u>27</u>
HT	<u>53</u>	<u>54</u>
Buses	<u>2</u>	<u>3</u>
Total		
MC	<u>3</u>	<u>5</u>



Notes: traffic on  
Brick Kiln brings levels  
up to 106/67 w/o  
63-64/BA. 64 still  
dominates. Birds  
chirping

Wind Speed (mph) 1-2 Temp. (°F) 83

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 60BT 59 R2  
 Done By: ASN  
 Meter: 2557

Description: Minuteman Rd

	Start	End
Date	<u>3/15/12</u>	
Time	<u>11:05</u>	<u>11:20</u>
Traffic	<u>NB/EB</u>	<u>SB/WB</u>
Cars	<u>524</u>	<u>648</u>
MT	<u>19</u>	<u>27</u>
HT	<u>53</u>	<u>54</u>
Buses	<u>2</u>	<u>3</u>
Total		
MC	<u>3</u>	<u>5</u>

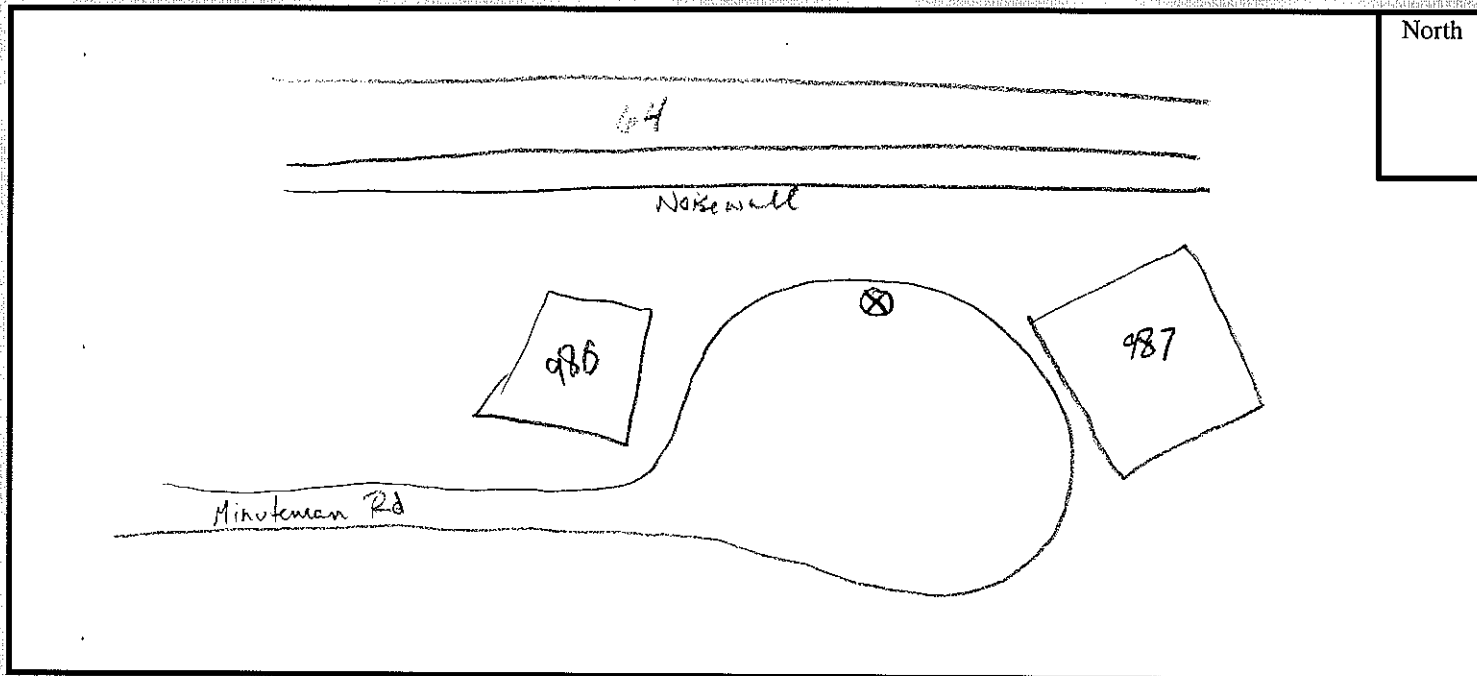
Notes: Taken from edge of rd. ~30'  
from sandwall

Siren ~ 11:15

Lang - 64.1



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

**Site #** 6021  
**Done By:** Drew S.  
**Meter:** 3904

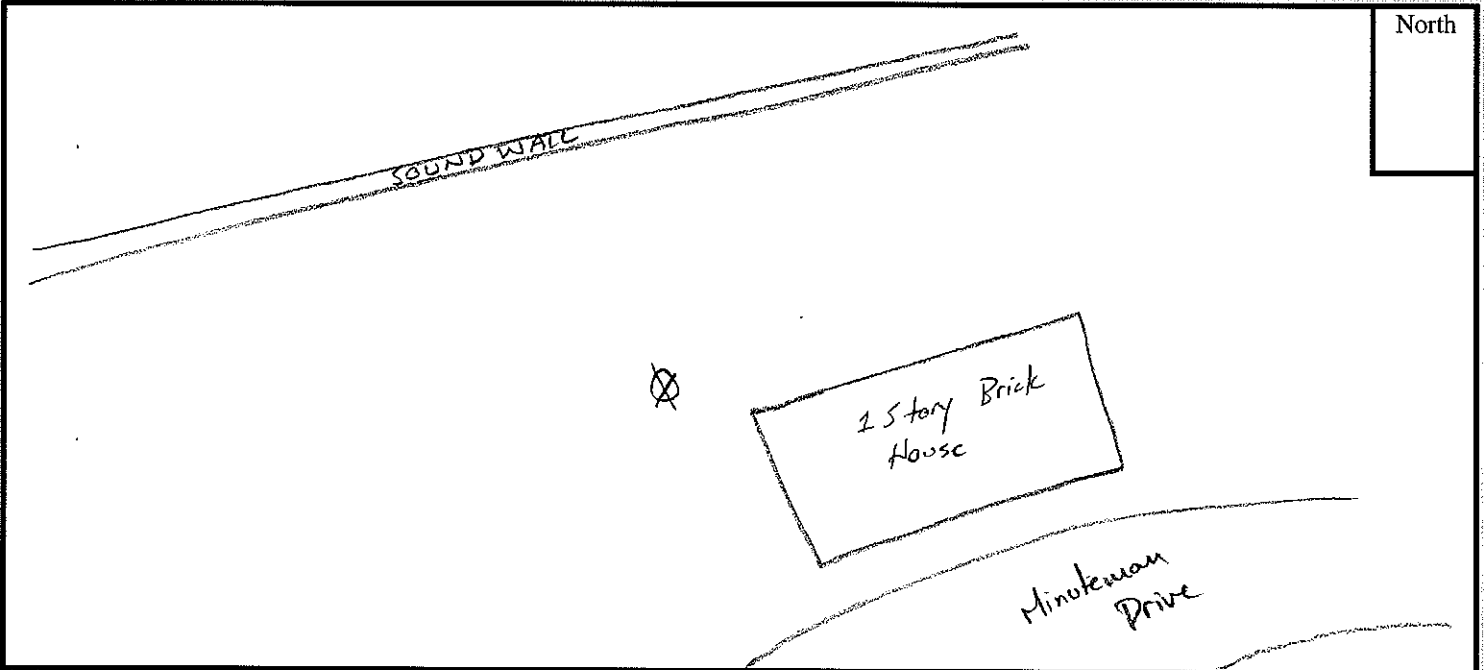
**Description :** \_\_\_\_\_

	Start	End
<b>Date</b>	<u>3/15/12</u>	
<b>Time</b>	<u>11:05</u>	<u>11:20</u>
<b>Traffic</b>	<u>NB/EB</u>	<u>SB/WB</u>
<b>Cars</b>	<u>524</u>	<u>648</u>
<b>MT</b>	<u>19</u>	<u>27</u>
<b>HT</b>	<u>53</u>	<u>54</u>
<b>Buses</b>	<u>2</u>	<u>3</u>
<b>Total</b>		
<b>MC</b>	<u>3</u>	<u>5</u>
<b>Notes:</b>	_____	



**Wind Speed (mph)** \_\_\_\_\_ **Temp. (°F)** \_\_\_\_\_

**Humidity (%)** \_\_\_\_\_



# I-64 Peninsula Study

Site # 6121  
 Done By: ASN  
 Meter: 3904

Description: 47 Traverse Rd

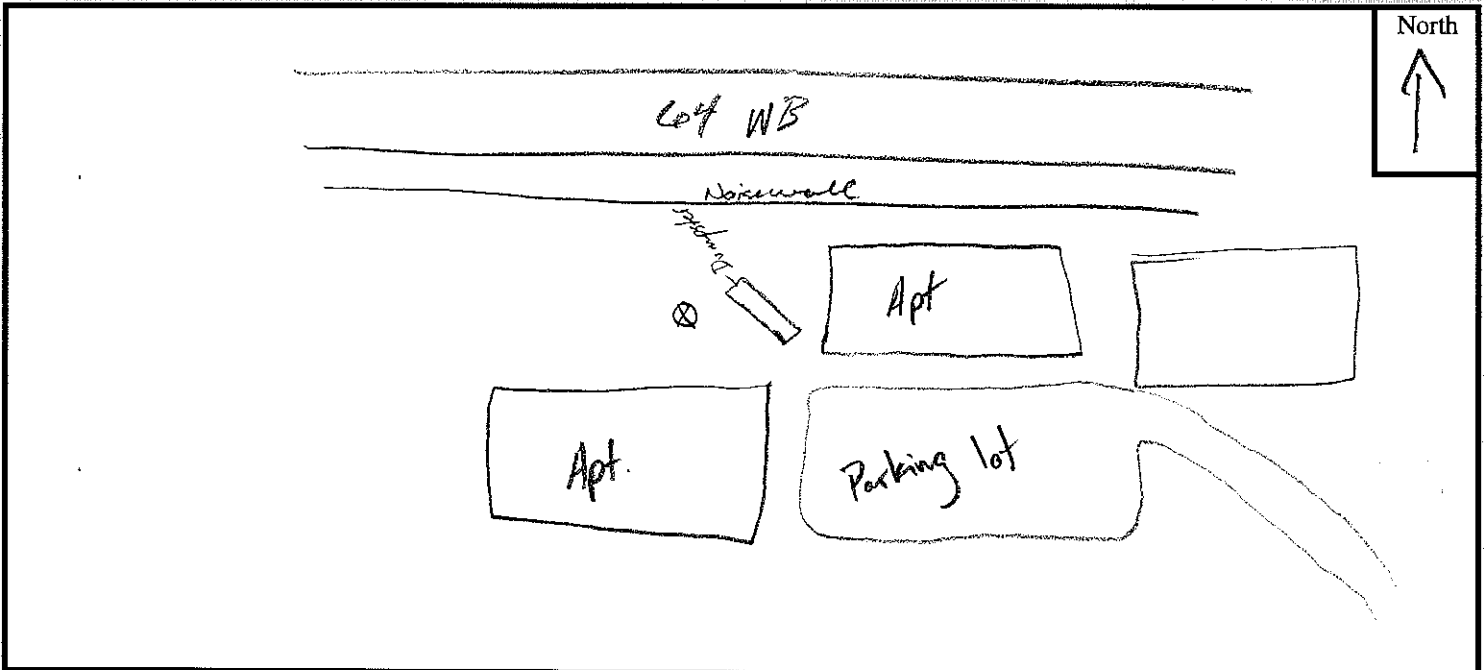
	Start	End
Date	<u>3/15/12</u>	
Time	<u>9:55</u>	<u>10:10</u>
Traffic	NB/EB	SB/WB
Cars	<u>641</u>	<u>654</u>
MT	<u>25</u>	<u>23</u>
HT	<u>30</u>	<u>66</u>
Buses	<u>10</u>	<u>1</u>
Total		
	<u>3 cycles</u>	<u>3 cycles</u>
Notes:		



Lang - 69.3

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_

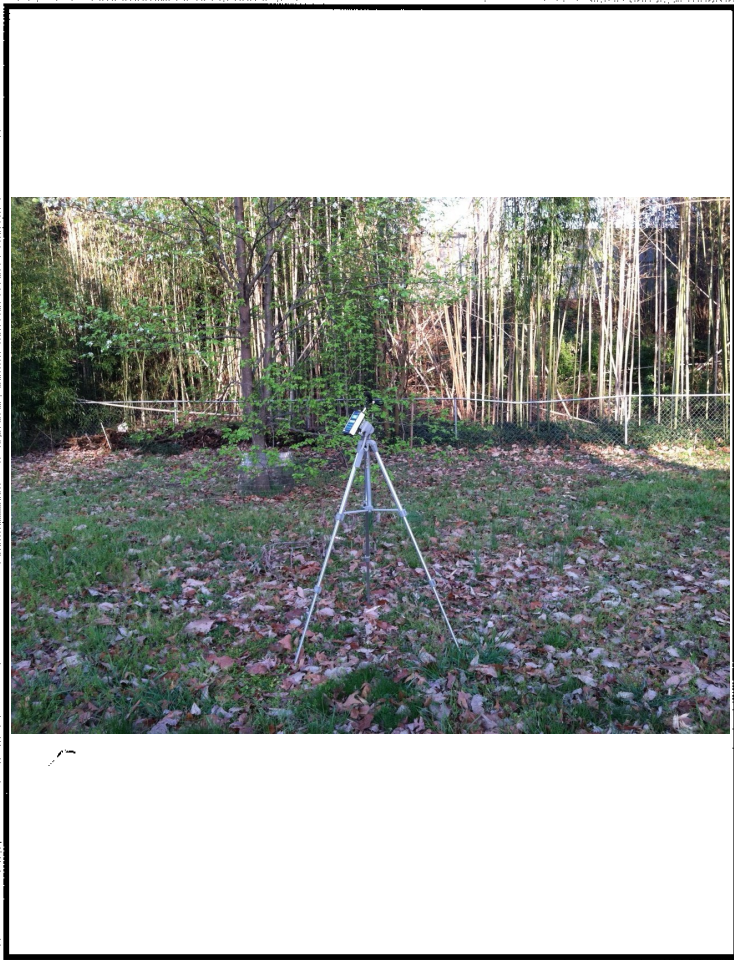


# I-64 Peninsula Study

Site # 62R1  
 Done By: ASN  
 Meter: 3984

Description: 825 Olive Rd

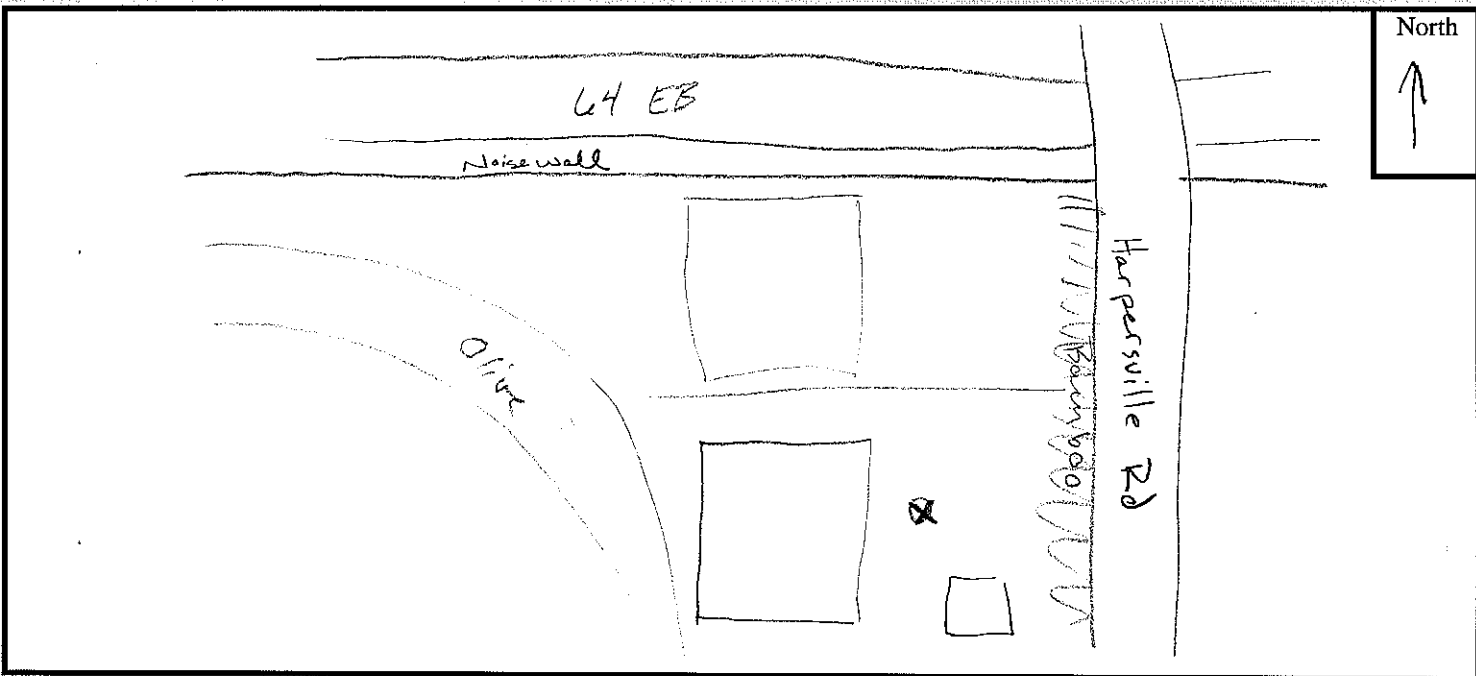
	Start	End
Date	<u>3/15/12</u>	
Time	<u>0855</u>	<u>0910</u>
Traffic	<u>NB/EB</u>	<u>SB/WD</u>
Cars	<u>847</u>	<u>936</u>
MT	<u>56</u>	<u>40</u>
HT	<u>43</u>	<u>68</u>
Buses	<u>7</u>	<u>6</u>
Total		
MC	<u>7</u>	<u>4</u>



Notes: Large stand of bamboo along Harpersville Rd

Lang = 63.5

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 63 P1  
 Done By: RVT  
 Meter: 2557 test #2

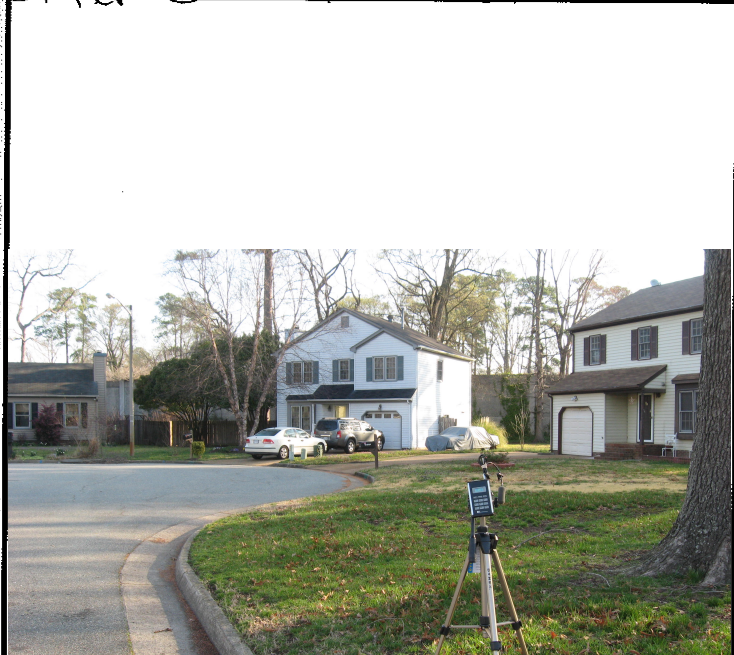
Description: 740 Leonard Pl /  
SE Homes Nodine Pl.

	Start	End
Date	15 Mar 12	15 Mar 12
Time	8:55	9:10
Traffic	NB/EB	SB/WB
Cars	847	936
MT	50	40
HT	43	68
Buses	7	6
Total		

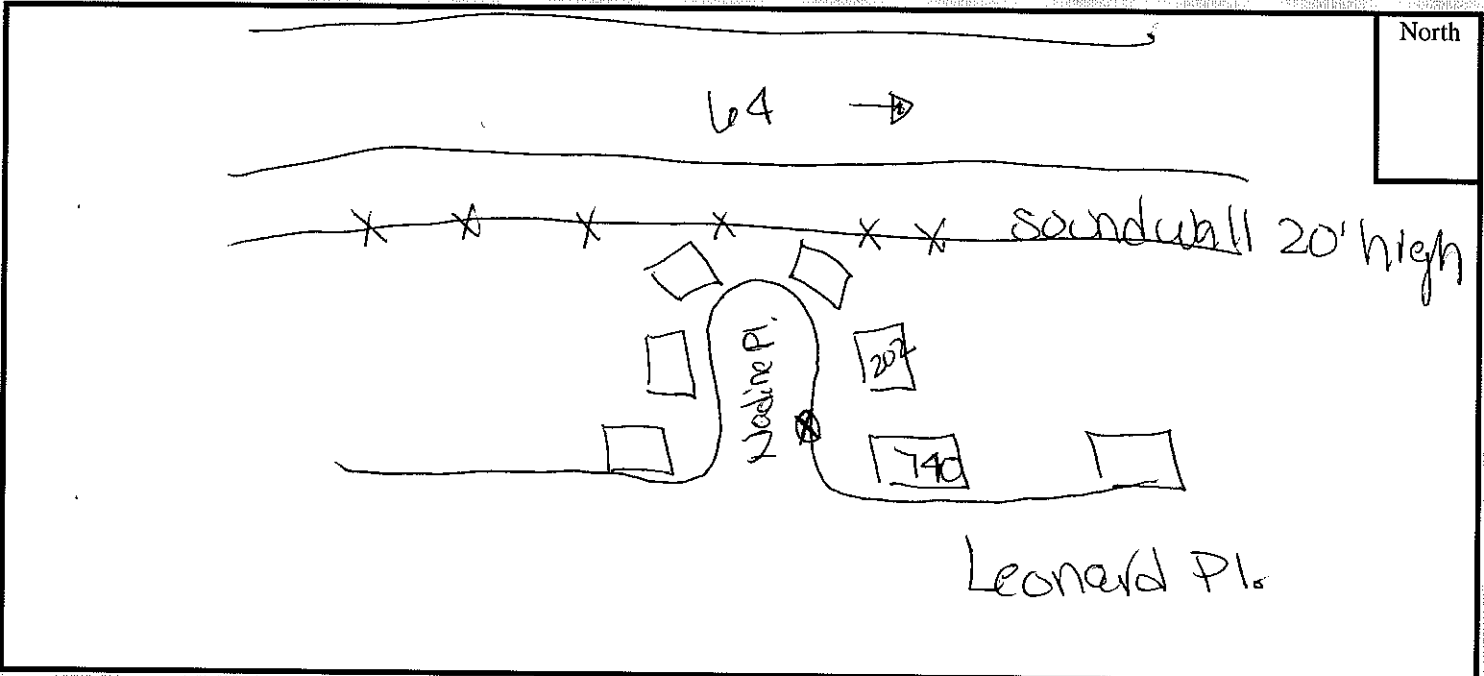
ME  
 Notes: traffic from I-64

dominates. Birds  
chirping.  
background around  
61 dBA

leg = 62



Wind Speed (mph) >1 Temp. (°F) 67° Humidity (%) \_\_\_\_\_



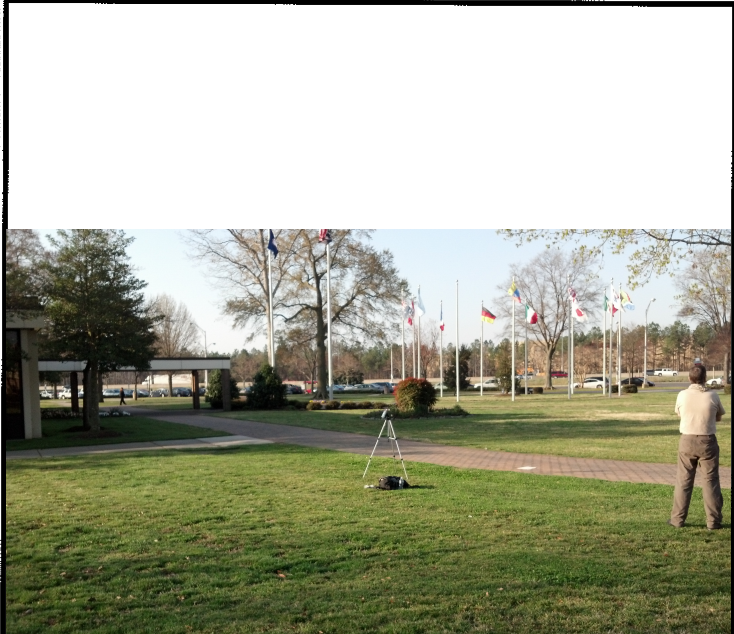


# I-64 Peninsula Study

Site # 024R1  
 Done By: Drew S.  
 Meter: 8908

Description: Thomas Nelson CC

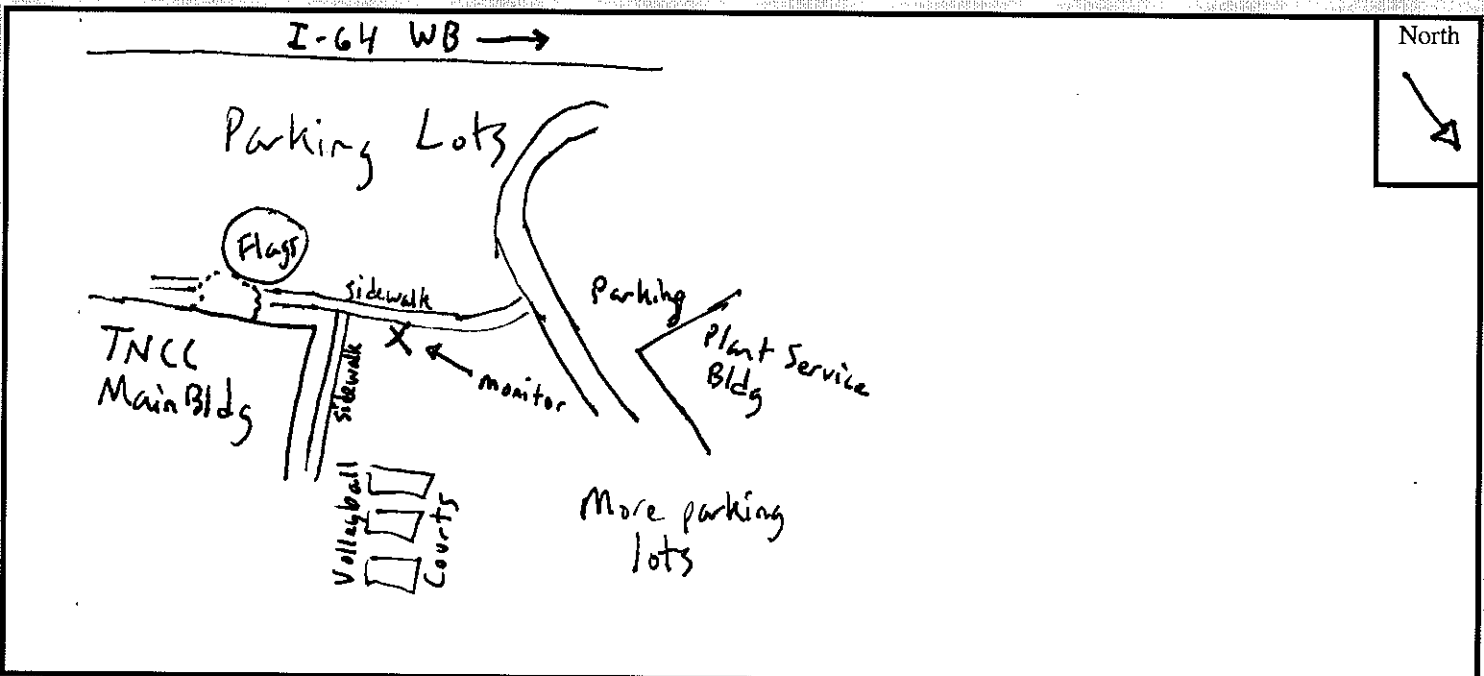
	Start	End
Date	3/15/12	3/15/12
Time	08:55	9:10
Traffic	NB/EB	SB/WB
Cars	847	936
MT	50	40
HT	43	68
Buses	7	6
Total	1	
Motorcycle	7	6



Notes:  
WEED WALKER RUNNING  
NEARBY FOR 1ST 7 MINUTES

Leg = 6303

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_ Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 65RA  
 Done By: RJA  
 Meter: 2557 test 1

Description: SE town homes  
6 Sweet Gum Pl.

	Start	End
Date	<u>14 Mar 12</u>	<u>14 Mar 12</u>
Time	<u>17:00</u>	<u>17:15</u>

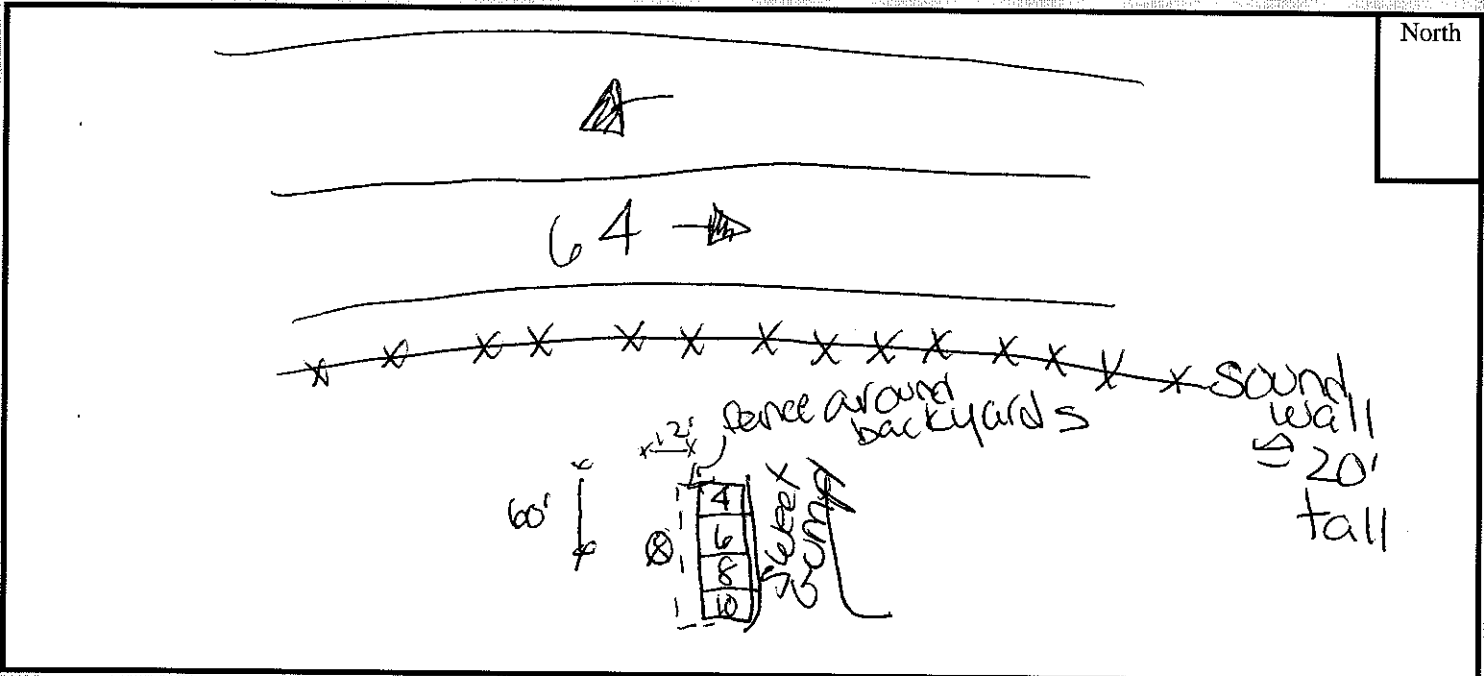
Traffic	NB/EB	SB/WB
Cars	<u>114</u>	<u>127</u>
MT	<u>18</u>	<u>15</u>
HT	<u>24</u>	<u>37</u>
Buses	<u>8</u>	<u>5</u>
Total		
MC	<u>13</u>	<u>15</u>

Notes:  
traffic from  
64 still dominant  
levels around 65dBA

Leq = 64.9 dBA



Wind Speed (mph) \_\_\_\_\_ Temp. (°F) 83° Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

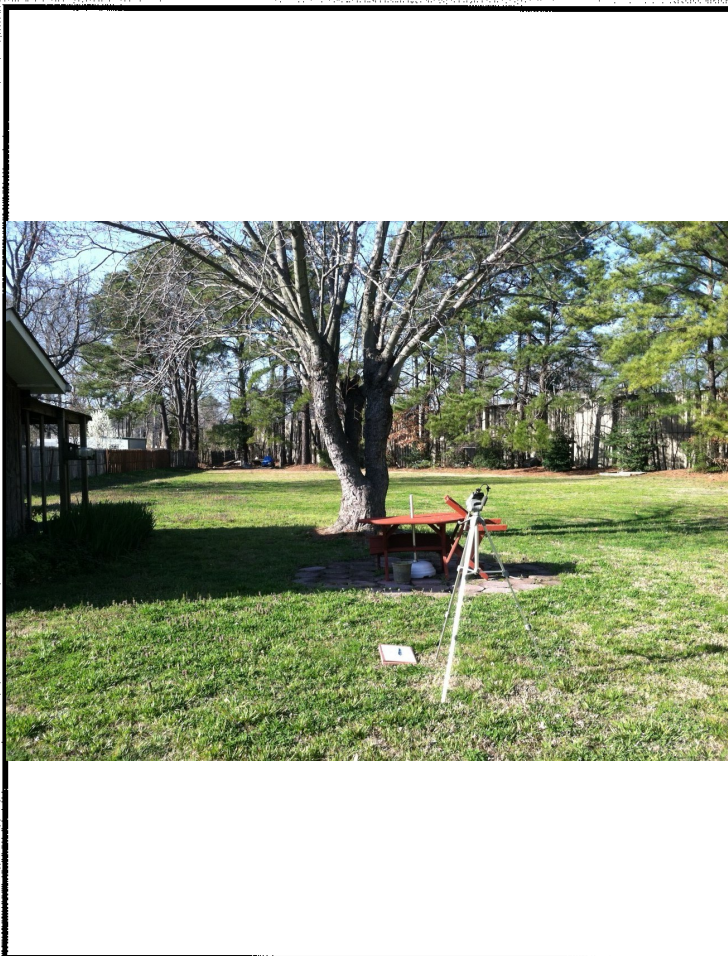
Site # 65R2  
 Done By: ASN  
 Meter: 3904

Description: 234 Merrick Rd

	Start	End
Date	3/14/12	
Time	17:00	17:15
Traffic	NB/EB	SB/WB
Cars	114	127
MT	18	15
HT	24	37
Buses	8	5
Total		
MC	13	5

Notes:

Neighbor is weedwacking - doesn't appear to affect ambient level  
 adds 1-2 dBA  
 Sound very consistent - all from 64  
 dogs at 17:02 / 17:13  
 Avg - 66.5 dBA

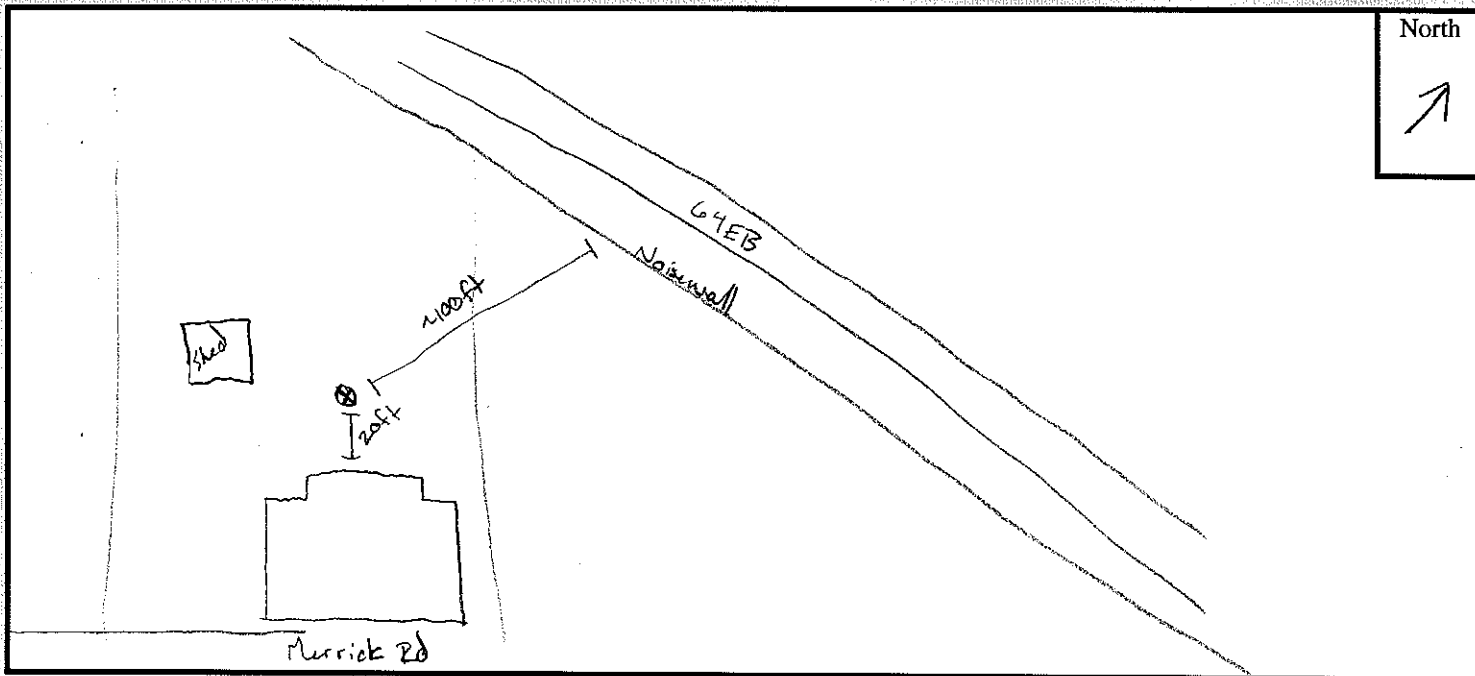


Wind Speed (mph) \_\_\_\_\_

Temp. (°F) \_\_\_\_\_

Humidity

(%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 66R1  
 Done By: RTH/HJN  
 Meter: 3904

Description: MF HOMES  
Monticello Apt Bldg 3001 #212

	Start	End
Date	<u>14 March 12</u>	<u>14 Mar 12</u>
Time	<u>15:40</u>	<u>15:55</u>

Traffic	NB/EB	SB/WB
Cars	<u>1353</u>	<u>1716</u>
MT	<u>20</u>	<u>18</u>
HT	<u>33</u>	<u>45</u>
Buses	<u>3</u>	<u>5</u>
Total		

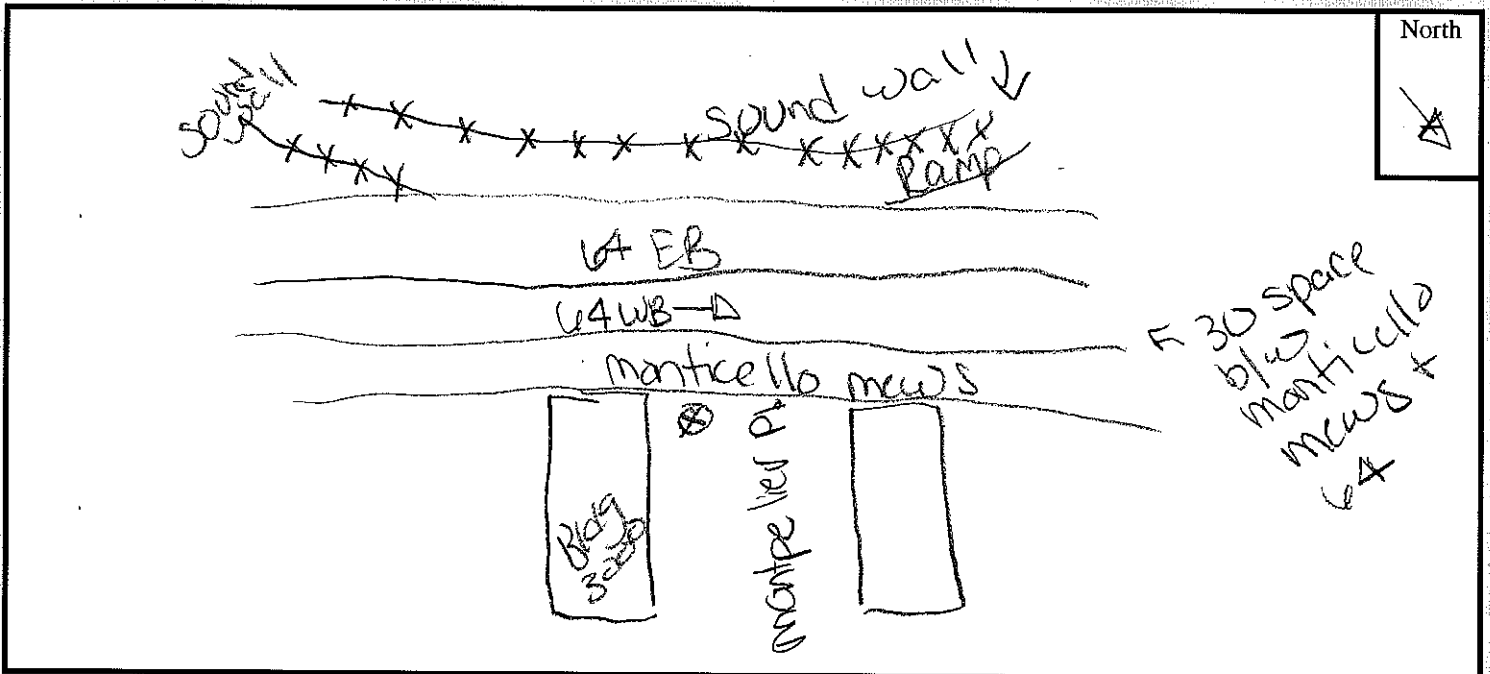
MC 2  
 Notes: traffic from

I-64 dominates. Passing local cars make no increase in level

leg = 7167

Wind Speed (mph) 2 Temp. (°F) 89°

Humidity (%) \_\_\_\_\_



# I-64 Peninsula Study

Site # 67R1  
 Done By: ASN/RNH  
 Meter: 3904

Description: Bluebird Gap Farm  
farm open to public with playground

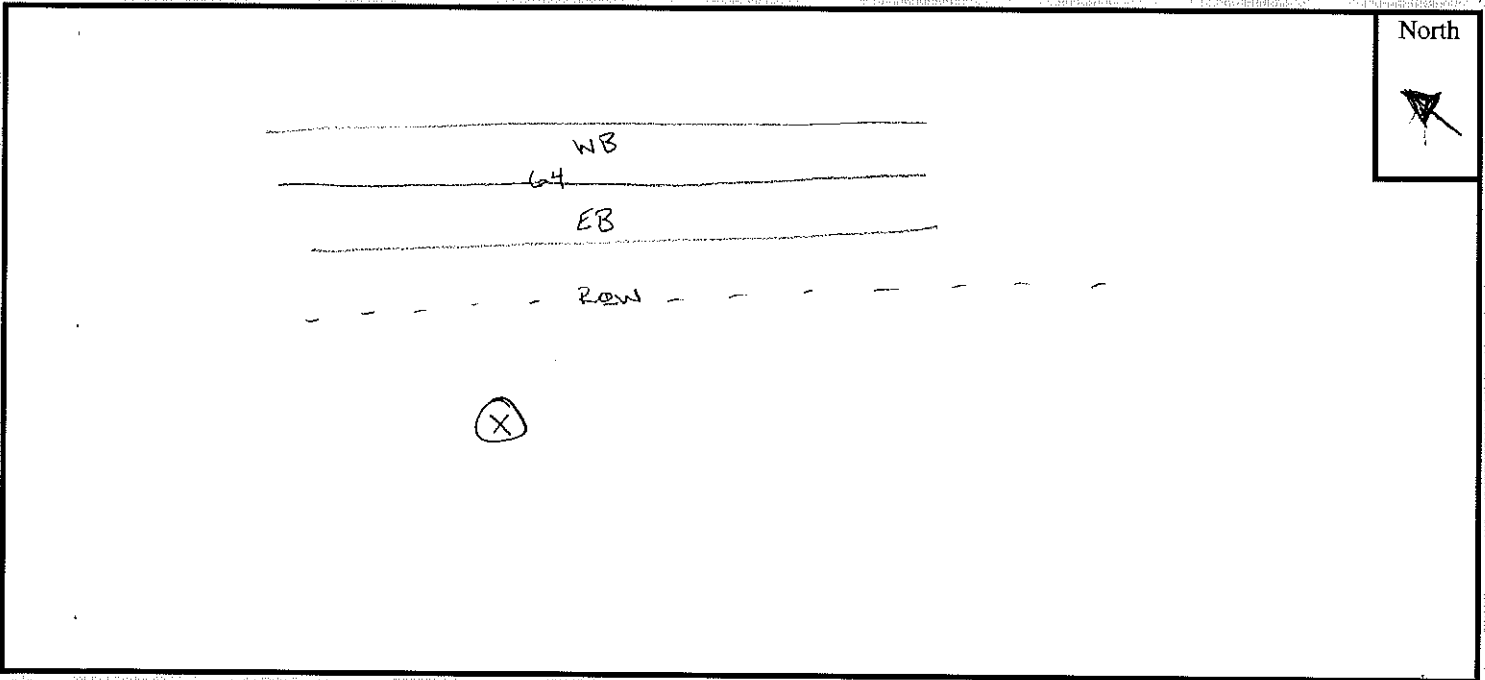
	Start	End
Date	<u>14 Mar 12</u>	<u>14 Mar 12</u>
Time	<u>2:25</u>	<u>2:40</u>
Traffic	NB/EB	SB/WB
Cars	<u>908</u>	<u>1015</u>
MT	<u>26</u>	<u>25</u>
HT	<u>53</u>	<u>59</u>
Buses	<u>5</u>	<u>4</u>
Total		
MC	<u>6</u>	<u>12</u>
Notes:		

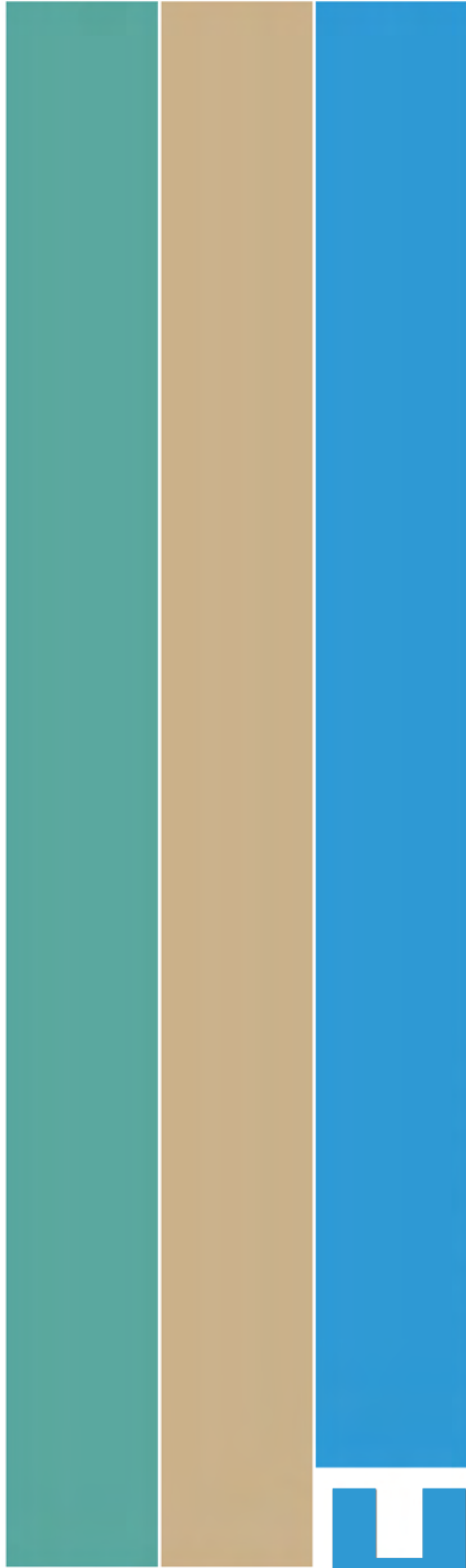


Background - children walking around  
background level w/out people  
≈ 68-70 dBA  
Leq = 70.9

Wind Speed (mph) \_\_\_\_\_ Temp. (°F) \_\_\_\_\_

Humidity (%) \_\_\_\_\_





**Metrosonics Printouts**

\*\*\*\*\*

Filename.....2557\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 11:21:26

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 11:45:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/26/12 at 12:00:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 11:28:13  
PRE-TEST CALIBRATION RANGE...38.7 TO 138.7 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 59.4dB  
Lav ( 80)..... 38.7dB

Lav ( 90)..... 38.7dB  
SEL..... 88.9dB

TWA..... 44.4dB  
TWA ( 80)..... 38.7dB  
TWA ( 90)..... 38.7dB

Lmax..... 72.6dB 03/26/12 at 11:56:05  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
11:45:00	57.8	59.1	UNDER	58.7	56.7
11:45:10	60.4	61.5	UNDER	61.7	59.7
11:45:20	57.6	60.4	UNDER	59.7	56.7
11:45:30	58.0	62.0	UNDER	60.7	55.7
11:45:40	56.2	57.6	UNDER	57.7	55.7
11:45:50	57.1	59.7	UNDER	58.7	55.7
11:46:00	64.0	70.0	UNDER	68.7	59.7
11:46:10	58.6	61.9	UNDER	60.7	56.7
11:46:20	55.8	56.7	UNDER	56.7	55.7
11:46:30	56.2	57.0	UNDER	56.7	55.7
11:46:40	61.1	70.7	UNDER	64.7	57.7
11:46:50	66.7	72.3	UNDER	71.7	57.7
11:47:00	57.6	60.7	UNDER	59.7	56.7
11:47:10	56.4	57.1	UNDER	56.7	56.7
11:47:20	55.8	56.4	UNDER	56.7	55.7
11:47:30	55.5	57.1	UNDER	56.7	54.7
11:47:40	56.2	57.6	UNDER	57.7	54.7
11:47:50	57.3	58.4	UNDER	58.7	55.7
11:48:00	58.0	58.9	UNDER	58.7	56.7
11:48:10	58.1	59.7	UNDER	59.7	56.7
11:48:20	59.2	60.9	UNDER	60.7	58.7
11:48:30	59.2	61.1	UNDER	60.7	57.7
11:48:40	56.6	57.9	UNDER	57.7	55.7
11:48:50	57.5	58.8	UNDER	58.7	55.7
11:49:00	56.9	58.4	UNDER	57.7	55.7
11:49:10	55.5	56.8	UNDER	56.7	54.7
11:49:20	56.2	57.6	UNDER	57.7	54.7
11:49:30	57.7	60.1	UNDER	59.7	56.7
11:49:40	58.2	60.4	UNDER	59.7	56.7
11:49:50	56.4	59.1	UNDER	58.7	54.7



11:50:00	53.8	54.4	UNDER	54.7	52.7
11:50:10	53.7	54.7	UNDER	54.7	52.7
11:50:20	56.0	58.4	UNDER	57.7	54.7
11:50:30	57.1	59.2	UNDER	58.7	56.7
11:50:40	56.7	57.8	UNDER	57.7	55.7
11:50:50	57.5	58.5	UNDER	58.7	56.7
11:51:00	57.7	59.5	UNDER	58.7	56.7
11:51:10	58.1	60.8	UNDER	60.7	53.7
11:51:20	54.6	55.2	UNDER	55.7	53.7
11:51:30	54.4	54.8	UNDER	54.7	53.7
11:51:40	55.4	56.0	UNDER	55.7	53.7
11:51:50	55.8	56.7	UNDER	56.7	55.7
11:52:00	56.5	57.6	UNDER	57.7	55.7
11:52:10	56.1	57.2	UNDER	57.7	55.7
11:52:20	56.8	57.9	UNDER	57.7	56.7
11:52:30	56.1	56.8	UNDER	56.7	55.7
11:52:40	55.2	55.6	UNDER	55.7	54.7
11:52:50	55.6	58.0	UNDER	56.7	54.7
11:53:00	57.5	58.8	UNDER	58.7	56.7
11:53:10	57.8	58.9	UNDER	58.7	55.7
11:53:20	59.3	61.7	UNDER	60.7	57.7
11:53:30	58.5	60.3	UNDER	59.7	56.7
11:53:40	57.4	58.7	UNDER	57.7	56.7
11:53:50	58.1	60.0	UNDER	59.7	56.7
11:54:00	58.7	60.7	UNDER	60.7	56.7
11:54:10	58.5	60.8	UNDER	60.7	56.7
11:54:20	59.7	62.3	UNDER	61.7	57.7
11:54:30	59.9	62.0	UNDER	61.7	58.7
11:54:40	59.9	62.0	UNDER	61.7	58.7
11:54:50	58.2	60.9	UNDER	60.7	56.7
11:55:00	58.5	60.5	UNDER	59.7	57.7
11:55:10	58.8	61.1	UNDER	60.7	57.7
11:55:20	60.7	63.5	UNDER	62.7	59.7
11:55:30	60.4	61.1	UNDER	60.7	59.7
11:55:40	61.3	62.5	UNDER	62.7	60.7
11:55:50	65.0	70.8	UNDER	69.7	60.7
11:56:00	71.0	72.6	UNDER	72.7	67.7
11:56:10	65.6	69.9	UNDER	68.7	60.7
11:56:20	59.9	61.5	UNDER	61.7	58.7
11:56:30	58.0	58.8	UNDER	58.7	56.7
11:56:40	57.9	59.5	UNDER	59.7	56.7
11:56:50	57.9	58.8	UNDER	58.7	57.7
11:57:00	58.2	58.8	UNDER	58.7	57.7
11:57:10	58.2	59.9	UNDER	59.7	57.7
11:57:20	57.0	57.8	UNDER	57.7	56.7
11:57:30	57.2	58.6	UNDER	58.7	56.7
11:57:40	56.7	57.5	UNDER	57.7	55.7
11:57:50	60.4	65.1	UNDER	62.7	56.7
11:58:00	59.3	60.3	UNDER	60.7	58.7
11:58:10	59.8	60.8	UNDER	60.7	58.7
11:58:20	59.8	61.2	UNDER	60.7	58.7
11:58:30	58.4	59.5	UNDER	59.7	57.7

11:58:40	58.2	59.6	UNDER	59.7	57.7
11:58:50	58.1	58.7	UNDER	58.7	57.7
11:59:00	58.7	61.5	UNDER	60.7	56.7
11:59:10	58.1	59.2	UNDER	59.7	56.7
11:59:20	56.7	58.4	UNDER	57.7	55.7
11:59:30	56.2	57.2	UNDER	56.7	55.7
11:59:40	57.3	58.9	UNDER	58.7	56.7
11:59:50	57.3	58.4	UNDER	58.7	56.7

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Filename.....2555\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 11:22:27

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 11:45:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/26/12 at 12:00:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 10:08:09  
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 5 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.8dB  
Lav ( 80)..... 39.6dB

Lav ( 90)..... 39.6dB  
SEL..... 92.3dB

TWA..... 47.8dB  
TWA ( 80)..... 39.6dB  
TWA ( 90)..... 39.6dB

Lmax..... 73.2dB 03/26/12 at 11:51:47  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
11:45:00	63.6	65.3	UNDER	64.6	61.6
11:45:10	62.7	64.7	UNDER	64.6	59.6
11:45:20	64.8	67.3	UNDER	67.6	62.6
11:45:30	62.8	65.5	UNDER	65.6	59.6
11:45:40	61.6	63.8	UNDER	63.6	58.6
11:45:50	60.5	62.1	UNDER	61.6	58.6
11:46:00	61.1	64.5	UNDER	64.6	59.6
11:46:10	60.3	64.3	UNDER	63.6	53.6
11:46:20	53.5	54.5	UNDER	54.6	52.6
11:46:30	63.3	66.9	UNDER	66.6	54.6
11:46:40	61.2	64.9	UNDER	64.6	58.6
11:46:50	58.8	63.0	UNDER	62.6	54.6
11:47:00	64.0	68.6	UNDER	68.6	61.6
11:47:10	64.7	68.0	UNDER	66.6	62.6
11:47:20	62.9	65.9	UNDER	65.6	59.6
11:47:30	63.0	63.8	UNDER	63.6	60.6
11:47:40	60.2	63.3	UNDER	63.6	55.6
11:47:50	59.3	63.2	UNDER	62.6	55.6
11:48:00	62.7	64.1	UNDER	64.6	60.6
11:48:10	63.4	64.3	UNDER	64.6	62.6
11:48:20	64.4	66.1	UNDER	65.6	61.6
11:48:30	60.2	62.7	UNDER	62.6	57.6
11:48:40	61.9	63.7	UNDER	63.6	59.6
11:48:50	62.8	66.5	UNDER	64.6	60.6
11:49:00	64.4	67.2	UNDER	66.6	62.6
11:49:10	61.9	64.0	UNDER	63.6	58.6
11:49:20	59.3	60.0	UNDER	59.6	58.6
11:49:30	58.9	60.8	UNDER	60.6	55.6
11:49:40	61.3	64.0	UNDER	62.6	57.6
11:49:50	64.7	65.4	UNDER	65.6	63.6

11:50:00	62.8	64.0	UNDER	63.6	61.6
11:50:10	63.1	65.6	UNDER	65.6	60.6
11:50:20	62.5	64.9	UNDER	64.6	60.6
11:50:30	62.7	64.5	UNDER	64.6	58.6
11:50:40	60.1	62.8	UNDER	61.6	58.6
11:50:50	63.7	68.8	UNDER	68.6	59.6
11:51:00	63.3	68.6	UNDER	67.6	59.6
11:51:10	59.2	62.2	UNDER	61.6	56.6
11:51:20	58.7	61.0	UNDER	60.6	57.6
11:51:30	64.3	68.5	UNDER	67.6	57.6
11:51:40	69.3	73.2	UNDER	72.6	64.6
11:51:50	62.5	66.6	UNDER	65.6	60.6
11:52:00	63.7	64.9	UNDER	64.6	62.6
11:52:10	64.0	67.0	UNDER	66.6	61.6
11:52:20	61.9	63.6	UNDER	63.6	59.6
11:52:30	62.1	64.1	UNDER	63.6	58.6
11:52:40	61.1	64.1	UNDER	63.6	56.6
11:52:50	61.2	64.3	UNDER	63.6	57.6
11:53:00	64.6	67.6	UNDER	67.6	59.6
11:53:10	62.2	64.7	UNDER	63.6	60.6
11:53:20	61.0	63.8	UNDER	62.6	58.6
11:53:30	61.3	63.2	UNDER	62.6	58.6
11:53:40	63.9	66.2	UNDER	65.6	61.6
11:53:50	62.5	66.0	UNDER	65.6	59.6
11:54:00	61.1	62.7	UNDER	62.6	58.6
11:54:10	64.5	67.0	UNDER	66.6	61.6
11:54:20	60.0	62.1	UNDER	61.6	58.6
11:54:30	65.6	68.8	UNDER	68.6	61.6
11:54:40	67.8	70.9	UNDER	70.6	62.6
11:54:50	61.2	62.9	UNDER	62.6	59.6
11:55:00	60.1	61.7	UNDER	61.6	57.6
11:55:10	63.6	65.2	UNDER	65.6	60.6
11:55:20	60.9	64.8	UNDER	63.6	56.6
11:55:30	60.5	63.7	UNDER	63.6	55.6
11:55:40	63.9	66.2	UNDER	65.6	61.6
11:55:50	65.7	70.2	UNDER	69.6	60.6
11:56:00	61.8	64.2	UNDER	63.6	59.6
11:56:10	62.2	64.8	UNDER	64.6	60.6
11:56:20	65.4	67.4	UNDER	66.6	63.6
11:56:30	65.5	68.2	UNDER	67.6	63.6
11:56:40	65.3	68.8	UNDER	68.6	62.6
11:56:50	63.2	65.0	UNDER	64.6	60.6
11:57:00	62.2	63.7	UNDER	63.6	60.6
11:57:10	63.1	64.2	UNDER	64.6	60.6
11:57:20	60.9	64.4	UNDER	63.6	57.6
11:57:30	64.0	65.3	UNDER	64.6	62.6
11:57:40	64.6	66.9	UNDER	66.6	62.6
11:57:50	61.5	65.0	UNDER	64.6	58.6
11:58:00	62.0	63.6	UNDER	63.6	58.6
11:58:10	65.2	66.8	UNDER	66.6	60.6
11:58:20	64.5	66.8	UNDER	66.6	59.6
11:58:30	56.7	59.2	UNDER	58.6	54.6

11:58:40	58.7	60.0	UNDER	59.6	57.6
11:58:50	60.0	61.4	UNDER	61.6	57.6
11:59:00	64.5	67.2	UNDER	66.6	58.6
11:59:10	61.8	65.0	UNDER	64.6	58.6
11:59:20	58.1	60.6	UNDER	60.6	54.6
11:59:30	57.3	60.4	UNDER	60.6	52.6
11:59:40	51.9	56.9	UNDER	55.6	49.6
11:59:50	59.3	62.2	UNDER	61.6	54.6

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Filename.....3908\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 11:24:01

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 11:37:20  
TOTAL LOGGING TIME...0 DAYS 00:15:02  
LOGGING STOPPED.....03/26/12 at 11:52:22  
TOTAL INTERVALS.....91  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 10:58:32  
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 56.9dB  
Lav ( 80)..... 39.2dB

Lav ( 90)..... 39.2dB  
SEL..... 86.4dB

TWA..... 41.9dB  
TWA ( 80)..... 39.2dB  
TWA ( 90)..... 39.2dB

Lmax..... 65.3dB 03/26/12 at 11:47:47  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
11:37:20	55.1	56.2	UNDER	56.2	53.2
11:37:30	52.7	54.1	UNDER	53.2	50.2
11:37:40	53.0	55.2	UNDER	54.2	50.2
11:37:50	57.2	58.5	UNDER	57.2	55.2
11:38:00	54.3	56.8	UNDER	55.2	53.2
11:38:10	57.5	60.5	UNDER	60.2	53.2
11:38:20	58.6	60.0	UNDER	59.2	56.2
11:38:30	59.5	60.1	UNDER	60.2	58.2
11:38:40	58.7	59.7	UNDER	59.2	58.2
11:38:50	59.7	61.2	UNDER	60.2	56.2
11:39:00	54.4	56.9	UNDER	55.2	52.2
11:39:10	55.2	56.1	UNDER	56.2	53.2
11:39:20	57.2	58.1	UNDER	57.2	55.2
11:39:30	59.0	59.6	UNDER	59.2	57.2
11:39:40	57.3	58.9	UNDER	58.2	55.2
11:39:50	56.2	57.0	UNDER	56.2	55.2
11:40:00	56.9	57.6	UNDER	57.2	56.2
11:40:10	58.2	60.1	UNDER	59.2	55.2
11:40:20	58.7	59.3	UNDER	59.2	57.2
11:40:30	56.0	57.3	UNDER	56.2	55.2
11:40:40	56.4	57.3	UNDER	56.2	55.2
11:40:50	54.8	56.9	UNDER	55.2	53.2
11:41:00	57.5	59.7	UNDER	58.2	55.2
11:41:10	60.2	62.1	UNDER	61.2	58.2
11:41:20	57.8	58.5	UNDER	58.2	56.2
11:41:30	58.3	59.0	UNDER	58.2	57.2
11:41:40	57.6	58.4	UNDER	58.2	57.2
11:41:50	55.9	57.3	UNDER	56.2	54.2
11:42:00	56.5	57.6	UNDER	57.2	55.2
11:42:10	58.2	60.1	UNDER	59.2	55.2



11:42:20	57.9	60.1	UNDER	58.2	56.2
11:42:30	54.6	57.3	UNDER	56.2	53.2
11:42:40	54.8	56.0	UNDER	55.2	53.2
11:42:50	58.1	60.1	UNDER	59.2	55.2
11:43:00	60.0	62.1	UNDER	61.2	56.2
11:43:10	56.7	57.6	UNDER	57.2	56.2
11:43:20	57.5	58.1	UNDER	58.2	56.2
11:43:30	56.2	56.9	UNDER	56.2	55.2
11:43:40	55.4	56.1	UNDER	56.2	54.2
11:43:50	54.0	55.2	UNDER	54.2	52.2
11:44:00	54.9	56.2	UNDER	55.2	52.2
11:44:10	55.4	56.5	UNDER	56.2	54.2
11:44:20	57.4	58.8	UNDER	58.2	56.2
11:44:30	55.9	57.2	UNDER	56.2	54.2
11:44:40	54.6	56.3	UNDER	55.2	53.2
11:44:50	57.1	58.5	UNDER	58.2	56.2
11:45:00	57.0	58.3	UNDER	57.2	56.2
11:45:10	55.0	56.1	UNDER	55.2	54.2
11:45:20	55.9	58.0	UNDER	57.2	54.2
11:45:30	56.3	58.4	UNDER	58.2	53.2
11:45:40	55.9	58.2	UNDER	58.2	53.2
11:45:50	58.7	60.1	UNDER	59.2	56.2
11:46:00	57.7	60.1	UNDER	59.2	54.2
11:46:10	54.5	55.0	UNDER	54.2	54.2
11:46:20	55.1	57.4	UNDER	56.2	53.2
11:46:30	57.9	59.1	UNDER	58.2	55.2
11:46:40	54.3	56.1	UNDER	55.2	53.2
11:46:50	57.5	58.9	UNDER	58.2	55.2
11:47:00	58.8	61.1	UNDER	60.2	57.2
11:47:10	57.5	59.7	UNDER	59.2	55.2
11:47:20	55.7	57.3	UNDER	56.2	54.2
11:47:30	61.0	64.9	UNDER	63.2	56.2
11:47:40	62.2	65.3	UNDER	64.2	58.2
11:47:50	58.3	60.6	UNDER	59.2	56.2
11:48:00	58.0	60.1	UNDER	59.2	56.2
11:48:10	57.9	58.8	UNDER	58.2	56.2
11:48:20	57.7	58.4	UNDER	58.2	56.2
11:48:30	56.1	58.0	UNDER	57.2	54.2
11:48:40	57.5	58.8	UNDER	58.2	54.2
11:48:50	57.5	58.9	UNDER	58.2	56.2
11:49:00	58.3	59.3	UNDER	59.2	56.2
11:49:10	55.9	56.9	UNDER	56.2	55.2
11:49:20	56.5	58.8	UNDER	58.2	55.2
11:49:30	58.6	59.2	UNDER	59.2	57.2
11:49:40	55.3	57.7	UNDER	57.2	52.2
11:49:50	52.4	53.4	UNDER	53.2	51.2
11:50:00	53.9	54.6	UNDER	54.2	53.2
11:50:10	54.1	57.3	UNDER	55.2	53.2
11:50:20	56.9	58.1	UNDER	58.2	54.2
11:50:30	53.0	54.1	UNDER	53.2	51.2
11:50:40	51.9	52.9	UNDER	52.2	50.2
11:50:50	50.0	52.1	UNDER	51.2	47.2

11:51:00	51.6	55.4	UNDER	54.2	47.2
11:51:10	56.1	56.9	UNDER	56.2	54.2
11:51:20	55.5	56.1	UNDER	56.2	54.2
11:51:30	54.1	55.7	UNDER	55.2	52.2
11:51:40	54.3	54.8	UNDER	54.2	53.2
11:51:50	55.5	56.9	UNDER	56.2	54.2
11:52:00	56.2	56.9	UNDER	56.2	55.2
11:52:10	55.6	57.7	UNDER	57.2	52.2
11:52:20	53.0	53.3	UNDER	53.2	52.2

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 11:41:27

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 16:10:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/23/12 at 16:25:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 16 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 55.6dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 85.0dB

TWA..... 40.6dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 62.9dB 03/23/12 at 16:19:08  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 16 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
16:10:00	58.0	60.3	UNDER	60.3	55.3
16:10:10	55.9	56.9	UNDER	56.3	54.3
16:10:20	54.5	56.1	UNDER	55.3	53.3
16:10:30	55.0	56.2	UNDER	56.3	53.3
16:10:40	56.4	58.1	UNDER	57.3	55.3
16:10:50	57.2	58.9	UNDER	58.3	55.3
16:11:00	55.8	56.5	UNDER	56.3	55.3
16:11:10	55.1	55.9	UNDER	55.3	54.3
16:11:20	54.5	54.9	UNDER	54.3	53.3
16:11:30	53.1	53.9	UNDER	53.3	52.3
16:11:40	56.3	58.4	UNDER	58.3	53.3
16:11:50	55.7	56.9	UNDER	56.3	54.3
16:12:00	56.2	58.1	UNDER	57.3	54.3
16:12:10	56.3	57.7	UNDER	57.3	54.3
16:12:20	55.3	58.1	UNDER	56.3	53.3
16:12:30	54.0	55.1	UNDER	54.3	53.3
16:12:40	58.6	59.9	UNDER	59.3	55.3
16:12:50	53.9	57.3	UNDER	55.3	51.3
16:13:00	56.5	57.4	UNDER	57.3	54.3
16:13:10	56.2	58.0	UNDER	57.3	54.3
16:13:20	53.8	55.0	UNDER	54.3	53.3
16:13:30	56.6	57.1	UNDER	57.3	55.3
16:13:40	54.1	55.4	UNDER	55.3	52.3
16:13:50	53.1	54.5	UNDER	53.3	52.3
16:14:00	57.1	58.2	UNDER	58.3	54.3
16:14:10	55.4	56.9	UNDER	56.3	54.3
16:14:20	57.2	57.8	UNDER	57.3	56.3
16:14:30	57.3	58.5	UNDER	58.3	55.3
16:14:40	54.9	56.4	UNDER	55.3	54.3
16:14:50	55.5	56.5	UNDER	56.3	54.3

16:15:00	54.6	55.7	UNDER	55.3	53.3
16:15:10	56.4	57.7	UNDER	57.3	54.3
16:15:20	55.4	56.4	UNDER	56.3	54.3
16:15:30	53.2	55.8	UNDER	55.3	50.3
16:15:40	55.1	56.9	UNDER	56.3	51.3
16:15:50	53.3	55.4	UNDER	55.3	48.3
16:16:00	54.5	56.9	UNDER	56.3	49.3
16:16:10	57.1	58.6	UNDER	58.3	54.3
16:16:20	55.8	57.6	UNDER	57.3	54.3
16:16:30	57.4	57.9	UNDER	57.3	56.3
16:16:40	55.1	57.3	UNDER	56.3	53.3
16:16:50	54.7	55.9	UNDER	55.3	54.3
16:17:00	55.9	57.9	UNDER	57.3	54.3
16:17:10	58.0	60.7	UNDER	60.3	54.3
16:17:20	57.2	57.8	UNDER	57.3	56.3
16:17:30	56.6	58.3	UNDER	57.3	55.3
16:17:40	56.3	57.8	UNDER	57.3	55.3
16:17:50	56.6	58.0	UNDER	56.3	55.3
16:18:00	55.8	56.9	UNDER	56.3	53.3
16:18:10	56.3	58.5	UNDER	58.3	53.3
16:18:20	55.7	58.6	UNDER	58.3	50.3
16:18:30	54.0	56.5	UNDER	56.3	50.3
16:18:40	55.8	56.6	UNDER	56.3	54.3
16:18:50	54.6	55.7	UNDER	55.3	53.3
16:19:00	58.3	62.9	UNDER	61.3	54.3
16:19:10	57.0	60.6	UNDER	59.3	55.3
16:19:20	57.0	58.6	UNDER	58.3	54.3
16:19:30	55.5	57.4	UNDER	57.3	54.3
16:19:40	56.3	59.4	UNDER	59.3	53.3
16:19:50	55.5	56.6	UNDER	56.3	54.3
16:20:00	57.0	57.9	UNDER	57.3	55.3
16:20:10	56.4	59.3	UNDER	58.3	53.3
16:20:20	52.5	53.8	UNDER	53.3	51.3
16:20:30	53.6	54.9	UNDER	54.3	52.3
16:20:40	56.8	57.8	UNDER	57.3	54.3
16:20:50	57.7	59.0	UNDER	58.3	56.3
16:21:00	56.6	57.8	UNDER	57.3	55.3
16:21:10	55.6	56.6	UNDER	56.3	54.3
16:21:20	55.2	56.3	UNDER	56.3	51.3
16:21:30	52.0	54.2	UNDER	54.3	49.3
16:21:40	55.0	56.2	UNDER	55.3	53.3
16:21:50	55.1	57.1	UNDER	56.3	52.3
16:22:00	51.5	53.3	UNDER	53.3	50.3
16:22:10	52.5	54.5	UNDER	53.3	51.3
16:22:20	54.4	55.3	UNDER	54.3	53.3
16:22:30	54.4	56.5	UNDER	56.3	51.3
16:22:40	52.8	54.7	UNDER	54.3	51.3
16:22:50	55.0	55.8	UNDER	55.3	54.3
16:23:00	52.9	54.9	UNDER	54.3	51.3
16:23:10	54.3	55.9	UNDER	55.3	52.3
16:23:20	55.0	55.9	UNDER	55.3	54.3
16:23:30	54.2	55.3	UNDER	55.3	51.3

16:23:40	51.5	52.3	UNDER	52.3	50.3
16:23:50	54.0	58.6	UNDER	56.3	52.3
16:24:00	53.8	55.0	UNDER	54.3	52.3
16:24:10	55.6	56.6	UNDER	56.3	53.3
16:24:20	53.2	54.9	UNDER	54.3	52.3
16:24:30	53.7	55.8	UNDER	55.3	51.3
16:24:40	55.9	57.8	UNDER	57.3	54.3
16:24:50	54.4	56.9	UNDER	55.3	52.3

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Filename.....2555\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 11:42:41

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 16:10:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/23/12 at 16:25:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 16:15:11  
PRE-TEST CALIBRATION RANGE...40.2 TO 140.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 5 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 60.9dB  
Lav ( 80)..... 40.2dB

Lav ( 90)..... 40.2dB  
SEL..... 90.3dB

TWA..... 45.9dB  
TWA ( 80)..... 40.2dB  
TWA ( 90)..... 40.2dB

Lmax..... 65.4dB 03/23/12 at 16:10:03  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
16:10:00	63.8	65.4	UNDER	65.2	62.2
16:10:10	61.2	62.2	UNDER	62.2	60.2
16:10:20	61.0	61.8	UNDER	61.2	60.2
16:10:30	58.3	60.6	UNDER	59.2	57.2
16:10:40	62.5	63.6	UNDER	63.2	59.2
16:10:50	63.1	65.2	UNDER	65.2	61.2
16:11:00	60.4	61.8	UNDER	61.2	58.2
16:11:10	60.5	61.2	UNDER	61.2	59.2
16:11:20	62.5	63.4	UNDER	63.2	61.2
16:11:30	60.9	63.0	UNDER	62.2	59.2
16:11:40	62.3	64.6	UNDER	64.2	59.2
16:11:50	60.4	61.2	UNDER	61.2	59.2
16:12:00	60.2	61.2	UNDER	60.2	59.2
16:12:10	59.9	60.7	UNDER	60.2	59.2
16:12:20	58.6	60.5	UNDER	60.2	56.2
16:12:30	60.0	64.4	UNDER	63.2	56.2
16:12:40	62.7	65.0	UNDER	64.2	60.2
16:12:50	61.7	62.7	UNDER	62.2	60.2
16:13:00	60.0	61.5	UNDER	60.2	59.2
16:13:10	61.5	63.4	UNDER	62.2	60.2
16:13:20	61.3	63.4	UNDER	63.2	59.2
16:13:30	60.5	62.8	UNDER	62.2	58.2
16:13:40	63.0	64.9	UNDER	64.2	61.2
16:13:50	61.6	63.4	UNDER	63.2	59.2
16:14:00	61.6	63.3	UNDER	62.2	61.2
16:14:10	60.1	61.5	UNDER	61.2	59.2
16:14:20	60.4	61.4	UNDER	61.2	58.2
16:14:30	61.3	62.4	UNDER	62.2	60.2
16:14:40	59.7	61.5	UNDER	61.2	57.2
16:14:50	61.0	62.6	UNDER	62.2	57.2



16:15:00	61.5	62.4	UNDER	62.2	59.2
16:15:10	60.8	62.4	UNDER	61.2	59.2
16:15:20	62.5	63.5	UNDER	63.2	61.2
16:15:30	60.9	62.6	UNDER	62.2	59.2
16:15:40	60.8	62.9	UNDER	62.2	59.2
16:15:50	60.8	63.4	UNDER	63.2	57.2
16:16:00	60.7	62.6	UNDER	62.2	57.2
16:16:10	62.5	63.6	UNDER	63.2	61.2
16:16:20	61.1	63.6	UNDER	63.2	55.2
16:16:30	53.7	55.3	UNDER	55.2	52.2
16:16:40	59.0	61.1	UNDER	60.2	55.2
16:16:50	58.2	60.1	UNDER	59.2	56.2
16:17:00	63.2	64.9	UNDER	64.2	60.2
16:17:10	61.2	63.7	UNDER	63.2	59.2
16:17:20	61.6	62.6	UNDER	62.2	60.2
16:17:30	61.6	62.3	UNDER	62.2	60.2
16:17:40	59.7	60.3	UNDER	60.2	59.2
16:17:50	58.6	59.7	UNDER	59.2	57.2
16:18:00	59.2	60.8	UNDER	60.2	57.2
16:18:10	62.0	63.6	UNDER	63.2	60.2
16:18:20	63.1	63.8	UNDER	63.2	62.2
16:18:30	60.8	62.3	UNDER	61.2	59.2
16:18:40	61.0	62.0	UNDER	61.2	59.2
16:18:50	63.5	64.6	UNDER	64.2	61.2
16:19:00	60.9	63.0	UNDER	62.2	59.2
16:19:10	61.9	63.2	UNDER	63.2	59.2
16:19:20	58.5	59.8	UNDER	59.2	57.2
16:19:30	60.4	61.6	UNDER	61.2	59.2
16:19:40	59.8	61.1	UNDER	61.2	57.2
16:19:50	61.4	63.4	UNDER	63.2	57.2
16:20:00	61.5	62.0	UNDER	61.2	61.2
16:20:10	62.2	63.2	UNDER	63.2	60.2
16:20:20	60.6	61.1	UNDER	61.2	60.2
16:20:30	58.9	60.5	UNDER	59.2	57.2
16:20:40	58.7	59.8	UNDER	59.2	57.2
16:20:50	60.7	61.8	UNDER	61.2	59.2
16:21:00	61.6	63.1	UNDER	63.2	59.2
16:21:10	58.5	59.8	UNDER	59.2	57.2
16:21:20	59.6	60.7	UNDER	60.2	57.2
16:21:30	60.1	61.4	UNDER	61.2	58.2
16:21:40	62.5	63.5	UNDER	63.2	61.2
16:21:50	62.0	63.5	UNDER	63.2	60.2
16:22:00	59.5	61.5	UNDER	61.2	57.2
16:22:10	60.8	61.3	UNDER	61.2	59.2
16:22:20	59.6	60.7	UNDER	60.2	58.2
16:22:30	58.3	59.8	UNDER	59.2	57.2
16:22:40	60.3	61.4	UNDER	61.2	58.2
16:22:50	58.8	59.5	UNDER	59.2	57.2
16:23:00	58.6	59.3	UNDER	59.2	58.2
16:23:10	60.6	61.6	UNDER	61.2	59.2
16:23:20	61.3	63.2	UNDER	63.2	59.2
16:23:30	59.4	60.7	UNDER	60.2	57.2

16:23:40	60.5	61.7	UNDER	61.2	58.2
16:23:50	61.6	63.4	UNDER	62.2	59.2
16:24:00	59.9	60.8	UNDER	60.2	58.2
16:24:10	58.8	59.9	UNDER	59.2	57.2
16:24:20	59.8	61.2	UNDER	61.2	58.2
16:24:30	59.5	60.2	UNDER	60.2	59.2
16:24:40	60.2	60.7	UNDER	60.2	59.2
16:24:50	59.1	60.3	UNDER	59.2	58.2

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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 11:44:19

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 16:10:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/23/12 at 16:25:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 9 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.1dB  
Lav ( 80)..... 38.8dB

Lav ( 90)..... 38.8dB  
SEL..... 94.6dB

TWA..... 50.1dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 73.8dB 03/23/12 at 16:11:25  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 9 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
16:10:00	65.2	66.5	UNDER	66.8	62.8
16:10:10	62.1	64.9	UNDER	63.8	60.8
16:10:20	65.9	67.7	UNDER	67.8	63.8
16:10:30	66.1	68.0	UNDER	67.8	64.8
16:10:40	66.7	68.0	UNDER	67.8	65.8
16:10:50	64.5	68.2	UNDER	67.8	60.8
16:11:00	65.4	67.2	UNDER	67.8	60.8
16:11:10	64.3	65.3	UNDER	65.8	63.8
16:11:20	70.1	73.8	UNDER	73.8	63.8
16:11:30	63.7	67.3	UNDER	66.8	61.8
16:11:40	66.8	68.5	UNDER	68.8	63.8
16:11:50	63.0	65.6	UNDER	65.8	59.8
16:12:00	64.1	69.1	UNDER	68.8	58.8
16:12:10	65.8	69.1	UNDER	68.8	63.8
16:12:20	64.9	66.6	UNDER	66.8	63.8
16:12:30	65.8	66.5	UNDER	66.8	64.8
16:12:40	62.8	65.2	UNDER	64.8	60.8
16:12:50	63.3	65.3	UNDER	65.8	60.8
16:13:00	67.7	70.4	UNDER	70.8	65.8
16:13:10	66.8	67.6	UNDER	67.8	64.8
16:13:20	64.1	64.9	UNDER	64.8	61.8
16:13:30	64.7	65.7	UNDER	65.8	61.8
16:13:40	64.1	65.3	UNDER	64.8	63.8
16:13:50	64.6	66.0	UNDER	65.8	60.8
16:14:00	65.4	69.7	UNDER	69.8	59.8
16:14:10	65.8	69.7	UNDER	68.8	62.8
16:14:20	66.3	67.0	UNDER	66.8	65.8
16:14:30	63.1	66.0	UNDER	65.8	61.8
16:14:40	62.1	63.7	UNDER	63.8	60.8
16:14:50	65.8	67.3	UNDER	67.8	62.8

16:15:00	62.0	64.8	UNDER	64.8	58.8
16:15:10	64.8	66.4	UNDER	66.8	62.8
16:15:20	66.5	67.0	UNDER	66.8	65.8
16:15:30	64.6	66.4	UNDER	65.8	62.8
16:15:40	66.4	69.8	UNDER	69.8	61.8
16:15:50	66.9	69.6	UNDER	68.8	64.8
16:16:00	63.8	65.1	UNDER	64.8	62.8
16:16:10	66.7	68.0	UNDER	68.8	64.8
16:16:20	65.4	67.5	UNDER	66.8	64.8
16:16:30	65.6	67.8	UNDER	67.8	63.8
16:16:40	65.8	66.4	UNDER	66.8	63.8
16:16:50	60.2	63.2	UNDER	61.8	58.8
16:17:00	61.7	63.2	UNDER	62.8	58.8
16:17:10	61.7	63.7	UNDER	63.8	59.8
16:17:20	66.4	68.0	UNDER	67.8	63.8
16:17:30	64.9	67.5	UNDER	67.8	62.8
16:17:40	66.7	67.7	UNDER	67.8	65.8
16:17:50	66.6	67.2	UNDER	66.8	66.8
16:18:00	65.3	66.6	UNDER	66.8	63.8
16:18:10	61.4	64.3	UNDER	63.8	59.8
16:18:20	64.7	65.6	UNDER	65.8	63.8
16:18:30	66.1	68.0	UNDER	67.8	64.8
16:18:40	66.8	68.0	UNDER	67.8	65.8
16:18:50	64.2	66.3	UNDER	66.8	61.8
16:19:00	66.8	68.0	UNDER	67.8	64.8
16:19:10	65.4	67.3	UNDER	67.8	64.8
16:19:20	66.8	67.7	UNDER	67.8	64.8
16:19:30	65.1	66.8	UNDER	66.8	63.8
16:19:40	61.3	63.8	UNDER	63.8	58.8
16:19:50	63.4	66.1	UNDER	66.8	61.8
16:20:00	64.1	66.4	UNDER	66.8	62.8
16:20:10	61.2	64.9	UNDER	64.8	57.8
16:20:20	64.3	66.1	UNDER	65.8	62.8
16:20:30	65.8	66.6	UNDER	66.8	64.8
16:20:40	64.3	65.6	UNDER	65.8	63.8
16:20:50	62.6	63.9	UNDER	63.8	61.8
16:21:00	62.8	64.8	UNDER	64.8	61.8
16:21:10	63.5	64.6	UNDER	64.8	61.8
16:21:20	67.1	68.5	UNDER	68.8	64.8
16:21:30	65.3	66.8	UNDER	66.8	64.8
16:21:40	64.1	65.1	UNDER	65.8	61.8
16:21:50	62.5	64.5	UNDER	64.8	60.8
16:22:00	66.4	68.8	UNDER	68.8	63.8
16:22:10	66.7	68.6	UNDER	68.8	64.8
16:22:20	63.8	64.9	UNDER	64.8	61.8
16:22:30	64.4	65.3	UNDER	65.8	62.8
16:22:40	63.4	65.7	UNDER	65.8	58.8
16:22:50	58.6	60.7	UNDER	60.8	56.8
16:23:00	65.3	66.7	UNDER	66.8	59.8
16:23:10	64.3	66.2	UNDER	65.8	63.8
16:23:20	62.9	63.7	UNDER	63.8	62.8
16:23:30	64.1	66.0	UNDER	65.8	60.8

16:23:40	66.3	67.9	UNDER	67.8	64.8
16:23:50	64.8	67.3	UNDER	66.8	61.8
16:24:00	64.8	66.4	UNDER	66.8	61.8
16:24:10	65.8	67.8	UNDER	67.8	64.8
16:24:20	65.5	66.7	UNDER	66.8	64.8
16:24:30	64.5	66.1	UNDER	66.8	61.8
16:24:40	65.2	66.4	UNDER	66.8	61.8
16:24:50	67.6	69.6	UNDER	69.8	63.8

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Filename.....2555\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 11:25:48

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 10:35:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/26/12 at 10:50:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 10:08:09  
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 5 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 54.6dB  
Lav ( 80)..... 39.6dB

Lav ( 90)..... 39.6dB  
SEL..... 84.0dB

TWA..... 39.6dB  
TWA ( 80)..... 39.6dB  
TWA ( 90)..... 39.6dB

Lmax..... 71.8dB 03/26/12 at 10:42:03  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
10:35:00	55.0	56.9	UNDER	56.6	54.6
10:35:10	54.9	55.6	UNDER	55.6	53.6
10:35:20	52.9	54.9	UNDER	54.6	51.6
10:35:30	52.0	53.3	UNDER	52.6	50.6
10:35:40	52.8	54.8	UNDER	54.6	51.6
10:35:50	53.3	54.8	UNDER	54.6	52.6
10:36:00	53.1	54.8	UNDER	53.6	52.6
10:36:10	55.9	57.0	UNDER	56.6	54.6
10:36:20	54.3	55.9	UNDER	55.6	52.6
10:36:30	53.4	54.7	UNDER	54.6	51.6
10:36:40	50.7	52.4	UNDER	51.6	49.6
10:36:50	54.1	55.7	UNDER	55.6	51.6
10:37:00	54.5	55.8	UNDER	55.6	53.6
10:37:10	52.8	54.9	UNDER	54.6	51.6
10:37:20	53.1	54.2	UNDER	53.6	52.6
10:37:30	52.1	53.6	UNDER	52.6	50.6
10:37:40	52.6	54.9	UNDER	54.6	50.6
10:37:50	51.9	53.6	UNDER	52.6	50.6
10:38:00	51.8	52.8	UNDER	52.6	50.6
10:38:10	51.5	53.5	UNDER	52.6	50.6
10:38:20	52.1	53.2	UNDER	53.6	50.6
10:38:30	52.2	53.6	UNDER	53.6	51.6
10:38:40	53.8	54.9	UNDER	54.6	52.6
10:38:50	55.4	56.4	UNDER	56.6	53.6
10:39:00	52.5	54.4	UNDER	53.6	50.6
10:39:10	50.9	52.0	UNDER	51.6	50.6
10:39:20	53.1	54.9	UNDER	54.6	50.6
10:39:30	54.0	55.2	UNDER	55.6	52.6
10:39:40	53.4	55.2	UNDER	54.6	52.6
10:39:50	55.0	55.6	UNDER	55.6	54.6



10:40:00	55.7	56.1	UNDER	56.6	55.6
10:40:10	54.0	55.2	UNDER	54.6	52.6
10:40:20	53.2	54.4	UNDER	53.6	52.6
10:40:30	53.9	54.9	UNDER	54.6	52.6
10:40:40	54.6	56.0	UNDER	55.6	53.6
10:40:50	54.8	56.0	UNDER	55.6	53.6
10:41:00	55.7	56.8	UNDER	56.6	53.6
10:41:10	55.0	56.8	UNDER	56.6	53.6
10:41:20	54.4	56.0	UNDER	56.6	53.6
10:41:30	54.3	55.4	UNDER	55.6	52.6
10:41:40	55.8	57.1	UNDER	56.6	54.6
10:41:50	54.5	59.8	UNDER	56.6	51.6
10:42:00	67.2	71.8	UNDER	71.6	55.6
10:42:10	53.3	55.3	UNDER	54.6	51.6
10:42:20	52.2	52.8	UNDER	52.6	51.6
10:42:30	51.7	52.5	UNDER	52.6	50.6
10:42:40	51.7	52.6	UNDER	52.6	50.6
10:42:50	52.1	53.3	UNDER	53.6	50.6
10:43:00	51.0	51.7	UNDER	51.6	50.6
10:43:10	52.1	52.8	UNDER	52.6	51.6
10:43:20	52.1	52.6	UNDER	52.6	51.6
10:43:30	51.8	52.8	UNDER	52.6	50.6
10:43:40	51.0	51.6	UNDER	51.6	50.6
10:43:50	50.2	50.8	UNDER	50.6	49.6
10:44:00	52.8	56.1	UNDER	54.6	50.6
10:44:10	51.5	52.0	UNDER	51.6	50.6
10:44:20	52.6	53.2	UNDER	53.6	52.6
10:44:30	55.5	58.8	UNDER	57.6	52.6
10:44:40	58.1	60.6	UNDER	60.6	55.6
10:44:50	58.3	62.4	UNDER	61.6	52.6
10:45:00	54.0	54.4	UNDER	54.6	53.6
10:45:10	53.8	54.4	UNDER	54.6	53.6
10:45:20	54.7	56.0	UNDER	55.6	53.6
10:45:30	53.0	54.4	UNDER	53.6	52.6
10:45:40	53.9	54.8	UNDER	54.6	53.6
10:45:50	53.2	54.1	UNDER	53.6	53.6
10:46:00	54.2	55.1	UNDER	54.6	52.6
10:46:10	52.7	53.1	UNDER	52.6	52.6
10:46:20	52.3	53.4	UNDER	53.6	51.6
10:46:30	55.3	56.4	UNDER	56.6	53.6
10:46:40	52.7	54.1	UNDER	53.6	51.6
10:46:50	52.7	53.7	UNDER	53.6	51.6
10:47:00	54.0	54.7	UNDER	54.6	53.6
10:47:10	53.2	53.7	UNDER	53.6	52.6
10:47:20	54.2	54.5	UNDER	54.6	53.6
10:47:30	52.3	53.3	UNDER	52.6	51.6
10:47:40	52.4	52.7	UNDER	52.6	52.6
10:47:50	52.2	52.6	UNDER	52.6	51.6
10:48:00	53.1	53.6	UNDER	53.6	52.6
10:48:10	52.5	53.2	UNDER	53.6	50.6
10:48:20	50.4	51.2	UNDER	50.6	49.6
10:48:30	52.5	53.6	UNDER	53.6	51.6

10:48:40	52.2	52.9	UNDER	52.6	51.6
10:48:50	51.8	52.0	UNDER	52.6	51.6
10:49:00	52.3	53.6	UNDER	53.6	51.6
10:49:10	53.2	54.0	UNDER	53.6	52.6
10:49:20	55.0	57.9	UNDER	57.6	52.6
10:49:30	55.6	56.6	UNDER	56.6	53.6
10:49:40	54.1	55.3	UNDER	54.6	53.6
10:49:50	55.7	56.3	UNDER	56.6	54.6

\*\*\*\*\*

Filename.....3904\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 11:48:24

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 15:28:00  
TOTAL LOGGING TIME...0 DAYS 01:07:19  
LOGGING STOPPED.....03/23/12 at 16:35:19  
TOTAL INTERVALS.....404  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 12 OF 12 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 58.6dB  
Lav ( 80)..... 39.5dB

Lav ( 90)..... 39.5dB  
SEL..... 94.6dB

TWA..... 50.1dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 72.6dB 03/23/12 at 15:28:25  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 12 OF 12 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
15:28:00	56.0	58.2	UNDER	58.5	52.5
15:28:10	54.6	58.5	UNDER	57.5	51.5
15:28:20	68.3	72.6	UNDER	72.5	58.5
15:28:30	58.6	59.6	UNDER	59.5	57.5
15:28:40	54.9	57.4	UNDER	56.5	53.5
15:28:50	54.6	58.5	UNDER	55.5	53.5
15:29:00	59.4	60.8	UNDER	60.5	58.5
15:29:10	57.9	59.3	UNDER	59.5	55.5
15:29:20	53.8	58.0	UNDER	56.5	51.5
15:29:30	54.0	55.2	UNDER	55.5	52.5
15:29:40	57.8	60.8	UNDER	60.5	52.5
15:29:50	57.6	60.4	UNDER	59.5	55.5
15:30:00	60.5	62.6	UNDER	62.5	58.5
15:30:10	57.2	60.4	UNDER	58.5	55.5
15:30:20	58.2	61.3	UNDER	61.5	55.5
15:30:30	55.7	56.4	UNDER	56.5	55.5
15:30:40	55.5	57.2	UNDER	56.5	52.5
15:30:50	52.0	53.1	UNDER	52.5	50.5
15:31:00	55.6	58.4	UNDER	58.5	50.5
15:31:10	56.4	57.7	UNDER	57.5	55.5
15:31:20	52.5	55.6	UNDER	55.5	50.5
15:31:30	57.3	59.5	UNDER	59.5	52.5
15:31:40	55.4	56.4	UNDER	56.5	54.5
15:31:50	57.2	58.0	UNDER	58.5	55.5
15:32:00	55.7	57.6	UNDER	57.5	52.5
15:32:10	59.2	61.8	UNDER	61.5	53.5
15:32:20	62.3	65.6	UNDER	65.5	57.5
15:32:30	55.2	57.6	UNDER	56.5	53.5
15:32:40	58.9	61.2	UNDER	61.5	54.5
15:32:50	64.0	67.4	UNDER	67.5	60.5

15:33:00	57.7	60.1	UNDER	58.5	55.5
15:33:10	58.2	60.8	UNDER	59.5	55.5
15:33:20	59.5	61.2	UNDER	61.5	56.5
15:33:30	58.0	60.0	UNDER	59.5	55.5
15:33:40	58.4	60.8	UNDER	59.5	56.5
15:33:50	60.5	62.0	UNDER	61.5	54.5
15:34:00	52.7	54.4	UNDER	53.5	52.5
15:34:10	56.0	58.8	UNDER	58.5	54.5
15:34:20	57.2	58.6	UNDER	58.5	56.5
15:34:30	58.6	60.8	UNDER	60.5	55.5
15:34:40	58.0	60.4	UNDER	60.5	55.5
15:34:50	62.0	66.3	UNDER	66.5	55.5
15:35:00	60.3	64.8	UNDER	63.5	57.5
15:35:10	58.1	60.4	UNDER	60.5	56.5
15:35:20	60.3	62.0	UNDER	61.5	58.5
15:35:30	58.6	59.9	UNDER	59.5	56.5
15:35:40	57.2	58.0	UNDER	57.5	56.5
15:35:50	56.7	57.7	UNDER	57.5	55.5
15:36:00	54.0	55.2	UNDER	55.5	53.5
15:36:10	59.0	60.7	UNDER	60.5	55.5
15:36:20	58.4	60.8	UNDER	60.5	56.5
15:36:30	59.0	60.8	UNDER	60.5	55.5
15:36:40	51.7	55.3	UNDER	54.5	49.5
15:36:50	56.4	59.2	UNDER	58.5	51.5
15:37:00	58.4	59.7	UNDER	59.5	57.5
15:37:10	62.1	64.8	UNDER	64.5	58.5
15:37:20	59.5	62.4	UNDER	61.5	57.5
15:37:30	59.5	60.8	UNDER	60.5	58.5
15:37:40	56.5	59.3	UNDER	58.5	53.5
15:37:50	57.1	61.5	UNDER	60.5	54.5
15:38:00	59.1	61.9	UNDER	61.5	54.5
15:38:10	54.9	55.7	UNDER	55.5	54.5
15:38:20	55.3	56.4	UNDER	56.5	54.5
15:38:30	53.5	54.8	UNDER	54.5	51.5
15:38:40	54.8	56.8	UNDER	56.5	51.5
15:38:50	57.3	59.6	UNDER	59.5	54.5
15:39:00	58.5	60.4	UNDER	60.5	56.5
15:39:10	53.9	57.5	UNDER	56.5	52.5
15:39:20	59.6	63.2	UNDER	62.5	54.5
15:39:30	58.9	63.5	UNDER	61.5	55.5
15:39:40	61.1	64.4	UNDER	64.5	54.5
15:39:50	54.3	58.1	UNDER	57.5	51.5
15:40:00	52.7	57.2	UNDER	54.5	51.5
15:40:10	57.8	60.0	UNDER	59.5	56.5
15:40:20	58.1	59.6	UNDER	59.5	56.5
15:40:30	54.2	57.9	UNDER	56.5	52.5
15:40:40	58.1	64.4	UNDER	63.5	52.5
15:40:50	60.7	64.7	UNDER	64.5	54.5
15:41:00	58.4	60.8	UNDER	60.5	54.5
15:41:10	58.3	60.0	UNDER	59.5	53.5
15:41:20	56.1	59.6	UNDER	59.5	52.5
15:41:30	56.2	59.6	UNDER	58.5	54.5

15:41:40	57.1	60.8	UNDER	59.5	54.5
15:41:50	58.2	61.4	UNDER	61.5	53.5
15:42:00	55.8	58.7	UNDER	58.5	52.5
15:42:10	53.1	55.2	UNDER	54.5	51.5
15:42:20	58.1	60.1	UNDER	60.5	55.5
15:42:30	58.1	59.6	UNDER	59.5	56.5
15:42:40	62.2	64.7	UNDER	64.5	59.5
15:42:50	58.4	60.4	UNDER	59.5	56.5
15:43:00	54.4	56.7	UNDER	56.5	51.5
15:43:10	55.7	58.1	UNDER	57.5	51.5
15:43:20	59.2	62.0	UNDER	61.5	56.5
15:43:30	57.5	62.0	UNDER	61.5	50.5
15:43:40	54.6	56.8	UNDER	56.5	50.5
15:43:50	57.3	59.1	UNDER	58.5	55.5
15:44:00	63.2	65.3	UNDER	65.5	57.5
15:44:10	59.4	63.8	UNDER	62.5	57.5
15:44:20	57.7	58.7	UNDER	58.5	55.5
15:44:30	58.5	60.4	UNDER	60.5	55.5
15:44:40	57.2	58.9	UNDER	58.5	56.5
15:44:50	57.3	58.3	UNDER	58.5	56.5
15:45:00	56.3	58.0	UNDER	57.5	54.5
15:45:10	56.4	58.3	UNDER	58.5	54.5
15:45:20	56.0	58.8	UNDER	58.5	54.5
15:45:30	57.8	59.2	UNDER	58.5	56.5
15:45:40	60.0	60.8	UNDER	60.5	58.5
15:45:50	55.8	58.4	UNDER	57.5	54.5
15:46:00	59.0	61.3	UNDER	61.5	55.5
15:46:10	59.8	60.8	UNDER	60.5	57.5
15:46:20	58.2	60.7	UNDER	60.5	55.5
15:46:30	58.4	59.4	UNDER	59.5	56.5
15:46:40	56.4	59.1	UNDER	58.5	53.5
15:46:50	57.0	58.3	UNDER	58.5	54.5
15:47:00	56.9	58.8	UNDER	58.5	55.5
15:47:10	58.2	59.5	UNDER	58.5	57.5
15:47:20	60.2	62.0	UNDER	61.5	58.5
15:47:30	60.0	61.2	UNDER	60.5	58.5
15:47:40	60.6	62.4	UNDER	62.5	58.5
15:47:50	55.7	58.9	UNDER	58.5	51.5
15:48:00	58.9	61.6	UNDER	61.5	52.5
15:48:10	64.5	68.8	UNDER	68.5	58.5
15:48:20	55.5	59.2	UNDER	57.5	53.5
15:48:30	61.7	64.0	UNDER	63.5	58.5
15:48:40	61.5	62.5	UNDER	62.5	58.5
15:48:50	59.6	61.0	UNDER	60.5	56.5
15:49:00	59.5	61.2	UNDER	60.5	57.5
15:49:10	58.7	61.0	UNDER	60.5	56.5
15:49:20	57.7	58.0	UNDER	58.5	56.5
15:49:30	58.4	60.4	UNDER	60.5	54.5
15:49:40	55.5	58.8	UNDER	58.5	52.5
15:49:50	61.9	62.8	UNDER	62.5	58.5
15:50:00	57.8	61.2	UNDER	59.5	55.5
15:50:10	52.9	55.8	UNDER	55.5	50.5

15:50:20	55.9	58.1	UNDER	57.5	50.5
15:50:30	58.1	59.1	UNDER	58.5	56.5
15:50:40	58.9	62.8	UNDER	62.5	56.5
15:50:50	57.5	62.4	UNDER	61.5	53.5
15:51:00	56.2	57.5	UNDER	57.5	53.5
15:51:10	54.0	56.4	UNDER	55.5	52.5
15:51:20	57.1	60.0	UNDER	58.5	56.5
15:51:30	63.3	65.9	UNDER	65.5	60.5
15:51:40	59.4	61.6	UNDER	60.5	56.5
15:51:50	57.2	57.8	UNDER	57.5	56.5
15:52:00	55.2	56.4	UNDER	56.5	54.5
15:52:10	55.4	56.0	UNDER	56.5	54.5
15:52:20	58.9	60.4	UNDER	60.5	53.5
15:52:30	56.8	59.6	UNDER	59.5	54.5
15:52:40	59.9	61.0	UNDER	60.5	58.5
15:52:50	58.7	61.2	UNDER	60.5	56.5
15:53:00	62.1	66.6	UNDER	66.5	59.5
15:53:10	60.2	66.0	UNDER	65.5	54.5
15:53:20	58.1	60.1	UNDER	60.5	56.5
15:53:30	56.7	59.9	UNDER	59.5	55.5
15:53:40	58.1	59.6	UNDER	59.5	54.5
15:53:50	60.8	62.9	UNDER	62.5	58.5
15:54:00	58.4	60.3	UNDER	60.5	56.5
15:54:10	57.6	59.9	UNDER	59.5	56.5
15:54:20	57.5	58.8	UNDER	58.5	55.5
15:54:30	60.0	61.6	UNDER	61.5	56.5
15:54:40	55.6	59.6	UNDER	58.5	52.5
15:54:50	52.7	54.8	UNDER	54.5	52.5
15:55:00	58.0	61.2	UNDER	60.5	54.5
15:55:10	58.3	60.0	UNDER	59.5	56.5
15:55:20	55.6	56.8	UNDER	56.5	54.5
15:55:30	53.6	56.4	UNDER	55.5	52.5
15:55:40	54.8	56.1	UNDER	55.5	53.5
15:55:50	60.3	61.5	UNDER	61.5	56.5
15:56:00	59.8	62.4	UNDER	62.5	54.5
15:56:10	56.1	57.0	UNDER	56.5	54.5
15:56:20	57.4	58.5	UNDER	58.5	55.5
15:56:30	52.2	55.3	UNDER	54.5	49.5
15:56:40	55.6	58.4	UNDER	58.5	49.5
15:56:50	56.8	58.0	UNDER	57.5	55.5
15:57:00	58.7	60.4	UNDER	59.5	57.5
15:57:10	56.5	60.4	UNDER	59.5	53.5
15:57:20	58.4	59.9	UNDER	59.5	54.5
15:57:30	53.0	55.8	UNDER	54.5	50.5
15:57:40	60.3	63.5	UNDER	63.5	55.5
15:57:50	58.1	60.4	UNDER	60.5	55.5
15:58:00	57.1	60.0	UNDER	59.5	54.5
15:58:10	60.4	60.8	UNDER	60.5	59.5
15:58:20	58.9	59.9	UNDER	59.5	57.5
15:58:30	58.0	60.3	UNDER	60.5	55.5
15:58:40	56.5	57.6	UNDER	57.5	54.5
15:58:50	56.4	58.8	UNDER	57.5	55.5

15:59:00	57.9	59.3	UNDER	59.5	55.5
15:59:10	55.8	56.6	UNDER	56.5	54.5
15:59:20	57.0	57.9	UNDER	57.5	56.5
15:59:30	59.7	62.2	UNDER	62.5	56.5
15:59:40	59.8	61.6	UNDER	60.5	56.5
15:59:50	58.9	60.3	UNDER	60.5	56.5
16:00:00	59.5	61.2	UNDER	61.5	56.5
16:00:10	56.5	58.8	UNDER	58.5	55.5
16:00:20	59.1	62.0	UNDER	61.5	53.5
16:00:30	56.3	58.7	UNDER	58.5	54.5
16:00:40	59.3	60.4	UNDER	60.5	56.5
16:00:50	57.5	60.4	UNDER	58.5	55.5
16:01:00	63.1	66.4	UNDER	66.5	59.5
16:01:10	57.1	60.6	UNDER	59.5	55.5
16:01:20	59.0	60.0	UNDER	59.5	57.5
16:01:30	58.3	60.7	UNDER	60.5	55.5
16:01:40	55.0	57.2	UNDER	56.5	53.5
16:01:50	54.9	57.1	UNDER	56.5	51.5
16:02:00	56.8	60.5	UNDER	59.5	51.5
16:02:10	55.9	57.6	UNDER	57.5	54.5
16:02:20	62.2	65.3	UNDER	64.5	57.5
16:02:30	57.9	59.6	UNDER	59.5	55.5
16:02:40	58.7	62.5	UNDER	61.5	55.5
16:02:50	55.1	57.4	UNDER	56.5	54.5
16:03:00	56.2	57.2	UNDER	56.5	54.5
16:03:10	56.2	58.4	UNDER	58.5	53.5
16:03:20	61.1	64.8	UNDER	64.5	56.5
16:03:30	58.3	59.7	UNDER	59.5	54.5
16:03:40	57.2	59.2	UNDER	57.5	55.5
16:03:50	58.8	60.4	UNDER	60.5	57.5
16:04:00	58.5	60.3	UNDER	60.5	56.5
16:04:10	53.3	55.9	UNDER	55.5	51.5
16:04:20	61.7	63.2	UNDER	63.5	55.5
16:04:30	59.9	63.5	UNDER	62.5	52.5
16:04:40	52.5	55.2	UNDER	54.5	51.5
16:04:50	57.9	58.8	UNDER	58.5	55.5
16:05:00	61.3	64.4	UNDER	64.5	57.5
16:05:10	60.1	64.0	UNDER	62.5	56.5
16:05:20	57.3	59.9	UNDER	58.5	56.5
16:05:30	59.8	61.6	UNDER	61.5	57.5
16:05:40	58.9	61.8	UNDER	61.5	54.5
16:05:50	59.6	61.6	UNDER	61.5	56.5
16:06:00	57.1	58.9	UNDER	58.5	56.5
16:06:10	57.8	59.2	UNDER	59.5	56.5
16:06:20	56.0	56.8	UNDER	56.5	55.5
16:06:30	61.0	64.3	UNDER	64.5	55.5
16:06:40	63.0	65.7	UNDER	65.5	58.5
16:06:50	60.1	62.1	UNDER	62.5	57.5
16:07:00	60.3	61.8	UNDER	61.5	55.5
16:07:10	54.4	55.7	UNDER	54.5	54.5
16:07:20	56.3	58.4	UNDER	58.5	54.5
16:07:30	61.7	64.3	UNDER	64.5	58.5



16:07:40	66.6	70.0	UNDER	69.5	62.5
16:07:50	63.1	67.0	UNDER	64.5	61.5
16:08:00	60.0	62.8	UNDER	61.5	58.5
16:08:10	58.5	61.4	UNDER	60.5	56.5
16:08:20	57.0	59.6	UNDER	59.5	54.5
16:08:30	56.2	58.1	UNDER	58.5	54.5
16:08:40	56.1	58.1	UNDER	58.5	54.5
16:08:50	58.3	59.9	UNDER	59.5	56.5
16:09:00	57.7	61.6	UNDER	60.5	55.5
16:09:10	61.4	64.4	UNDER	64.5	57.5
16:09:20	55.9	57.7	UNDER	57.5	54.5
16:09:30	60.5	63.8	UNDER	63.5	54.5
16:09:40	53.2	54.4	UNDER	54.5	52.5
16:09:50	57.1	58.1	UNDER	58.5	54.5
16:10:00	57.6	60.4	UNDER	60.5	54.5
16:10:10	55.3	55.6	UNDER	55.5	54.5
16:10:20	55.7	57.6	UNDER	57.5	53.5
16:10:30	56.1	58.2	UNDER	58.5	52.5
16:10:40	54.8	58.4	UNDER	58.5	51.5
16:10:50	59.2	60.0	UNDER	59.5	58.5
16:11:00	59.4	61.3	UNDER	61.5	56.5
16:11:10	59.0	60.8	UNDER	60.5	56.5
16:11:20	58.4	59.5	UNDER	59.5	57.5
16:11:30	58.7	60.1	UNDER	60.5	57.5
16:11:40	59.0	61.5	UNDER	60.5	57.5
16:11:50	59.0	61.5	UNDER	61.5	56.5
16:12:00	57.1	60.0	UNDER	59.5	54.5
16:12:10	56.4	57.2	UNDER	56.5	55.5
16:12:20	59.6	62.0	UNDER	61.5	57.5
16:12:30	66.1	70.1	UNDER	69.5	58.5
16:12:40	58.4	64.0	UNDER	61.5	54.5
16:12:50	52.3	54.1	UNDER	54.5	50.5
16:13:00	53.9	57.2	UNDER	56.5	51.5
16:13:10	61.6	64.8	UNDER	64.5	57.5
16:13:20	59.6	61.2	UNDER	61.5	57.5
16:13:30	56.7	58.0	UNDER	57.5	54.5
16:13:40	56.0	57.4	UNDER	57.5	54.5
16:13:50	54.0	55.6	UNDER	55.5	53.5
16:14:00	59.1	60.8	UNDER	60.5	54.5
16:14:10	61.6	62.4	UNDER	62.5	59.5
16:14:20	56.4	61.1	UNDER	59.5	53.5
16:14:30	59.2	61.4	UNDER	61.5	55.5
16:14:40	58.6	60.0	UNDER	59.5	57.5
16:14:50	54.2	58.0	UNDER	56.5	52.5
16:15:00	57.5	59.2	UNDER	59.5	54.5
16:15:10	60.3	62.4	UNDER	62.5	57.5
16:15:20	58.7	60.0	UNDER	59.5	56.5
16:15:30	57.7	59.9	UNDER	59.5	55.5
16:15:40	56.1	56.8	UNDER	56.5	54.5
16:15:50	59.0	61.2	UNDER	60.5	54.5
16:16:00	59.1	60.3	UNDER	59.5	58.5
16:16:10	58.7	59.6	UNDER	59.5	56.5

16:16:20	60.3	62.7	UNDER	62.5	56.5
16:16:30	57.4	59.2	UNDER	58.5	56.5
16:16:40	60.5	62.8	UNDER	62.5	55.5
16:16:50	60.7	64.0	UNDER	63.5	55.5
16:17:00	58.9	62.3	UNDER	60.5	57.5
16:17:10	58.9	61.2	UNDER	60.5	57.5
16:17:20	60.6	61.2	UNDER	61.5	59.5
16:17:30	59.2	60.8	UNDER	60.5	56.5
16:17:40	58.5	60.0	UNDER	60.5	54.5
16:17:50	59.0	60.9	UNDER	60.5	55.5
16:18:00	58.3	60.3	UNDER	60.5	54.5
16:18:10	60.1	62.6	UNDER	62.5	54.5
16:18:20	59.2	61.5	UNDER	61.5	56.5
16:18:30	57.1	59.2	UNDER	58.5	55.5
16:18:40	58.1	61.6	UNDER	61.5	56.5
16:18:50	60.7	62.8	UNDER	62.5	57.5
16:19:00	58.0	59.4	UNDER	59.5	55.5
16:19:10	55.2	55.7	UNDER	55.5	54.5
16:19:20	59.5	60.7	UNDER	60.5	56.5
16:19:30	60.2	61.7	UNDER	61.5	58.5
16:19:40	58.6	61.0	UNDER	60.5	56.5
16:19:50	58.2	60.9	UNDER	60.5	54.5
16:20:00	59.2	62.0	UNDER	61.5	54.5
16:20:10	60.1	61.9	UNDER	61.5	58.5
16:20:20	59.5	61.2	UNDER	61.5	54.5
16:20:30	55.4	60.2	UNDER	59.5	50.5
16:20:40	56.2	60.0	UNDER	59.5	52.5
16:20:50	58.4	60.8	UNDER	60.5	53.5
16:21:00	55.2	57.2	UNDER	56.5	54.5
16:21:10	57.8	60.8	UNDER	60.5	53.5
16:21:20	60.1	61.2	UNDER	61.5	59.5
16:21:30	58.2	60.8	UNDER	60.5	56.5
16:21:40	58.9	60.7	UNDER	60.5	56.5
16:21:50	53.8	56.0	UNDER	55.5	52.5
16:22:00	55.7	56.7	UNDER	56.5	55.5
16:22:10	57.3	60.4	UNDER	59.5	55.5
16:22:20	60.1	60.8	UNDER	60.5	58.5
16:22:30	58.8	60.1	UNDER	59.5	56.5
16:22:40	57.0	60.8	UNDER	58.5	55.5
16:22:50	60.6	64.7	UNDER	64.5	57.5
16:23:00	59.8	61.6	UNDER	61.5	57.5
16:23:10	61.6	63.0	UNDER	62.5	59.5
16:23:20	62.1	63.6	UNDER	63.5	60.5
16:23:30	58.9	60.8	UNDER	60.5	54.5
16:23:40	56.5	58.8	UNDER	58.5	53.5
16:23:50	54.7	57.4	UNDER	56.5	52.5
16:24:00	59.4	61.1	UNDER	60.5	57.5
16:24:10	59.4	60.8	UNDER	60.5	57.5
16:24:20	57.3	58.8	UNDER	58.5	56.5
16:24:30	58.1	59.9	UNDER	59.5	56.5
16:24:40	57.6	60.0	UNDER	59.5	55.5
16:24:50	57.4	59.4	UNDER	58.5	55.5

16:25:00	60.0	61.2	UNDER	61.5	59.5
16:25:10	58.1	60.7	UNDER	60.5	56.5
16:25:20	60.3	63.4	UNDER	63.5	56.5
16:25:30	58.1	61.9	UNDER	60.5	56.5
16:25:40	57.9	58.6	UNDER	58.5	57.5
16:25:50	55.8	57.5	UNDER	56.5	54.5
16:26:00	54.3	54.8	UNDER	54.5	53.5
16:26:10	59.9	62.0	UNDER	62.5	54.5
16:26:20	57.0	61.2	UNDER	60.5	52.5
16:26:30	56.7	61.7	UNDER	60.5	52.5
16:26:40	58.4	61.9	UNDER	61.5	55.5
16:26:50	57.2	57.6	UNDER	57.5	56.5
16:27:00	56.2	59.2	UNDER	58.5	54.5
16:27:10	57.2	59.2	UNDER	59.5	55.5
16:27:20	55.9	57.7	UNDER	57.5	52.5
16:27:30	57.2	59.7	UNDER	59.5	52.5
16:27:40	58.1	60.6	UNDER	60.5	55.5
16:27:50	59.5	62.0	UNDER	61.5	57.5
16:28:00	60.0	62.3	UNDER	62.5	56.5
16:28:10	57.0	57.6	UNDER	57.5	56.5
16:28:20	59.7	62.0	UNDER	61.5	57.5
16:28:30	59.0	61.5	UNDER	60.5	57.5
16:28:40	60.4	61.5	UNDER	61.5	58.5
16:28:50	56.6	60.0	UNDER	59.5	54.5
16:29:00	61.6	64.7	UNDER	64.5	56.5
16:29:10	59.9	62.1	UNDER	61.5	56.5
16:29:20	58.4	59.9	UNDER	59.5	56.5
16:29:30	56.3	59.4	UNDER	59.5	54.5
16:29:40	59.7	62.0	UNDER	61.5	55.5
16:29:50	57.5	60.0	UNDER	59.5	55.5
16:30:00	57.7	59.2	UNDER	58.5	55.5
16:30:10	55.7	59.2	UNDER	57.5	54.5
16:30:20	59.6	60.5	UNDER	60.5	58.5
16:30:30	60.7	62.7	UNDER	62.5	58.5
16:30:40	57.9	60.4	UNDER	60.5	53.5
16:30:50	54.6	56.0	UNDER	55.5	52.5
16:31:00	54.8	55.6	UNDER	55.5	54.5
16:31:10	52.6	54.4	UNDER	54.5	50.5
16:31:20	55.7	58.8	UNDER	58.5	50.5
16:31:30	60.3	62.4	UNDER	62.5	57.5
16:31:40	56.4	59.1	UNDER	58.5	55.5
16:31:50	53.7	55.6	UNDER	55.5	51.5
16:32:00	57.4	58.4	UNDER	58.5	52.5
16:32:10	56.5	58.5	UNDER	58.5	53.5
16:32:20	53.3	54.8	UNDER	54.5	52.5
16:32:30	55.8	57.9	UNDER	57.5	52.5
16:32:40	59.8	61.0	UNDER	60.5	57.5
16:32:50	57.4	58.6	UNDER	57.5	56.5
16:33:00	60.5	63.2	UNDER	62.5	57.5
16:33:10	58.9	61.6	UNDER	60.5	57.5
16:33:20	58.0	58.8	UNDER	58.5	57.5
16:33:30	58.7	60.4	UNDER	60.5	56.5

16:33:40	60.3	60.8	UNDER	60.5	59.5
16:33:50	57.5	60.4	UNDER	60.5	54.5
16:34:00	62.7	66.4	UNDER	65.5	57.5
16:34:10	59.2	61.6	UNDER	61.5	56.5
16:34:20	60.1	62.0	UNDER	61.5	57.5
16:34:30	55.9	58.8	UNDER	58.5	52.5
16:34:40	59.6	61.2	UNDER	61.5	54.5
16:34:50	59.8	61.3	UNDER	60.5	58.5
16:35:00	56.6	60.5	UNDER	60.5	53.5
16:35:10	56.5	59.7	UNDER	58.5	54.5

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Filename.....2555\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 11:51:42

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 13:00:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/23/12 at 13:15:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 16:15:11  
PRE-TEST CALIBRATION RANGE...40.2 TO 140.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 5 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 59.9dB  
Lav ( 80)..... 40.2dB

Lav ( 90)..... 40.2dB  
SEL..... 89.3dB

TWA..... 44.9dB  
TWA ( 80)..... 40.2dB  
TWA ( 90)..... 40.2dB

Lmax..... 64.3dB 03/23/12 at 13:13:41  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
13:00:00	58.8	60.5	UNDER	60.2	57.2
13:00:10	59.5	61.5	UNDER	61.2	58.2
13:00:20	60.1	61.5	UNDER	61.2	59.2
13:00:30	60.4	61.3	UNDER	61.2	59.2
13:00:40	59.5	59.9	UNDER	59.2	58.2
13:00:50	57.1	58.6	UNDER	57.2	56.2
13:01:00	58.5	59.6	UNDER	59.2	56.2
13:01:10	56.4	57.0	UNDER	56.2	55.2
13:01:20	57.3	59.4	UNDER	59.2	55.2
13:01:30	57.5	59.3	UNDER	59.2	55.2
13:01:40	56.1	59.4	UNDER	58.2	54.2
13:01:50	60.3	61.0	UNDER	60.2	59.2
13:02:00	60.8	61.2	UNDER	61.2	59.2
13:02:10	60.0	62.0	UNDER	61.2	58.2
13:02:20	60.7	62.2	UNDER	61.2	59.2
13:02:30	60.9	62.3	UNDER	62.2	59.2
13:02:40	59.6	60.2	UNDER	60.2	58.2
13:02:50	59.9	60.9	UNDER	60.2	59.2
13:03:00	60.3	61.4	UNDER	61.2	58.2
13:03:10	59.2	60.1	UNDER	59.2	58.2
13:03:20	59.5	60.3	UNDER	59.2	59.2
13:03:30	58.9	59.5	UNDER	59.2	58.2
13:03:40	61.8	62.6	UNDER	62.2	59.2
13:03:50	61.2	62.7	UNDER	62.2	59.2
13:04:00	58.6	59.9	UNDER	59.2	57.2
13:04:10	59.0	59.5	UNDER	59.2	57.2
13:04:20	60.9	63.6	UNDER	63.2	57.2
13:04:30	62.1	63.7	UNDER	63.2	59.2
13:04:40	58.2	59.4	UNDER	58.2	57.2
13:04:50	58.8	59.8	UNDER	59.2	57.2

13:05:00	57.0	59.2	UNDER	58.2	55.2
13:05:10	58.3	58.7	UNDER	58.2	57.2
13:05:20	58.8	61.6	UNDER	61.2	56.2
13:05:30	60.1	61.7	UNDER	61.2	59.2
13:05:40	59.8	60.6	UNDER	60.2	57.2
13:05:50	58.0	59.5	UNDER	59.2	57.2
13:06:00	60.4	61.1	UNDER	61.2	59.2
13:06:10	60.7	61.3	UNDER	61.2	59.2
13:06:20	59.9	61.0	UNDER	60.2	59.2
13:06:30	61.1	62.2	UNDER	62.2	59.2
13:06:40	57.2	59.6	UNDER	58.2	56.2
13:06:50	58.9	60.2	UNDER	59.2	57.2
13:07:00	60.7	61.1	UNDER	61.2	59.2
13:07:10	57.7	59.5	UNDER	58.2	56.2
13:07:20	58.3	60.2	UNDER	59.2	56.2
13:07:30	60.0	60.4	UNDER	60.2	59.2
13:07:40	60.1	60.6	UNDER	60.2	59.2
13:07:50	57.9	60.0	UNDER	59.2	54.2
13:08:00	54.8	56.0	UNDER	55.2	54.2
13:08:10	60.5	62.9	UNDER	62.2	56.2
13:08:20	60.7	62.7	UNDER	62.2	58.2
13:08:30	60.2	61.6	UNDER	61.2	59.2
13:08:40	61.3	61.9	UNDER	61.2	60.2
13:08:50	61.1	62.1	UNDER	61.2	60.2
13:09:00	60.6	62.2	UNDER	62.2	59.2
13:09:10	60.9	61.6	UNDER	61.2	60.2
13:09:20	61.9	63.9	UNDER	63.2	59.2
13:09:30	62.1	63.3	UNDER	63.2	59.2
13:09:40	58.0	59.4	UNDER	59.2	57.2
13:09:50	59.8	60.6	UNDER	60.2	58.2
13:10:00	59.4	60.1	UNDER	59.2	58.2
13:10:10	57.1	58.6	UNDER	57.2	56.2
13:10:20	58.1	59.5	UNDER	59.2	55.2
13:10:30	61.2	63.1	UNDER	63.2	59.2
13:10:40	61.9	63.2	UNDER	63.2	60.2
13:10:50	59.0	60.7	UNDER	60.2	58.2
13:11:00	59.2	59.6	UNDER	59.2	58.2
13:11:10	60.0	61.9	UNDER	61.2	58.2
13:11:20	60.7	62.0	UNDER	62.2	59.2
13:11:30	61.0	61.9	UNDER	61.2	60.2
13:11:40	61.6	62.5	UNDER	62.2	60.2
13:11:50	60.4	62.0	UNDER	61.2	59.2
13:12:00	59.3	60.2	UNDER	59.2	59.2
13:12:10	60.1	62.0	UNDER	61.2	58.2
13:12:20	61.5	62.8	UNDER	62.2	58.2
13:12:30	59.0	61.2	UNDER	61.2	56.2
13:12:40	61.4	61.8	UNDER	61.2	60.2
13:12:50	59.1	60.6	UNDER	60.2	56.2
13:13:00	57.9	59.2	UNDER	59.2	55.2
13:13:10	58.4	59.1	UNDER	58.2	57.2
13:13:20	57.4	59.2	UNDER	59.2	56.2
13:13:30	60.9	64.2	UNDER	62.2	59.2

13:13:40	61.8	64.3	UNDER	64.2	58.2
13:13:50	62.4	63.2	UNDER	63.2	61.2
13:14:00	60.4	61.5	UNDER	61.2	59.2
13:14:10	58.9	60.1	UNDER	59.2	57.2
13:14:20	60.3	61.7	UNDER	61.2	58.2
13:14:30	61.0	61.6	UNDER	61.2	60.2
13:14:40	57.7	60.2	UNDER	59.2	55.2
13:14:50	61.9	63.3	UNDER	63.2	59.2



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Filename.....3904\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 11:54:19

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 12:39:50  
TOTAL LOGGING TIME...0 DAYS 00:41:30  
LOGGING STOPPED.....03/23/12 at 13:21:20  
TOTAL INTERVALS.....249  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 11 OF 12 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 60.6dB  
Lav ( 80)..... 39.5dB

Lav ( 90)..... 39.5dB  
SEL..... 94.5dB

TWA..... 50.1dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 78.5dB 03/23/12 at 12:42:58  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 11 OF 12 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
12:39:50	54.5	56.0	UNDER	55.5	53.5
12:40:00	53.9	54.5	UNDER	54.5	53.5
12:40:10	55.1	56.4	UNDER	56.5	53.5
12:40:20	54.0	54.9	UNDER	54.5	53.5
12:40:30	54.0	55.2	UNDER	54.5	52.5
12:40:40	52.3	52.8	UNDER	52.5	51.5
12:40:50	53.7	54.4	UNDER	54.5	52.5
12:41:00	52.7	53.9	UNDER	53.5	52.5
12:41:10	54.8	56.0	UNDER	55.5	52.5
12:41:20	54.2	54.9	UNDER	54.5	53.5
12:41:30	52.7	53.6	UNDER	53.5	51.5
12:41:40	54.3	55.6	UNDER	55.5	52.5
12:41:50	62.3	68.2	UNDER	65.5	54.5
12:42:00	68.0	72.0	UNDER	70.5	62.5
12:42:10	69.2	71.6	UNDER	70.5	66.5
12:42:20	67.9	73.6	UNDER	70.5	61.5
12:42:30	61.6	69.6	UNDER	65.5	57.5
12:42:40	67.0	74.4	UNDER	72.5	58.5
12:42:50	74.8	78.5	UNDER	76.5	68.5
12:43:00	71.9	77.2	UNDER	75.5	59.5
12:43:10	59.1	60.9	UNDER	60.5	56.5
12:43:20	62.1	65.2	UNDER	63.5	60.5
12:43:30	61.8	62.4	UNDER	62.5	60.5
12:43:40	59.2	60.2	UNDER	59.5	58.5
12:43:50	58.7	59.6	UNDER	59.5	58.5
12:44:00	59.9	61.0	UNDER	60.5	57.5
12:44:10	59.7	60.9	UNDER	60.5	57.5
12:44:20	60.4	60.8	UNDER	60.5	60.5
12:44:30	60.1	61.0	UNDER	60.5	59.5
12:44:40	59.2	59.6	UNDER	59.5	58.5

12:44:50	59.9	60.3	UNDER	60.5	59.5
12:45:00	58.5	60.0	UNDER	59.5	57.5
12:45:10	60.9	61.6	UNDER	61.5	59.5
12:45:20	59.9	60.8	UNDER	60.5	59.5
12:45:30	61.1	61.6	UNDER	61.5	60.5
12:45:40	60.2	61.1	UNDER	60.5	59.5
12:45:50	60.4	62.0	UNDER	61.5	59.5
12:46:00	61.0	62.0	UNDER	62.5	59.5
12:46:10	59.3	61.6	UNDER	61.5	57.5
12:46:20	58.2	58.8	UNDER	58.5	57.5
12:46:30	59.0	59.6	UNDER	59.5	58.5
12:46:40	57.1	58.4	UNDER	57.5	56.5
12:46:50	60.7	62.0	UNDER	61.5	58.5
12:47:00	61.9	62.4	UNDER	62.5	61.5
12:47:10	61.1	61.6	UNDER	61.5	60.5
12:47:20	59.9	60.4	UNDER	60.5	59.5
12:47:30	58.8	60.4	UNDER	60.5	57.5
12:47:40	59.0	59.8	UNDER	59.5	57.5
12:47:50	58.8	60.4	UNDER	60.5	57.5
12:48:00	59.0	59.9	UNDER	59.5	58.5
12:48:10	58.4	59.2	UNDER	59.5	57.5
12:48:20	58.9	59.9	UNDER	59.5	58.5
12:48:30	60.0	60.8	UNDER	60.5	57.5
12:48:40	57.0	58.2	UNDER	58.5	56.5
12:48:50	59.3	60.0	UNDER	59.5	58.5
12:49:00	59.7	60.0	UNDER	60.5	59.5
12:49:10	60.2	61.4	UNDER	61.5	59.5
12:49:20	61.6	62.4	UNDER	62.5	60.5
12:49:30	58.8	60.5	UNDER	60.5	57.5
12:49:40	60.8	61.6	UNDER	61.5	59.5
12:49:50	57.6	59.2	UNDER	58.5	56.5
12:50:00	58.2	59.2	UNDER	59.5	57.5
12:50:10	58.4	61.9	UNDER	60.5	56.5
12:50:20	62.7	63.4	UNDER	63.5	60.5
12:50:30	58.6	60.8	UNDER	59.5	57.5
12:50:40	58.4	59.2	UNDER	59.5	57.5
12:50:50	59.3	60.4	UNDER	60.5	57.5
12:51:00	58.7	59.6	UNDER	59.5	57.5
12:51:10	57.7	58.3	UNDER	58.5	57.5
12:51:20	58.5	59.6	UNDER	59.5	58.5
12:51:30	60.5	60.8	UNDER	60.5	59.5
12:51:40	61.1	61.6	UNDER	61.5	60.5
12:51:50	59.2	60.3	UNDER	59.5	58.5
12:52:00	59.3	59.6	UNDER	59.5	59.5
12:52:10	58.1	59.2	UNDER	59.5	57.5
12:52:20	59.0	60.4	UNDER	60.5	57.5
12:52:30	59.7	60.4	UNDER	60.5	59.5
12:52:40	59.9	60.6	UNDER	60.5	59.5
12:52:50	59.5	60.2	UNDER	60.5	57.5
12:53:00	59.0	60.3	UNDER	60.5	57.5
12:53:10	59.9	60.4	UNDER	60.5	59.5
12:53:20	59.9	60.4	UNDER	60.5	59.5

12:53:30	59.4	59.6	UNDER	59.5	59.5
12:53:40	58.9	59.6	UNDER	59.5	58.5
12:53:50	59.9	61.2	UNDER	61.5	58.5
12:54:00	60.6	61.2	UNDER	61.5	59.5
12:54:10	58.8	61.2	UNDER	60.5	56.5
12:54:20	56.2	57.2	UNDER	56.5	55.5
12:54:30	58.9	59.6	UNDER	59.5	57.5
12:54:40	60.9	61.8	UNDER	61.5	59.5
12:54:50	59.3	61.2	UNDER	60.5	58.5
12:55:00	60.8	61.1	UNDER	61.5	60.5
12:55:10	61.1	62.0	UNDER	61.5	60.5
12:55:20	59.7	60.2	UNDER	60.5	59.5
12:55:30	60.1	61.8	UNDER	60.5	59.5
12:55:40	61.3	63.1	UNDER	62.5	59.5
12:55:50	62.5	63.6	UNDER	63.5	61.5
12:56:00	59.8	61.5	UNDER	61.5	58.5
12:56:10	58.2	59.5	UNDER	59.5	56.5
12:56:20	58.0	58.8	UNDER	58.5	56.5
12:56:30	58.2	58.6	UNDER	58.5	57.5
12:56:40	59.6	61.2	UNDER	61.5	58.5
12:56:50	60.3	61.2	UNDER	60.5	59.5
12:57:00	59.0	60.0	UNDER	59.5	58.5
12:57:10	58.0	58.8	UNDER	58.5	57.5
12:57:20	59.0	60.4	UNDER	60.5	57.5
12:57:30	59.8	60.8	UNDER	60.5	58.5
12:57:40	60.5	61.2	UNDER	61.5	58.5
12:57:50	58.8	61.2	UNDER	60.5	56.5
12:58:00	58.8	60.0	UNDER	59.5	56.5
12:58:10	59.1	59.6	UNDER	59.5	58.5
12:58:20	60.0	61.3	UNDER	60.5	58.5
12:58:30	59.3	59.6	UNDER	59.5	59.5
12:58:40	59.7	60.8	UNDER	60.5	58.5
12:58:50	59.6	60.8	UNDER	60.5	59.5
12:59:00	59.7	60.8	UNDER	60.5	57.5
12:59:10	57.4	58.9	UNDER	58.5	56.5
12:59:20	58.1	59.6	UNDER	59.5	57.5
12:59:30	60.9	62.8	UNDER	62.5	59.5
12:59:40	61.0	62.3	UNDER	61.5	59.5
12:59:50	57.7	59.1	UNDER	58.5	56.5
13:00:00	58.2	59.2	UNDER	59.5	56.5
13:00:10	59.4	60.0	UNDER	59.5	58.5
13:00:20	57.7	58.8	UNDER	58.5	56.5
13:00:30	60.5	61.6	UNDER	61.5	58.5
13:00:40	57.7	59.1	UNDER	58.5	56.5
13:00:50	58.2	59.6	UNDER	59.5	56.5
13:01:00	59.4	59.8	UNDER	59.5	58.5
13:01:10	57.2	58.8	UNDER	58.5	55.5
13:01:20	57.0	57.8	UNDER	57.5	55.5
13:01:30	57.6	59.2	UNDER	58.5	56.5
13:01:40	60.7	62.0	UNDER	61.5	59.5
13:01:50	60.0	61.2	UNDER	60.5	59.5
13:02:00	60.5	61.2	UNDER	61.5	60.5

13:02:10	59.9	61.0	UNDER	60.5	59.5
13:02:20	61.0	62.0	UNDER	61.5	59.5
13:02:30	60.6	61.6	UNDER	61.5	58.5
13:02:40	59.0	59.4	UNDER	59.5	58.5
13:02:50	59.5	60.0	UNDER	60.5	59.5
13:03:00	58.4	59.5	UNDER	59.5	57.5
13:03:10	60.1	60.8	UNDER	60.5	58.5
13:03:20	58.6	59.2	UNDER	59.5	58.5
13:03:30	59.3	60.8	UNDER	60.5	58.5
13:03:40	60.5	61.2	UNDER	61.5	59.5
13:03:50	58.4	59.3	UNDER	59.5	57.5
13:04:00	56.2	57.2	UNDER	56.5	55.5
13:04:10	55.2	56.0	UNDER	55.5	54.5
13:04:20	58.3	61.2	UNDER	60.5	54.5
13:04:30	61.0	62.0	UNDER	61.5	59.5
13:04:40	60.5	61.1	UNDER	60.5	59.5
13:04:50	59.3	60.2	UNDER	59.5	57.5
13:05:00	57.9	58.4	UNDER	58.5	56.5
13:05:10	61.3	65.5	UNDER	64.5	58.5
13:05:20	59.4	60.0	UNDER	59.5	58.5
13:05:30	59.4	60.0	UNDER	59.5	58.5
13:05:40	57.9	59.3	UNDER	59.5	57.5
13:05:50	59.8	60.6	UNDER	60.5	57.5
13:06:00	60.4	60.8	UNDER	60.5	60.5
13:06:10	59.5	60.0	UNDER	59.5	59.5
13:06:20	58.2	59.4	UNDER	59.5	56.5
13:06:30	59.8	60.9	UNDER	60.5	58.5
13:06:40	58.8	59.2	UNDER	59.5	58.5
13:06:50	59.4	60.0	UNDER	59.5	58.5
13:07:00	58.9	60.4	UNDER	60.5	57.5
13:07:10	58.0	59.6	UNDER	59.5	57.5
13:07:20	59.1	59.6	UNDER	59.5	58.5
13:07:30	58.9	59.2	UNDER	59.5	58.5
13:07:40	58.2	59.2	UNDER	59.5	56.5
13:07:50	57.6	58.0	UNDER	58.5	57.5
13:08:00	58.8	60.0	UNDER	59.5	57.5
13:08:10	62.4	64.4	UNDER	64.5	60.5
13:08:20	61.6	63.0	UNDER	62.5	60.5
13:08:30	61.7	62.6	UNDER	62.5	61.5
13:08:40	60.2	61.6	UNDER	61.5	59.5
13:08:50	59.8	60.4	UNDER	60.5	58.5
13:09:00	59.6	60.0	UNDER	60.5	59.5
13:09:10	59.5	60.0	UNDER	59.5	59.5
13:09:20	61.0	62.4	UNDER	62.5	59.5
13:09:30	61.7	62.2	UNDER	62.5	61.5
13:09:40	60.7	61.0	UNDER	60.5	60.5
13:09:50	60.0	60.5	UNDER	60.5	59.5
13:10:00	57.9	59.6	UNDER	59.5	56.5
13:10:10	58.5	59.3	UNDER	59.5	56.5
13:10:20	59.1	59.5	UNDER	59.5	58.5
13:10:30	60.5	61.6	UNDER	61.5	58.5
13:10:40	62.9	64.8	UNDER	64.5	61.5

13:10:50	59.9	61.5	UNDER	61.5	59.5
13:11:00	58.9	59.6	UNDER	59.5	58.5
13:11:10	59.8	62.0	UNDER	61.5	58.5
13:11:20	61.9	62.4	UNDER	62.5	61.5
13:11:30	60.6	62.0	UNDER	62.5	59.5
13:11:40	61.7	62.3	UNDER	62.5	61.5
13:11:50	60.9	61.4	UNDER	61.5	60.5
13:12:00	60.5	60.8	UNDER	60.5	59.5
13:12:10	59.8	60.8	UNDER	60.5	59.5
13:12:20	59.6	60.0	UNDER	60.5	58.5
13:12:30	58.5	59.6	UNDER	59.5	57.5
13:12:40	58.7	59.9	UNDER	59.5	56.5
13:12:50	56.8	58.4	UNDER	58.5	55.5
13:13:00	59.1	59.6	UNDER	59.5	58.5
13:13:10	60.0	60.6	UNDER	60.5	59.5
13:13:20	60.1	61.2	UNDER	61.5	58.5
13:13:30	61.6	62.0	UNDER	62.5	60.5
13:13:40	60.1	61.2	UNDER	61.5	59.5
13:13:50	60.4	61.6	UNDER	61.5	59.5
13:14:00	59.3	59.9	UNDER	59.5	58.5
13:14:10	59.3	59.6	UNDER	59.5	58.5
13:14:20	59.5	59.9	UNDER	59.5	58.5
13:14:30	59.7	60.4	UNDER	60.5	58.5
13:14:40	58.4	59.9	UNDER	59.5	57.5
13:14:50	61.4	62.4	UNDER	62.5	59.5
13:15:00	61.2	62.8	UNDER	62.5	59.5
13:15:10	59.3	59.6	UNDER	59.5	59.5
13:15:20	60.0	60.4	UNDER	60.5	59.5
13:15:30	58.9	59.9	UNDER	59.5	57.5
13:15:40	56.9	58.0	UNDER	57.5	56.5
13:15:50	59.1	59.6	UNDER	59.5	58.5
13:16:00	60.5	62.0	UNDER	61.5	59.5
13:16:10	60.5	62.0	UNDER	61.5	58.5
13:16:20	58.3	59.1	UNDER	58.5	57.5
13:16:30	59.1	59.6	UNDER	59.5	58.5
13:16:40	58.9	59.2	UNDER	59.5	58.5
13:16:50	58.5	59.0	UNDER	58.5	58.5
13:17:00	60.0	61.2	UNDER	61.5	58.5
13:17:10	59.2	60.7	UNDER	60.5	58.5
13:17:20	57.3	58.8	UNDER	58.5	55.5
13:17:30	56.9	58.4	UNDER	58.5	56.5
13:17:40	58.8	59.6	UNDER	59.5	58.5
13:17:50	59.7	60.4	UNDER	60.5	58.5
13:18:00	60.0	60.4	UNDER	60.5	59.5
13:18:10	58.8	59.6	UNDER	59.5	58.5
13:18:20	60.5	61.3	UNDER	61.5	58.5
13:18:30	59.8	61.0	UNDER	60.5	59.5
13:18:40	59.1	59.9	UNDER	59.5	58.5
13:18:50	59.2	59.7	UNDER	59.5	58.5
13:19:00	60.0	60.8	UNDER	60.5	58.5
13:19:10	59.8	60.5	UNDER	60.5	59.5
13:19:20	60.8	61.2	UNDER	61.5	60.5

13:19:30	59.5	60.7	UNDER	60.5	58.5
13:19:40	57.7	58.4	UNDER	58.5	56.5
13:19:50	59.7	60.4	UNDER	60.5	58.5
13:20:00	58.6	59.6	UNDER	59.5	57.5
13:20:10	58.0	59.4	UNDER	59.5	57.5
13:20:20	58.5	60.3	UNDER	60.5	57.5
13:20:30	59.1	60.3	UNDER	60.5	58.5
13:20:40	59.6	60.0	UNDER	60.5	58.5
13:20:50	59.9	60.4	UNDER	60.5	59.5
13:21:00	59.2	59.8	UNDER	59.5	58.5
13:21:10	61.3	62.8	UNDER	62.5	59.5

\*\*\*\*\*

Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 12:45:18

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 12:24:40  
TOTAL LOGGING TIME...0 DAYS 00:57:18  
LOGGING STOPPED.....03/23/12 at 13:21:58  
TOTAL INTERVALS.....344  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 8 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 59.9dB  
Lav ( 80)..... 38.8dB



Lav ( 90)..... 38.8dB  
SEL..... 95.1dB

TWA..... 50.7dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 78.9dB 03/23/12 at 13:21:55  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 8 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
12:24:40	61.8	62.9	UNDER	62.8	58.8
12:24:50	60.4	61.0	UNDER	60.8	59.8
12:25:00	60.4	64.7	UNDER	61.8	59.8
12:25:10	62.8	65.9	UNDER	65.8	59.8
12:25:20	60.6	61.4	UNDER	61.8	59.8
12:25:30	59.7	60.3	UNDER	60.8	58.8
12:25:40	58.7	59.6	UNDER	59.8	56.8
12:25:50	59.4	60.9	UNDER	60.8	57.8
12:26:00	62.8	66.7	UNDER	65.8	59.8
12:26:10	60.7	61.7	UNDER	61.8	60.8
12:26:20	59.2	60.4	UNDER	60.8	57.8
12:26:30	59.2	60.1	UNDER	59.8	58.8
12:26:40	58.7	60.0	UNDER	59.8	57.8
12:26:50	58.0	58.8	UNDER	58.8	57.8
12:27:00	59.2	61.5	UNDER	61.8	57.8
12:27:10	57.6	58.2	UNDER	58.8	56.8
12:27:20	59.5	60.9	UNDER	60.8	57.8
12:27:30	58.8	59.7	UNDER	59.8	56.8
12:27:40	58.0	58.3	UNDER	58.8	57.8
12:27:50	58.8	59.7	UNDER	59.8	57.8
12:28:00	59.1	60.4	UNDER	60.8	56.8
12:28:10	57.0	59.0	UNDER	58.8	55.8
12:28:20	58.8	59.9	UNDER	59.8	57.8
12:28:30	57.2	59.7	UNDER	59.8	55.8
12:28:40	58.8	59.8	UNDER	59.8	56.8
12:28:50	60.3	61.6	UNDER	61.8	58.8
12:29:00	58.9	60.5	UNDER	60.8	57.8
12:29:10	55.6	58.5	UNDER	58.8	52.8
12:29:20	57.6	60.0	UNDER	59.8	53.8
12:29:30	58.9	60.4	UNDER	60.8	57.8

12:29:40	58.8	60.6	UNDER	60.8	56.8
12:29:50	60.9	61.7	UNDER	61.8	60.8
12:30:00	59.7	62.9	UNDER	61.8	58.8
12:30:10	61.2	63.0	UNDER	62.8	59.8
12:30:20	60.6	61.4	UNDER	61.8	60.8
12:30:30	61.3	61.8	UNDER	61.8	60.8
12:30:40	60.9	62.1	UNDER	62.8	59.8
12:30:50	58.8	61.0	UNDER	60.8	56.8
12:31:00	57.8	59.3	UNDER	59.8	55.8
12:31:10	57.4	60.3	UNDER	60.8	53.8
12:31:20	59.7	60.4	UNDER	60.8	58.8
12:31:30	60.3	62.0	UNDER	61.8	58.8
12:31:40	59.6	61.6	UNDER	61.8	57.8
12:31:50	58.4	59.7	UNDER	59.8	57.8
12:32:00	57.9	61.3	UNDER	59.8	56.8
12:32:10	58.0	61.5	UNDER	60.8	55.8
12:32:20	57.7	58.5	UNDER	58.8	56.8
12:32:30	58.4	59.7	UNDER	59.8	56.8
12:32:40	58.7	59.8	UNDER	59.8	57.8
12:32:50	59.4	60.3	UNDER	59.8	58.8
12:33:00	60.8	61.8	UNDER	61.8	60.8
12:33:10	58.7	60.6	UNDER	60.8	56.8
12:33:20	58.1	59.2	UNDER	59.8	56.8
12:33:30	56.4	64.6	UNDER	57.8	54.8
12:33:40	58.7	64.1	UNDER	60.8	56.8
12:33:50	60.3	60.8	UNDER	60.8	59.8
12:34:00	59.6	61.8	UNDER	60.8	57.8
12:34:10	57.3	57.9	UNDER	57.8	56.8
12:34:20	54.5	56.4	UNDER	55.8	52.8
12:34:30	57.3	60.0	UNDER	59.8	52.8
12:34:40	56.5	58.4	UNDER	58.8	54.8
12:34:50	58.1	59.2	UNDER	58.8	56.8
12:35:00	56.2	57.2	UNDER	56.8	55.8
12:35:10	59.1	60.8	UNDER	60.8	56.8
12:35:20	60.5	62.0	UNDER	61.8	58.8
12:35:30	59.9	60.9	UNDER	60.8	58.8
12:35:40	58.8	60.0	UNDER	59.8	57.8
12:35:50	59.0	59.8	UNDER	59.8	58.8
12:36:00	57.9	58.8	UNDER	58.8	57.8
12:36:10	56.8	59.3	UNDER	59.8	54.8
12:36:20	58.3	59.3	UNDER	59.8	57.8
12:36:30	56.8	58.3	UNDER	58.8	54.8
12:36:40	55.9	59.2	UNDER	58.8	53.8
12:36:50	60.0	61.2	UNDER	61.8	58.8
12:37:00	61.7	62.9	UNDER	62.8	60.8
12:37:10	60.1	62.8	UNDER	62.8	58.8
12:37:20	58.8	60.0	UNDER	59.8	58.8
12:37:30	58.7	60.0	UNDER	59.8	58.8
12:37:40	59.7	63.4	UNDER	61.8	57.8
12:37:50	60.9	63.6	UNDER	62.8	58.8
12:38:00	59.8	61.4	UNDER	61.8	58.8
12:38:10	57.9	60.4	UNDER	59.8	55.8

12:38:20	58.2	59.3	UNDER	59.8	57.8
12:38:30	55.9	57.3	UNDER	56.8	55.8
12:38:40	53.7	56.0	UNDER	56.8	48.8
12:38:50	54.7	57.7	UNDER	57.8	48.8
12:39:00	58.6	59.7	UNDER	59.8	57.8
12:39:10	58.1	59.2	UNDER	59.8	57.8
12:39:20	58.5	58.9	UNDER	58.8	57.8
12:39:30	60.1	61.9	UNDER	61.8	58.8
12:39:40	59.3	60.9	UNDER	60.8	56.8
12:39:50	59.5	62.5	UNDER	62.8	56.8
12:40:00	55.8	60.0	UNDER	58.8	52.8
12:40:10	56.5	60.1	UNDER	59.8	52.8
12:40:20	60.0	60.5	UNDER	60.8	58.8
12:40:30	58.2	59.7	UNDER	58.8	56.8
12:40:40	59.3	61.2	UNDER	60.8	57.8
12:40:50	61.4	62.6	UNDER	62.8	60.8
12:41:00	58.8	60.0	UNDER	59.8	58.8
12:41:10	58.4	60.1	UNDER	59.8	57.8
12:41:20	61.0	62.9	UNDER	62.8	59.8
12:41:30	59.4	61.6	UNDER	60.8	57.8
12:41:40	60.1	61.6	UNDER	61.8	58.8
12:41:50	60.3	62.1	UNDER	61.8	57.8
12:42:00	60.3	61.5	UNDER	61.8	58.8
12:42:10	56.5	59.7	UNDER	58.8	54.8
12:42:20	60.2	62.2	UNDER	61.8	58.8
12:42:30	59.1	60.7	UNDER	60.8	57.8
12:42:40	57.8	61.0	UNDER	59.8	56.8
12:42:50	60.4	62.4	UNDER	62.8	58.8
12:43:00	59.2	63.6	UNDER	61.8	57.8
12:43:10	60.9	63.7	UNDER	62.8	59.8
12:43:20	62.2	63.2	UNDER	63.8	60.8
12:43:30	59.7	60.9	UNDER	60.8	58.8
12:43:40	61.4	62.8	UNDER	62.8	58.8
12:43:50	59.3	60.2	UNDER	60.8	58.8
12:44:00	59.9	60.7	UNDER	60.8	58.8
12:44:10	57.2	58.8	UNDER	58.8	56.8
12:44:20	58.2	59.4	UNDER	59.8	56.8
12:44:30	59.8	62.4	UNDER	61.8	57.8
12:44:40	60.7	62.7	UNDER	62.8	59.8
12:44:50	60.1	60.7	UNDER	60.8	59.8
12:45:00	60.4	61.7	UNDER	61.8	59.8
12:45:10	58.7	59.6	UNDER	59.8	57.8
12:45:20	59.4	61.0	UNDER	60.8	57.8
12:45:30	59.8	61.0	UNDER	60.8	58.8
12:45:40	59.9	61.7	UNDER	61.8	58.8
12:45:50	58.0	59.6	UNDER	59.8	56.8
12:46:00	58.4	59.3	UNDER	59.8	56.8
12:46:10	59.3	60.8	UNDER	60.8	57.8
12:46:20	62.1	63.7	UNDER	63.8	59.8
12:46:30	62.0	63.8	UNDER	63.8	60.8
12:46:40	61.1	62.8	UNDER	62.8	59.8
12:46:50	60.5	61.3	UNDER	61.8	59.8

12:47:00	61.8	64.5	UNDER	64.8	59.8
12:47:10	62.9	64.4	UNDER	64.8	61.8
12:47:20	60.9	63.4	UNDER	63.8	56.8
12:47:30	57.3	58.5	UNDER	57.8	56.8
12:47:40	59.8	60.3	UNDER	60.8	58.8
12:47:50	59.7	60.5	UNDER	60.8	57.8
12:48:00	56.5	58.8	UNDER	57.8	55.8
12:48:10	58.9	59.6	UNDER	59.8	58.8
12:48:20	60.6	61.3	UNDER	61.8	59.8
12:48:30	58.6	59.7	UNDER	59.8	57.8
12:48:40	59.5	60.4	UNDER	60.8	58.8
12:48:50	58.5	59.2	UNDER	59.8	57.8
12:49:00	58.7	61.7	UNDER	61.8	56.8
12:49:10	58.5	61.6	UNDER	61.8	55.8
12:49:20	55.9	56.8	UNDER	56.8	55.8
12:49:30	58.8	59.6	UNDER	59.8	56.8
12:49:40	58.8	60.1	UNDER	60.8	56.8
12:49:50	58.9	60.0	UNDER	59.8	57.8
12:50:00	57.5	58.2	UNDER	58.8	55.8
12:50:10	58.3	60.4	UNDER	60.8	55.8
12:50:20	60.6	62.1	UNDER	61.8	59.8
12:50:30	60.2	62.8	UNDER	61.8	58.8
12:50:40	60.3	60.8	UNDER	60.8	59.8
12:50:50	60.2	61.3	UNDER	61.8	59.8
12:51:00	59.6	62.0	UNDER	61.8	57.8
12:51:10	58.6	59.2	UNDER	59.8	56.8
12:51:20	59.9	61.5	UNDER	61.8	56.8
12:51:30	59.8	61.2	UNDER	60.8	58.8
12:51:40	58.4	59.7	UNDER	59.8	57.8
12:51:50	59.6	60.8	UNDER	60.8	58.8
12:52:00	57.8	58.9	UNDER	58.8	57.8
12:52:10	58.0	58.5	UNDER	58.8	57.8
12:52:20	59.9	61.6	UNDER	61.8	57.8
12:52:30	58.0	60.2	UNDER	59.8	56.8
12:52:40	61.3	62.5	UNDER	62.8	59.8
12:52:50	59.3	59.7	UNDER	59.8	58.8
12:53:00	56.5	59.3	UNDER	58.8	53.8
12:53:10	58.7	59.7	UNDER	59.8	57.8
12:53:20	57.8	59.0	UNDER	58.8	56.8
12:53:30	58.4	59.8	UNDER	59.8	57.8
12:53:40	60.6	62.4	UNDER	62.8	58.8
12:53:50	59.4	60.9	UNDER	60.8	58.8
12:54:00	60.8	62.6	UNDER	62.8	58.8
12:54:10	59.4	60.6	UNDER	60.8	58.8
12:54:20	60.5	62.5	UNDER	62.8	57.8
12:54:30	60.0	61.6	UNDER	60.8	58.8
12:54:40	58.2	59.7	UNDER	58.8	57.8
12:54:50	61.0	68.3	UNDER	66.8	57.8
12:55:00	62.0	67.0	UNDER	64.8	60.8
12:55:10	59.1	60.5	UNDER	60.8	58.8
12:55:20	58.8	59.7	UNDER	59.8	55.8
12:55:30	54.5	55.5	UNDER	55.8	52.8

12:55:40	56.5	59.7	UNDER	59.8	53.8
12:55:50	59.5	62.0	UNDER	61.8	57.8
12:56:00	59.0	61.5	UNDER	60.8	58.8
12:56:10	58.1	59.4	UNDER	59.8	55.8
12:56:20	59.0	60.9	UNDER	60.8	55.8
12:56:30	57.7	58.5	UNDER	58.8	56.8
12:56:40	58.5	60.2	UNDER	60.8	56.8
12:56:50	57.7	60.6	UNDER	59.8	55.8
12:57:00	59.8	61.7	UNDER	61.8	57.8
12:57:10	60.5	61.7	UNDER	61.8	59.8
12:57:20	59.8	60.2	UNDER	60.8	59.8
12:57:30	60.1	62.7	UNDER	62.8	57.8
12:57:40	58.2	58.8	UNDER	58.8	57.8
12:57:50	59.4	60.2	UNDER	60.8	57.8
12:58:00	59.9	60.6	UNDER	60.8	58.8
12:58:10	59.1	60.2	UNDER	60.8	57.8
12:58:20	58.2	60.4	UNDER	60.8	55.8
12:58:30	59.0	60.0	UNDER	59.8	55.8
12:58:40	60.9	62.0	UNDER	61.8	60.8
12:58:50	61.4	62.2	UNDER	62.8	60.8
12:59:00	63.0	65.2	UNDER	64.8	60.8
12:59:10	59.0	60.9	UNDER	60.8	58.8
12:59:20	59.4	61.3	UNDER	61.8	57.8
12:59:30	57.9	60.4	UNDER	59.8	56.8
12:59:40	55.2	56.0	UNDER	55.8	54.8
12:59:50	56.9	57.8	UNDER	57.8	55.8
13:00:00	60.5	61.7	UNDER	61.8	57.8
13:00:10	58.9	59.3	UNDER	59.8	58.8
13:00:20	62.3	64.0	UNDER	63.8	59.8
13:00:30	57.7	60.5	UNDER	59.8	55.8
13:00:40	57.6	58.5	UNDER	58.8	56.8
13:00:50	60.4	61.9	UNDER	61.8	58.8
13:01:00	60.2	61.0	UNDER	60.8	59.8
13:01:10	59.3	61.2	UNDER	60.8	57.8
13:01:20	59.6	61.3	UNDER	61.8	58.8
13:01:30	58.8	60.3	UNDER	60.8	57.8
13:01:40	60.5	62.1	UNDER	61.8	58.8
13:01:50	58.4	60.3	UNDER	59.8	56.8
13:02:00	56.4	57.4	UNDER	57.8	55.8
13:02:10	57.7	58.8	UNDER	58.8	56.8
13:02:20	59.8	61.6	UNDER	61.8	57.8
13:02:30	59.1	60.4	UNDER	60.8	56.8
13:02:40	57.7	59.8	UNDER	58.8	56.8
13:02:50	59.0	60.1	UNDER	60.8	58.8
13:03:00	58.9	60.0	UNDER	60.8	55.8
13:03:10	56.5	59.2	UNDER	58.8	53.8
13:03:20	60.5	60.8	UNDER	60.8	59.8
13:03:30	58.8	59.8	UNDER	59.8	58.8
13:03:40	58.5	59.8	UNDER	59.8	57.8
13:03:50	59.1	60.3	UNDER	60.8	57.8
13:04:00	59.1	60.8	UNDER	60.8	57.8
13:04:10	59.1	60.5	UNDER	60.8	57.8

13:04:20	59.2	60.4	UNDER	60.8	57.8
13:04:30	59.0	60.0	UNDER	59.8	57.8
13:04:40	58.8	59.9	UNDER	59.8	57.8
13:04:50	59.2	59.7	UNDER	59.8	58.8
13:05:00	59.0	60.8	UNDER	60.8	57.8
13:05:10	58.2	58.9	UNDER	58.8	57.8
13:05:20	58.8	59.2	UNDER	59.8	57.8
13:05:30	64.4	70.1	UNDER	69.8	57.8
13:05:40	63.9	69.0	UNDER	66.8	60.8
13:05:50	59.8	60.8	UNDER	60.8	58.8
13:06:00	62.6	64.9	UNDER	64.8	59.8
13:06:10	59.0	59.8	UNDER	59.8	58.8
13:06:20	58.7	60.5	UNDER	60.8	57.8
13:06:30	58.4	60.1	UNDER	59.8	56.8
13:06:40	58.1	59.0	UNDER	58.8	56.8
13:06:50	58.9	60.1	UNDER	60.8	57.8
13:07:00	60.2	60.9	UNDER	60.8	58.8
13:07:10	59.6	61.0	UNDER	60.8	59.8
13:07:20	61.1	62.7	UNDER	62.8	58.8
13:07:30	57.1	59.0	UNDER	58.8	56.8
13:07:40	57.5	57.9	UNDER	57.8	57.8
13:07:50	58.5	59.6	UNDER	59.8	57.8
13:08:00	60.4	62.0	UNDER	61.8	57.8
13:08:10	61.2	62.4	UNDER	62.8	58.8
13:08:20	56.6	58.9	UNDER	58.8	54.8
13:08:30	57.5	59.2	UNDER	58.8	56.8
13:08:40	59.4	60.8	UNDER	60.8	58.8
13:08:50	60.0	60.9	UNDER	60.8	58.8
13:09:00	58.0	58.8	UNDER	58.8	57.8
13:09:10	59.3	60.0	UNDER	59.8	58.8
13:09:20	60.2	61.7	UNDER	61.8	59.8
13:09:30	58.9	59.4	UNDER	59.8	57.8
13:09:40	59.6	61.7	UNDER	60.8	57.8
13:09:50	62.3	62.9	UNDER	62.8	61.8
13:10:00	60.2	61.8	UNDER	61.8	58.8
13:10:10	59.1	61.1	UNDER	60.8	57.8
13:10:20	60.4	62.4	UNDER	61.8	58.8
13:10:30	61.5	64.1	UNDER	62.8	60.8
13:10:40	60.1	64.1	UNDER	63.8	57.8
13:10:50	60.2	61.0	UNDER	60.8	59.8
13:11:00	60.9	61.5	UNDER	61.8	59.8
13:11:10	60.2	61.8	UNDER	61.8	58.8
13:11:20	56.4	58.1	UNDER	57.8	54.8
13:11:30	59.8	60.5	UNDER	60.8	57.8
13:11:40	58.1	59.2	UNDER	58.8	57.8
13:11:50	58.8	59.7	UNDER	59.8	57.8
13:12:00	58.2	59.0	UNDER	58.8	56.8
13:12:10	59.9	60.6	UNDER	60.8	59.8
13:12:20	59.0	60.0	UNDER	59.8	58.8
13:12:30	62.1	65.1	UNDER	64.8	59.8
13:12:40	59.7	62.8	UNDER	61.8	58.8
13:12:50	60.4	61.3	UNDER	61.8	58.8

13:13:00	60.3	61.2	UNDER	60.8	59.8
13:13:10	59.6	61.4	UNDER	61.8	57.8
13:13:20	57.0	57.7	UNDER	57.8	56.8
13:13:30	57.7	60.1	UNDER	59.8	56.8
13:13:40	60.0	61.1	UNDER	60.8	58.8
13:13:50	60.0	60.8	UNDER	60.8	57.8
13:14:00	59.8	61.3	UNDER	60.8	57.8
13:14:10	57.7	59.8	UNDER	58.8	56.8
13:14:20	56.3	58.2	UNDER	58.8	54.8
13:14:30	57.6	60.5	UNDER	58.8	56.8
13:14:40	62.8	64.6	UNDER	64.8	60.8
13:14:50	59.6	60.0	UNDER	60.8	58.8
13:15:00	59.8	61.4	UNDER	61.8	58.8
13:15:10	59.0	62.1	UNDER	61.8	55.8
13:15:20	57.6	58.8	UNDER	58.8	54.8
13:15:30	59.6	61.7	UNDER	61.8	54.8
13:15:40	58.3	59.2	UNDER	58.8	57.8
13:15:50	57.4	58.5	UNDER	58.8	56.8
13:16:00	59.3	60.2	UNDER	60.8	58.8
13:16:10	59.5	61.2	UNDER	60.8	57.8
13:16:20	61.0	62.4	UNDER	62.8	59.8
13:16:30	60.3	61.4	UNDER	60.8	59.8
13:16:40	58.2	59.6	UNDER	59.8	56.8
13:16:50	55.9	58.5	UNDER	57.8	54.8
13:17:00	59.6	60.0	UNDER	60.8	58.8
13:17:10	59.7	60.6	UNDER	60.8	58.8
13:17:20	59.8	60.9	UNDER	60.8	58.8
13:17:30	59.8	62.1	UNDER	61.8	56.8
13:17:40	59.5	61.2	UNDER	60.8	56.8
13:17:50	58.6	59.2	UNDER	59.8	58.8
13:18:00	57.4	58.6	UNDER	58.8	56.8
13:18:10	58.2	61.3	UNDER	61.8	55.8
13:18:20	61.9	65.2	UNDER	64.8	60.8
13:18:30	59.7	62.7	UNDER	61.8	57.8
13:18:40	57.3	58.0	UNDER	57.8	56.8
13:18:50	60.6	65.5	UNDER	63.8	58.8
13:19:00	61.2	65.3	UNDER	63.8	57.8
13:19:10	57.7	58.5	UNDER	58.8	57.8
13:19:20	58.4	59.6	UNDER	59.8	57.8
13:19:30	59.8	60.5	UNDER	60.8	59.8
13:19:40	58.3	60.0	UNDER	59.8	56.8
13:19:50	58.4	59.3	UNDER	59.8	56.8
13:20:00	59.9	60.8	UNDER	60.8	59.8
13:20:10	58.3	60.0	UNDER	59.8	57.8
13:20:20	60.7	62.4	UNDER	61.8	58.8
13:20:30	60.1	61.0	UNDER	60.8	59.8
13:20:40	59.9	61.2	UNDER	61.8	57.8
13:20:50	59.9	61.3	UNDER	61.8	58.8
13:21:00	61.8	64.0	UNDER	63.8	60.8
13:21:10	65.4	70.1	UNDER	68.8	61.8
13:21:20	68.4	73.2	UNDER	71.8	61.8
13:21:30	68.0	72.6	UNDER	70.8	64.8

13:21:40	69.0	73.4	UNDER	71.8	63.8
13:21:50	71.8	78.9	UNDER	77.8	59.8



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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 12:46:08

User ID: \_\_\_\_\_

LOGGING STARTED.....03/23/12 at 13:00:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/23/12 at 13:15:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 15 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.2dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 94.6dB

TWA..... 50.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 73.0dB 03/23/12 at 13:09:42  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 15 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/23/2012					
13:00:00	63.0	66.6	UNDER	66.3	59.3
13:00:10	61.2	65.1	UNDER	63.3	58.3
13:00:20	65.6	68.5	UNDER	66.3	64.3
13:00:30	69.1	70.3	UNDER	70.3	68.3
13:00:40	66.3	69.3	UNDER	67.3	63.3
13:00:50	68.0	71.1	UNDER	70.3	65.3
13:01:00	66.2	68.7	UNDER	68.3	63.3
13:01:10	67.7	69.0	UNDER	68.3	66.3
13:01:20	64.5	66.1	UNDER	65.3	63.3
13:01:30	64.1	65.4	UNDER	65.3	62.3
13:01:40	64.3	65.5	UNDER	65.3	62.3
13:01:50	65.6	66.7	UNDER	66.3	63.3
13:02:00	65.3	67.3	UNDER	66.3	63.3
13:02:10	65.8	67.7	UNDER	67.3	61.3
13:02:20	60.8	62.5	UNDER	62.3	59.3
13:02:30	61.6	64.5	UNDER	64.3	56.3
13:02:40	62.3	66.2	UNDER	65.3	56.3
13:02:50	62.6	65.7	UNDER	64.3	60.3
13:03:00	63.5	64.6	UNDER	64.3	61.3
13:03:10	62.4	65.2	UNDER	65.3	60.3
13:03:20	64.4	65.4	UNDER	65.3	62.3
13:03:30	64.5	66.1	UNDER	65.3	62.3
13:03:40	66.2	67.7	UNDER	67.3	64.3
13:03:50	64.7	66.1	UNDER	65.3	62.3
13:04:00	67.0	69.4	UNDER	69.3	63.3
13:04:10	64.4	67.7	UNDER	67.3	60.3
13:04:20	66.2	67.7	UNDER	67.3	64.3
13:04:30	62.7	65.2	UNDER	64.3	60.3
13:04:40	61.2	64.7	UNDER	63.3	59.3
13:04:50	64.6	65.3	UNDER	64.3	64.3

13:05:00	65.9	66.9	UNDER	66.3	64.3
13:05:10	63.5	65.7	UNDER	64.3	61.3
13:05:20	64.3	65.4	UNDER	65.3	61.3
13:05:30	64.5	66.1	UNDER	65.3	63.3
13:05:40	63.5	65.9	UNDER	65.3	60.3
13:05:50	64.1	66.2	UNDER	65.3	61.3
13:06:00	64.0	65.6	UNDER	65.3	62.3
13:06:10	64.1	65.4	UNDER	65.3	62.3
13:06:20	63.8	65.3	UNDER	65.3	62.3
13:06:30	64.8	66.6	UNDER	66.3	62.3
13:06:40	65.2	68.2	UNDER	67.3	61.3
13:06:50	63.8	68.1	UNDER	67.3	58.3
13:07:00	64.0	67.1	UNDER	66.3	58.3
13:07:10	63.8	65.6	UNDER	64.3	61.3
13:07:20	66.0	68.7	UNDER	68.3	62.3
13:07:30	66.6	69.7	UNDER	68.3	64.3
13:07:40	65.9	70.1	UNDER	69.3	60.3
13:07:50	61.8	64.1	UNDER	63.3	60.3
13:08:00	64.6	66.5	UNDER	66.3	61.3
13:08:10	63.5	65.3	UNDER	64.3	62.3
13:08:20	67.0	68.6	UNDER	68.3	64.3
13:08:30	65.4	67.7	UNDER	67.3	63.3
13:08:40	65.6	66.9	UNDER	66.3	63.3
13:08:50	64.4	65.9	UNDER	65.3	62.3
13:09:00	63.5	64.6	UNDER	64.3	62.3
13:09:10	64.8	66.1	UNDER	65.3	62.3
13:09:20	66.7	67.5	UNDER	67.3	65.3
13:09:30	65.5	69.4	UNDER	67.3	62.3
13:09:40	69.2	73.0	UNDER	72.3	64.3
13:09:50	65.9	67.3	UNDER	66.3	63.3
13:10:00	65.5	66.9	UNDER	66.3	63.3
13:10:10	64.8	66.7	UNDER	66.3	62.3
13:10:20	66.4	69.3	UNDER	69.3	63.3
13:10:30	68.7	70.1	UNDER	69.3	67.3
13:10:40	65.9	67.8	UNDER	67.3	63.3
13:10:50	65.4	66.6	UNDER	66.3	63.3
13:11:00	64.6	66.5	UNDER	65.3	61.3
13:11:10	62.5	64.1	UNDER	64.3	60.3
13:11:20	63.2	65.7	UNDER	65.3	61.3
13:11:30	64.8	67.8	UNDER	66.3	63.3
13:11:40	65.6	68.3	UNDER	68.3	63.3
13:11:50	65.4	65.8	UNDER	65.3	64.3
13:12:00	67.6	69.3	UNDER	68.3	65.3
13:12:10	64.7	66.9	UNDER	66.3	62.3
13:12:20	63.7	64.7	UNDER	64.3	62.3
13:12:30	66.3	68.3	UNDER	68.3	64.3
13:12:40	63.8	65.8	UNDER	65.3	61.3
13:12:50	66.3	67.3	UNDER	67.3	63.3
13:13:00	67.1	67.8	UNDER	67.3	66.3
13:13:10	65.9	66.7	UNDER	66.3	64.3
13:13:20	65.5	66.9	UNDER	66.3	63.3
13:13:30	64.4	66.5	UNDER	66.3	61.3

13:13:40	65.0	66.6	UNDER	66.3	61.3
13:13:50	62.3	63.8	UNDER	63.3	60.3
13:14:00	64.4	68.5	UNDER	68.3	60.3
13:14:10	66.7	68.7	UNDER	68.3	64.3
13:14:20	64.9	67.3	UNDER	66.3	62.3
13:14:30	61.3	63.7	UNDER	63.3	58.3
13:14:40	65.8	67.8	UNDER	67.3	58.3
13:14:50	64.9	67.0	UNDER	66.3	63.3

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Filename.....2556\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 04/17/12 at 10:27:17

User ID: \_\_\_\_\_

LOGGING STARTED.....03/27/12 at 09:26:30  
TOTAL LOGGING TIME...0 DAYS 00:15:11  
LOGGING STOPPED.....03/27/12 at 09:41:41  
TOTAL INTERVALS.....92  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 14:11:43  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.1dB  
Lav ( 80)..... 38.8dB

Lav ( 90)..... 38.8dB  
SEL..... 90.6dB

TWA..... 46.2dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 69.7dB 03/27/12 at 09:26:32  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/27/2012					
09:26:30	65.1	69.7	UNDER	68.8	61.8
09:26:40	60.3	61.2	UNDER	61.8	59.8
09:26:50	62.1	63.5	UNDER	63.8	60.8
09:27:00	63.6	66.0	UNDER	65.8	60.8
09:27:10	62.8	66.0	UNDER	65.8	59.8
09:27:20	59.5	61.2	UNDER	60.8	58.8
09:27:30	63.6	66.4	UNDER	65.8	58.8
09:27:40	62.0	63.5	UNDER	63.8	60.8
09:27:50	61.2	63.5	UNDER	63.8	58.8
09:28:00	59.1	61.5	UNDER	60.8	58.8
09:28:10	62.4	64.1	UNDER	64.8	60.8
09:28:20	66.3	69.4	UNDER	68.8	60.8
09:28:30	59.4	60.5	UNDER	60.8	58.8
09:28:40	60.4	61.6	UNDER	61.8	59.8
09:28:50	59.8	61.0	UNDER	60.8	58.8
09:29:00	61.7	63.6	UNDER	62.8	60.8
09:29:10	61.5	62.7	UNDER	62.8	60.8
09:29:20	60.4	62.2	UNDER	61.8	58.8
09:29:30	61.4	63.3	UNDER	63.8	58.8
09:29:40	58.7	60.1	UNDER	59.8	57.8
09:29:50	58.4	60.0	UNDER	59.8	57.8
09:30:00	57.8	60.3	UNDER	59.8	56.8
09:30:10	59.8	60.5	UNDER	60.8	58.8
09:30:20	61.5	62.8	UNDER	62.8	60.8
09:30:30	61.8	63.5	UNDER	62.8	60.8
09:30:40	60.5	61.4	UNDER	61.8	59.8
09:30:50	59.7	60.4	UNDER	60.8	58.8
09:31:00	60.0	60.9	UNDER	60.8	58.8
09:31:10	60.5	62.4	UNDER	61.8	59.8
09:31:20	64.7	66.8	UNDER	66.8	62.8

09:31:30	61.3	64.4	UNDER	62.8	59.8
09:31:40	58.9	60.1	UNDER	59.8	58.8
09:31:50	61.8	63.0	UNDER	62.8	60.8
09:32:00	61.7	62.8	UNDER	62.8	58.8
09:32:10	58.8	59.2	UNDER	59.8	58.8
09:32:20	60.1	60.8	UNDER	60.8	58.8
09:32:30	61.0	62.1	UNDER	61.8	59.8
09:32:40	59.0	60.3	UNDER	60.8	57.8
09:32:50	61.5	62.9	UNDER	62.8	59.8
09:33:00	62.6	65.6	UNDER	65.8	58.8
09:33:10	58.6	60.8	UNDER	60.8	56.8
09:33:20	60.6	62.1	UNDER	61.8	58.8
09:33:30	59.3	60.3	UNDER	60.8	58.8
09:33:40	60.4	61.4	UNDER	61.8	59.8
09:33:50	59.7	62.2	UNDER	62.8	58.8
09:34:00	63.5	65.7	UNDER	65.8	59.8
09:34:10	58.2	59.8	UNDER	58.8	57.8
09:34:20	57.9	58.5	UNDER	58.8	57.8
09:34:30	58.3	59.7	UNDER	59.8	57.8
09:34:40	60.3	61.7	UNDER	60.8	59.8
09:34:50	59.9	62.2	UNDER	61.8	58.8
09:35:00	60.1	61.1	UNDER	60.8	59.8
09:35:10	60.3	61.5	UNDER	61.8	58.8
09:35:20	62.6	63.8	UNDER	63.8	61.8
09:35:30	60.9	63.0	UNDER	62.8	59.8
09:35:40	61.1	62.4	UNDER	62.8	59.8
09:35:50	59.8	60.5	UNDER	60.8	59.8
09:36:00	61.2	62.2	UNDER	62.8	59.8
09:36:10	58.2	59.2	UNDER	58.8	57.8
09:36:20	60.5	63.6	UNDER	63.8	57.8
09:36:30	61.1	62.5	UNDER	61.8	60.8
09:36:40	61.8	62.9	UNDER	62.8	60.8
09:36:50	58.8	60.3	UNDER	59.8	58.8
09:37:00	60.1	60.6	UNDER	60.8	58.8
09:37:10	61.0	62.8	UNDER	62.8	59.8
09:37:20	61.9	62.8	UNDER	62.8	60.8
09:37:30	60.6	62.6	UNDER	62.8	58.8
09:37:40	60.6	62.1	UNDER	61.8	59.8
09:37:50	61.2	62.8	UNDER	62.8	59.8
09:38:00	59.8	61.5	UNDER	60.8	59.8
09:38:10	59.6	60.8	UNDER	60.8	57.8
09:38:20	58.5	59.2	UNDER	59.8	57.8
09:38:30	60.7	61.8	UNDER	61.8	59.8
09:38:40	62.8	65.7	UNDER	65.8	60.8
09:38:50	61.9	64.7	UNDER	64.8	59.8
09:39:00	60.5	61.7	UNDER	61.8	58.8
09:39:10	58.8	60.0	UNDER	59.8	57.8
09:39:20	58.2	59.8	UNDER	59.8	56.8
09:39:30	60.7	63.9	UNDER	63.8	56.8
09:39:40	62.6	63.7	UNDER	63.8	60.8
09:39:50	60.9	61.6	UNDER	61.8	60.8
09:40:00	60.3	61.9	UNDER	61.8	57.8

09:40:10	57.5	60.0	UNDER	58.8	56.8
09:40:20	63.4	64.9	UNDER	64.8	60.8
09:40:30	62.1	65.2	UNDER	64.8	59.8
09:40:40	62.8	64.0	UNDER	63.8	60.8
09:40:50	65.0	66.1	UNDER	65.8	63.8
09:41:00	62.5	64.8	UNDER	64.8	59.8
09:41:10	59.4	60.8	UNDER	60.8	57.8
09:41:20	58.0	59.1	UNDER	58.8	57.8
09:41:30	59.3	60.0	UNDER	60.8	58.8
09:41:40	61.1	62.2	UNDER	62.8	60.8



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Filename.....2555\_24H  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/21/12 at 12:58:58

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 11:40:00  
TOTAL LOGGING TIME...1 DAY 00:00:00  
LOGGING STOPPED.....03/15/12 at 11:40:00  
TOTAL INTERVALS.....144  
INTERVAL LENGTH.....00:10:00

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 11:37:37  
PRE-TEST CALIBRATION RANGE...40.3 TO 140.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 1 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 70.6dB

Lav ( 80)..... 54.8dB  
Lav ( 90)..... 40.3dB  
SEL..... 119.8dB

TWA..... 75.3dB  
TWA ( 80)..... 59.6dB  
TWA ( 90)..... 40.3dB

Lmax..... 90.3dB 03/14/12 at 11:40:55  
Lpk..... 128.9dB 03/14/12 at 11:40:54  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.08%  
DOSE ( 90)..... 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 1 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
11:40:00	74.5	90.3	128.9	77.3	58.3
11:50:00	71.2	81.0	UNDER	74.3	58.3
12:00:00	70.7	83.7	UNDER	73.3	55.3
12:10:00	69.8	77.7	UNDER	73.3	54.3
12:20:00	70.4	81.2	UNDER	73.3	55.3
12:30:00	71.3	78.1	UNDER	74.3	59.3
12:40:00	70.9	78.3	UNDER	74.3	55.3
12:50:00	70.7	78.1	UNDER	74.3	55.3
13:00:00	70.5	82.6	UNDER	73.3	55.3
13:10:00	70.7	82.1	UNDER	73.3	55.3
13:20:00	70.9	81.5	UNDER	74.3	59.3
13:30:00	70.3	78.4	UNDER	73.3	56.3
13:40:00	70.1	78.7	UNDER	73.3	56.3
13:50:00	70.3	79.5	UNDER	74.3	55.3
14:00:00	69.7	78.3	UNDER	72.3	56.3
14:10:00	70.2	78.4	UNDER	73.3	57.3
14:20:00	71.0	79.6	UNDER	74.3	60.3
14:30:00	70.4	78.5	UNDER	73.3	57.3
14:40:00	71.7	80.7	UNDER	75.3	59.3
14:50:00	71.2	79.6	UNDER	73.3	59.3
15:00:00	71.9	81.6	UNDER	74.3	63.3
15:10:00	71.7	78.7	UNDER	74.3	62.3
15:20:00	72.2	81.6	UNDER	74.3	64.3
15:30:00	72.0	78.9	UNDER	74.3	63.3
15:40:00	72.3	83.3	UNDER	74.3	63.3
15:50:00	72.0	82.4	UNDER	74.3	63.3
16:00:00	71.5	79.3	UNDER	74.3	60.3
16:10:00	72.3	79.7	UNDER	74.3	65.3
16:20:00	71.7	79.4	UNDER	74.3	61.3
16:30:00	71.4	77.6	UNDER	73.3	64.3

16:40:00	72.4	87.9	UNDER	74.3	59.3
16:50:00	71.8	78.8	UNDER	73.3	61.3
17:00:00	72.2	81.5	UNDER	74.3	62.3
17:10:00	72.3	78.3	UNDER	74.3	62.3
17:20:00	72.6	82.1	UNDER	74.3	64.3
17:30:00	72.4	85.4	UNDER	74.3	64.3
17:40:00	73.0	79.6	UNDER	75.3	64.3
17:50:00	71.5	80.3	UNDER	73.3	62.3
18:00:00	71.7	83.6	UNDER	74.3	61.3
18:10:00	71.8	85.1	UNDER	73.3	63.3
18:20:00	71.3	78.4	UNDER	73.3	62.3
18:30:00	71.0	78.0	UNDER	73.3	62.3
18:40:00	71.2	80.4	UNDER	73.3	62.3
18:50:00	71.3	79.2	UNDER	73.3	62.3
19:00:00	71.2	83.9	UNDER	73.3	59.3
19:10:00	69.8	78.5	UNDER	72.3	59.3
19:20:00	70.0	80.9	UNDER	72.3	59.3
19:30:00	70.0	77.0	UNDER	72.3	60.3
19:40:00	70.1	78.5	UNDER	72.3	61.3
19:50:00	69.2	77.2	UNDER	72.3	58.3
20:00:00	70.0	79.2	UNDER	72.3	59.3
20:10:00	69.5	76.1	UNDER	72.3	56.3
20:20:00	69.8	77.1	UNDER	72.3	59.3
20:30:00	68.9	77.2	UNDER	71.3	57.3
20:40:00	70.1	80.7	UNDER	72.3	59.3
20:50:00	68.8	77.1	UNDER	71.3	57.3
21:00:00	69.1	77.6	UNDER	71.3	55.3
21:10:00	68.2	77.6	UNDER	70.3	52.3
21:20:00	68.5	77.5	UNDER	71.3	54.3
21:30:00	69.6	82.5	UNDER	72.3	56.3
21:40:00	69.1	80.9	UNDER	71.3	57.3
21:50:00	68.4	78.0	UNDER	71.3	58.3
22:00:00	68.5	81.1	UNDER	71.3	56.3
22:10:00	68.7	79.8	UNDER	72.3	55.3
22:20:00	67.0	77.3	UNDER	70.3	53.3
22:30:00	67.6	77.7	UNDER	70.3	56.3
22:40:00	67.1	76.8	UNDER	70.3	51.3
22:50:00	67.2	80.3	UNDER	70.3	51.3
23:00:00	66.7	76.4	UNDER	70.3	52.3
23:10:00	65.7	78.0	UNDER	68.3	49.3
23:20:00	66.2	77.8	UNDER	69.3	50.3
23:30:00	64.7	76.8	UNDER	67.3	52.3
23:40:00	66.2	76.5	UNDER	69.3	51.3
23:50:00	65.8	82.3	UNDER	68.3	50.3
00:00:00	64.6	76.2	UNDER	68.3	47.3
00:10:00	66.9	77.1	UNDER	70.3	50.3
00:20:00	66.7	77.0	UNDER	69.3	51.3
00:30:00	66.7	81.3	UNDER	69.3	48.3
00:40:00	66.8	83.1	UNDER	69.3	49.3
00:50:00	65.2	79.4	UNDER	67.3	49.3
01:00:00	65.0	79.0	UNDER	68.3	47.3

01:10:00	64.2	77.8	UNDER	67.3	47.3
01:20:00	62.8	74.4	UNDER	66.3	46.3
01:30:00	63.1	81.0	UNDER	65.3	45.3
01:40:00	64.1	78.8	UNDER	66.3	44.3
01:50:00	65.1	76.5	UNDER	69.3	45.3
02:00:00	64.8	76.9	UNDER	68.3	47.3
02:10:00	65.5	77.4	UNDER	69.3	47.3
02:20:00	63.6	77.8	UNDER	66.3	44.3
02:30:00	64.9	77.3	UNDER	68.3	44.3
02:40:00	64.4	77.4	UNDER	67.3	47.3
02:50:00	63.4	78.3	UNDER	67.3	45.3
03:00:00	62.8	78.0	UNDER	66.3	44.3
03:10:00	64.3	77.5	UNDER	67.3	43.3
03:20:00	63.6	78.0	UNDER	66.3	46.3
03:30:00	65.0	81.5	UNDER	68.3	46.3
03:40:00	64.6	77.1	UNDER	67.3	46.3
03:50:00	64.7	78.9	UNDER	68.3	46.3
04:00:00	65.6	77.9	UNDER	69.3	45.3
04:10:00	65.6	81.2	UNDER	68.3	46.3
04:20:00	66.3	79.8	UNDER	69.3	47.3
04:30:00	65.5	76.0	UNDER	68.3	48.3
04:40:00	67.4	77.5	UNDER	70.3	52.3
04:50:00	69.7	87.0	UNDER	72.3	50.3
05:00:00	68.2	77.3	UNDER	71.3	53.3
05:10:00	70.1	78.7	UNDER	73.3	58.3
05:20:00	69.3	78.3	UNDER	72.3	58.3
05:30:00	70.7	79.6	UNDER	73.3	58.3
05:40:00	71.9	78.9	UNDER	74.3	61.3
05:50:00	71.6	78.8	UNDER	74.3	62.3
06:00:00	72.2	79.2	UNDER	74.3	64.3
06:10:00	73.1	79.7	UNDER	75.3	62.3
06:20:00	72.8	79.6	UNDER	74.3	63.3
06:30:00	72.9	81.8	UNDER	74.3	64.3
06:40:00	74.0	86.3	UNDER	75.3	67.3
06:50:00	72.2	78.4	UNDER	74.3	64.3
07:00:00	73.0	78.6	UNDER	75.3	64.3
07:10:00	73.9	80.5	UNDER	75.3	68.3
07:20:00	74.0	78.6	UNDER	75.3	68.3
07:30:00	73.8	79.7	UNDER	75.3	67.3
07:40:00	73.8	79.1	UNDER	75.3	68.3
07:50:00	73.8	81.2	UNDER	75.3	67.3
08:00:00	73.8	80.3	UNDER	75.3	66.3
08:10:00	74.0	81.8	UNDER	76.3	64.3
08:20:00	73.8	79.5	UNDER	75.3	68.3
08:30:00	73.4	78.3	UNDER	75.3	67.3
08:40:00	73.8	80.0	UNDER	76.3	66.3
08:50:00	74.2	84.0	UNDER	76.3	62.3
09:00:00	74.3	79.9	UNDER	77.3	63.3
09:10:00	72.8	80.4	UNDER	75.3	63.3
09:20:00	72.4	83.7	UNDER	75.3	59.3
09:30:00	71.2	79.6	UNDER	74.3	57.3

09:40:00	71.5	80.7	UNDER	75.3	56.3
09:50:00	71.7	80.1	UNDER	74.3	58.3
10:00:00	71.0	80.9	UNDER	74.3	58.3
10:10:00	72.2	83.3	UNDER	75.3	55.3
10:20:00	71.9	79.7	UNDER	75.3	58.3
10:30:00	71.3	78.7	UNDER	74.3	58.3
10:40:00	71.7	79.1	UNDER	74.3	57.3
10:50:00	71.1	77.5	UNDER	74.3	54.3
11:00:00	71.1	78.3	UNDER	74.3	56.3
11:10:00	67.7	83.2	UNDER	71.3	56.3
11:20:00	67.9	88.6	UNDER	65.3	53.3
11:30:00	64.0	71.0	UNDER	67.3	52.3

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Filename.....2556\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 04/17/12 at 10:27:17

User ID: \_\_\_\_\_

LOGGING STARTED.....03/27/12 at 09:26:30  
TOTAL LOGGING TIME...0 DAYS 00:15:11  
LOGGING STOPPED.....03/27/12 at 09:41:41  
TOTAL INTERVALS.....92  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 14:11:43  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.1dB

Lav ( 80)..... 38.8dB  
Lav ( 90)..... 38.8dB  
SEL..... 90.6dB

TWA..... 46.2dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 69.7dB 03/27/12 at 09:26:32  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/27/2012					
09:26:30	65.1	69.7	UNDER	68.8	61.8
09:26:40	60.3	61.2	UNDER	61.8	59.8
09:26:50	62.1	63.5	UNDER	63.8	60.8
09:27:00	63.6	66.0	UNDER	65.8	60.8
09:27:10	62.8	66.0	UNDER	65.8	59.8
09:27:20	59.5	61.2	UNDER	60.8	58.8
09:27:30	63.6	66.4	UNDER	65.8	58.8
09:27:40	62.0	63.5	UNDER	63.8	60.8
09:27:50	61.2	63.5	UNDER	63.8	58.8
09:28:00	59.1	61.5	UNDER	60.8	58.8
09:28:10	62.4	64.1	UNDER	64.8	60.8
09:28:20	66.3	69.4	UNDER	68.8	60.8
09:28:30	59.4	60.5	UNDER	60.8	58.8
09:28:40	60.4	61.6	UNDER	61.8	59.8
09:28:50	59.8	61.0	UNDER	60.8	58.8
09:29:00	61.7	63.6	UNDER	62.8	60.8
09:29:10	61.5	62.7	UNDER	62.8	60.8
09:29:20	60.4	62.2	UNDER	61.8	58.8
09:29:30	61.4	63.3	UNDER	63.8	58.8
09:29:40	58.7	60.1	UNDER	59.8	57.8
09:29:50	58.4	60.0	UNDER	59.8	57.8
09:30:00	57.8	60.3	UNDER	59.8	56.8
09:30:10	59.8	60.5	UNDER	60.8	58.8
09:30:20	61.5	62.8	UNDER	62.8	60.8
09:30:30	61.8	63.5	UNDER	62.8	60.8
09:30:40	60.5	61.4	UNDER	61.8	59.8
09:30:50	59.7	60.4	UNDER	60.8	58.8
09:31:00	60.0	60.9	UNDER	60.8	58.8

09:31:10	60.5	62.4	UNDER	61.8	59.8
09:31:20	64.7	66.8	UNDER	66.8	62.8
09:31:30	61.3	64.4	UNDER	62.8	59.8
09:31:40	58.9	60.1	UNDER	59.8	58.8
09:31:50	61.8	63.0	UNDER	62.8	60.8
09:32:00	61.7	62.8	UNDER	62.8	58.8
09:32:10	58.8	59.2	UNDER	59.8	58.8
09:32:20	60.1	60.8	UNDER	60.8	58.8
09:32:30	61.0	62.1	UNDER	61.8	59.8
09:32:40	59.0	60.3	UNDER	60.8	57.8
09:32:50	61.5	62.9	UNDER	62.8	59.8
09:33:00	62.6	65.6	UNDER	65.8	58.8
09:33:10	58.6	60.8	UNDER	60.8	56.8
09:33:20	60.6	62.1	UNDER	61.8	58.8
09:33:30	59.3	60.3	UNDER	60.8	58.8
09:33:40	60.4	61.4	UNDER	61.8	59.8
09:33:50	59.7	62.2	UNDER	62.8	58.8
09:34:00	63.5	65.7	UNDER	65.8	59.8
09:34:10	58.2	59.8	UNDER	58.8	57.8
09:34:20	57.9	58.5	UNDER	58.8	57.8
09:34:30	58.3	59.7	UNDER	59.8	57.8
09:34:40	60.3	61.7	UNDER	60.8	59.8
09:34:50	59.9	62.2	UNDER	61.8	58.8
09:35:00	60.1	61.1	UNDER	60.8	59.8
09:35:10	60.3	61.5	UNDER	61.8	58.8
09:35:20	62.6	63.8	UNDER	63.8	61.8
09:35:30	60.9	63.0	UNDER	62.8	59.8
09:35:40	61.1	62.4	UNDER	62.8	59.8
09:35:50	59.8	60.5	UNDER	60.8	59.8
09:36:00	61.2	62.2	UNDER	62.8	59.8
09:36:10	58.2	59.2	UNDER	58.8	57.8
09:36:20	60.5	63.6	UNDER	63.8	57.8
09:36:30	61.1	62.5	UNDER	61.8	60.8
09:36:40	61.8	62.9	UNDER	62.8	60.8
09:36:50	58.8	60.3	UNDER	59.8	58.8
09:37:00	60.1	60.6	UNDER	60.8	58.8
09:37:10	61.0	62.8	UNDER	62.8	59.8
09:37:20	61.9	62.8	UNDER	62.8	60.8
09:37:30	60.6	62.6	UNDER	62.8	58.8
09:37:40	60.6	62.1	UNDER	61.8	59.8
09:37:50	61.2	62.8	UNDER	62.8	59.8
09:38:00	59.8	61.5	UNDER	60.8	59.8
09:38:10	59.6	60.8	UNDER	60.8	57.8
09:38:20	58.5	59.2	UNDER	59.8	57.8
09:38:30	60.7	61.8	UNDER	61.8	59.8
09:38:40	62.8	65.7	UNDER	65.8	60.8
09:38:50	61.9	64.7	UNDER	64.8	59.8
09:39:00	60.5	61.7	UNDER	61.8	58.8
09:39:10	58.8	60.0	UNDER	59.8	57.8
09:39:20	58.2	59.8	UNDER	59.8	56.8
09:39:30	60.7	63.9	UNDER	63.8	56.8



09:39:40	62.6	63.7	UNDER	63.8	60.8
09:39:50	60.9	61.6	UNDER	61.8	60.8
09:40:00	60.3	61.9	UNDER	61.8	57.8
09:40:10	57.5	60.0	UNDER	58.8	56.8
09:40:20	63.4	64.9	UNDER	64.8	60.8
09:40:30	62.1	65.2	UNDER	64.8	59.8
09:40:40	62.8	64.0	UNDER	63.8	60.8
09:40:50	65.0	66.1	UNDER	65.8	63.8
09:41:00	62.5	64.8	UNDER	64.8	59.8
09:41:10	59.4	60.8	UNDER	60.8	57.8
09:41:20	58.0	59.1	UNDER	58.8	57.8
09:41:30	59.3	60.0	UNDER	60.8	58.8
09:41:40	61.1	62.2	UNDER	62.8	60.8

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Filename.....2556\_24H  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/21/12 at 12:54:31

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 10:40:00  
TOTAL LOGGING TIME...0 DAYS 23:55:00  
LOGGING STOPPED.....03/15/12 at 10:35:00  
TOTAL INTERVALS.....144  
INTERVAL LENGTH.....00:10:00

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 10:34:45  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 1 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.6dB

Lav ( 80)..... 57.0dB  
Lav ( 90)..... 53.9dB  
SEL..... 118.8dB

TWA..... 74.3dB  
TWA ( 80)..... 61.7dB  
TWA ( 90)..... 58.7dB

Lmax..... 100.8dB 03/14/12 at 11:52:14  
Lpk..... 128.5dB 03/14/12 at 10:40:24  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.14%  
DOSE ( 90)..... 0.07%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 1 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
10:40:00	75.4	97.7	128.5	76.8	55.8
10:49:58	70.1	78.4	UNDER	73.8	56.8
10:59:56	69.4	77.6	UNDER	72.8	59.8
11:09:54	70.8	80.4	UNDER	74.8	58.8
11:19:52	70.3	83.0	UNDER	73.8	59.8
11:29:50	70.5	78.3	UNDER	74.8	56.8
11:39:48	70.0	78.8	UNDER	74.8	56.8
11:49:46	75.1	100.8	122.1	73.8	56.8
11:59:44	70.6	80.5	UNDER	74.8	57.8
12:09:42	70.4	79.7	UNDER	74.8	54.8
12:19:40	69.8	82.5	UNDER	73.8	54.8
12:29:38	69.5	78.9	UNDER	73.8	57.8
12:39:36	69.0	78.1	UNDER	72.8	55.8
12:49:34	71.5	84.2	UNDER	74.8	56.8
12:59:32	70.8	83.5	UNDER	74.8	59.8
13:09:30	68.9	76.9	UNDER	72.8	56.8
13:19:28	69.2	79.4	UNDER	73.8	52.8
13:29:26	69.2	79.6	UNDER	72.8	56.8
13:39:24	70.3	78.1	UNDER	74.8	59.8
13:49:22	70.0	79.0	UNDER	73.8	56.8
13:59:20	69.6	78.3	UNDER	73.8	58.8
14:09:18	69.5	78.4	UNDER	73.8	58.8
14:19:16	68.4	79.2	UNDER	72.8	54.8
14:29:14	69.9	77.7	UNDER	73.8	56.8
14:39:12	69.4	81.3	UNDER	72.8	57.8
14:49:10	69.5	79.2	UNDER	73.8	54.8
14:59:08	69.6	80.5	UNDER	72.8	58.8
15:09:06	69.3	80.2	UNDER	72.8	56.8
15:19:04	70.5	84.8	UNDER	73.8	55.8
15:29:02	69.3	80.0	UNDER	72.8	58.8

15:39:00	69.5	79.3	UNDER	72.8	58.8
15:48:58	68.9	79.2	UNDER	72.8	54.8
15:58:56	68.8	76.1	UNDER	71.8	54.8
16:08:54	69.6	78.1	UNDER	73.8	52.8
16:18:52	69.1	79.6	UNDER	72.8	55.8
16:28:50	68.7	77.0	UNDER	71.8	58.8
16:38:48	69.6	79.2	UNDER	72.8	55.8
16:48:46	70.2	78.4	UNDER	73.8	60.8
16:58:44	70.0	79.8	UNDER	72.8	61.8
17:08:42	70.7	82.7	UNDER	73.8	60.8
17:18:40	70.7	79.3	UNDER	73.8	58.8
17:28:38	70.3	78.4	UNDER	72.8	61.8
17:38:36	70.4	77.7	UNDER	72.8	57.8
17:48:34	70.3	79.3	UNDER	73.8	60.8
17:58:32	69.9	77.3	UNDER	72.8	58.8
18:08:30	69.5	77.9	UNDER	72.8	59.8
18:18:28	69.4	77.3	UNDER	72.8	56.8
18:28:26	69.1	82.8	UNDER	72.8	57.8
18:38:24	69.7	82.0	UNDER	72.8	58.8
18:48:22	68.2	79.0	UNDER	71.8	56.8
18:58:20	69.0	78.3	UNDER	72.8	59.8
19:08:18	68.0	76.8	UNDER	71.8	57.8
19:18:16	68.7	79.5	UNDER	71.8	57.8
19:28:14	70.2	88.9	110.1	72.8	56.8
19:38:12	68.0	78.0	UNDER	71.8	58.8
19:48:10	68.1	79.3	UNDER	71.8	56.8
19:58:08	68.1	79.0	UNDER	71.8	52.8
20:08:06	67.3	77.7	UNDER	70.8	55.8
20:18:04	67.3	79.4	UNDER	70.8	53.8
20:28:02	66.9	76.0	UNDER	70.8	57.8
20:38:00	67.0	78.4	UNDER	70.8	56.8
20:47:58	68.2	79.0	UNDER	71.8	55.8
20:57:56	67.5	78.4	UNDER	70.8	54.8
21:07:54	67.8	76.9	UNDER	71.8	55.8
21:17:52	67.7	78.4	UNDER	70.8	54.8
21:27:50	67.9	77.4	UNDER	71.8	55.8
21:37:48	67.5	80.0	UNDER	70.8	55.8
21:47:46	67.5	78.8	UNDER	70.8	55.8
21:57:44	66.8	77.1	UNDER	70.8	54.8
22:07:42	67.4	78.9	UNDER	70.8	49.8
22:17:40	66.8	78.5	UNDER	70.8	50.8
22:27:38	66.8	78.9	UNDER	70.8	51.8
22:37:36	67.6	78.6	UNDER	71.8	49.8
22:47:34	66.1	78.4	UNDER	68.8	46.8
22:57:32	66.1	78.2	UNDER	69.8	48.8
23:07:30	65.6	76.3	UNDER	69.8	45.8
23:17:28	65.4	77.0	UNDER	68.8	45.8
23:27:26	65.8	78.4	UNDER	69.8	48.8
23:37:24	66.5	78.2	UNDER	70.8	48.8
23:47:22	64.4	77.6	UNDER	68.8	43.8
23:57:20	65.5	77.2	UNDER	68.8	45.8

00:07:18	62.8	79.1	UNDER	66.8	42.8
00:17:16	64.0	78.5	UNDER	67.8	44.8
00:27:14	65.3	79.3	UNDER	68.8	44.8
00:37:12	65.2	78.8	UNDER	68.8	45.8
00:47:10	65.5	79.3	UNDER	68.8	44.8
00:57:08	64.8	79.6	UNDER	68.8	46.8
01:07:06	64.6	77.6	UNDER	67.8	43.8
01:17:04	65.1	77.8	UNDER	68.8	42.8
01:27:02	64.8	77.2	UNDER	68.8	41.8
01:37:00	64.1	77.7	UNDER	67.8	42.8
01:46:58	63.0	76.5	UNDER	66.8	40.8
01:56:56	65.4	79.0	UNDER	68.8	41.8
02:06:54	65.7	78.4	UNDER	70.8	42.8
02:16:52	64.7	77.7	UNDER	68.8	42.8
02:26:50	65.0	76.9	UNDER	68.8	39.8
02:36:48	65.4	78.9	UNDER	69.8	40.8
02:46:46	65.4	78.4	UNDER	68.8	41.8
02:56:44	66.2	78.4	UNDER	70.8	42.8
03:06:42	63.5	77.6	UNDER	66.8	41.8
03:16:40	67.4	85.0	UNDER	72.8	38.8
03:26:38	64.5	81.7	UNDER	67.8	38.8
03:36:36	65.7	78.1	UNDER	70.8	42.8
03:46:34	65.5	77.3	UNDER	69.8	44.8
03:56:32	67.5	78.0	UNDER	72.8	46.8
04:06:30	66.4	77.6	UNDER	70.8	42.8
04:16:28	66.7	79.7	UNDER	71.8	45.8
04:26:26	68.7	79.6	UNDER	73.8	46.8
04:36:24	67.5	78.9	UNDER	71.8	48.8
04:46:22	69.4	79.8	UNDER	74.8	47.8
04:56:20	68.8	81.7	UNDER	72.8	54.8
05:06:18	69.9	82.9	UNDER	74.8	52.8
05:16:16	70.6	79.2	UNDER	74.8	55.8
05:26:14	71.3	84.4	UNDER	75.8	54.8
05:36:12	71.1	79.6	UNDER	74.8	59.8
05:46:10	72.4	82.9	UNDER	75.8	60.8
05:56:08	71.9	81.0	UNDER	75.8	59.8
06:06:06	72.0	82.2	UNDER	75.8	60.8
06:16:04	72.1	81.4	UNDER	75.8	59.8
06:26:02	72.8	81.2	UNDER	75.8	60.8
06:36:00	72.3	80.6	UNDER	75.8	62.8
06:45:58	72.6	79.3	UNDER	75.8	62.8
06:55:56	72.8	80.0	UNDER	76.8	63.8
07:05:54	73.0	86.7	UNDER	75.8	64.8
07:15:52	72.7	81.2	UNDER	75.8	61.8
07:25:50	72.7	80.2	UNDER	75.8	62.8
07:35:48	72.6	79.0	UNDER	75.8	62.8
07:45:46	72.9	85.6	UNDER	75.8	63.8
07:55:44	72.3	78.9	UNDER	75.8	61.8
08:05:42	72.6	85.9	UNDER	75.8	62.8
08:15:40	71.9	80.1	UNDER	75.8	62.8
08:25:38	71.5	80.0	UNDER	74.8	61.8

08:35:36	71.8	81.7	UNDER	74.8	61.8
08:45:34	71.9	82.4	UNDER	75.8	60.8
08:55:32	71.3	82.1	UNDER	74.8	60.8
09:05:30	70.9	78.0	UNDER	74.8	59.8
09:15:28	71.3	83.0	UNDER	74.8	59.8
09:25:26	70.6	83.6	UNDER	73.8	56.8
09:35:24	70.6	80.8	UNDER	74.8	57.8
09:45:22	70.4	82.1	UNDER	73.8	56.8
09:55:20	70.2	78.1	UNDER	73.8	58.8
10:05:18	70.2	77.8	UNDER	73.8	57.8
10:15:16	69.9	80.0	UNDER	73.8	58.8
10:25:14	70.0	78.2	UNDER	73.8	59.8

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:10:54

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 14:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 15:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION TIME...03/23/12 AT 09:43:50  
POST-TEST CALIBRATION RANGE...38.8 TO 138.8  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 13 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 52.5dB

Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 81.9dB

TWA..... 39.3dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 60.7dB 03/22/12 at 15:02:18  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 13 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
14:55:00	53.2	54.5	UNDER	54.3	51.3
14:55:10	53.9	57.9	UNDER	55.3	52.3
14:55:20	53.0	54.6	UNDER	54.3	51.3
14:55:30	51.8	53.4	UNDER	52.3	49.3
14:55:40	51.1	52.1	UNDER	51.3	50.3
14:55:50	50.5	52.6	UNDER	51.3	49.3
14:56:00	50.9	52.7	UNDER	52.3	49.3
14:56:10	50.0	52.1	UNDER	51.3	49.3
14:56:20	51.3	52.7	UNDER	52.3	50.3
14:56:30	51.7	53.0	UNDER	52.3	50.3
14:56:40	51.5	52.3	UNDER	52.3	50.3
14:56:50	50.3	51.3	UNDER	50.3	49.3
14:57:00	49.6	52.1	UNDER	51.3	48.3
14:57:10	50.3	51.3	UNDER	50.3	49.3
14:57:20	50.5	51.5	UNDER	51.3	49.3
14:57:30	49.6	50.1	UNDER	49.3	49.3
14:57:40	50.1	50.6	UNDER	50.3	49.3
14:57:50	49.7	50.6	UNDER	50.3	49.3
14:58:00	51.0	51.7	UNDER	51.3	50.3
14:58:10	51.1	51.8	UNDER	51.3	50.3
14:58:20	51.5	52.1	UNDER	51.3	50.3
14:58:30	51.5	52.2	UNDER	51.3	51.3
14:58:40	50.8	51.7	UNDER	51.3	50.3
14:58:50	51.1	52.1	UNDER	52.3	50.3
14:59:00	50.9	51.6	UNDER	51.3	50.3
14:59:10	49.6	50.5	UNDER	50.3	49.3
14:59:20	51.8	53.8	UNDER	53.3	49.3
14:59:30	52.1	53.3	UNDER	52.3	51.3
14:59:40	52.6	55.9	UNDER	54.3	51.3



14:59:50	50.9	53.1	UNDER	52.3	49.3
15:00:00	50.1	52.3	UNDER	51.3	49.3
15:00:10	50.7	52.6	UNDER	51.3	49.3
15:00:20	50.2	50.6	UNDER	50.3	49.3
15:00:30	51.7	53.1	UNDER	52.3	50.3
15:00:40	52.6	55.8	UNDER	53.3	51.3
15:00:50	52.9	57.4	UNDER	55.3	50.3
15:01:00	52.6	54.5	UNDER	54.3	51.3
15:01:10	57.3	59.4	UNDER	59.3	53.3
15:01:20	53.4	56.3	UNDER	54.3	52.3
15:01:30	53.7	54.2	UNDER	54.3	53.3
15:01:40	53.6	54.2	UNDER	54.3	53.3
15:01:50	53.6	54.4	UNDER	54.3	52.3
15:02:00	55.7	58.9	UNDER	57.3	54.3
15:02:10	57.6	60.7	UNDER	60.3	54.3
15:02:20	54.2	58.6	UNDER	57.3	51.3
15:02:30	51.2	51.8	UNDER	51.3	50.3
15:02:40	52.6	53.9	UNDER	53.3	51.3
15:02:50	54.3	55.3	UNDER	55.3	52.3
15:03:00	51.8	53.0	UNDER	52.3	51.3
15:03:10	52.3	52.9	UNDER	52.3	51.3
15:03:20	51.4	52.1	UNDER	51.3	50.3
15:03:30	50.5	51.0	UNDER	50.3	50.3
15:03:40	51.5	52.8	UNDER	52.3	49.3
15:03:50	53.2	53.8	UNDER	53.3	52.3
15:04:00	53.1	54.3	UNDER	53.3	52.3
15:04:10	52.9	53.3	UNDER	53.3	52.3
15:04:20	52.7	53.4	UNDER	53.3	52.3
15:04:30	53.4	54.1	UNDER	53.3	53.3
15:04:40	53.7	54.4	UNDER	54.3	53.3
15:04:50	54.5	55.0	UNDER	54.3	54.3
15:05:00	53.9	54.5	UNDER	54.3	53.3
15:05:10	53.8	55.0	UNDER	54.3	52.3
15:05:20	53.4	54.5	UNDER	54.3	52.3
15:05:30	52.2	53.0	UNDER	53.3	51.3
15:05:40	51.0	51.7	UNDER	51.3	50.3
15:05:50	50.4	51.0	UNDER	50.3	49.3
15:06:00	50.6	51.8	UNDER	51.3	49.3
15:06:10	51.9	52.8	UNDER	52.3	51.3
15:06:20	51.7	52.0	UNDER	51.3	51.3
15:06:30	52.5	52.9	UNDER	52.3	51.3
15:06:40	52.9	53.8	UNDER	53.3	52.3
15:06:50	54.2	54.5	UNDER	54.3	53.3
15:07:00	52.7	53.7	UNDER	53.3	51.3
15:07:10	50.9	51.8	UNDER	51.3	50.3
15:07:20	50.3	50.7	UNDER	50.3	49.3
15:07:30	51.0	51.7	UNDER	51.3	50.3
15:07:40	52.8	53.3	UNDER	53.3	51.3
15:07:50	52.0	52.6	UNDER	52.3	51.3
15:08:00	51.6	52.1	UNDER	52.3	51.3
15:08:10	50.7	51.3	UNDER	51.3	50.3
15:08:20	51.4	52.0	UNDER	51.3	50.3

15:08:30	52.0	53.3	UNDER	53.3	51.3
15:08:40	53.0	53.8	UNDER	53.3	52.3
15:08:50	53.0	55.0	UNDER	54.3	52.3
15:09:00	54.8	55.4	UNDER	55.3	54.3
15:09:10	54.5	54.9	UNDER	54.3	53.3
15:09:20	53.9	54.4	UNDER	54.3	53.3
15:09:30	53.5	54.1	UNDER	53.3	53.3
15:09:40	52.7	53.3	UNDER	52.3	52.3
15:09:50	52.5	53.1	UNDER	52.3	52.3

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Filename.....3904\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 10:48:23

User ID: \_\_\_\_\_

LOGGING STARTED.....03/27/12 at 09:58:00  
TOTAL LOGGING TIME...0 DAYS 00:15:36  
LOGGING STOPPED.....03/27/12 at 10:13:36  
TOTAL INTERVALS.....94  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 11:38:25  
PRE-TEST CALIBRATION RANGE...39.9 TO 139.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 63.4dB  
Lav ( 80)..... 39.9dB

Lav ( 90)..... 39.9dB  
SEL..... 93.0dB

TWA..... 48.6dB  
TWA ( 80)..... 39.9dB  
TWA ( 90)..... 39.9dB

Lmax..... 78.7dB 03/27/12 at 09:59:08  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/27/2012					
09:58:00	60.9	62.1	UNDER	61.9	59.9
09:58:10	60.5	61.9	UNDER	61.9	59.9
09:58:20	64.9	69.1	UNDER	68.9	59.9
09:58:30	61.6	64.2	UNDER	62.9	60.9
09:58:40	60.6	62.4	UNDER	61.9	59.9
09:58:50	62.5	64.4	UNDER	63.9	61.9
09:59:00	72.6	78.7	UNDER	78.9	60.9
09:59:10	69.3	76.0	UNDER	73.9	64.9
09:59:20	62.9	64.4	UNDER	63.9	60.9
09:59:30	58.5	60.8	UNDER	60.9	56.9
09:59:40	62.0	66.0	UNDER	65.9	56.9
09:59:50	61.6	63.9	UNDER	63.9	59.9
10:00:00	63.6	68.0	UNDER	67.9	58.9
10:00:10	60.8	64.8	UNDER	63.9	57.9
10:00:20	65.1	69.3	UNDER	68.9	56.9
10:00:30	56.8	57.4	UNDER	57.9	56.9
10:00:40	61.2	64.8	UNDER	63.9	57.9
10:00:50	65.1	69.7	UNDER	68.9	59.9
10:01:00	63.2	68.4	UNDER	65.9	59.9
10:01:10	67.2	71.2	UNDER	70.9	63.9
10:01:20	64.3	70.8	UNDER	68.9	59.9
10:01:30	60.3	61.6	UNDER	61.9	58.9
10:01:40	65.3	69.5	UNDER	68.9	60.9
10:01:50	59.8	61.6	UNDER	60.9	58.9
10:02:00	59.2	61.6	UNDER	61.9	58.9
10:02:10	58.5	60.0	UNDER	60.9	57.9
10:02:20	57.8	59.6	UNDER	59.9	56.9
10:02:30	60.5	62.3	UNDER	61.9	58.9
10:02:40	59.1	61.2	UNDER	60.9	57.9
10:02:50	59.9	61.2	UNDER	61.9	58.9

10:03:00	61.6	64.1	UNDER	63.9	58.9
10:03:10	64.6	68.8	UNDER	68.9	59.9
10:03:20	60.8	63.2	UNDER	62.9	59.9
10:03:30	62.3	65.6	UNDER	65.9	59.9
10:03:40	59.5	63.2	UNDER	62.9	56.9
10:03:50	58.9	62.8	UNDER	60.9	56.9
10:04:00	67.8	72.0	UNDER	71.9	62.9
10:04:10	63.9	66.0	UNDER	65.9	61.9
10:04:20	66.6	68.8	UNDER	68.9	63.9
10:04:30	65.2	67.6	UNDER	67.9	61.9
10:04:40	63.6	65.8	UNDER	65.9	61.9
10:04:50	62.1	63.6	UNDER	63.9	60.9
10:05:00	61.4	62.8	UNDER	62.9	59.9
10:05:10	65.9	70.8	UNDER	70.9	60.9
10:05:20	59.2	60.7	UNDER	60.9	58.9
10:05:30	62.1	64.0	UNDER	63.9	60.9
10:05:40	61.0	62.0	UNDER	61.9	59.9
10:05:50	63.1	65.5	UNDER	65.9	60.9
10:06:00	60.5	62.8	UNDER	62.9	59.9
10:06:10	60.3	62.6	UNDER	62.9	58.9
10:06:20	60.2	62.8	UNDER	62.9	58.9
10:06:30	59.0	60.0	UNDER	59.9	57.9
10:06:40	57.3	58.8	UNDER	58.9	56.9
10:06:50	60.4	63.2	UNDER	62.9	56.9
10:07:00	63.1	66.8	UNDER	66.9	59.9
10:07:10	62.2	65.1	UNDER	64.9	59.9
10:07:20	64.4	67.2	UNDER	66.9	58.9
10:07:30	60.1	63.5	UNDER	62.9	57.9
10:07:40	60.3	63.5	UNDER	63.9	58.9
10:07:50	59.6	61.0	UNDER	60.9	57.9
10:08:00	66.3	72.0	UNDER	71.9	56.9
10:08:10	61.4	67.5	UNDER	64.9	57.9
10:08:20	61.7	63.2	UNDER	62.9	59.9
10:08:30	60.0	64.3	UNDER	62.9	58.9
10:08:40	64.8	69.2	UNDER	68.9	61.9
10:08:50	61.7	62.8	UNDER	62.9	60.9
10:09:00	65.1	68.4	UNDER	67.9	61.9
10:09:10	65.5	69.6	UNDER	69.9	61.9
10:09:20	62.7	64.0	UNDER	63.9	60.9
10:09:30	64.8	69.6	UNDER	67.9	62.9
10:09:40	68.4	72.0	UNDER	71.9	62.9
10:09:50	61.7	62.9	UNDER	62.9	59.9
10:10:00	63.7	67.2	UNDER	66.9	59.9
10:10:10	61.0	63.2	UNDER	62.9	59.9
10:10:20	62.2	63.6	UNDER	63.9	60.9
10:10:30	61.8	62.8	UNDER	62.9	60.9
10:10:40	61.1	62.4	UNDER	62.9	59.9
10:10:50	60.4	62.0	UNDER	61.9	58.9
10:11:00	61.2	62.4	UNDER	62.9	60.9
10:11:10	66.4	71.3	UNDER	70.9	61.9
10:11:20	62.9	64.0	UNDER	63.9	61.9
10:11:30	63.1	68.4	UNDER	67.9	60.9

10:11:40	62.8	67.2	UNDER	64.9	60.9
10:11:50	66.9	68.4	UNDER	68.9	62.9
10:12:00	62.7	66.8	UNDER	66.9	58.9
10:12:10	58.8	59.9	UNDER	59.9	58.9
10:12:20	59.2	60.6	UNDER	60.9	56.9
10:12:30	62.6	67.6	UNDER	66.9	56.9
10:12:40	62.3	63.6	UNDER	63.9	60.9
10:12:50	59.7	60.8	UNDER	60.9	59.9
10:13:00	63.5	68.1	UNDER	66.9	59.9
10:13:10	63.2	68.0	UNDER	66.9	59.9
10:13:20	65.1	67.2	UNDER	66.9	61.9
10:13:30	64.2	65.3	UNDER	65.9	62.9

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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 13:12:12

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 14:31:30  
TOTAL LOGGING TIME...0 DAYS 00:38:44  
LOGGING STOPPED.....03/22/12 at 15:10:14  
TOTAL INTERVALS.....233  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION TIME...03/23/12 AT 09:45:39  
POST-TEST CALIBRATION RANGE...39.0 TO 139.0  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 54.7dB

Lav ( 80)..... 38.8dB  
Lav ( 90)..... 38.8dB  
SEL..... 88.2dB

TWA..... 43.8dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 64.2dB 03/22/12 at 14:31:54  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
14:31:30	58.3	62.9	UNDER	60.8	56.8
14:31:40	57.1	60.5	UNDER	58.8	56.8
14:31:50	62.0	64.2	UNDER	63.8	59.8
14:32:00	57.1	59.5	UNDER	58.8	53.8
14:32:10	59.6	61.4	UNDER	61.8	55.8
14:32:20	56.8	58.5	UNDER	58.8	53.8
14:32:30	52.4	54.6	UNDER	54.8	50.8
14:32:40	56.8	58.1	UNDER	57.8	54.8
14:32:50	56.7	57.4	UNDER	57.8	56.8
14:33:00	56.2	58.6	UNDER	57.8	53.8
14:33:10	55.6	56.7	UNDER	56.8	53.8
14:33:20	53.0	55.4	UNDER	54.8	49.8
14:33:30	50.3	52.8	UNDER	51.8	48.8
14:33:40	53.4	54.5	UNDER	54.8	52.8
14:33:50	54.4	56.0	UNDER	55.8	52.8
14:34:00	53.3	54.8	UNDER	54.8	52.8
14:34:10	51.8	53.7	UNDER	52.8	50.8
14:34:20	56.7	58.6	UNDER	58.8	53.8
14:34:30	55.2	59.3	UNDER	58.8	51.8
14:34:40	53.8	55.3	UNDER	55.8	52.8
14:34:50	57.1	59.6	UNDER	58.8	55.8
14:35:00	58.1	59.3	UNDER	58.8	57.8
14:35:10	57.0	59.3	UNDER	58.8	54.8
14:35:20	57.0	62.2	UNDER	59.8	53.8
14:35:30	54.0	54.2	UNDER	54.8	53.8
14:35:40	54.5	56.9	UNDER	56.8	52.8
14:35:50	55.4	57.2	UNDER	57.8	53.8
14:36:00	52.4	54.4	UNDER	53.8	50.8
14:36:10	53.2	55.2	UNDER	54.8	50.8



14:36:20	54.3	55.2	UNDER	55.8	53.8
14:36:30	53.5	55.3	UNDER	54.8	52.8
14:36:40	55.9	56.6	UNDER	56.8	55.8
14:36:50	57.6	58.2	UNDER	58.8	56.8
14:37:00	55.0	57.4	UNDER	57.8	53.8
14:37:10	53.1	54.4	UNDER	54.8	51.8
14:37:20	52.6	53.2	UNDER	53.8	51.8
14:37:30	50.6	52.0	UNDER	51.8	50.8
14:37:40	51.6	53.1	UNDER	52.8	50.8
14:37:50	52.3	54.1	UNDER	53.8	51.8
14:38:00	57.0	58.4	UNDER	58.8	54.8
14:38:10	57.7	58.5	UNDER	58.8	56.8
14:38:20	54.1	56.0	UNDER	55.8	52.8
14:38:30	54.9	57.1	UNDER	56.8	52.8
14:38:40	56.4	57.6	UNDER	57.8	53.8
14:38:50	52.3	53.8	UNDER	53.8	51.8
14:39:00	53.8	54.9	UNDER	54.8	52.8
14:39:10	54.5	56.4	UNDER	56.8	52.8
14:39:20	54.8	56.4	UNDER	56.8	53.8
14:39:30	55.2	58.1	UNDER	56.8	53.8
14:39:40	57.6	60.4	UNDER	59.8	56.8
14:39:50	59.8	61.7	UNDER	61.8	55.8
14:40:00	53.1	55.7	UNDER	54.8	51.8
14:40:10	54.4	54.9	UNDER	54.8	52.8
14:40:20	54.7	56.2	UNDER	55.8	53.8
14:40:30	56.4	57.3	UNDER	56.8	56.8
14:40:40	57.8	58.2	UNDER	58.8	57.8
14:40:50	55.9	57.5	UNDER	57.8	54.8
14:41:00	56.7	57.6	UNDER	57.8	55.8
14:41:10	55.8	56.6	UNDER	56.8	53.8
14:41:20	52.9	55.0	UNDER	54.8	51.8
14:41:30	53.6	55.2	UNDER	54.8	52.8
14:41:40	52.0	53.4	UNDER	53.8	51.8
14:41:50	55.4	56.5	UNDER	56.8	52.8
14:42:00	53.8	56.0	UNDER	55.8	52.8
14:42:10	53.0	56.4	UNDER	55.8	51.8
14:42:20	53.8	54.5	UNDER	54.8	52.8
14:42:30	51.7	54.1	UNDER	53.8	49.8
14:42:40	52.6	53.3	UNDER	53.8	52.8
14:42:50	51.9	52.5	UNDER	52.8	51.8
14:43:00	53.0	55.2	UNDER	54.8	50.8
14:43:10	56.1	56.8	UNDER	56.8	54.8
14:43:20	52.7	54.4	UNDER	53.8	51.8
14:43:30	55.2	56.8	UNDER	56.8	53.8
14:43:40	52.4	54.4	UNDER	53.8	50.8
14:43:50	53.8	55.4	UNDER	54.8	51.8
14:44:00	54.4	55.5	UNDER	55.8	52.8
14:44:10	55.6	56.4	UNDER	56.8	55.8
14:44:20	55.6	56.2	UNDER	56.8	55.8
14:44:30	54.6	57.3	UNDER	56.8	51.8
14:44:40	53.2	55.5	UNDER	55.8	51.8
14:44:50	53.3	55.1	UNDER	54.8	51.8

14:45:00	52.9	54.1	UNDER	53.8	50.8
14:45:10	50.4	51.0	UNDER	50.8	50.8
14:45:20	50.7	51.6	UNDER	51.8	50.8
14:45:30	52.5	53.3	UNDER	53.8	51.8
14:45:40	53.5	56.0	UNDER	55.8	52.8
14:45:50	57.6	58.5	UNDER	58.8	56.8
14:46:00	55.8	56.8	UNDER	56.8	55.8
14:46:10	56.4	58.3	UNDER	57.8	55.8
14:46:20	57.3	58.8	UNDER	58.8	53.8
14:46:30	51.2	53.2	UNDER	52.8	49.8
14:46:40	53.8	55.6	UNDER	54.8	52.8
14:46:50	50.9	53.6	UNDER	52.8	48.8
14:47:00	53.4	55.6	UNDER	55.8	50.8
14:47:10	55.7	57.3	UNDER	56.8	54.8
14:47:20	54.3	54.8	UNDER	54.8	54.8
14:47:30	54.2	55.4	UNDER	55.8	53.8
14:47:40	53.0	54.9	UNDER	54.8	50.8
14:47:50	55.5	56.1	UNDER	56.8	54.8
14:48:00	52.1	54.8	UNDER	54.8	48.8
14:48:10	50.4	52.1	UNDER	51.8	48.8
14:48:20	53.4	54.6	UNDER	54.8	51.8
14:48:30	53.7	54.8	UNDER	54.8	52.8
14:48:40	53.9	54.2	UNDER	54.8	53.8
14:48:50	54.7	55.8	UNDER	55.8	53.8
14:49:00	53.5	55.3	UNDER	54.8	52.8
14:49:10	54.2	55.5	UNDER	55.8	51.8
14:49:20	53.2	59.2	UNDER	56.8	50.8
14:49:30	52.1	53.6	UNDER	52.8	50.8
14:49:40	53.3	54.4	UNDER	54.8	52.8
14:49:50	53.5	54.8	UNDER	54.8	52.8
14:50:00	53.9	55.2	UNDER	54.8	53.8
14:50:10	54.0	56.0	UNDER	55.8	52.8
14:50:20	52.5	53.9	UNDER	53.8	51.8
14:50:30	52.9	54.1	UNDER	53.8	51.8
14:50:40	53.9	54.4	UNDER	54.8	52.8
14:50:50	53.0	54.4	UNDER	54.8	49.8
14:51:00	51.2	54.5	UNDER	53.8	48.8
14:51:10	52.6	55.3	UNDER	54.8	50.8
14:51:20	55.6	57.1	UNDER	56.8	53.8
14:51:30	54.5	56.4	UNDER	55.8	52.8
14:51:40	53.8	57.0	UNDER	55.8	51.8
14:51:50	53.8	56.5	UNDER	55.8	52.8
14:52:00	54.6	57.1	UNDER	56.8	52.8
14:52:10	54.7	57.3	UNDER	56.8	52.8
14:52:20	53.7	56.4	UNDER	54.8	52.8
14:52:30	55.8	57.6	UNDER	56.8	52.8
14:52:40	54.8	56.0	UNDER	55.8	53.8
14:52:50	56.3	57.9	UNDER	57.8	54.8
14:53:00	55.7	58.0	UNDER	56.8	54.8
14:53:10	55.4	57.8	UNDER	56.8	53.8
14:53:20	54.5	56.5	UNDER	56.8	52.8
14:53:30	56.1	58.1	UNDER	57.8	54.8

14:53:40	56.2	58.5	UNDER	57.8	54.8
14:53:50	56.3	58.0	UNDER	57.8	54.8
14:54:00	55.8	58.0	UNDER	57.8	53.8
14:54:10	53.6	56.6	UNDER	54.8	51.8
14:54:20	52.8	55.6	UNDER	54.8	50.8
14:54:30	52.2	56.6	UNDER	54.8	49.8
14:54:40	52.5	56.9	UNDER	55.8	49.8
14:54:50	51.9	55.6	UNDER	54.8	48.8
14:55:00	55.1	57.2	UNDER	56.8	53.8
14:55:10	54.8	55.7	UNDER	55.8	52.8
14:55:20	54.8	57.6	UNDER	56.8	52.8
14:55:30	57.4	58.5	UNDER	58.8	54.8
14:55:40	52.8	54.8	UNDER	53.8	51.8
14:55:50	55.1	57.6	UNDER	56.8	52.8
14:56:00	50.8	55.1	UNDER	52.8	49.8
14:56:10	50.6	53.9	UNDER	52.8	48.8
14:56:20	51.6	55.1	UNDER	53.8	48.8
14:56:30	53.8	55.8	UNDER	55.8	52.8
14:56:40	56.5	58.0	UNDER	57.8	54.8
14:56:50	55.4	56.8	UNDER	56.8	53.8
14:57:00	52.7	54.2	UNDER	53.8	50.8
14:57:10	50.6	54.8	UNDER	52.8	48.8
14:57:20	50.8	54.4	UNDER	52.8	49.8
14:57:30	53.3	60.0	UNDER	57.8	48.8
14:57:40	50.3	54.0	UNDER	52.8	47.8
14:57:50	52.5	55.8	UNDER	54.8	50.8
14:58:00	55.8	56.8	UNDER	56.8	54.8
14:58:10	52.2	54.1	UNDER	53.8	50.8
14:58:20	51.2	53.9	UNDER	53.8	50.8
14:58:30	55.1	57.7	UNDER	56.8	52.8
14:58:40	55.6	57.6	UNDER	57.8	51.8
14:58:50	52.7	55.1	UNDER	54.8	50.8
14:59:00	52.7	55.3	UNDER	54.8	50.8
14:59:10	54.8	56.6	UNDER	55.8	52.8
14:59:20	54.5	56.0	UNDER	55.8	53.8
14:59:30	52.0	54.4	UNDER	53.8	50.8
14:59:40	52.8	55.0	UNDER	53.8	51.8
14:59:50	53.8	56.0	UNDER	54.8	52.8
15:00:00	52.8	56.1	UNDER	54.8	51.8
15:00:10	54.5	57.6	UNDER	55.8	52.8
15:00:20	55.6	57.6	UNDER	56.8	54.8
15:00:30	52.3	54.6	UNDER	53.8	51.8
15:00:40	52.1	52.7	UNDER	52.8	51.8
15:00:50	53.4	55.6	UNDER	55.8	51.8
15:01:00	53.2	55.5	UNDER	55.8	49.8
15:01:10	50.7	52.1	UNDER	51.8	49.8
15:01:20	50.7	52.5	UNDER	52.8	49.8
15:01:30	53.5	54.4	UNDER	54.8	52.8
15:01:40	54.9	56.4	UNDER	56.8	53.8
15:01:50	54.4	56.0	UNDER	55.8	51.8
15:02:00	51.2	52.7	UNDER	52.8	50.8
15:02:10	51.4	52.3	UNDER	52.8	50.8

15:02:20	53.9	55.2	UNDER	55.8	51.8
15:02:30	53.7	55.1	UNDER	54.8	52.8
15:02:40	54.5	56.0	UNDER	55.8	52.8
15:02:50	56.8	57.7	UNDER	57.8	56.8
15:03:00	55.4	57.4	UNDER	57.8	53.8
15:03:10	53.2	55.2	UNDER	54.8	50.8
15:03:20	50.6	51.4	UNDER	51.8	50.8
15:03:30	54.3	55.8	UNDER	55.8	51.8
15:03:40	56.2	57.6	UNDER	57.8	55.8
15:03:50	56.3	57.6	UNDER	57.8	54.8
15:04:00	53.5	55.1	UNDER	54.8	52.8
15:04:10	53.3	54.3	UNDER	54.8	51.8
15:04:20	51.6	52.4	UNDER	52.8	51.8
15:04:30	51.2	54.1	UNDER	52.8	49.8
15:04:40	53.4	55.4	UNDER	54.8	51.8
15:04:50	52.9	54.1	UNDER	53.8	51.8
15:05:00	54.8	55.6	UNDER	55.8	54.8
15:05:10	53.9	54.8	UNDER	54.8	52.8
15:05:20	53.3	56.0	UNDER	55.8	51.8
15:05:30	54.9	56.1	UNDER	56.8	52.8
15:05:40	51.5	52.9	UNDER	52.8	50.8
15:05:50	53.1	55.3	UNDER	54.8	51.8
15:06:00	53.9	55.7	UNDER	55.8	51.8
15:06:10	55.9	57.6	UNDER	57.8	52.8
15:06:20	56.1	56.5	UNDER	56.8	55.8
15:06:30	54.9	56.1	UNDER	56.8	52.8
15:06:40	50.5	52.1	UNDER	51.8	50.8
15:06:50	54.9	57.6	UNDER	57.8	50.8
15:07:00	57.7	59.3	UNDER	58.8	56.8
15:07:10	57.3	58.4	UNDER	57.8	56.8
15:07:20	56.6	57.4	UNDER	57.8	55.8
15:07:30	56.6	58.7	UNDER	57.8	55.8
15:07:40	56.7	58.1	UNDER	58.8	52.8
15:07:50	52.5	54.8	UNDER	53.8	51.8
15:08:00	54.2	56.2	UNDER	55.8	51.8
15:08:10	52.3	54.5	UNDER	53.8	49.8
15:08:20	53.2	54.6	UNDER	54.8	49.8
15:08:30	55.3	56.5	UNDER	56.8	53.8
15:08:40	55.9	57.6	UNDER	57.8	53.8
15:08:50	55.1	57.4	UNDER	56.8	54.8
15:09:00	55.8	56.1	UNDER	56.8	55.8
15:09:10	54.1	56.1	UNDER	56.8	50.8
15:09:20	51.7	52.6	UNDER	52.8	50.8
15:09:30	52.4	53.4	UNDER	53.8	51.8
15:09:40	53.6	55.4	UNDER	55.8	51.8
15:09:50	55.8	57.0	UNDER	56.8	54.8
15:10:00	55.8	56.8	UNDER	56.8	52.8
15:10:10	54.6	59.9	UNDER	58.8	50.8

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:16:52

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 13:40:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 13:55:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 12 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.4dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 91.8dB

TWA..... 47.4dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 73.3dB 03/22/12 at 13:52:45  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 12 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
13:40:00	62.3	64.9	UNDER	64.3	59.3
13:40:10	55.5	59.2	UNDER	58.3	52.3
13:40:20	56.2	58.1	UNDER	57.3	53.3
13:40:30	63.4	65.2	UNDER	65.3	58.3
13:40:40	63.2	64.6	UNDER	64.3	61.3
13:40:50	65.4	66.6	UNDER	66.3	64.3
13:41:00	63.5	65.5	UNDER	64.3	62.3
13:41:10	62.1	62.9	UNDER	62.3	60.3
13:41:20	60.0	61.0	UNDER	60.3	59.3
13:41:30	61.5	62.2	UNDER	62.3	60.3
13:41:40	60.3	61.8	UNDER	61.3	59.3
13:41:50	61.4	62.6	UNDER	62.3	58.3
13:42:00	57.8	61.1	UNDER	59.3	56.3
13:42:10	64.5	65.6	UNDER	65.3	61.3
13:42:20	62.4	63.8	UNDER	63.3	61.3
13:42:30	62.3	63.7	UNDER	62.3	61.3
13:42:40	65.0	65.8	UNDER	65.3	63.3
13:42:50	62.7	64.5	UNDER	64.3	60.3
13:43:00	62.4	63.5	UNDER	63.3	60.3
13:43:10	60.9	63.3	UNDER	63.3	56.3
13:43:20	54.4	56.2	UNDER	55.3	53.3
13:43:30	57.9	62.1	UNDER	61.3	54.3
13:43:40	60.4	62.2	UNDER	62.3	58.3
13:43:50	58.1	59.0	UNDER	58.3	57.3
13:44:00	61.5	64.2	UNDER	63.3	58.3
13:44:10	60.6	63.4	UNDER	62.3	59.3
13:44:20	61.2	62.4	UNDER	62.3	60.3
13:44:30	62.9	63.5	UNDER	63.3	62.3
13:44:40	61.7	63.3	UNDER	62.3	60.3
13:44:50	62.3	63.5	UNDER	63.3	60.3

13:45:00	62.7	64.5	UNDER	63.3	61.3
13:45:10	64.5	65.1	UNDER	64.3	63.3
13:45:20	63.1	63.7	UNDER	63.3	61.3
13:45:30	59.0	61.3	UNDER	60.3	58.3
13:45:40	58.1	58.3	UNDER	58.3	57.3
13:45:50	59.7	63.3	UNDER	62.3	57.3
13:46:00	62.6	64.1	UNDER	63.3	60.3
13:46:10	61.3	62.1	UNDER	62.3	60.3
13:46:20	63.7	65.5	UNDER	65.3	60.3
13:46:30	60.8	63.1	UNDER	62.3	58.3
13:46:40	61.8	63.1	UNDER	63.3	60.3
13:46:50	62.0	63.1	UNDER	63.3	60.3
13:47:00	61.4	63.1	UNDER	62.3	60.3
13:47:10	60.5	61.8	UNDER	61.3	58.3
13:47:20	57.9	58.9	UNDER	58.3	55.3
13:47:30	56.5	57.7	UNDER	57.3	55.3
13:47:40	56.8	58.2	UNDER	57.3	56.3
13:47:50	62.4	63.7	UNDER	63.3	58.3
13:48:00	62.1	63.4	UNDER	62.3	61.3
13:48:10	61.2	63.5	UNDER	63.3	58.3
13:48:20	62.7	65.0	UNDER	64.3	59.3
13:48:30	63.9	65.0	UNDER	64.3	62.3
13:48:40	63.3	64.1	UNDER	64.3	62.3
13:48:50	60.9	63.3	UNDER	62.3	59.3
13:49:00	59.8	61.1	UNDER	61.3	58.3
13:49:10	59.4	61.1	UNDER	61.3	57.3
13:49:20	57.5	57.8	UNDER	57.3	57.3
13:49:30	59.7	60.7	UNDER	60.3	57.3
13:49:40	60.2	61.3	UNDER	61.3	59.3
13:49:50	59.2	61.3	UNDER	60.3	57.3
13:50:00	61.6	63.4	UNDER	63.3	59.3
13:50:10	61.5	63.2	UNDER	62.3	60.3
13:50:20	61.6	62.3	UNDER	62.3	61.3
13:50:30	60.0	62.3	UNDER	62.3	57.3
13:50:40	56.8	59.7	UNDER	58.3	54.3
13:50:50	64.5	69.5	UNDER	68.3	59.3
13:51:00	67.2	73.3	UNDER	71.3	60.3
13:51:10	59.7	60.6	UNDER	60.3	58.3
13:51:20	59.8	62.4	UNDER	61.3	58.3
13:51:30	62.4	62.9	UNDER	62.3	61.3
13:51:40	61.5	62.2	UNDER	62.3	60.3
13:51:50	60.7	61.7	UNDER	61.3	59.3
13:52:00	61.0	62.3	UNDER	62.3	59.3
13:52:10	62.5	63.1	UNDER	63.3	61.3
13:52:20	62.6	64.6	UNDER	63.3	61.3
13:52:30	68.6	70.5	UNDER	70.3	64.3
13:52:40	71.4	73.3	UNDER	72.3	68.3
13:52:50	66.9	69.7	UNDER	68.3	63.3
13:53:00	62.8	63.5	UNDER	63.3	62.3
13:53:10	60.9	62.0	UNDER	61.3	59.3
13:53:20	62.2	63.6	UNDER	63.3	59.3
13:53:30	62.4	63.6	UNDER	63.3	59.3

13:53:40	62.7	63.4	UNDER	63.3	61.3
13:53:50	60.4	61.4	UNDER	61.3	59.3
13:54:00	61.0	62.2	UNDER	61.3	59.3
13:54:10	62.5	64.1	UNDER	64.3	60.3
13:54:20	62.5	63.7	UNDER	63.3	60.3
13:54:30	63.3	63.7	UNDER	63.3	62.3
13:54:40	60.2	62.7	UNDER	62.3	58.3
13:54:50	58.5	60.9	UNDER	60.3	57.3



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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 13:20:46

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 13:16:10  
TOTAL LOGGING TIME...0 DAYS 00:39:02  
LOGGING STOPPED.....03/22/12 at 13:55:12  
TOTAL INTERVALS.....235  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 55.8dB  
Lav ( 80)..... 38.8dB

Lav ( 90)..... 38.8dB  
SEL..... 89.4dB

TWA..... 44.9dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 61.3dB 03/22/12 at 13:26:26  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
13:16:10	55.9	57.7	UNDER	57.8	54.8
13:16:20	54.7	57.2	UNDER	56.8	52.8
13:16:30	52.1	53.2	UNDER	52.8	51.8
13:16:40	55.7	57.0	UNDER	56.8	52.8
13:16:50	53.5	55.6	UNDER	55.8	51.8
13:17:00	53.9	55.8	UNDER	55.8	51.8
13:17:10	55.0	56.4	UNDER	55.8	54.8
13:17:20	56.2	58.1	UNDER	58.8	52.8
13:17:30	54.7	56.4	UNDER	56.8	52.8
13:17:40	53.6	56.0	UNDER	55.8	51.8
13:17:50	54.3	55.1	UNDER	54.8	53.8
13:18:00	56.1	56.9	UNDER	56.8	55.8
13:18:10	55.6	56.8	UNDER	56.8	54.8
13:18:20	53.7	56.4	UNDER	55.8	51.8
13:18:30	57.3	59.7	UNDER	59.8	52.8
13:18:40	57.1	59.6	UNDER	59.8	53.8
13:18:50	55.3	56.2	UNDER	56.8	53.8
13:19:00	54.3	55.2	UNDER	55.8	52.8
13:19:10	56.4	57.7	UNDER	57.8	54.8
13:19:20	56.6	57.6	UNDER	57.8	55.8
13:19:30	57.0	57.7	UNDER	57.8	56.8
13:19:40	55.2	57.2	UNDER	56.8	51.8
13:19:50	52.4	54.7	UNDER	54.8	50.8
13:20:00	57.1	58.0	UNDER	57.8	54.8
13:20:10	53.8	56.5	UNDER	55.8	51.8
13:20:20	54.6	56.9	UNDER	56.8	51.8
13:20:30	54.2	56.0	UNDER	55.8	52.8
13:20:40	55.9	58.1	UNDER	57.8	54.8
13:20:50	60.3	60.8	UNDER	60.8	58.8
13:21:00	58.5	60.2	UNDER	59.8	57.8

13:21:10	56.6	58.4	UNDER	58.8	55.8
13:21:20	59.4	60.0	UNDER	59.8	58.8
13:21:30	56.1	59.3	UNDER	58.8	53.8
13:21:40	53.9	54.5	UNDER	54.8	52.8
13:21:50	57.6	59.3	UNDER	59.8	53.8
13:22:00	54.9	56.8	UNDER	56.8	53.8
13:22:10	52.6	53.2	UNDER	53.8	52.8
13:22:20	53.8	54.9	UNDER	54.8	52.8
13:22:30	54.1	54.9	UNDER	54.8	52.8
13:22:40	52.5	55.9	UNDER	55.8	50.8
13:22:50	56.7	58.1	UNDER	57.8	54.8
13:23:00	57.7	58.5	UNDER	58.8	56.8
13:23:10	54.4	57.3	UNDER	57.8	51.8
13:23:20	54.2	55.1	UNDER	54.8	51.8
13:23:30	54.4	55.6	UNDER	55.8	53.8
13:23:40	58.8	60.1	UNDER	60.8	55.8
13:23:50	54.5	57.2	UNDER	56.8	51.8
13:24:00	52.4	55.3	UNDER	54.8	50.8
13:24:10	57.8	59.6	UNDER	59.8	55.8
13:24:20	58.7	59.6	UNDER	59.8	57.8
13:24:30	58.5	59.7	UNDER	59.8	57.8
13:24:40	55.5	59.0	UNDER	58.8	53.8
13:24:50	54.4	56.1	UNDER	55.8	53.8
13:25:00	58.2	59.6	UNDER	59.8	55.8
13:25:10	53.8	55.5	UNDER	54.8	52.8
13:25:20	52.4	53.2	UNDER	52.8	51.8
13:25:30	52.5	53.7	UNDER	53.8	51.8
13:25:40	54.9	56.8	UNDER	56.8	53.8
13:25:50	55.9	57.0	UNDER	56.8	53.8
13:26:00	52.2	53.9	UNDER	53.8	50.8
13:26:10	58.4	60.8	UNDER	60.8	52.8
13:26:20	60.4	61.3	UNDER	61.8	58.8
13:26:30	54.8	58.1	UNDER	57.8	51.8
13:26:40	51.0	52.0	UNDER	51.8	50.8
13:26:50	51.4	52.5	UNDER	52.8	50.8
13:27:00	52.1	52.6	UNDER	52.8	51.8
13:27:10	51.8	52.5	UNDER	52.8	51.8
13:27:20	50.8	53.2	UNDER	52.8	49.8
13:27:30	55.8	57.9	UNDER	57.8	53.8
13:27:40	58.2	59.6	UNDER	59.8	54.8
13:27:50	53.5	54.8	UNDER	54.8	52.8
13:28:00	52.2	54.4	UNDER	53.8	48.8
13:28:10	51.1	54.9	UNDER	54.8	47.8
13:28:20	57.6	59.2	UNDER	59.8	54.8
13:28:30	57.2	58.5	UNDER	58.8	54.8
13:28:40	57.3	58.8	UNDER	58.8	55.8
13:28:50	57.1	58.5	UNDER	58.8	56.8
13:29:00	58.1	58.6	UNDER	58.8	57.8
13:29:10	58.3	59.0	UNDER	58.8	57.8
13:29:20	54.9	57.4	UNDER	57.8	51.8
13:29:30	52.4	54.5	UNDER	53.8	50.8
13:29:40	58.2	59.2	UNDER	59.8	54.8

13:29:50	56.6	58.4	UNDER	58.8	55.8
13:30:00	55.7	57.2	UNDER	56.8	54.8
13:30:10	57.8	58.8	UNDER	58.8	56.8
13:30:20	56.7	57.2	UNDER	57.8	55.8
13:30:30	55.1	56.0	UNDER	55.8	54.8
13:30:40	53.0	55.1	UNDER	54.8	51.8
13:30:50	53.4	55.3	UNDER	54.8	52.8
13:31:00	55.8	56.8	UNDER	56.8	54.8
13:31:10	54.6	55.2	UNDER	55.8	53.8
13:31:20	54.3	56.1	UNDER	55.8	53.8
13:31:30	57.0	57.7	UNDER	57.8	56.8
13:31:40	54.1	56.0	UNDER	55.8	52.8
13:31:50	53.0	55.2	UNDER	54.8	51.8
13:32:00	55.1	56.5	UNDER	56.8	51.8
13:32:10	51.1	52.2	UNDER	52.8	49.8
13:32:20	52.5	53.2	UNDER	53.8	52.8
13:32:30	54.0	56.6	UNDER	56.8	52.8
13:32:40	58.0	58.5	UNDER	58.8	56.8
13:32:50	59.0	60.8	UNDER	60.8	57.8
13:33:00	57.2	59.6	UNDER	58.8	55.8
13:33:10	54.0	55.5	UNDER	54.8	53.8
13:33:20	57.7	58.9	UNDER	58.8	55.8
13:33:30	56.3	57.8	UNDER	57.8	54.8
13:33:40	53.9	56.6	UNDER	55.8	52.8
13:33:50	57.4	58.0	UNDER	57.8	56.8
13:34:00	56.8	58.4	UNDER	58.8	52.8
13:34:10	50.3	52.8	UNDER	51.8	49.8
13:34:20	50.4	50.9	UNDER	50.8	50.8
13:34:30	51.6	54.3	UNDER	53.8	50.8
13:34:40	53.4	54.7	UNDER	54.8	51.8
13:34:50	53.1	56.2	UNDER	55.8	51.8
13:35:00	58.7	59.6	UNDER	59.8	56.8
13:35:10	55.4	58.5	UNDER	57.8	53.8
13:35:20	54.6	56.0	UNDER	55.8	53.8
13:35:30	56.5	57.3	UNDER	57.8	55.8
13:35:40	56.2	57.3	UNDER	57.8	54.8
13:35:50	53.8	54.8	UNDER	54.8	52.8
13:36:00	55.1	55.3	UNDER	55.8	54.8
13:36:10	53.9	55.3	UNDER	55.8	50.8
13:36:20	50.9	54.1	UNDER	52.8	49.8
13:36:30	57.8	59.3	UNDER	59.8	54.8
13:36:40	58.9	59.8	UNDER	59.8	58.8
13:36:50	57.7	58.5	UNDER	58.8	56.8
13:37:00	56.5	57.7	UNDER	57.8	55.8
13:37:10	53.7	56.6	UNDER	56.8	51.8
13:37:20	56.6	57.6	UNDER	57.8	53.8
13:37:30	56.4	57.6	UNDER	57.8	55.8
13:37:40	54.9	56.6	UNDER	56.8	53.8
13:37:50	54.7	56.2	UNDER	56.8	53.8
13:38:00	56.7	57.7	UNDER	57.8	53.8
13:38:10	58.3	59.6	UNDER	59.8	57.8
13:38:20	58.1	59.7	UNDER	59.8	54.8

13:38:30	53.4	54.2	UNDER	53.8	52.8
13:38:40	53.9	56.9	UNDER	56.8	52.8
13:38:50	57.4	58.5	UNDER	58.8	54.8
13:39:00	55.2	56.4	UNDER	56.8	53.8
13:39:10	54.5	58.1	UNDER	57.8	52.8
13:39:20	55.1	56.0	UNDER	55.8	54.8
13:39:30	56.1	57.5	UNDER	57.8	53.8
13:39:40	52.9	55.9	UNDER	54.8	51.8
13:39:50	55.7	57.3	UNDER	57.8	52.8
13:40:00	53.5	56.0	UNDER	55.8	52.8
13:40:10	55.6	56.6	UNDER	56.8	54.8
13:40:20	53.8	55.7	UNDER	55.8	49.8
13:40:30	50.1	52.2	UNDER	52.8	48.8
13:40:40	53.4	54.4	UNDER	54.8	52.8
13:40:50	53.0	54.2	UNDER	54.8	51.8
13:41:00	53.8	54.1	UNDER	54.8	53.8
13:41:10	55.4	55.8	UNDER	55.8	54.8
13:41:20	56.5	57.6	UNDER	57.8	55.8
13:41:30	56.6	57.2	UNDER	56.8	56.8
13:41:40	55.6	57.3	UNDER	57.8	53.8
13:41:50	55.2	56.3	UNDER	56.8	53.8
13:42:00	52.8	55.2	UNDER	54.8	49.8
13:42:10	49.3	50.8	UNDER	50.8	48.8
13:42:20	52.2	55.5	UNDER	55.8	50.8
13:42:30	54.6	56.0	UNDER	55.8	51.8
13:42:40	53.8	57.0	UNDER	56.8	51.8
13:42:50	56.4	57.1	UNDER	56.8	55.8
13:43:00	56.2	57.6	UNDER	56.8	55.8
13:43:10	59.5	60.1	UNDER	60.8	57.8
13:43:20	57.8	58.9	UNDER	58.8	56.8
13:43:30	57.2	58.8	UNDER	58.8	55.8
13:43:40	57.9	59.3	UNDER	59.8	55.8
13:43:50	58.0	59.3	UNDER	59.8	56.8
13:44:00	57.1	57.6	UNDER	57.8	56.8
13:44:10	56.1	56.9	UNDER	56.8	55.8
13:44:20	57.6	58.9	UNDER	58.8	55.8
13:44:30	52.7	55.6	UNDER	54.8	51.8
13:44:40	52.4	52.9	UNDER	52.8	51.8
13:44:50	55.6	58.1	UNDER	57.8	51.8
13:45:00	56.9	58.1	UNDER	58.8	55.8
13:45:10	52.4	55.6	UNDER	55.8	48.8
13:45:20	51.6	52.5	UNDER	52.8	48.8
13:45:30	54.8	56.0	UNDER	55.8	52.8
13:45:40	54.2	56.4	UNDER	56.8	52.8
13:45:50	56.4	57.0	UNDER	56.8	54.8
13:46:00	52.5	54.4	UNDER	53.8	51.8
13:46:10	54.8	56.5	UNDER	56.8	52.8
13:46:20	56.5	57.7	UNDER	56.8	56.8
13:46:30	57.7	58.6	UNDER	58.8	55.8
13:46:40	56.5	58.5	UNDER	58.8	54.8
13:46:50	57.7	58.9	UNDER	58.8	56.8
13:47:00	54.6	56.0	UNDER	55.8	52.8

13:47:10	56.1	58.0	UNDER	57.8	53.8
13:47:20	58.3	58.9	UNDER	58.8	57.8
13:47:30	56.1	58.3	UNDER	57.8	54.8
13:47:40	54.9	55.6	UNDER	55.8	54.8
13:47:50	56.2	57.6	UNDER	57.8	55.8
13:48:00	54.0	57.3	UNDER	56.8	50.8
13:48:10	53.9	54.5	UNDER	54.8	51.8
13:48:20	53.4	54.2	UNDER	54.8	51.8
13:48:30	53.8	56.9	UNDER	56.8	50.8
13:48:40	56.8	57.6	UNDER	57.8	56.8
13:48:50	55.3	56.4	UNDER	56.8	54.8
13:49:00	58.8	60.1	UNDER	60.8	55.8
13:49:10	56.7	58.2	UNDER	57.8	56.8
13:49:20	55.1	56.5	UNDER	56.8	53.8
13:49:30	54.0	55.3	UNDER	55.8	52.8
13:49:40	54.0	55.3	UNDER	55.8	52.8
13:49:50	54.3	55.2	UNDER	55.8	52.8
13:50:00	52.9	55.2	UNDER	54.8	50.8
13:50:10	52.2	56.0	UNDER	54.8	50.8
13:50:20	56.8	57.4	UNDER	57.8	56.8
13:50:30	55.5	56.4	UNDER	56.8	54.8
13:50:40	53.7	54.6	UNDER	54.8	52.8
13:50:50	56.7	58.1	UNDER	57.8	54.8
13:51:00	59.1	59.8	UNDER	59.8	58.8
13:51:10	56.1	58.8	UNDER	58.8	52.8
13:51:20	55.4	57.7	UNDER	57.8	52.8
13:51:30	57.6	58.7	UNDER	58.8	55.8
13:51:40	56.0	58.0	UNDER	57.8	54.8
13:51:50	56.2	58.1	UNDER	58.8	53.8
13:52:00	56.6	58.7	UNDER	58.8	53.8
13:52:10	58.7	59.8	UNDER	59.8	57.8
13:52:20	58.1	59.7	UNDER	59.8	54.8
13:52:30	53.0	54.4	UNDER	54.8	52.8
13:52:40	53.6	54.3	UNDER	54.8	52.8
13:52:50	55.0	56.5	UNDER	56.8	53.8
13:53:00	56.0	56.9	UNDER	56.8	54.8
13:53:10	52.7	54.4	UNDER	54.8	50.8
13:53:20	52.1	52.8	UNDER	52.8	50.8
13:53:30	52.6	54.0	UNDER	53.8	51.8
13:53:40	56.6	58.0	UNDER	57.8	53.8
13:53:50	55.5	56.4	UNDER	56.8	53.8
13:54:00	55.6	56.9	UNDER	56.8	53.8
13:54:10	54.4	55.4	UNDER	55.8	53.8
13:54:20	56.4	57.2	UNDER	57.8	54.8
13:54:30	56.2	57.3	UNDER	57.8	54.8
13:54:40	58.0	58.8	UNDER	58.8	56.8
13:54:50	55.0	57.1	UNDER	56.8	53.8
13:55:00	57.7	59.1	UNDER	58.8	56.8
13:55:10	57.7	58.1	UNDER	58.8	57.8

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Filename.....3908\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 13:40:34

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 13:40:00  
TOTAL LOGGING TIME...0 DAYS 00:11:48  
LOGGING STOPPED.....03/22/12 at 13:51:48  
TOTAL INTERVALS.....71  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION TIME...03/23/12 AT 09:38:44  
POST-TEST CALIBRATION RANGE...39.8 TO 139.8  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 7 OF 7 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.1dB

Lav ( 80)..... 39.7dB  
Lav ( 90)..... 38.9dB  
SEL..... 93.5dB

TWA..... 49.0dB  
TWA ( 80)..... 38.9dB  
TWA ( 90)..... 38.9dB

Lmax..... 80.1dB 03/22/12 at 13:51:34  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 7 OF 7 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
13:40:00	62.8	64.4	UNDER	63.9	61.9
13:40:10	64.5	65.4	UNDER	65.9	63.9
13:40:20	66.2	67.4	UNDER	67.9	65.9
13:40:30	66.1	67.4	UNDER	67.9	64.9
13:40:40	60.2	64.0	UNDER	62.9	57.9
13:40:50	64.7	67.4	UNDER	67.9	58.9
13:41:00	66.2	67.8	UNDER	67.9	63.9
13:41:10	61.1	63.4	UNDER	62.9	59.9
13:41:20	61.8	63.4	UNDER	63.9	60.9
13:41:30	62.7	63.8	UNDER	63.9	61.9
13:41:40	60.8	63.0	UNDER	62.9	57.9
13:41:50	62.7	64.6	UNDER	64.9	57.9
13:42:00	60.2	63.0	UNDER	61.9	58.9
13:42:10	64.8	66.2	UNDER	65.9	61.9
13:42:20	64.8	66.6	UNDER	66.9	63.9
13:42:30	64.9	66.6	UNDER	66.9	63.9
13:42:40	64.8	65.8	UNDER	65.9	63.9
13:42:50	63.7	65.1	UNDER	64.9	61.9
13:43:00	63.5	65.8	UNDER	65.9	59.9
13:43:10	63.5	65.0	UNDER	64.9	62.9
13:43:20	64.7	65.6	UNDER	65.9	63.9
13:43:30	62.5	64.9	UNDER	64.9	60.9
13:43:40	64.0	65.0	UNDER	64.9	61.9
13:43:50	61.5	63.8	UNDER	63.9	60.9
13:44:00	64.2	65.4	UNDER	65.9	63.9
13:44:10	64.1	65.3	UNDER	65.9	62.9
13:44:20	65.5	66.6	UNDER	66.9	64.9
13:44:30	64.9	66.7	UNDER	66.9	62.9
13:44:40	64.3	65.4	UNDER	65.9	62.9



13:44:50	66.3	68.2	UNDER	67.9	64.9
13:45:00	66.0	68.8	UNDER	68.9	59.9
13:45:10	61.3	62.2	UNDER	62.9	59.9
13:45:20	61.6	66.2	UNDER	64.9	59.9
13:45:30	64.3	66.6	UNDER	66.9	61.9
13:45:40	63.5	67.4	UNDER	67.9	58.9
13:45:50	62.0	64.6	UNDER	64.9	59.9
13:46:00	60.2	63.8	UNDER	63.9	57.9
13:46:10	64.0	64.8	UNDER	64.9	63.9
13:46:20	66.1	67.6	UNDER	67.9	64.9
13:46:30	65.6	66.7	UNDER	66.9	63.9
13:46:40	60.4	63.1	UNDER	62.9	59.9
13:46:50	63.7	65.8	UNDER	65.9	59.9
13:47:00	66.2	68.6	UNDER	68.9	63.9
13:47:10	65.6	66.9	UNDER	66.9	63.9
13:47:20	60.5	64.5	UNDER	63.9	58.9
13:47:30	65.7	67.7	UNDER	66.9	61.9
13:47:40	66.5	69.2	UNDER	69.9	62.9
13:47:50	64.8	66.7	UNDER	66.9	62.9
13:48:00	64.7	65.8	UNDER	65.9	64.9
13:48:10	62.9	64.2	UNDER	64.9	60.9
13:48:20	60.8	64.5	UNDER	63.9	57.9
13:48:30	65.8	67.0	UNDER	66.9	64.9
13:48:40	70.6	75.5	UNDER	74.9	64.9
13:48:50	61.5	65.6	UNDER	64.9	59.9
13:49:00	59.6	60.6	UNDER	60.9	57.9
13:49:10	53.1	57.3	UNDER	55.9	50.9
13:49:20	65.1	67.4	UNDER	67.9	53.9
13:49:30	65.3	66.5	UNDER	66.9	62.9
13:49:40	63.5	66.4	UNDER	66.9	61.9
13:49:50	66.0	68.2	UNDER	67.9	62.9
13:50:00	62.9	63.8	UNDER	63.9	61.9
13:50:10	62.8	64.3	UNDER	64.9	60.9
13:50:20	62.3	63.8	UNDER	63.9	60.9
13:50:30	61.7	62.6	UNDER	62.9	61.9
13:50:40	65.8	67.2	UNDER	67.9	62.9
13:50:50	64.3	65.3	UNDER	64.9	63.9
13:51:00	62.2	63.8	UNDER	62.9	61.9
13:51:10	62.0	64.3	UNDER	63.9	60.9
13:51:20	66.2	74.9	UNDER	64.9	62.9
13:51:30	76.0	80.1	UNDER	77.9	70.9
13:51:40	68.4	73.8	UNDER	71.9	61.9

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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 13:41:58

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 11:15:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 11:30:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.7dB  
Lav ( 80)..... 38.8dB

Lav ( 90)..... 38.8dB  
SEL..... 94.2dB

TWA..... 49.7dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 72.8dB 03/22/12 at 11:20:52  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
11:15:00	65.4	70.0	UNDER	68.8	62.8
11:15:10	65.8	70.6	UNDER	69.8	60.8
11:15:20	61.2	62.6	UNDER	62.8	60.8
11:15:30	58.6	62.1	UNDER	60.8	56.8
11:15:40	61.7	64.4	UNDER	64.8	60.8
11:15:50	66.1	70.1	UNDER	67.8	62.8
11:16:00	61.9	68.0	UNDER	64.8	59.8
11:16:10	61.8	64.0	UNDER	63.8	60.8
11:16:20	64.0	65.7	UNDER	65.8	60.8
11:16:30	63.4	65.9	UNDER	65.8	59.8
11:16:40	64.5	70.2	UNDER	68.8	59.8
11:16:50	63.9	65.6	UNDER	65.8	61.8
11:17:00	61.7	63.7	UNDER	63.8	58.8
11:17:10	60.9	63.0	UNDER	62.8	58.8
11:17:20	66.1	68.0	UNDER	67.8	62.8
11:17:30	66.9	68.5	UNDER	68.8	65.8
11:17:40	65.0	67.0	UNDER	66.8	63.8
11:17:50	65.6	67.4	UNDER	67.8	63.8
11:18:00	67.0	70.0	UNDER	69.8	62.8
11:18:10	67.3	70.4	UNDER	69.8	65.8
11:18:20	65.3	66.8	UNDER	66.8	63.8
11:18:30	65.7	68.0	UNDER	67.8	60.8
11:18:40	64.1	66.8	UNDER	66.8	59.8
11:18:50	65.9	70.3	UNDER	70.8	58.8
11:19:00	66.6	70.1	UNDER	69.8	64.8
11:19:10	64.5	65.3	UNDER	65.8	64.8
11:19:20	65.4	67.3	UNDER	66.8	64.8
11:19:30	64.0	67.3	UNDER	66.8	61.8
11:19:40	61.0	63.0	UNDER	62.8	59.8
11:19:50	64.6	68.0	UNDER	67.8	62.8

11:20:00	62.9	63.6	UNDER	63.8	61.8
11:20:10	64.9	68.5	UNDER	67.8	62.8
11:20:20	66.6	69.2	UNDER	68.8	63.8
11:20:30	63.3	64.0	UNDER	63.8	62.8
11:20:40	64.3	66.4	UNDER	65.8	63.8
11:20:50	68.9	72.8	UNDER	72.8	65.8
11:21:00	67.1	69.4	UNDER	69.8	62.8
11:21:10	66.5	68.7	UNDER	68.8	63.8
11:21:20	67.1	68.1	UNDER	67.8	65.8
11:21:30	65.0	68.0	UNDER	67.8	61.8
11:21:40	68.6	71.3	UNDER	70.8	62.8
11:21:50	63.7	66.2	UNDER	64.8	62.8
11:22:00	60.3	63.5	UNDER	63.8	55.8
11:22:10	59.7	62.3	UNDER	61.8	55.8
11:22:20	61.0	62.5	UNDER	62.8	58.8
11:22:30	65.1	68.0	UNDER	67.8	62.8
11:22:40	62.1	66.2	UNDER	64.8	57.8
11:22:50	61.0	64.9	UNDER	63.8	57.8
11:23:00	63.0	64.5	UNDER	64.8	61.8
11:23:10	62.6	63.8	UNDER	63.8	61.8
11:23:20	66.9	69.7	UNDER	68.8	63.8
11:23:30	66.9	69.2	UNDER	69.8	62.8
11:23:40	60.8	66.1	UNDER	63.8	58.8
11:23:50	65.1	68.1	UNDER	67.8	62.8
11:24:00	65.8	67.7	UNDER	67.8	63.8
11:24:10	64.9	66.9	UNDER	66.8	59.8
11:24:20	59.5	64.5	UNDER	63.8	56.8
11:24:30	65.7	66.9	UNDER	66.8	64.8
11:24:40	64.8	65.8	UNDER	65.8	63.8
11:24:50	64.3	67.4	UNDER	66.8	60.8
11:25:00	63.4	64.2	UNDER	64.8	62.8
11:25:10	62.4	63.6	UNDER	63.8	61.8
11:25:20	66.3	68.1	UNDER	67.8	63.8
11:25:30	62.9	66.9	UNDER	66.8	60.8
11:25:40	63.5	66.5	UNDER	65.8	60.8
11:25:50	65.8	67.0	UNDER	66.8	64.8
11:26:00	65.7	67.3	UNDER	67.8	63.8
11:26:10	65.7	67.4	UNDER	67.8	63.8
11:26:20	65.5	67.2	UNDER	66.8	64.8
11:26:30	65.7	67.4	UNDER	67.8	62.8
11:26:40	63.7	67.7	UNDER	67.8	59.8
11:26:50	65.3	69.6	UNDER	69.8	59.8
11:27:00	63.3	64.5	UNDER	64.8	60.8
11:27:10	63.0	64.6	UNDER	64.8	61.8
11:27:20	66.2	72.0	UNDER	71.8	59.8
11:27:30	66.4	68.9	UNDER	67.8	65.8
11:27:40	63.2	65.4	UNDER	64.8	62.8
11:27:50	66.2	68.6	UNDER	68.8	61.8
11:28:00	63.6	65.1	UNDER	64.8	61.8
11:28:10	60.7	64.8	UNDER	62.8	58.8
11:28:20	63.5	66.0	UNDER	65.8	60.8
11:28:30	61.6	63.4	UNDER	62.8	60.8

11:28:40	63.1	64.3	UNDER	64.8	61.8
11:28:50	65.6	69.4	UNDER	68.8	62.8
11:29:00	60.5	63.7	UNDER	63.8	57.8
11:29:10	63.5	66.7	UNDER	66.8	57.8
11:29:20	66.3	69.4	UNDER	69.8	62.8
11:29:30	66.0	67.0	UNDER	66.8	64.8
11:29:40	62.6	64.6	UNDER	64.8	61.8
11:29:50	65.9	66.9	UNDER	66.8	64.8

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:47:08

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 11:15:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 11:30:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 11 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.2dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 94.6dB

TWA..... 50.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 71.8dB 03/22/12 at 11:24:08  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 11 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
11:15:00	59.8	62.6	UNDER	62.3	55.3
11:15:10	66.3	68.9	UNDER	68.3	61.3
11:15:20	65.1	66.9	UNDER	66.3	63.3
11:15:30	66.8	68.2	UNDER	68.3	65.3
11:15:40	65.7	67.8	UNDER	66.3	65.3
11:15:50	68.7	69.7	UNDER	69.3	66.3
11:16:00	64.7	66.9	UNDER	66.3	62.3
11:16:10	64.7	65.9	UNDER	65.3	63.3
11:16:20	63.2	63.9	UNDER	63.3	62.3
11:16:30	63.3	65.1	UNDER	64.3	61.3
11:16:40	63.1	64.1	UNDER	63.3	62.3
11:16:50	64.6	65.4	UNDER	65.3	64.3
11:17:00	67.5	69.6	UNDER	69.3	65.3
11:17:10	67.1	68.5	UNDER	68.3	65.3
11:17:20	66.9	68.5	UNDER	68.3	65.3
11:17:30	65.1	66.9	UNDER	66.3	63.3
11:17:40	65.2	65.9	UNDER	65.3	64.3
11:17:50	64.3	67.1	UNDER	66.3	61.3
11:18:00	64.4	66.2	UNDER	66.3	61.3
11:18:10	63.1	64.3	UNDER	64.3	61.3
11:18:20	66.2	68.7	UNDER	68.3	63.3
11:18:30	64.2	66.5	UNDER	65.3	62.3
11:18:40	64.0	66.1	UNDER	65.3	61.3
11:18:50	67.0	69.1	UNDER	68.3	64.3
11:19:00	63.6	66.9	UNDER	65.3	59.3
11:19:10	63.4	66.1	UNDER	65.3	59.3
11:19:20	65.3	66.1	UNDER	65.3	64.3
11:19:30	64.5	65.9	UNDER	65.3	63.3
11:19:40	68.4	69.7	UNDER	69.3	65.3
11:19:50	67.1	69.1	UNDER	68.3	61.3

11:20:00	64.2	67.3	UNDER	67.3	61.3
11:20:10	66.1	68.1	UNDER	67.3	63.3
11:20:20	64.5	67.5	UNDER	67.3	63.3
11:20:30	66.3	68.2	UNDER	68.3	63.3
11:20:40	65.4	66.6	UNDER	66.3	63.3
11:20:50	64.3	66.6	UNDER	66.3	62.3
11:21:00	64.2	65.0	UNDER	64.3	62.3
11:21:10	66.9	68.6	UNDER	68.3	62.3
11:21:20	67.3	68.9	UNDER	68.3	63.3
11:21:30	62.1	63.2	UNDER	62.3	60.3
11:21:40	65.2	67.8	UNDER	67.3	61.3
11:21:50	59.7	61.5	UNDER	60.3	58.3
11:22:00	61.6	63.1	UNDER	62.3	59.3
11:22:10	61.5	63.3	UNDER	62.3	60.3
11:22:20	67.7	69.3	UNDER	69.3	63.3
11:22:30	67.0	68.9	UNDER	68.3	65.3
11:22:40	65.6	68.8	UNDER	67.3	63.3
11:22:50	65.8	67.7	UNDER	67.3	64.3
11:23:00	66.2	67.7	UNDER	67.3	64.3
11:23:10	65.4	67.6	UNDER	67.3	61.3
11:23:20	62.2	63.6	UNDER	63.3	61.3
11:23:30	62.2	62.9	UNDER	62.3	61.3
11:23:40	62.8	63.4	UNDER	63.3	61.3
11:23:50	61.8	62.6	UNDER	62.3	61.3
11:24:00	68.3	71.8	UNDER	71.3	62.3
11:24:10	67.2	70.8	UNDER	69.3	64.3
11:24:20	64.5	66.1	UNDER	65.3	63.3
11:24:30	65.9	67.3	UNDER	66.3	64.3
11:24:40	66.0	67.7	UNDER	67.3	64.3
11:24:50	63.3	64.1	UNDER	63.3	62.3
11:25:00	64.9	68.9	UNDER	67.3	61.3
11:25:10	65.5	69.5	UNDER	69.3	61.3
11:25:20	64.0	64.9	UNDER	64.3	63.3
11:25:30	65.5	67.7	UNDER	67.3	63.3
11:25:40	65.2	67.8	UNDER	67.3	62.3
11:25:50	65.4	67.7	UNDER	67.3	62.3
11:26:00	62.8	66.0	UNDER	64.3	61.3
11:26:10	65.4	68.3	UNDER	68.3	61.3
11:26:20	65.8	67.5	UNDER	67.3	62.3
11:26:30	66.5	67.8	UNDER	67.3	65.3
11:26:40	66.8	68.5	UNDER	68.3	64.3
11:26:50	66.7	69.3	UNDER	69.3	63.3
11:27:00	68.3	69.5	UNDER	69.3	65.3
11:27:10	63.2	65.3	UNDER	64.3	60.3
11:27:20	62.3	63.3	UNDER	63.3	60.3
11:27:30	62.1	63.4	UNDER	63.3	60.3
11:27:40	61.0	61.8	UNDER	61.3	59.3
11:27:50	63.9	65.3	UNDER	65.3	60.3
11:28:00	63.4	64.9	UNDER	64.3	61.3
11:28:10	63.0	64.5	UNDER	64.3	61.3
11:28:20	61.5	64.1	UNDER	63.3	60.3
11:28:30	61.9	64.6	UNDER	64.3	58.3



11:28:40	61.4	65.1	UNDER	64.3	57.3
11:28:50	64.1	65.3	UNDER	65.3	62.3
11:29:00	66.2	67.8	UNDER	67.3	63.3
11:29:10	65.2	67.7	UNDER	67.3	63.3
11:29:20	65.4	67.8	UNDER	67.3	63.3
11:29:30	65.8	66.3	UNDER	66.3	64.3
11:29:40	62.9	64.2	UNDER	63.3	61.3
11:29:50	64.8	66.9	UNDER	66.3	61.3

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:47:08

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 11:15:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 11:30:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 11 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.2dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 94.6dB

TWA..... 50.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 71.8dB 03/22/12 at 11:24:08  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 11 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
11:15:00	59.8	62.6	UNDER	62.3	55.3
11:15:10	66.3	68.9	UNDER	68.3	61.3
11:15:20	65.1	66.9	UNDER	66.3	63.3
11:15:30	66.8	68.2	UNDER	68.3	65.3
11:15:40	65.7	67.8	UNDER	66.3	65.3
11:15:50	68.7	69.7	UNDER	69.3	66.3
11:16:00	64.7	66.9	UNDER	66.3	62.3
11:16:10	64.7	65.9	UNDER	65.3	63.3
11:16:20	63.2	63.9	UNDER	63.3	62.3
11:16:30	63.3	65.1	UNDER	64.3	61.3
11:16:40	63.1	64.1	UNDER	63.3	62.3
11:16:50	64.6	65.4	UNDER	65.3	64.3
11:17:00	67.5	69.6	UNDER	69.3	65.3
11:17:10	67.1	68.5	UNDER	68.3	65.3
11:17:20	66.9	68.5	UNDER	68.3	65.3
11:17:30	65.1	66.9	UNDER	66.3	63.3
11:17:40	65.2	65.9	UNDER	65.3	64.3
11:17:50	64.3	67.1	UNDER	66.3	61.3
11:18:00	64.4	66.2	UNDER	66.3	61.3
11:18:10	63.1	64.3	UNDER	64.3	61.3
11:18:20	66.2	68.7	UNDER	68.3	63.3
11:18:30	64.2	66.5	UNDER	65.3	62.3
11:18:40	64.0	66.1	UNDER	65.3	61.3
11:18:50	67.0	69.1	UNDER	68.3	64.3
11:19:00	63.6	66.9	UNDER	65.3	59.3
11:19:10	63.4	66.1	UNDER	65.3	59.3
11:19:20	65.3	66.1	UNDER	65.3	64.3
11:19:30	64.5	65.9	UNDER	65.3	63.3
11:19:40	68.4	69.7	UNDER	69.3	65.3
11:19:50	67.1	69.1	UNDER	68.3	61.3

11:20:00	64.2	67.3	UNDER	67.3	61.3
11:20:10	66.1	68.1	UNDER	67.3	63.3
11:20:20	64.5	67.5	UNDER	67.3	63.3
11:20:30	66.3	68.2	UNDER	68.3	63.3
11:20:40	65.4	66.6	UNDER	66.3	63.3
11:20:50	64.3	66.6	UNDER	66.3	62.3
11:21:00	64.2	65.0	UNDER	64.3	62.3
11:21:10	66.9	68.6	UNDER	68.3	62.3
11:21:20	67.3	68.9	UNDER	68.3	63.3
11:21:30	62.1	63.2	UNDER	62.3	60.3
11:21:40	65.2	67.8	UNDER	67.3	61.3
11:21:50	59.7	61.5	UNDER	60.3	58.3
11:22:00	61.6	63.1	UNDER	62.3	59.3
11:22:10	61.5	63.3	UNDER	62.3	60.3
11:22:20	67.7	69.3	UNDER	69.3	63.3
11:22:30	67.0	68.9	UNDER	68.3	65.3
11:22:40	65.6	68.8	UNDER	67.3	63.3
11:22:50	65.8	67.7	UNDER	67.3	64.3
11:23:00	66.2	67.7	UNDER	67.3	64.3
11:23:10	65.4	67.6	UNDER	67.3	61.3
11:23:20	62.2	63.6	UNDER	63.3	61.3
11:23:30	62.2	62.9	UNDER	62.3	61.3
11:23:40	62.8	63.4	UNDER	63.3	61.3
11:23:50	61.8	62.6	UNDER	62.3	61.3
11:24:00	68.3	71.8	UNDER	71.3	62.3
11:24:10	67.2	70.8	UNDER	69.3	64.3
11:24:20	64.5	66.1	UNDER	65.3	63.3
11:24:30	65.9	67.3	UNDER	66.3	64.3
11:24:40	66.0	67.7	UNDER	67.3	64.3
11:24:50	63.3	64.1	UNDER	63.3	62.3
11:25:00	64.9	68.9	UNDER	67.3	61.3
11:25:10	65.5	69.5	UNDER	69.3	61.3
11:25:20	64.0	64.9	UNDER	64.3	63.3
11:25:30	65.5	67.7	UNDER	67.3	63.3
11:25:40	65.2	67.8	UNDER	67.3	62.3
11:25:50	65.4	67.7	UNDER	67.3	62.3
11:26:00	62.8	66.0	UNDER	64.3	61.3
11:26:10	65.4	68.3	UNDER	68.3	61.3
11:26:20	65.8	67.5	UNDER	67.3	62.3
11:26:30	66.5	67.8	UNDER	67.3	65.3
11:26:40	66.8	68.5	UNDER	68.3	64.3
11:26:50	66.7	69.3	UNDER	69.3	63.3
11:27:00	68.3	69.5	UNDER	69.3	65.3
11:27:10	63.2	65.3	UNDER	64.3	60.3
11:27:20	62.3	63.3	UNDER	63.3	60.3
11:27:30	62.1	63.4	UNDER	63.3	60.3
11:27:40	61.0	61.8	UNDER	61.3	59.3
11:27:50	63.9	65.3	UNDER	65.3	60.3
11:28:00	63.4	64.9	UNDER	64.3	61.3
11:28:10	63.0	64.5	UNDER	64.3	61.3
11:28:20	61.5	64.1	UNDER	63.3	60.3
11:28:30	61.9	64.6	UNDER	64.3	58.3

11:28:40	61.4	65.1	UNDER	64.3	57.3
11:28:50	64.1	65.3	UNDER	65.3	62.3
11:29:00	66.2	67.8	UNDER	67.3	63.3
11:29:10	65.2	67.7	UNDER	67.3	63.3
11:29:20	65.4	67.8	UNDER	67.3	63.3
11:29:30	65.8	66.3	UNDER	66.3	64.3
11:29:40	62.9	64.2	UNDER	63.3	61.3
11:29:50	64.8	66.9	UNDER	66.3	61.3

\*\*\*\*\*

Filename.....3904\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 13:43:49

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 10:25:40  
TOTAL LOGGING TIME...0 DAYS 01:11:45  
LOGGING STOPPED.....03/22/12 at 11:37:25  
TOTAL INTERVALS.....431  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION TIME...03/23/12 AT 09:46:46  
POST-TEST CALIBRATION RANGE...40.0 TO 140.0  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 9 OF 12 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.2dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 97.5dB

TWA..... 53.0dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 75.6dB 03/22/12 at 11:25:24  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 9 OF 12 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
10:25:40	59.6	60.3	UNDER	60.5	58.5
10:25:50	62.9	65.2	UNDER	65.5	58.5
10:26:00	63.5	64.4	UNDER	64.5	61.5
10:26:10	61.2	62.4	UNDER	62.5	60.5
10:26:20	62.9	63.6	UNDER	63.5	62.5
10:26:30	60.1	62.9	UNDER	62.5	57.5
10:26:40	60.8	62.8	UNDER	62.5	58.5
10:26:50	60.2	62.3	UNDER	61.5	59.5
10:27:00	58.8	60.0	UNDER	59.5	56.5
10:27:10	58.3	60.4	UNDER	60.5	55.5
10:27:20	59.2	60.8	UNDER	60.5	57.5
10:27:30	58.5	60.0	UNDER	60.5	56.5
10:27:40	59.6	60.3	UNDER	60.5	58.5
10:27:50	60.6	62.5	UNDER	62.5	58.5
10:28:00	58.7	61.2	UNDER	60.5	56.5
10:28:10	56.6	58.8	UNDER	58.5	54.5
10:28:20	59.2	61.5	UNDER	60.5	58.5
10:28:30	63.7	65.6	UNDER	65.5	61.5
10:28:40	61.7	64.0	UNDER	63.5	59.5
10:28:50	60.6	62.2	UNDER	62.5	58.5
10:29:00	61.0	61.8	UNDER	61.5	59.5
10:29:10	60.3	61.6	UNDER	61.5	59.5
10:29:20	62.3	64.4	UNDER	64.5	60.5
10:29:30	60.5	63.5	UNDER	62.5	58.5
10:29:40	60.5	62.9	UNDER	62.5	58.5
10:29:50	62.5	63.2	UNDER	63.5	61.5
10:30:00	61.3	64.2	UNDER	62.5	59.5
10:30:10	66.0	70.8	UNDER	70.5	60.5
10:30:20	65.8	69.2	UNDER	68.5	63.5

10:30:30	65.2	68.8	UNDER	67.5	61.5
10:30:40	59.2	63.6	UNDER	61.5	55.5
10:30:50	56.5	59.1	UNDER	58.5	53.5
10:31:00	61.8	62.7	UNDER	62.5	59.5
10:31:10	61.0	62.4	UNDER	62.5	59.5
10:31:20	61.1	62.8	UNDER	62.5	58.5
10:31:30	64.2	65.0	UNDER	64.5	62.5
10:31:40	61.6	62.8	UNDER	62.5	60.5
10:31:50	61.9	62.9	UNDER	62.5	59.5
10:32:00	60.1	62.0	UNDER	62.5	57.5
10:32:10	59.9	60.8	UNDER	60.5	58.5
10:32:20	60.1	61.3	UNDER	61.5	59.5
10:32:30	60.6	61.7	UNDER	61.5	59.5
10:32:40	58.7	60.0	UNDER	59.5	57.5
10:32:50	59.4	60.4	UNDER	60.5	58.5
10:33:00	55.5	58.4	UNDER	57.5	54.5
10:33:10	57.6	59.2	UNDER	58.5	55.5
10:33:20	60.1	61.7	UNDER	61.5	57.5
10:33:30	60.5	62.0	UNDER	62.5	57.5
10:33:40	55.9	58.0	UNDER	57.5	54.5
10:33:50	57.0	58.6	UNDER	58.5	55.5
10:34:00	59.0	62.4	UNDER	61.5	55.5
10:34:10	62.1	63.6	UNDER	63.5	60.5
10:34:20	61.4	63.3	UNDER	63.5	59.5
10:34:30	61.3	62.5	UNDER	62.5	60.5
10:34:40	61.0	61.6	UNDER	61.5	60.5
10:34:50	59.7	61.6	UNDER	61.5	57.5
10:35:00	61.3	62.4	UNDER	62.5	58.5
10:35:10	60.0	61.2	UNDER	60.5	58.5
10:35:20	60.6	62.0	UNDER	61.5	59.5
10:35:30	62.0	63.2	UNDER	63.5	60.5
10:35:40	60.1	61.2	UNDER	60.5	59.5
10:35:50	62.3	64.0	UNDER	64.5	60.5
10:36:00	63.0	64.4	UNDER	64.5	60.5
10:36:10	62.8	63.8	UNDER	63.5	60.5
10:36:20	60.1	63.0	UNDER	61.5	58.5
10:36:30	62.8	64.3	UNDER	64.5	60.5
10:36:40	58.4	60.0	UNDER	59.5	56.5
10:36:50	59.9	62.0	UNDER	62.5	57.5
10:37:00	59.6	62.0	UNDER	61.5	58.5
10:37:10	62.6	63.7	UNDER	63.5	61.5
10:37:20	62.4	64.2	UNDER	64.5	60.5
10:37:30	60.0	61.6	UNDER	61.5	58.5
10:37:40	62.2	63.7	UNDER	62.5	61.5
10:37:50	63.3	65.2	UNDER	65.5	60.5
10:38:00	59.2	60.4	UNDER	60.5	57.5
10:38:10	62.4	64.3	UNDER	64.5	57.5
10:38:20	58.5	61.1	UNDER	60.5	56.5
10:38:30	62.7	64.4	UNDER	64.5	60.5
10:38:40	60.6	62.4	UNDER	61.5	59.5
10:38:50	59.4	62.3	UNDER	62.5	56.5
10:39:00	59.0	62.4	UNDER	62.5	56.5



10:39:10	59.4	62.0	UNDER	60.5	58.5
10:39:20	62.1	64.0	UNDER	64.5	59.5
10:39:30	60.3	61.1	UNDER	60.5	59.5
10:39:40	61.1	62.4	UNDER	62.5	59.5
10:39:50	59.5	60.8	UNDER	60.5	58.5
10:40:00	60.0	61.2	UNDER	61.5	58.5
10:40:10	57.6	60.0	UNDER	58.5	56.5
10:40:20	62.3	63.5	UNDER	63.5	60.5
10:40:30	62.5	64.4	UNDER	64.5	60.5
10:40:40	61.5	62.1	UNDER	62.5	60.5
10:40:50	60.3	61.3	UNDER	61.5	57.5
10:41:00	57.9	58.8	UNDER	58.5	56.5
10:41:10	62.8	64.4	UNDER	64.5	58.5
10:41:20	64.1	64.8	UNDER	64.5	61.5
10:41:30	63.2	66.0	UNDER	64.5	61.5
10:41:40	62.8	66.0	UNDER	65.5	59.5
10:41:50	59.0	60.3	UNDER	60.5	57.5
10:42:00	57.9	58.3	UNDER	58.5	57.5
10:42:10	60.6	61.7	UNDER	61.5	58.5
10:42:20	56.4	58.3	UNDER	57.5	55.5
10:42:30	64.1	67.5	UNDER	67.5	56.5
10:42:40	63.7	67.6	UNDER	67.5	60.5
10:42:50	62.7	63.6	UNDER	63.5	60.5
10:43:00	62.4	63.6	UNDER	63.5	60.5
10:43:10	63.1	63.5	UNDER	63.5	62.5
10:43:20	62.3	66.1	UNDER	65.5	56.5
10:43:30	57.6	60.3	UNDER	59.5	56.5
10:43:40	61.0	63.2	UNDER	63.5	58.5
10:43:50	61.6	64.2	UNDER	63.5	58.5
10:44:00	64.1	64.7	UNDER	64.5	62.5
10:44:10	62.6	64.0	UNDER	64.5	61.5
10:44:20	61.7	63.2	UNDER	62.5	59.5
10:44:30	59.3	60.4	UNDER	60.5	57.5
10:44:40	61.1	62.4	UNDER	62.5	57.5
10:44:50	61.6	62.4	UNDER	62.5	60.5
10:45:00	61.2	61.6	UNDER	61.5	60.5
10:45:10	61.1	62.9	UNDER	62.5	56.5
10:45:20	55.8	56.4	UNDER	56.5	55.5
10:45:30	60.7	62.7	UNDER	62.5	55.5
10:45:40	62.0	62.8	UNDER	62.5	60.5
10:45:50	62.2	63.2	UNDER	62.5	59.5
10:46:00	60.1	61.6	UNDER	61.5	57.5
10:46:10	59.0	61.2	UNDER	60.5	57.5
10:46:20	62.7	64.7	UNDER	64.5	58.5
10:46:30	64.2	64.8	UNDER	64.5	63.5
10:46:40	62.3	64.8	UNDER	64.5	56.5
10:46:50	56.3	57.2	UNDER	56.5	55.5
10:47:00	59.6	60.4	UNDER	60.5	57.5
10:47:10	60.7	63.1	UNDER	62.5	59.5
10:47:20	61.8	63.2	UNDER	63.5	60.5
10:47:30	59.6	60.4	UNDER	60.5	58.5
10:47:40	59.9	61.2	UNDER	61.5	58.5

10:47:50	59.8	64.4	UNDER	62.5	57.5
10:48:00	63.7	66.0	UNDER	65.5	59.5
10:48:10	59.9	61.2	UNDER	60.5	58.5
10:48:20	59.0	60.6	UNDER	59.5	58.5
10:48:30	62.8	64.0	UNDER	63.5	60.5
10:48:40	62.5	63.5	UNDER	63.5	61.5
10:48:50	60.2	61.6	UNDER	61.5	58.5
10:49:00	59.5	60.4	UNDER	60.5	58.5
10:49:10	61.1	63.2	UNDER	63.5	58.5
10:49:20	63.3	64.8	UNDER	64.5	61.5
10:49:30	60.3	61.2	UNDER	60.5	59.5
10:49:40	55.5	59.0	UNDER	58.5	52.5
10:49:50	58.8	60.7	UNDER	60.5	54.5
10:50:00	59.7	60.8	UNDER	60.5	59.5
10:50:10	59.4	61.1	UNDER	60.5	57.5
10:50:20	62.6	64.8	UNDER	64.5	57.5
10:50:30	62.5	64.1	UNDER	64.5	60.5
10:50:40	61.7	62.1	UNDER	62.5	59.5
10:50:50	63.7	65.6	UNDER	65.5	59.5
10:51:00	61.7	64.0	UNDER	62.5	59.5
10:51:10	59.1	61.4	UNDER	61.5	56.5
10:51:20	56.5	58.8	UNDER	58.5	55.5
10:51:30	61.5	62.9	UNDER	62.5	58.5
10:51:40	62.7	64.0	UNDER	63.5	61.5
10:51:50	59.4	62.0	UNDER	60.5	57.5
10:52:00	63.6	64.8	UNDER	64.5	61.5
10:52:10	61.4	62.8	UNDER	62.5	58.5
10:52:20	61.4	62.5	UNDER	62.5	59.5
10:52:30	60.5	61.6	UNDER	61.5	57.5
10:52:40	58.9	60.4	UNDER	60.5	56.5
10:52:50	60.5	62.4	UNDER	62.5	59.5
10:53:00	60.5	62.5	UNDER	62.5	57.5
10:53:10	60.1	62.9	UNDER	62.5	57.5
10:53:20	61.3	63.2	UNDER	63.5	58.5
10:53:30	59.1	60.9	UNDER	60.5	57.5
10:53:40	60.6	61.6	UNDER	61.5	59.5
10:53:50	60.6	61.8	UNDER	61.5	59.5
10:54:00	60.2	60.6	UNDER	60.5	59.5
10:54:10	58.8	59.9	UNDER	59.5	57.5
10:54:20	57.3	59.2	UNDER	58.5	56.5
10:54:30	57.0	58.0	UNDER	57.5	56.5
10:54:40	61.6	62.8	UNDER	62.5	58.5
10:54:50	60.9	62.4	UNDER	62.5	59.5
10:55:00	59.6	61.2	UNDER	60.5	58.5
10:55:10	62.2	63.6	UNDER	63.5	58.5
10:55:20	60.6	62.8	UNDER	62.5	57.5
10:55:30	62.1	63.2	UNDER	62.5	60.5
10:55:40	61.3	63.6	UNDER	63.5	59.5
10:55:50	60.8	62.2	UNDER	62.5	59.5
10:56:00	62.6	63.6	UNDER	63.5	62.5
10:56:10	63.8	65.7	UNDER	65.5	62.5
10:56:20	64.2	65.9	UNDER	65.5	62.5

10:56:30	62.1	64.2	UNDER	63.5	60.5
10:56:40	64.2	65.2	UNDER	64.5	61.5
10:56:50	61.2	62.4	UNDER	62.5	60.5
10:57:00	62.7	66.0	UNDER	65.5	60.5
10:57:10	63.9	66.0	UNDER	65.5	60.5
10:57:20	60.5	62.3	UNDER	62.5	58.5
10:57:30	61.4	64.4	UNDER	64.5	58.5
10:57:40	63.3	64.6	UNDER	64.5	62.5
10:57:50	62.7	64.0	UNDER	64.5	60.5
10:58:00	61.3	62.8	UNDER	62.5	59.5
10:58:10	60.5	61.3	UNDER	61.5	59.5
10:58:20	62.2	63.3	UNDER	63.5	60.5
10:58:30	61.8	62.4	UNDER	62.5	60.5
10:58:40	61.7	64.0	UNDER	63.5	59.5
10:58:50	61.9	62.8	UNDER	62.5	61.5
10:59:00	61.7	64.8	UNDER	64.5	59.5
10:59:10	58.7	62.1	UNDER	61.5	56.5
10:59:20	61.3	62.8	UNDER	62.5	59.5
10:59:30	56.9	60.0	UNDER	59.5	53.5
10:59:40	57.0	58.4	UNDER	58.5	55.5
10:59:50	60.3	62.0	UNDER	61.5	58.5
11:00:00	59.1	61.6	UNDER	60.5	58.5
11:00:10	59.4	61.2	UNDER	61.5	56.5
11:00:20	59.4	60.8	UNDER	60.5	56.5
11:00:30	60.1	63.6	UNDER	63.5	56.5
11:00:40	61.9	64.0	UNDER	63.5	59.5
11:00:50	62.3	64.4	UNDER	64.5	58.5
11:01:00	58.2	60.8	UNDER	60.5	57.5
11:01:10	61.0	61.8	UNDER	61.5	60.5
11:01:20	62.6	63.5	UNDER	63.5	61.5
11:01:30	59.9	61.2	UNDER	60.5	58.5
11:01:40	59.7	60.4	UNDER	60.5	59.5
11:01:50	59.0	60.0	UNDER	59.5	58.5
11:02:00	57.1	58.4	UNDER	57.5	56.5
11:02:10	58.2	62.2	UNDER	61.5	56.5
11:02:20	62.6	63.2	UNDER	63.5	61.5
11:02:30	60.6	62.8	UNDER	62.5	58.5
11:02:40	61.3	62.8	UNDER	62.5	58.5
11:02:50	60.8	62.0	UNDER	61.5	56.5
11:03:00	59.2	62.4	UNDER	62.5	56.5
11:03:10	61.4	62.7	UNDER	62.5	59.5
11:03:20	63.3	65.1	UNDER	64.5	61.5
11:03:30	58.8	61.5	UNDER	60.5	56.5
11:03:40	63.2	64.8	UNDER	64.5	59.5
11:03:50	59.1	62.1	UNDER	61.5	56.5
11:04:00	60.5	62.0	UNDER	62.5	56.5
11:04:10	58.0	60.8	UNDER	60.5	56.5
11:04:20	61.8	63.6	UNDER	63.5	58.5
11:04:30	61.1	62.0	UNDER	61.5	60.5
11:04:40	60.0	62.0	UNDER	61.5	58.5
11:04:50	62.6	64.0	UNDER	63.5	61.5
11:05:00	61.1	63.2	UNDER	62.5	58.5

11:05:10	61.4	63.9	UNDER	63.5	58.5
11:05:20	58.4	59.6	UNDER	59.5	57.5
11:05:30	57.0	63.6	UNDER	58.5	54.5
11:05:40	62.1	67.3	UNDER	66.5	56.5
11:05:50	58.4	62.4	UNDER	60.5	56.5
11:06:00	65.8	67.6	UNDER	67.5	62.5
11:06:10	63.6	65.2	UNDER	64.5	62.5
11:06:20	61.5	62.4	UNDER	62.5	59.5
11:06:30	59.6	60.3	UNDER	60.5	58.5
11:06:40	62.6	63.6	UNDER	63.5	59.5
11:06:50	62.7	63.8	UNDER	63.5	61.5
11:07:00	62.3	63.3	UNDER	63.5	60.5
11:07:10	62.9	63.9	UNDER	63.5	60.5
11:07:20	63.7	65.7	UNDER	65.5	60.5
11:07:30	61.4	62.5	UNDER	62.5	60.5
11:07:40	58.1	60.3	UNDER	59.5	56.5
11:07:50	61.7	62.8	UNDER	62.5	60.5
11:08:00	60.9	62.1	UNDER	62.5	59.5
11:08:10	59.3	61.2	UNDER	61.5	56.5
11:08:20	60.1	62.7	UNDER	61.5	58.5
11:08:30	63.7	65.0	UNDER	64.5	62.5
11:08:40	62.6	63.2	UNDER	63.5	61.5
11:08:50	60.8	64.0	UNDER	62.5	59.5
11:09:00	64.0	66.1	UNDER	65.5	60.5
11:09:10	60.7	61.5	UNDER	61.5	58.5
11:09:20	58.8	61.2	UNDER	59.5	58.5
11:09:30	62.5	63.2	UNDER	63.5	61.5
11:09:40	61.4	63.1	UNDER	62.5	60.5
11:09:50	58.7	62.7	UNDER	61.5	55.5
11:10:00	60.8	62.4	UNDER	62.5	59.5
11:10:10	59.0	61.6	UNDER	61.5	55.5
11:10:20	60.4	62.0	UNDER	62.5	55.5
11:10:30	60.9	62.2	UNDER	62.5	59.5
11:10:40	64.0	64.8	UNDER	64.5	62.5
11:10:50	61.3	64.2	UNDER	63.5	57.5
11:11:00	59.7	60.9	UNDER	60.5	57.5
11:11:10	61.3	62.0	UNDER	61.5	60.5
11:11:20	58.2	60.4	UNDER	59.5	56.5
11:11:30	60.5	62.2	UNDER	62.5	57.5
11:11:40	59.3	62.0	UNDER	61.5	58.5
11:11:50	61.5	62.6	UNDER	62.5	59.5
11:12:00	59.7	60.8	UNDER	60.5	58.5
11:12:10	59.9	61.2	UNDER	61.5	57.5
11:12:20	60.2	62.0	UNDER	61.5	57.5
11:12:30	62.0	63.5	UNDER	62.5	60.5
11:12:40	62.1	64.1	UNDER	64.5	59.5
11:12:50	58.0	59.1	UNDER	58.5	56.5
11:13:00	59.3	62.4	UNDER	61.5	56.5
11:13:10	62.4	63.6	UNDER	63.5	60.5
11:13:20	62.3	63.6	UNDER	63.5	60.5
11:13:30	59.7	61.2	UNDER	61.5	56.5
11:13:40	60.5	61.7	UNDER	61.5	56.5

11:13:50	59.0	61.0	UNDER	60.5	57.5
11:14:00	60.0	61.3	UNDER	61.5	57.5
11:14:10	58.3	60.4	UNDER	60.5	55.5
11:14:20	61.2	62.0	UNDER	61.5	60.5
11:14:30	61.7	62.4	UNDER	62.5	60.5
11:14:40	58.0	60.4	UNDER	60.5	55.5
11:14:50	57.1	58.8	UNDER	58.5	56.5
11:15:00	58.3	58.8	UNDER	58.5	57.5
11:15:10	61.1	62.4	UNDER	62.5	58.5
11:15:20	59.9	62.0	UNDER	61.5	57.5
11:15:30	58.6	60.7	UNDER	59.5	56.5
11:15:40	60.1	61.5	UNDER	61.5	57.5
11:15:50	60.0	62.4	UNDER	62.5	56.5
11:16:00	63.2	65.0	UNDER	64.5	62.5
11:16:10	63.2	64.8	UNDER	64.5	62.5
11:16:20	62.1	63.6	UNDER	63.5	60.5
11:16:30	60.7	62.8	UNDER	62.5	58.5
11:16:40	62.5	63.6	UNDER	63.5	60.5
11:16:50	62.2	63.6	UNDER	63.5	60.5
11:17:00	62.1	62.8	UNDER	62.5	61.5
11:17:10	62.1	64.0	UNDER	63.5	60.5
11:17:20	61.7	63.6	UNDER	62.5	60.5
11:17:30	59.8	61.5	UNDER	61.5	58.5
11:17:40	63.9	66.4	UNDER	66.5	58.5
11:17:50	61.7	63.6	UNDER	62.5	61.5
11:18:00	59.6	62.4	UNDER	61.5	57.5
11:18:10	61.6	63.6	UNDER	63.5	57.5
11:18:20	59.4	60.8	UNDER	60.5	57.5
11:18:30	61.6	63.2	UNDER	62.5	60.5
11:18:40	61.4	62.4	UNDER	62.5	59.5
11:18:50	61.5	63.1	UNDER	62.5	59.5
11:19:00	61.0	62.9	UNDER	62.5	58.5
11:19:10	57.4	59.2	UNDER	59.5	54.5
11:19:20	59.7	63.2	UNDER	62.5	54.5
11:19:30	63.9	64.7	UNDER	64.5	61.5
11:19:40	61.3	62.0	UNDER	62.5	60.5
11:19:50	60.2	61.9	UNDER	61.5	58.5
11:20:00	61.4	62.8	UNDER	62.5	59.5
11:20:10	62.5	64.3	UNDER	64.5	60.5
11:20:20	63.6	65.0	UNDER	64.5	61.5
11:20:30	60.2	64.0	UNDER	63.5	54.5
11:20:40	56.9	59.6	UNDER	59.5	54.5
11:20:50	57.3	59.2	UNDER	58.5	56.5
11:21:00	57.9	58.8	UNDER	58.5	56.5
11:21:10	62.1	64.0	UNDER	64.5	58.5
11:21:20	62.8	64.0	UNDER	64.5	59.5
11:21:30	59.8	60.4	UNDER	60.5	58.5
11:21:40	57.8	58.9	UNDER	58.5	56.5
11:21:50	60.9	64.1	UNDER	62.5	58.5
11:22:00	62.9	64.8	UNDER	64.5	61.5
11:22:10	61.9	62.8	UNDER	62.5	59.5
11:22:20	59.6	62.0	UNDER	61.5	57.5

11:22:30	60.4	62.8	UNDER	62.5	58.5
11:22:40	62.8	64.1	UNDER	64.5	59.5
11:22:50	63.0	64.7	UNDER	64.5	60.5
11:23:00	61.3	62.4	UNDER	62.5	59.5
11:23:10	62.1	63.0	UNDER	62.5	60.5
11:23:20	60.0	61.6	UNDER	61.5	57.5
11:23:30	59.0	60.6	UNDER	60.5	56.5
11:23:40	56.8	60.0	UNDER	59.5	54.5
11:23:50	62.1	64.3	UNDER	63.5	60.5
11:24:00	63.1	64.5	UNDER	64.5	62.5
11:24:10	57.7	62.0	UNDER	61.5	54.5
11:24:20	59.4	63.1	UNDER	62.5	55.5
11:24:30	63.6	64.7	UNDER	64.5	61.5
11:24:40	62.5	64.0	UNDER	63.5	60.5
11:24:50	58.9	60.3	UNDER	59.5	58.5
11:25:00	60.1	62.4	UNDER	62.5	58.5
11:25:10	61.4	62.4	UNDER	62.5	58.5
11:25:20	72.2	75.6	UNDER	75.5	58.5
11:25:30	60.6	64.0	UNDER	61.5	58.5
11:25:40	59.8	61.6	UNDER	61.5	58.5
11:25:50	60.0	61.7	UNDER	61.5	57.5
11:26:00	57.4	59.9	UNDER	59.5	54.5
11:26:10	61.4	64.0	UNDER	64.5	58.5
11:26:20	61.6	64.1	UNDER	63.5	59.5
11:26:30	62.6	64.0	UNDER	63.5	59.5
11:26:40	61.1	64.1	UNDER	64.5	58.5
11:26:50	58.6	60.3	UNDER	60.5	57.5
11:27:00	61.3	62.4	UNDER	62.5	59.5
11:27:10	56.4	60.2	UNDER	59.5	54.5
11:27:20	60.5	61.6	UNDER	61.5	56.5
11:27:30	59.3	60.9	UNDER	60.5	57.5
11:27:40	59.9	61.2	UNDER	61.5	58.5
11:27:50	59.5	60.8	UNDER	60.5	57.5
11:28:00	62.8	64.5	UNDER	64.5	60.5
11:28:10	62.6	64.0	UNDER	63.5	61.5
11:28:20	61.2	63.6	UNDER	63.5	59.5
11:28:30	62.2	63.1	UNDER	62.5	59.5
11:28:40	63.5	65.1	UNDER	64.5	60.5
11:28:50	60.4	61.6	UNDER	61.5	57.5
11:29:00	54.9	57.7	UNDER	56.5	53.5
11:29:10	56.1	57.5	UNDER	57.5	54.5
11:29:20	60.5	63.9	UNDER	63.5	56.5
11:29:30	60.5	63.6	UNDER	63.5	57.5
11:29:40	59.8	60.4	UNDER	60.5	58.5
11:29:50	59.2	60.3	UNDER	60.5	57.5
11:30:00	56.7	59.0	UNDER	58.5	53.5
11:30:10	56.1	57.1	UNDER	56.5	53.5
11:30:20	56.0	57.7	UNDER	56.5	55.5
11:30:30	59.9	61.2	UNDER	61.5	57.5
11:30:40	61.7	62.7	UNDER	62.5	60.5
11:30:50	60.9	62.0	UNDER	61.5	60.5
11:31:00	59.2	61.1	UNDER	60.5	57.5

11:31:10	64.9	67.4	UNDER	67.5	58.5
11:31:20	61.9	64.9	UNDER	64.5	59.5
11:31:30	60.8	63.2	UNDER	63.5	57.5
11:31:40	59.6	62.4	UNDER	62.5	58.5
11:31:50	59.7	62.4	UNDER	62.5	56.5
11:32:00	59.8	60.5	UNDER	60.5	58.5
11:32:10	60.1	62.8	UNDER	62.5	57.5
11:32:20	61.7	62.8	UNDER	62.5	61.5
11:32:30	61.7	62.3	UNDER	62.5	61.5
11:32:40	59.4	61.8	UNDER	61.5	53.5
11:32:50	57.7	59.8	UNDER	59.5	53.5
11:33:00	59.3	59.6	UNDER	59.5	59.5
11:33:10	60.2	61.2	UNDER	61.5	59.5
11:33:20	60.2	61.7	UNDER	60.5	59.5
11:33:30	61.0	62.4	UNDER	62.5	59.5
11:33:40	62.3	63.6	UNDER	63.5	59.5
11:33:50	61.5	62.7	UNDER	62.5	59.5
11:34:00	60.9	62.8	UNDER	62.5	56.5
11:34:10	59.4	61.2	UNDER	61.5	56.5
11:34:20	61.1	62.0	UNDER	61.5	60.5
11:34:30	61.2	62.5	UNDER	62.5	60.5
11:34:40	61.8	63.5	UNDER	63.5	60.5
11:34:50	61.7	63.6	UNDER	63.5	60.5
11:35:00	60.9	62.7	UNDER	62.5	59.5
11:35:10	61.2	62.4	UNDER	62.5	60.5
11:35:20	60.8	62.6	UNDER	62.5	59.5
11:35:30	62.1	62.8	UNDER	62.5	60.5
11:35:40	57.6	60.8	UNDER	59.5	55.5
11:35:50	58.9	61.3	UNDER	59.5	57.5
11:36:00	62.4	63.4	UNDER	63.5	60.5
11:36:10	61.7	63.6	UNDER	63.5	58.5
11:36:20	62.0	62.8	UNDER	62.5	61.5
11:36:30	62.8	65.2	UNDER	64.5	61.5
11:36:40	61.7	64.4	UNDER	64.5	58.5
11:36:50	63.1	64.7	UNDER	64.5	62.5
11:37:00	61.4	62.7	UNDER	62.5	59.5
11:37:10	59.1	60.0	UNDER	60.5	58.5
11:37:20	59.2	59.6	UNDER	59.5	58.5

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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 13:49:54

User ID: \_\_\_\_\_

LOGGING STARTED.....03/20/12 at 13:45:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/20/12 at 14:00:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 55.9dB  
Lav ( 80)..... 38.8dB



Lav ( 90)..... 38.8dB  
SEL..... 85.4dB

TWA..... 40.9dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 67.6dB 03/20/12 at 13:51:56  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/20/2012					
13:45:00	53.9	55.2	UNDER	54.8	53.8
13:45:10	56.8	57.6	UNDER	57.8	55.8
13:45:20	56.1	57.6	UNDER	57.8	55.8
13:45:30	57.1	58.1	UNDER	58.8	56.8
13:45:40	54.4	56.0	UNDER	55.8	53.8
13:45:50	54.9	57.3	UNDER	56.8	54.8
13:46:00	58.5	59.6	UNDER	59.8	56.8
13:46:10	54.3	56.1	UNDER	55.8	53.8
13:46:20	54.8	55.3	UNDER	55.8	53.8
13:46:30	53.7	54.1	UNDER	54.8	53.8
13:46:40	54.7	57.2	UNDER	56.8	53.8
13:46:50	60.9	62.4	UNDER	62.8	57.8
13:47:00	60.0	62.4	UNDER	62.8	56.8
13:47:10	54.3	55.8	UNDER	55.8	53.8
13:47:20	55.0	56.5	UNDER	56.8	52.8
13:47:30	53.6	54.9	UNDER	54.8	52.8
13:47:40	53.6	54.4	UNDER	54.8	52.8
13:47:50	55.1	56.4	UNDER	56.8	53.8
13:48:00	56.8	58.0	UNDER	57.8	55.8
13:48:10	54.8	57.6	UNDER	56.8	52.8
13:48:20	55.1	56.8	UNDER	56.8	52.8
13:48:30	54.5	56.8	UNDER	56.8	52.8
13:48:40	53.0	54.0	UNDER	53.8	52.8
13:48:50	54.6	55.3	UNDER	55.8	53.8
13:49:00	53.9	56.4	UNDER	56.8	52.8
13:49:10	58.6	60.9	UNDER	60.8	56.8
13:49:20	58.2	58.6	UNDER	58.8	57.8
13:49:30	57.9	58.9	UNDER	58.8	57.8
13:49:40	56.4	58.1	UNDER	57.8	54.8
13:49:50	53.7	54.4	UNDER	54.8	52.8

13:50:00	55.3	56.8	UNDER	56.8	53.8
13:50:10	52.4	55.2	UNDER	54.8	50.8
13:50:20	55.4	57.7	UNDER	57.8	51.8
13:50:30	56.4	57.6	UNDER	57.8	53.8
13:50:40	51.8	54.0	UNDER	52.8	50.8
13:50:50	57.3	58.1	UNDER	58.8	54.8
13:51:00	56.0	57.3	UNDER	56.8	53.8
13:51:10	53.5	54.8	UNDER	54.8	52.8
13:51:20	57.1	58.2	UNDER	58.8	54.8
13:51:30	57.5	58.5	UNDER	58.8	56.8
13:51:40	53.9	56.4	UNDER	55.8	52.8
13:51:50	58.8	67.6	UNDER	63.8	52.8
13:52:00	53.8	56.5	UNDER	55.8	49.8
13:52:10	50.7	52.5	UNDER	52.8	49.8
13:52:20	51.2	52.6	UNDER	52.8	48.8
13:52:30	50.2	53.6	UNDER	52.8	47.8
13:52:40	55.0	56.4	UNDER	56.8	52.8
13:52:50	55.7	56.8	UNDER	56.8	52.8
13:53:00	54.8	56.3	UNDER	56.8	53.8
13:53:10	54.3	56.4	UNDER	56.8	53.8
13:53:20	57.5	58.6	UNDER	58.8	54.8
13:53:30	54.8	57.7	UNDER	57.8	50.8
13:53:40	52.2	54.4	UNDER	54.8	50.8
13:53:50	57.1	58.5	UNDER	58.8	54.8
13:54:00	56.2	57.9	UNDER	57.8	55.8
13:54:10	55.3	58.1	UNDER	57.8	54.8
13:54:20	55.3	56.9	UNDER	55.8	54.8
13:54:30	53.1	55.0	UNDER	54.8	52.8
13:54:40	55.8	57.6	UNDER	57.8	53.8
13:54:50	56.4	57.6	UNDER	57.8	54.8
13:55:00	55.4	56.3	UNDER	56.8	54.8
13:55:10	57.5	59.2	UNDER	59.8	55.8
13:55:20	58.0	59.2	UNDER	59.8	57.8
13:55:30	56.0	57.7	UNDER	57.8	54.8
13:55:40	58.1	60.5	UNDER	60.8	54.8
13:55:50	59.9	61.0	UNDER	60.8	57.8
13:56:00	56.3	57.2	UNDER	56.8	55.8
13:56:10	54.7	56.1	UNDER	55.8	54.8
13:56:20	57.1	59.7	UNDER	59.8	54.8
13:56:30	58.3	59.9	UNDER	59.8	57.8
13:56:40	58.5	60.3	UNDER	60.8	56.8
13:56:50	56.1	56.5	UNDER	56.8	55.8
13:57:00	54.0	55.3	UNDER	54.8	53.8
13:57:10	55.0	56.4	UNDER	56.8	54.8
13:57:20	55.7	56.6	UNDER	56.8	53.8
13:57:30	54.7	56.5	UNDER	56.8	53.8
13:57:40	57.7	58.1	UNDER	58.8	56.8
13:57:50	56.7	57.7	UNDER	57.8	56.8
13:58:00	55.7	57.6	UNDER	57.8	53.8
13:58:10	55.1	56.3	UNDER	56.8	53.8
13:58:20	55.5	57.7	UNDER	56.8	54.8
13:58:30	58.0	60.3	UNDER	60.8	53.8

13:58:40	54.7	55.3	UNDER	55.8	53.8
13:58:50	51.6	56.0	UNDER	53.8	48.8
13:59:00	50.9	52.8	UNDER	52.8	49.8
13:59:10	53.7	54.9	UNDER	54.8	51.8
13:59:20	50.2	51.6	UNDER	51.8	48.8
13:59:30	51.1	52.5	UNDER	52.8	50.8
13:59:40	55.6	58.7	UNDER	57.8	52.8
13:59:50	58.4	59.2	UNDER	59.8	57.8

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:51:00

User ID: \_\_\_\_\_

LOGGING STARTED.....03/20/12 at 13:45:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/20/12 at 14:00:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 8 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 63.8dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 93.3dB

TWA..... 48.8dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 74.6dB 03/20/12 at 13:50:54  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 8 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/20/2012					
13:45:00	63.0	66.5	UNDER	66.3	59.3
13:45:10	63.5	66.2	UNDER	65.3	61.3
13:45:20	63.9	65.0	UNDER	64.3	62.3
13:45:30	60.4	64.5	UNDER	63.3	56.3
13:45:40	57.7	58.5	UNDER	58.3	56.3
13:45:50	63.5	67.7	UNDER	67.3	57.3
13:46:00	65.7	67.8	UNDER	67.3	60.3
13:46:10	60.6	62.1	UNDER	62.3	59.3
13:46:20	62.1	62.6	UNDER	62.3	61.3
13:46:30	62.3	62.9	UNDER	62.3	60.3
13:46:40	62.6	66.9	UNDER	65.3	59.3
13:46:50	69.5	70.5	UNDER	70.3	66.3
13:47:00	64.1	68.2	UNDER	67.3	59.3
13:47:10	59.5	60.1	UNDER	60.3	58.3
13:47:20	61.5	64.6	UNDER	63.3	59.3
13:47:30	69.5	72.7	UNDER	72.3	63.3
13:47:40	61.5	63.0	UNDER	62.3	60.3
13:47:50	61.0	61.7	UNDER	61.3	60.3
13:48:00	63.9	65.3	UNDER	65.3	61.3
13:48:10	57.9	61.1	UNDER	59.3	56.3
13:48:20	64.1	65.5	UNDER	65.3	59.3
13:48:30	61.4	63.8	UNDER	63.3	60.3
13:48:40	62.2	63.9	UNDER	63.3	61.3
13:48:50	61.8	63.8	UNDER	63.3	60.3
13:49:00	62.2	65.2	UNDER	65.3	59.3
13:49:10	65.5	66.3	UNDER	66.3	65.3
13:49:20	66.1	67.0	UNDER	66.3	65.3
13:49:30	66.4	67.5	UNDER	67.3	64.3
13:49:40	61.3	64.1	UNDER	63.3	58.3
13:49:50	61.0	63.9	UNDER	63.3	58.3

13:50:00	64.2	65.6	UNDER	65.3	61.3
13:50:10	59.8	62.2	UNDER	60.3	59.3
13:50:20	65.8	67.1	UNDER	66.3	62.3
13:50:30	63.7	66.2	UNDER	65.3	61.3
13:50:40	65.6	68.0	UNDER	67.3	61.3
13:50:50	72.1	74.6	UNDER	74.3	67.3
13:51:00	64.9	69.7	UNDER	68.3	60.3
13:51:10	62.8	65.3	UNDER	64.3	60.3
13:51:20	62.6	65.4	UNDER	65.3	59.3
13:51:30	63.0	64.8	UNDER	64.3	60.3
13:51:40	66.7	73.9	UNDER	70.3	61.3
13:51:50	63.3	65.2	UNDER	65.3	59.3
13:52:00	60.6	62.3	UNDER	61.3	59.3
13:52:10	59.9	60.7	UNDER	60.3	59.3
13:52:20	59.3	60.6	UNDER	60.3	58.3
13:52:30	62.1	62.9	UNDER	62.3	60.3
13:52:40	62.4	65.8	UNDER	65.3	59.3
13:52:50	64.6	66.4	UNDER	66.3	62.3
13:53:00	63.5	64.8	UNDER	64.3	61.3
13:53:10	60.7	61.5	UNDER	61.3	60.3
13:53:20	65.0	66.4	UNDER	66.3	61.3
13:53:30	60.4	63.4	UNDER	62.3	59.3
13:53:40	59.5	62.6	UNDER	61.3	58.3
13:53:50	63.9	65.1	UNDER	65.3	61.3
13:54:00	61.1	62.0	UNDER	61.3	59.3
13:54:10	61.7	64.3	UNDER	64.3	59.3
13:54:20	61.4	64.3	UNDER	63.3	57.3
13:54:30	57.7	60.9	UNDER	59.3	56.3
13:54:40	64.8	65.9	UNDER	65.3	61.3
13:54:50	64.8	65.5	UNDER	65.3	63.3
13:55:00	63.6	65.5	UNDER	65.3	61.3
13:55:10	65.8	67.7	UNDER	67.3	61.3
13:55:20	65.3	67.3	UNDER	67.3	63.3
13:55:30	66.4	66.9	UNDER	66.3	65.3
13:55:40	69.0	70.5	UNDER	70.3	66.3
13:55:50	65.1	69.3	UNDER	68.3	61.3
13:56:00	62.9	63.7	UNDER	63.3	61.3
13:56:10	63.0	64.0	UNDER	63.3	62.3
13:56:20	66.2	68.7	UNDER	68.3	60.3
13:56:30	60.6	61.3	UNDER	61.3	59.3
13:56:40	62.6	64.3	UNDER	63.3	60.3
13:56:50	62.3	64.3	UNDER	64.3	58.3
13:57:00	59.6	60.2	UNDER	60.3	58.3
13:57:10	61.2	63.4	UNDER	63.3	59.3
13:57:20	61.4	63.3	UNDER	63.3	59.3
13:57:30	62.5	64.6	UNDER	63.3	60.3
13:57:40	64.6	65.8	UNDER	65.3	61.3
13:57:50	61.4	63.3	UNDER	63.3	58.3
13:58:00	61.0	63.4	UNDER	62.3	59.3
13:58:10	62.9	63.9	UNDER	63.3	61.3
13:58:20	65.6	67.7	UNDER	67.3	61.3
13:58:30	60.9	63.7	UNDER	62.3	59.3

13:58:40	59.9	60.3	UNDER	60.3	59.3
13:58:50	60.4	61.1	UNDER	61.3	59.3
13:59:00	61.4	63.8	UNDER	63.3	59.3
13:59:10	62.2	64.2	UNDER	63.3	59.3
13:59:20	60.1	60.5	UNDER	60.3	59.3
13:59:30	61.4	62.1	UNDER	62.3	60.3
13:59:40	63.9	65.5	UNDER	65.3	61.3
13:59:50	64.1	65.1	UNDER	65.3	61.3

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:48:44

User ID: \_\_\_\_\_

LOGGING STARTED.....03/22/12 at 10:00:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/22/12 at 10:15:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION TIME...03/22/12 AT 10:50:49  
POST-TEST CALIBRATION RANGE...38.7 TO 138.7  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 10 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.7dB



Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 95.2dB

TWA..... 50.7dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 70.8dB 03/22/12 at 10:08:06  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 10 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/22/2012					
10:00:00	65.7	67.5	UNDER	67.3	63.3
10:00:10	65.2	67.8	UNDER	67.3	63.3
10:00:20	67.3	68.6	UNDER	68.3	66.3
10:00:30	67.3	69.0	UNDER	68.3	65.3
10:00:40	67.0	69.5	UNDER	69.3	60.3
10:00:50	62.7	64.7	UNDER	64.3	59.3
10:01:00	62.7	64.1	UNDER	64.3	60.3
10:01:10	66.4	67.4	UNDER	67.3	64.3
10:01:20	64.2	65.6	UNDER	65.3	63.3
10:01:30	67.4	69.1	UNDER	68.3	65.3
10:01:40	67.8	69.4	UNDER	69.3	61.3
10:01:50	63.1	65.8	UNDER	65.3	59.3
10:02:00	63.8	67.1	UNDER	65.3	62.3
10:02:10	66.4	68.3	UNDER	68.3	63.3
10:02:20	66.5	68.3	UNDER	68.3	63.3
10:02:30	66.9	68.2	UNDER	67.3	64.3
10:02:40	63.2	65.3	UNDER	65.3	60.3
10:02:50	62.8	64.6	UNDER	64.3	59.3
10:03:00	62.7	65.0	UNDER	64.3	58.3
10:03:10	66.6	67.9	UNDER	67.3	64.3
10:03:20	66.4	67.8	UNDER	67.3	64.3
10:03:30	63.3	65.5	UNDER	65.3	60.3
10:03:40	64.5	66.2	UNDER	66.3	63.3
10:03:50	67.5	68.6	UNDER	68.3	66.3
10:04:00	66.2	68.3	UNDER	67.3	64.3
10:04:10	64.2	65.0	UNDER	64.3	63.3
10:04:20	64.4	66.1	UNDER	65.3	63.3
10:04:30	60.5	64.2	UNDER	63.3	57.3
10:04:40	65.5	69.7	UNDER	69.3	60.3

10:04:50	69.0	69.9	UNDER	69.3	66.3
10:05:00	66.9	67.7	UNDER	67.3	66.3
10:05:10	66.4	69.7	UNDER	68.3	64.3
10:05:20	66.3	70.1	UNDER	69.3	57.3
10:05:30	61.2	65.8	UNDER	64.3	57.3
10:05:40	66.8	67.7	UNDER	67.3	65.3
10:05:50	64.7	66.7	UNDER	66.3	62.3
10:06:00	66.5	67.3	UNDER	67.3	65.3
10:06:10	64.4	65.7	UNDER	65.3	63.3
10:06:20	65.2	68.2	UNDER	68.3	63.3
10:06:30	67.1	68.6	UNDER	68.3	65.3
10:06:40	67.5	68.9	UNDER	68.3	66.3
10:06:50	67.8	68.8	UNDER	68.3	67.3
10:07:00	66.5	67.3	UNDER	67.3	65.3
10:07:10	65.1	66.1	UNDER	65.3	64.3
10:07:20	64.9	66.5	UNDER	66.3	62.3
10:07:30	66.0	67.9	UNDER	67.3	63.3
10:07:40	68.7	70.1	UNDER	69.3	66.3
10:07:50	66.8	69.3	UNDER	69.3	65.3
10:08:00	67.9	70.8	UNDER	69.3	64.3
10:08:10	68.2	69.8	UNDER	69.3	66.3
10:08:20	66.1	68.5	UNDER	68.3	62.3
10:08:30	66.6	69.4	UNDER	68.3	64.3
10:08:40	62.7	64.1	UNDER	63.3	61.3
10:08:50	65.1	66.5	UNDER	66.3	63.3
10:09:00	63.6	66.2	UNDER	65.3	61.3
10:09:10	63.8	66.7	UNDER	66.3	60.3
10:09:20	67.4	68.7	UNDER	68.3	64.3
10:09:30	66.3	68.5	UNDER	68.3	63.3
10:09:40	67.0	68.5	UNDER	68.3	66.3
10:09:50	63.5	66.2	UNDER	65.3	61.3
10:10:00	63.9	65.7	UNDER	65.3	61.3
10:10:10	66.8	67.7	UNDER	67.3	65.3
10:10:20	65.3	67.0	UNDER	66.3	61.3
10:10:30	63.3	67.7	UNDER	66.3	59.3
10:10:40	67.7	68.7	UNDER	68.3	64.3
10:10:50	64.5	66.0	UNDER	65.3	63.3
10:11:00	64.3	66.5	UNDER	65.3	62.3
10:11:10	67.5	68.8	UNDER	68.3	64.3
10:11:20	61.3	64.9	UNDER	64.3	58.3
10:11:30	60.1	61.7	UNDER	61.3	58.3
10:11:40	62.7	64.6	UNDER	64.3	59.3
10:11:50	63.8	65.0	UNDER	64.3	63.3
10:12:00	65.8	67.4	UNDER	67.3	62.3
10:12:10	61.8	65.1	UNDER	64.3	58.3
10:12:20	65.6	66.1	UNDER	66.3	65.3
10:12:30	66.6	67.7	UNDER	67.3	65.3
10:12:40	63.1	66.9	UNDER	66.3	59.3
10:12:50	64.6	65.8	UNDER	65.3	62.3
10:13:00	65.8	68.6	UNDER	68.3	63.3
10:13:10	67.6	68.7	UNDER	68.3	66.3
10:13:20	66.9	68.0	UNDER	67.3	66.3

10:13:30	65.6	67.9	UNDER	67.3	64.3
10:13:40	67.8	69.7	UNDER	69.3	66.3
10:13:50	67.1	68.2	UNDER	68.3	66.3
10:14:00	63.8	66.9	UNDER	66.3	59.3
10:14:10	63.4	64.9	UNDER	64.3	61.3
10:14:20	63.8	64.9	UNDER	64.3	62.3
10:14:30	65.9	67.3	UNDER	67.3	64.3
10:14:40	65.8	67.1	UNDER	67.3	64.3
10:14:50	63.7	66.3	UNDER	65.3	62.3

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 13:53:35

User ID: \_\_\_\_\_

LOGGING STARTED.....03/20/12 at 15:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/20/12 at 15:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 9 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.8dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 91.2dB

TWA..... 46.8dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 73.0dB 03/20/12 at 15:32:07  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 9 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/20/2012					
15:25:00	61.0	61.7	UNDER	61.3	60.3
15:25:10	59.6	60.4	UNDER	60.3	59.3
15:25:20	60.7	61.7	UNDER	61.3	59.3
15:25:30	63.1	64.1	UNDER	64.3	61.3
15:25:40	62.5	63.9	UNDER	63.3	60.3
15:25:50	60.7	61.3	UNDER	61.3	60.3
15:26:00	61.0	61.7	UNDER	61.3	59.3
15:26:10	62.1	64.8	UNDER	64.3	59.3
15:26:20	61.5	62.2	UNDER	62.3	60.3
15:26:30	60.0	61.0	UNDER	60.3	59.3
15:26:40	63.0	64.2	UNDER	64.3	61.3
15:26:50	60.9	62.1	UNDER	61.3	60.3
15:27:00	59.9	61.1	UNDER	60.3	59.3
15:27:10	60.1	60.5	UNDER	60.3	59.3
15:27:20	63.1	65.4	UNDER	65.3	59.3
15:27:30	62.4	63.3	UNDER	63.3	61.3
15:27:40	60.8	61.3	UNDER	61.3	60.3
15:27:50	59.4	60.2	UNDER	60.3	59.3
15:28:00	59.2	59.5	UNDER	59.3	58.3
15:28:10	56.7	58.9	UNDER	58.3	54.3
15:28:20	61.7	67.3	UNDER	66.3	56.3
15:28:30	63.9	66.1	UNDER	65.3	62.3
15:28:40	61.9	63.4	UNDER	63.3	60.3
15:28:50	58.4	60.1	UNDER	59.3	57.3
15:29:00	61.0	61.9	UNDER	61.3	59.3
15:29:10	62.0	62.6	UNDER	62.3	61.3
15:29:20	61.1	61.8	UNDER	61.3	60.3
15:29:30	60.3	60.6	UNDER	60.3	59.3
15:29:40	60.5	61.5	UNDER	61.3	59.3
15:29:50	63.0	65.4	UNDER	65.3	59.3

15:30:00	61.9	64.9	UNDER	64.3	59.3
15:30:10	59.6	60.3	UNDER	59.3	59.3
15:30:20	63.3	67.0	UNDER	66.3	58.3
15:30:30	60.1	61.4	UNDER	61.3	58.3
15:30:40	60.1	61.3	UNDER	61.3	57.3
15:30:50	60.1	62.1	UNDER	61.3	57.3
15:31:00	61.7	63.3	UNDER	63.3	60.3
15:31:10	59.5	62.1	UNDER	61.3	57.3
15:31:20	57.5	61.0	UNDER	59.3	55.3
15:31:30	64.4	66.2	UNDER	65.3	61.3
15:31:40	62.0	63.3	UNDER	63.3	61.3
15:31:50	63.8	68.6	UNDER	66.3	62.3
15:32:00	71.2	73.0	UNDER	72.3	67.3
15:32:10	61.9	67.7	UNDER	65.3	58.3
15:32:20	56.2	58.1	UNDER	57.3	54.3
15:32:30	59.8	61.1	UNDER	61.3	55.3
15:32:40	60.2	61.2	UNDER	61.3	59.3
15:32:50	58.6	60.2	UNDER	60.3	56.3
15:33:00	56.1	57.4	UNDER	56.3	55.3
15:33:10	60.5	61.8	UNDER	61.3	57.3
15:33:20	60.3	61.6	UNDER	61.3	58.3
15:33:30	59.3	60.6	UNDER	60.3	57.3
15:33:40	60.4	61.1	UNDER	61.3	59.3
15:33:50	58.4	61.3	UNDER	60.3	57.3
15:34:00	68.8	72.5	UNDER	72.3	61.3
15:34:10	63.1	67.3	UNDER	65.3	61.3
15:34:20	63.8	66.6	UNDER	66.3	61.3
15:34:30	62.1	65.3	UNDER	65.3	58.3
15:34:40	60.8	65.7	UNDER	64.3	58.3
15:34:50	60.4	65.3	UNDER	63.3	55.3
15:35:00	59.0	60.9	UNDER	60.3	55.3
15:35:10	62.7	69.0	UNDER	66.3	60.3
15:35:20	65.0	69.1	UNDER	67.3	61.3
15:35:30	59.5	61.3	UNDER	60.3	57.3
15:35:40	59.6	61.5	UNDER	61.3	57.3
15:35:50	62.6	63.4	UNDER	63.3	61.3
15:36:00	60.2	62.4	UNDER	61.3	58.3
15:36:10	59.4	60.2	UNDER	60.3	58.3
15:36:20	60.3	61.3	UNDER	61.3	59.3
15:36:30	60.3	60.6	UNDER	60.3	59.3
15:36:40	61.6	62.6	UNDER	62.3	60.3
15:36:50	62.4	62.9	UNDER	62.3	61.3
15:37:00	61.2	62.4	UNDER	61.3	60.3
15:37:10	60.7	61.8	UNDER	61.3	59.3
15:37:20	61.3	62.5	UNDER	62.3	60.3
15:37:30	62.1	63.3	UNDER	63.3	61.3
15:37:40	60.2	61.0	UNDER	60.3	59.3
15:37:50	61.0	62.1	UNDER	62.3	59.3
15:38:00	61.4	62.2	UNDER	62.3	60.3
15:38:10	60.6	60.9	UNDER	60.3	59.3
15:38:20	58.7	59.8	UNDER	59.3	57.3
15:38:30	60.0	61.0	UNDER	60.3	59.3

15:38:40	62.6	63.2	UNDER	63.3	60.3
15:38:50	61.5	62.9	UNDER	62.3	59.3
15:39:00	60.7	61.2	UNDER	61.3	60.3
15:39:10	60.9	61.3	UNDER	61.3	60.3
15:39:20	61.4	62.7	UNDER	62.3	60.3
15:39:30	60.8	61.9	UNDER	61.3	60.3
15:39:40	60.0	60.7	UNDER	60.3	59.3
15:39:50	59.0	59.7	UNDER	59.3	58.3

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Filename.....2556\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 14:07:41

User ID: \_\_\_\_\_

LOGGING STARTED.....03/20/12 at 15:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/20/12 at 15:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION TIME...03/22/12 AT 10:46:58  
POST-TEST CALIBRATION RANGE...39.0 TO 139.0  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 9 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 60.5dB



Lav ( 80)..... 38.8dB  
Lav ( 90)..... 38.8dB  
SEL..... 89.9dB

TWA..... 45.5dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 67.8dB 03/20/12 at 15:28:15  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 9 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/20/2012					
15:25:00	62.4	63.3	UNDER	63.8	61.8
15:25:10	62.9	66.8	UNDER	65.8	61.8
15:25:20	60.2	61.2	UNDER	60.8	58.8
15:25:30	57.3	58.9	UNDER	58.8	55.8
15:25:40	61.6	62.8	UNDER	62.8	59.8
15:25:50	59.6	60.3	UNDER	60.8	58.8
15:26:00	58.2	59.0	UNDER	58.8	57.8
15:26:10	59.9	61.2	UNDER	60.8	58.8
15:26:20	59.9	60.6	UNDER	60.8	59.8
15:26:30	59.8	60.5	UNDER	60.8	59.8
15:26:40	57.4	59.0	UNDER	58.8	56.8
15:26:50	59.5	62.8	UNDER	62.8	56.8
15:27:00	59.5	62.1	UNDER	61.8	57.8
15:27:10	62.1	64.1	UNDER	64.8	58.8
15:27:20	60.8	64.0	UNDER	63.8	57.8
15:27:30	59.9	60.9	UNDER	60.8	57.8
15:27:40	62.2	63.4	UNDER	62.8	60.8
15:27:50	65.2	66.4	UNDER	66.8	63.8
15:28:00	63.2	66.0	UNDER	64.8	61.8
15:28:10	64.5	67.8	UNDER	67.8	62.8
15:28:20	59.5	62.4	UNDER	61.8	57.8
15:28:30	58.5	59.3	UNDER	59.8	57.8
15:28:40	59.4	62.7	UNDER	62.8	57.8
15:28:50	63.3	65.3	UNDER	64.8	61.8
15:29:00	64.0	65.1	UNDER	64.8	62.8
15:29:10	59.2	62.5	UNDER	61.8	57.8
15:29:20	58.5	59.2	UNDER	59.8	56.8
15:29:30	54.8	56.8	UNDER	56.8	53.8
15:29:40	55.1	58.1	UNDER	56.8	53.8

15:29:50	60.8	62.0	UNDER	61.8	58.8
15:30:00	59.8	60.4	UNDER	60.8	59.8
15:30:10	59.3	60.4	UNDER	60.8	58.8
15:30:20	58.0	59.2	UNDER	58.8	57.8
15:30:30	58.1	59.0	UNDER	58.8	57.8
15:30:40	57.4	60.3	UNDER	59.8	55.8
15:30:50	63.5	65.3	UNDER	65.8	60.8
15:31:00	59.9	62.5	UNDER	61.8	58.8
15:31:10	60.0	60.5	UNDER	60.8	59.8
15:31:20	58.4	59.7	UNDER	59.8	57.8
15:31:30	59.4	60.1	UNDER	60.8	58.8
15:31:40	59.5	60.8	UNDER	60.8	58.8
15:31:50	59.9	60.7	UNDER	60.8	58.8
15:32:00	58.1	60.0	UNDER	59.8	56.8
15:32:10	62.8	66.9	UNDER	65.8	60.8
15:32:20	58.8	60.0	UNDER	59.8	57.8
15:32:30	58.8	60.0	UNDER	59.8	58.8
15:32:40	59.2	62.8	UNDER	62.8	56.8
15:32:50	61.8	63.5	UNDER	63.8	59.8
15:33:00	58.3	60.0	UNDER	59.8	56.8
15:33:10	59.9	60.6	UNDER	60.8	58.8
15:33:20	62.2	63.2	UNDER	62.8	60.8
15:33:30	61.2	62.1	UNDER	62.8	60.8
15:33:40	59.8	60.9	UNDER	60.8	59.8
15:33:50	61.2	64.3	UNDER	62.8	59.8
15:34:00	63.1	65.3	UNDER	64.8	60.8
15:34:10	61.3	63.4	UNDER	62.8	59.8
15:34:20	62.4	63.8	UNDER	63.8	61.8
15:34:30	62.5	64.1	UNDER	64.8	59.8
15:34:40	59.1	59.7	UNDER	59.8	58.8
15:34:50	62.0	64.2	UNDER	63.8	59.8
15:35:00	59.7	62.5	UNDER	61.8	57.8
15:35:10	57.9	60.1	UNDER	60.8	56.8
15:35:20	59.3	60.4	UNDER	60.8	58.8
15:35:30	59.6	60.1	UNDER	60.8	58.8
15:35:40	60.2	60.9	UNDER	60.8	59.8
15:35:50	60.7	61.2	UNDER	60.8	60.8
15:36:00	59.2	60.8	UNDER	60.8	56.8
15:36:10	56.8	57.7	UNDER	57.8	55.8
15:36:20	58.0	58.7	UNDER	58.8	57.8
15:36:30	60.6	62.6	UNDER	62.8	58.8
15:36:40	60.0	62.5	UNDER	62.8	56.8
15:36:50	56.7	57.3	UNDER	57.8	56.8
15:37:00	56.2	57.2	UNDER	57.8	55.8
15:37:10	57.0	57.8	UNDER	57.8	56.8
15:37:20	58.4	60.1	UNDER	60.8	56.8
15:37:30	59.8	60.2	UNDER	60.8	59.8
15:37:40	57.2	59.0	UNDER	58.8	56.8
15:37:50	58.4	59.7	UNDER	59.8	56.8
15:38:00	60.2	60.8	UNDER	60.8	59.8
15:38:10	59.7	60.8	UNDER	60.8	58.8
15:38:20	59.1	61.3	UNDER	59.8	58.8

15:38:30	60.0	66.2	UNDER	64.8	56.8
15:38:40	56.5	56.9	UNDER	56.8	56.8
15:38:50	58.1	60.1	UNDER	59.8	56.8
15:39:00	63.2	64.5	UNDER	64.8	60.8
15:39:10	62.0	62.8	UNDER	62.8	61.8
15:39:20	59.8	61.3	UNDER	60.8	58.8
15:39:30	59.0	60.0	UNDER	59.8	58.8
15:39:40	64.0	66.6	UNDER	66.8	58.8
15:39:50	62.2	65.7	UNDER	65.8	56.8

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Filename.....2555\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 10:59:12

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 15:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/26/12 at 16:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 10:08:09  
PRE-TEST CALIBRATION RANGE...39.6 TO 139.6 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 5 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.4dB  
Lav ( 80)..... 39.6dB

Lav ( 90)..... 39.6dB  
SEL..... 93.8dB

TWA..... 49.4dB  
TWA ( 80)..... 39.6dB  
TWA ( 90)..... 39.6dB

Lmax..... 73.4dB 03/26/12 at 16:08:30  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 5 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
15:55:00	63.4	64.0	UNDER	63.6	62.6
15:55:10	63.8	64.2	UNDER	64.6	63.6
15:55:20	62.6	64.6	UNDER	64.6	60.6
15:55:30	63.4	64.1	UNDER	64.6	62.6
15:55:40	64.2	65.2	UNDER	65.6	62.6
15:55:50	64.8	65.3	UNDER	65.6	64.6
15:56:00	66.0	67.0	UNDER	66.6	64.6
15:56:10	63.5	64.5	UNDER	64.6	62.6
15:56:20	63.5	65.4	UNDER	64.6	62.6
15:56:30	64.3	66.0	UNDER	65.6	61.6
15:56:40	62.1	64.8	UNDER	64.6	60.6
15:56:50	63.4	64.8	UNDER	64.6	60.6
15:57:00	62.9	64.2	UNDER	64.6	60.6
15:57:10	61.6	63.3	UNDER	62.6	60.6
15:57:20	61.8	64.3	UNDER	63.6	60.6
15:57:30	63.9	64.6	UNDER	64.6	62.6
15:57:40	64.9	66.0	UNDER	65.6	64.6
15:57:50	65.1	66.3	UNDER	66.6	64.6
15:58:00	65.0	66.5	UNDER	66.6	63.6
15:58:10	65.3	67.6	UNDER	67.6	63.6
15:58:20	63.6	64.4	UNDER	64.6	62.6
15:58:30	63.5	64.2	UNDER	64.6	62.6
15:58:40	63.7	65.6	UNDER	64.6	63.6
15:58:50	65.1	66.1	UNDER	66.6	62.6
15:59:00	62.9	64.2	UNDER	64.6	61.6
15:59:10	62.7	65.2	UNDER	64.6	60.6
15:59:20	64.4	66.5	UNDER	66.6	62.6
15:59:30	65.2	66.2	UNDER	66.6	64.6
15:59:40	64.1	66.8	UNDER	65.6	62.6
15:59:50	64.1	64.9	UNDER	64.6	63.6

16:00:00	66.7	71.2	UNDER	70.6	64.6
16:00:10	66.3	70.2	UNDER	68.6	64.6
16:00:20	64.0	65.1	UNDER	64.6	62.6
16:00:30	65.0	67.4	UNDER	67.6	62.6
16:00:40	62.4	63.1	UNDER	62.6	62.6
16:00:50	63.0	64.7	UNDER	64.6	61.6
16:01:00	63.5	64.9	UNDER	64.6	62.6
16:01:10	64.2	66.2	UNDER	66.6	61.6
16:01:20	64.4	65.4	UNDER	65.6	62.6
16:01:30	63.6	64.3	UNDER	64.6	62.6
16:01:40	65.1	66.0	UNDER	65.6	64.6
16:01:50	64.2	65.6	UNDER	65.6	61.6
16:02:00	63.0	64.8	UNDER	64.6	60.6
16:02:10	65.1	66.4	UNDER	66.6	63.6
16:02:20	65.3	66.4	UNDER	66.6	63.6
16:02:30	62.9	63.7	UNDER	63.6	62.6
16:02:40	64.5	65.0	UNDER	64.6	63.6
16:02:50	63.7	65.7	UNDER	64.6	62.6
16:03:00	62.9	65.0	UNDER	63.6	62.6
16:03:10	64.2	65.3	UNDER	64.6	62.6
16:03:20	65.7	67.8	UNDER	66.6	62.6
16:03:30	66.2	69.0	UNDER	68.6	62.6
16:03:40	65.1	65.7	UNDER	65.6	63.6
16:03:50	64.7	65.6	UNDER	65.6	63.6
16:04:00	63.6	65.2	UNDER	64.6	62.6
16:04:10	64.5	65.3	UNDER	65.6	63.6
16:04:20	65.2	66.3	UNDER	66.6	63.6
16:04:30	64.5	65.9	UNDER	65.6	63.6
16:04:40	62.8	64.6	UNDER	64.6	61.6
16:04:50	63.8	65.0	UNDER	64.6	61.6
16:05:00	64.3	65.4	UNDER	65.6	63.6
16:05:10	63.8	64.4	UNDER	64.6	63.6
16:05:20	63.1	64.1	UNDER	64.6	60.6
16:05:30	62.2	63.7	UNDER	63.6	60.6
16:05:40	63.1	64.2	UNDER	64.6	61.6
16:05:50	64.7	66.1	UNDER	66.6	63.6
16:06:00	63.6	65.1	UNDER	65.6	60.6
16:06:10	63.5	65.4	UNDER	65.6	61.6
16:06:20	63.9	64.7	UNDER	64.6	62.6
16:06:30	64.0	65.2	UNDER	65.6	62.6
16:06:40	63.4	65.6	UNDER	64.6	61.6
16:06:50	63.5	64.5	UNDER	64.6	62.6
16:07:00	64.4	65.4	UNDER	65.6	63.6
16:07:10	64.4	66.8	UNDER	66.6	62.6
16:07:20	64.8	66.7	UNDER	66.6	62.6
16:07:30	63.6	65.0	UNDER	65.6	61.6
16:07:40	64.7	65.9	UNDER	65.6	63.6
16:07:50	63.8	64.6	UNDER	64.6	63.6
16:08:00	64.4	66.2	UNDER	66.6	62.6
16:08:10	63.7	65.8	UNDER	65.6	62.6
16:08:20	65.9	72.5	UNDER	69.6	61.6
16:08:30	70.7	73.4	UNDER	73.6	66.6

16:08:40	67.0	71.1	UNDER	69.6	62.6
16:08:50	63.7	64.6	UNDER	64.6	62.6
16:09:00	65.0	66.4	UNDER	66.6	63.6
16:09:10	63.5	64.6	UNDER	64.6	62.6
16:09:20	63.7	64.2	UNDER	64.6	62.6
16:09:30	64.2	65.0	UNDER	64.6	62.6
16:09:40	64.3	65.8	UNDER	65.6	62.6
16:09:50	63.6	65.6	UNDER	64.6	62.6

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Filename.....2557\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:09:55

User ID: \_\_\_\_\_

LOGGING STARTED.....03/20/12 at 10:35:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/20/12 at 10:50:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 7 OF 16 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.2dB  
Lav ( 80)..... 39.3dB



Lav ( 90)..... 39.3dB  
SEL..... 90.7dB

TWA..... 46.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 69.0dB 03/20/12 at 10:40:20  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 7 OF 16 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/20/2012					
10:35:00	57.3	59.3	UNDER	58.3	56.3
10:35:10	59.3	60.1	UNDER	59.3	58.3
10:35:20	60.6	61.9	UNDER	61.3	58.3
10:35:30	61.9	62.9	UNDER	62.3	60.3
10:35:40	59.6	60.9	UNDER	60.3	59.3
10:35:50	62.6	65.1	UNDER	64.3	58.3
10:36:00	57.4	58.8	UNDER	58.3	56.3
10:36:10	61.0	62.4	UNDER	62.3	58.3
10:36:20	60.8	61.4	UNDER	61.3	60.3
10:36:30	60.0	61.0	UNDER	60.3	58.3
10:36:40	59.3	60.6	UNDER	60.3	58.3
10:36:50	61.9	63.3	UNDER	62.3	60.3
10:37:00	62.7	63.3	UNDER	63.3	61.3
10:37:10	59.3	61.0	UNDER	60.3	58.3
10:37:20	60.3	60.9	UNDER	60.3	58.3
10:37:30	60.0	61.3	UNDER	61.3	58.3
10:37:40	61.2	61.6	UNDER	61.3	60.3
10:37:50	61.9	62.9	UNDER	62.3	59.3
10:38:00	58.4	59.8	UNDER	59.3	57.3
10:38:10	60.7	61.7	UNDER	61.3	59.3
10:38:20	61.9	62.3	UNDER	62.3	61.3
10:38:30	63.2	63.9	UNDER	63.3	62.3
10:38:40	61.9	63.3	UNDER	63.3	60.3
10:38:50	60.4	61.7	UNDER	61.3	59.3
10:39:00	60.2	62.7	UNDER	62.3	57.3
10:39:10	59.8	61.6	UNDER	61.3	58.3
10:39:20	60.2	61.5	UNDER	61.3	58.3
10:39:30	60.0	61.0	UNDER	60.3	58.3
10:39:40	59.4	59.8	UNDER	59.3	58.3
10:39:50	59.4	59.9	UNDER	59.3	59.3

10:40:00	61.0	62.2	UNDER	61.3	59.3
10:40:10	63.3	68.1	UNDER	65.3	60.3
10:40:20	64.7	69.0	UNDER	68.3	59.3
10:40:30	62.7	64.5	UNDER	64.3	60.3
10:40:40	62.8	64.5	UNDER	64.3	61.3
10:40:50	61.1	61.7	UNDER	61.3	60.3
10:41:00	60.5	61.4	UNDER	61.3	59.3
10:41:10	61.6	62.2	UNDER	62.3	61.3
10:41:20	60.0	61.2	UNDER	60.3	59.3
10:41:30	60.9	61.8	UNDER	61.3	60.3
10:41:40	61.0	61.8	UNDER	61.3	60.3
10:41:50	61.5	61.9	UNDER	61.3	61.3
10:42:00	61.9	62.3	UNDER	62.3	61.3
10:42:10	61.5	61.8	UNDER	61.3	61.3
10:42:20	61.7	62.1	UNDER	62.3	61.3
10:42:30	60.6	62.2	UNDER	61.3	59.3
10:42:40	62.3	62.9	UNDER	62.3	61.3
10:42:50	61.2	62.1	UNDER	61.3	60.3
10:43:00	61.4	62.9	UNDER	62.3	59.3
10:43:10	62.5	63.0	UNDER	62.3	61.3
10:43:20	62.6	63.3	UNDER	63.3	62.3
10:43:30	61.3	62.5	UNDER	62.3	60.3
10:43:40	62.7	67.5	UNDER	66.3	59.3
10:43:50	62.4	63.7	UNDER	63.3	61.3
10:44:00	62.3	65.2	UNDER	64.3	60.3
10:44:10	59.9	60.6	UNDER	60.3	59.3
10:44:20	59.3	60.1	UNDER	59.3	58.3
10:44:30	59.9	60.8	UNDER	60.3	58.3
10:44:40	60.8	62.7	UNDER	61.3	59.3
10:44:50	65.0	67.4	UNDER	66.3	62.3
10:45:00	62.6	64.6	UNDER	64.3	61.3
10:45:10	61.3	63.9	UNDER	63.3	59.3
10:45:20	60.7	62.2	UNDER	62.3	59.3
10:45:30	62.5	63.1	UNDER	63.3	61.3
10:45:40	61.7	62.3	UNDER	62.3	60.3
10:45:50	61.1	61.8	UNDER	61.3	60.3
10:46:00	59.0	60.6	UNDER	60.3	57.3
10:46:10	58.2	59.3	UNDER	59.3	57.3
10:46:20	60.8	62.9	UNDER	62.3	58.3
10:46:30	62.9	63.4	UNDER	63.3	62.3
10:46:40	62.9	63.5	UNDER	63.3	61.3
10:46:50	59.8	61.8	UNDER	61.3	58.3
10:47:00	58.6	59.2	UNDER	59.3	58.3
10:47:10	59.0	59.6	UNDER	59.3	58.3
10:47:20	61.0	62.1	UNDER	61.3	59.3
10:47:30	60.0	61.3	UNDER	60.3	59.3
10:47:40	60.3	61.8	UNDER	61.3	59.3
10:47:50	61.3	62.2	UNDER	61.3	60.3
10:48:00	60.9	61.3	UNDER	61.3	60.3
10:48:10	60.5	61.3	UNDER	61.3	59.3
10:48:20	60.9	61.3	UNDER	61.3	60.3
10:48:30	61.7	62.1	UNDER	62.3	61.3

10:48:40	61.2	61.7	UNDER	61.3	60.3
10:48:50	60.2	60.5	UNDER	60.3	59.3
10:49:00	60.3	60.9	UNDER	60.3	59.3
10:49:10	59.9	60.7	UNDER	60.3	59.3
10:49:20	63.2	64.5	UNDER	64.3	60.3
10:49:30	62.2	64.3	UNDER	63.3	61.3
10:49:40	60.7	61.5	UNDER	61.3	60.3
10:49:50	62.3	63.1	UNDER	62.3	60.3

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:34:40

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 17:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 17:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.2dB  
Lav ( 80)..... 39.3dB

Lav ( 90)..... 39.3dB  
SEL..... 98.6dB

TWA..... 54.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 75.3dB 03/15/12 at 17:29:50  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
17:25:00	69.1	71.7	UNDER	70.3	67.3
17:25:10	69.7	71.7	UNDER	71.3	68.3
17:25:20	69.6	70.3	UNDER	70.3	68.3
17:25:30	69.4	69.8	UNDER	69.3	68.3
17:25:40	69.5	69.9	UNDER	69.3	68.3
17:25:50	68.8	70.2	UNDER	70.3	66.3
17:26:00	65.6	66.7	UNDER	66.3	64.3
17:26:10	69.7	71.0	UNDER	70.3	66.3
17:26:20	70.1	71.4	UNDER	71.3	67.3
17:26:30	68.1	69.5	UNDER	69.3	66.3
17:26:40	68.2	69.4	UNDER	69.3	67.3
17:26:50	67.4	67.8	UNDER	67.3	66.3
17:27:00	69.9	73.7	UNDER	73.3	66.3
17:27:10	69.6	73.3	UNDER	71.3	67.3
17:27:20	69.7	71.2	UNDER	70.3	67.3
17:27:30	69.3	70.9	UNDER	70.3	68.3
17:27:40	69.5	70.2	UNDER	70.3	68.3
17:27:50	68.7	69.3	UNDER	69.3	68.3
17:28:00	68.5	69.3	UNDER	69.3	67.3
17:28:10	70.7	72.1	UNDER	71.3	69.3
17:28:20	69.0	69.9	UNDER	69.3	67.3
17:28:30	70.3	72.1	UNDER	71.3	68.3
17:28:40	69.7	70.2	UNDER	70.3	69.3
17:28:50	70.5	72.2	UNDER	72.3	68.3
17:29:00	71.1	73.0	UNDER	72.3	67.3
17:29:10	67.2	68.2	UNDER	68.3	66.3
17:29:20	67.2	68.5	UNDER	68.3	65.3
17:29:30	66.4	67.9	UNDER	67.3	64.3
17:29:40	70.3	74.9	UNDER	72.3	68.3
17:29:50	71.3	75.3	UNDER	74.3	67.3

17:30:00	69.6	70.5	UNDER	70.3	68.3
17:30:10	67.9	69.4	UNDER	69.3	66.3
17:30:20	67.1	68.6	UNDER	68.3	65.3
17:30:30	67.8	69.7	UNDER	68.3	66.3
17:30:40	68.7	70.5	UNDER	70.3	67.3
17:30:50	67.7	68.5	UNDER	68.3	67.3
17:31:00	69.0	69.7	UNDER	69.3	67.3
17:31:10	67.6	67.9	UNDER	67.3	67.3
17:31:20	66.2	67.1	UNDER	67.3	65.3
17:31:30	67.3	68.9	UNDER	68.3	65.3
17:31:40	71.3	72.9	UNDER	72.3	69.3
17:31:50	69.8	71.9	UNDER	71.3	67.3
17:32:00	68.7	69.7	UNDER	69.3	67.3
17:32:10	70.5	72.7	UNDER	72.3	69.3
17:32:20	70.3	72.4	UNDER	71.3	66.3
17:32:30	68.6	70.9	UNDER	69.3	66.3
17:32:40	70.6	71.8	UNDER	71.3	69.3
17:32:50	70.5	71.3	UNDER	71.3	68.3
17:33:00	67.2	68.2	UNDER	67.3	66.3
17:33:10	67.9	69.3	UNDER	68.3	66.3
17:33:20	70.2	70.6	UNDER	70.3	69.3
17:33:30	70.7	72.1	UNDER	71.3	69.3
17:33:40	72.4	73.4	UNDER	73.3	70.3
17:33:50	68.0	70.5	UNDER	70.3	65.3
17:34:00	67.8	69.4	UNDER	68.3	65.3
17:34:10	70.1	70.9	UNDER	70.3	69.3
17:34:20	71.5	73.7	UNDER	73.3	69.3
17:34:30	68.4	70.2	UNDER	69.3	67.3
17:34:40	69.3	72.3	UNDER	71.3	66.3
17:34:50	69.1	70.9	UNDER	70.3	67.3
17:35:00	70.2	71.5	UNDER	71.3	69.3
17:35:10	69.1	70.2	UNDER	70.3	67.3
17:35:20	68.7	70.3	UNDER	70.3	66.3
17:35:30	69.5	69.9	UNDER	69.3	68.3
17:35:40	70.0	71.5	UNDER	71.3	68.3
17:35:50	71.5	73.3	UNDER	73.3	69.3
17:36:00	68.9	70.1	UNDER	69.3	67.3
17:36:10	67.7	69.4	UNDER	68.3	66.3
17:36:20	68.1	69.4	UNDER	69.3	67.3
17:36:30	66.5	68.9	UNDER	67.3	64.3
17:36:40	64.8	65.7	UNDER	65.3	64.3
17:36:50	68.4	69.3	UNDER	69.3	65.3
17:37:00	68.7	69.0	UNDER	68.3	68.3
17:37:10	68.8	69.3	UNDER	69.3	68.3
17:37:20	67.5	68.9	UNDER	68.3	66.3
17:37:30	68.6	69.6	UNDER	69.3	67.3
17:37:40	68.5	69.6	UNDER	69.3	67.3
17:37:50	68.9	69.9	UNDER	69.3	67.3
17:38:00	68.2	69.8	UNDER	69.3	66.3
17:38:10	68.7	71.4	UNDER	70.3	67.3
17:38:20	69.1	72.1	UNDER	71.3	65.3
17:38:30	68.6	70.3	UNDER	70.3	65.3

17:38:40	70.4	71.9	UNDER	71.3	69.3
17:38:50	68.2	70.1	UNDER	69.3	67.3
17:39:00	69.0	69.7	UNDER	69.3	68.3
17:39:10	69.4	69.9	UNDER	69.3	68.3
17:39:20	69.8	70.9	UNDER	70.3	69.3
17:39:30	70.2	71.2	UNDER	71.3	68.3
17:39:40	67.4	70.6	UNDER	69.3	65.3
17:39:50	69.5	71.3	UNDER	70.3	66.3

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Filename.....2555\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 14:34:00

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 17:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 17:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 16:15:11  
PRE-TEST CALIBRATION RANGE...40.2 TO 140.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 68.0dB  
Lav ( 80)..... 40.2dB



Lav ( 90)..... 40.2dB  
SEL..... 97.4dB

TWA..... 53.0dB  
TWA ( 80)..... 40.2dB  
TWA ( 90)..... 40.2dB

Lmax..... 75.7dB 03/15/12 at 17:30:26  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
17:25:00	67.0	68.7	UNDER	68.2	65.2
17:25:10	64.8	68.0	UNDER	67.2	62.2
17:25:20	68.3	69.1	UNDER	68.2	66.2
17:25:30	66.8	68.7	UNDER	68.2	64.2
17:25:40	69.5	70.8	UNDER	70.2	66.2
17:25:50	68.6	69.9	UNDER	69.2	67.2
17:26:00	68.3	68.7	UNDER	68.2	67.2
17:26:10	67.9	68.6	UNDER	68.2	67.2
17:26:20	68.5	68.8	UNDER	68.2	67.2
17:26:30	66.0	68.0	UNDER	67.2	64.2
17:26:40	66.5	69.7	UNDER	69.2	65.2
17:26:50	70.0	70.9	UNDER	70.2	69.2
17:27:00	67.9	70.2	UNDER	69.2	67.2
17:27:10	68.0	68.7	UNDER	68.2	67.2
17:27:20	65.0	67.1	UNDER	66.2	62.2
17:27:30	67.2	67.8	UNDER	67.2	66.2
17:27:40	68.9	70.0	UNDER	69.2	67.2
17:27:50	67.8	68.4	UNDER	68.2	67.2
17:28:00	68.8	70.0	UNDER	69.2	67.2
17:28:10	68.2	68.9	UNDER	68.2	67.2
17:28:20	67.9	68.8	UNDER	68.2	67.2
17:28:30	67.6	68.1	UNDER	67.2	67.2
17:28:40	69.3	70.8	UNDER	70.2	68.2
17:28:50	68.7	70.3	UNDER	69.2	67.2
17:29:00	68.0	70.3	UNDER	70.2	65.2
17:29:10	68.8	69.5	UNDER	69.2	68.2
17:29:20	68.3	69.4	UNDER	69.2	66.2
17:29:30	69.9	71.0	UNDER	70.2	67.2
17:29:40	67.3	69.6	UNDER	69.2	65.2
17:29:50	67.5	68.6	UNDER	68.2	66.2

17:30:00	65.6	68.4	UNDER	67.2	63.2
17:30:10	64.8	68.4	UNDER	67.2	63.2
17:30:20	72.9	75.7	UNDER	75.2	68.2
17:30:30	68.9	70.6	UNDER	69.2	67.2
17:30:40	67.8	69.4	UNDER	69.2	66.2
17:30:50	64.9	66.8	UNDER	65.2	63.2
17:31:00	65.2	66.7	UNDER	66.2	63.2
17:31:10	66.6	68.2	UNDER	68.2	64.2
17:31:20	65.9	66.6	UNDER	66.2	65.2
17:31:30	67.5	68.3	UNDER	68.2	65.2
17:31:40	67.0	68.0	UNDER	67.2	66.2
17:31:50	64.9	66.4	UNDER	66.2	64.2
17:32:00	65.4	66.5	UNDER	66.2	64.2
17:32:10	68.4	69.9	UNDER	69.2	66.2
17:32:20	69.4	70.7	UNDER	70.2	67.2
17:32:30	66.3	67.8	UNDER	67.2	65.2
17:32:40	67.6	68.1	UNDER	68.2	66.2
17:32:50	69.6	71.2	UNDER	71.2	67.2
17:33:00	67.6	70.7	UNDER	70.2	66.2
17:33:10	69.5	70.6	UNDER	70.2	67.2
17:33:20	68.4	69.5	UNDER	69.2	67.2
17:33:30	67.6	69.4	UNDER	69.2	65.2
17:33:40	65.6	66.5	UNDER	66.2	64.2
17:33:50	67.5	69.7	UNDER	69.2	65.2
17:34:00	69.4	69.9	UNDER	69.2	68.2
17:34:10	70.4	71.5	UNDER	71.2	69.2
17:34:20	69.5	72.1	UNDER	71.2	65.2
17:34:30	65.2	67.4	UNDER	67.2	63.2
17:34:40	68.0	69.1	UNDER	68.2	67.2
17:34:50	68.8	70.9	UNDER	69.2	67.2
17:35:00	69.9	72.4	UNDER	72.2	66.2
17:35:10	67.6	68.7	UNDER	68.2	66.2
17:35:20	67.2	68.0	UNDER	67.2	66.2
17:35:30	68.1	70.2	UNDER	69.2	65.2
17:35:40	68.1	68.7	UNDER	68.2	67.2
17:35:50	68.6	69.8	UNDER	69.2	67.2
17:36:00	68.5	69.5	UNDER	69.2	67.2
17:36:10	68.6	69.6	UNDER	69.2	67.2
17:36:20	69.5	71.4	UNDER	71.2	66.2
17:36:30	67.6	70.7	UNDER	69.2	66.2
17:36:40	68.5	69.3	UNDER	69.2	66.2
17:36:50	66.5	67.1	UNDER	67.2	65.2
17:37:00	67.1	68.2	UNDER	68.2	65.2
17:37:10	63.8	65.2	UNDER	65.2	62.2
17:37:20	66.1	68.7	UNDER	68.2	63.2
17:37:30	68.2	68.9	UNDER	68.2	67.2
17:37:40	68.1	68.7	UNDER	68.2	67.2
17:37:50	66.9	68.2	UNDER	68.2	66.2
17:38:00	67.8	68.8	UNDER	68.2	66.2
17:38:10	67.1	68.3	UNDER	67.2	66.2
17:38:20	68.6	69.2	UNDER	69.2	67.2
17:38:30	66.9	67.8	UNDER	67.2	65.2

17:38:40	68.0	68.6	UNDER	68.2	66.2
17:38:50	68.9	71.0	UNDER	70.2	66.2
17:39:00	66.1	69.0	UNDER	68.2	63.2
17:39:10	67.9	69.2	UNDER	69.2	67.2
17:39:20	68.7	70.6	UNDER	70.2	65.2
17:39:30	67.2	68.2	UNDER	68.2	65.2
17:39:40	67.9	68.4	UNDER	68.2	67.2
17:39:50	68.3	68.7	UNDER	68.2	67.2

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Filename.....3908\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 14:36:14

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 16:26:10  
TOTAL LOGGING TIME...0 DAYS 00:15:53  
LOGGING STOPPED.....03/15/12 at 16:42:03  
TOTAL INTERVALS.....96  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 79.3dB

Lav ( 80)..... 78.8dB  
Lav ( 90)..... 74.0dB  
SEL..... 109.0dB

TWA..... 64.6dB  
TWA ( 80)..... 64.1dB  
TWA ( 90)..... 59.2dB

Lmax..... 95.7dB 03/15/12 at 16:33:50  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.25%  
PROJ. DOSE ( 80).. 7.55%  
DOSE ( 90)..... 0.08%  
PROJ. DOSE ( 90).. 2.41%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
16:26:10	68.8	73.8	UNDER	71.9	64.9
16:26:20	66.3	72.2	UNDER	69.9	63.9
16:26:30	65.9	67.1	UNDER	66.9	64.9
16:26:40	65.7	67.0	UNDER	66.9	64.9
16:26:50	66.1	67.7	UNDER	66.9	64.9
16:27:00	65.8	67.7	UNDER	66.9	64.9
16:27:10	64.7	66.1	UNDER	65.9	63.9
16:27:20	64.8	65.4	UNDER	65.9	63.9
16:27:30	63.9	64.6	UNDER	64.9	62.9
16:27:40	65.0	65.8	UNDER	65.9	64.9
16:27:50	63.0	64.2	UNDER	63.9	61.9
16:28:00	64.3	66.9	UNDER	65.9	61.9
16:28:10	67.3	68.3	UNDER	68.9	65.9
16:28:20	66.2	67.0	UNDER	66.9	65.9
16:28:30	66.5	67.4	UNDER	67.9	65.9
16:28:40	65.5	66.5	UNDER	66.9	64.9
16:28:50	65.0	67.4	UNDER	66.9	63.9
16:29:00	68.6	70.1	UNDER	69.9	66.9
16:29:10	68.0	71.8	UNDER	69.9	66.9
16:29:20	67.7	68.2	UNDER	68.9	67.9
16:29:30	68.3	69.3	UNDER	69.9	67.9
16:29:40	67.5	68.8	UNDER	68.9	66.9
16:29:50	67.1	67.7	UNDER	67.9	66.9
16:30:00	65.7	66.7	UNDER	66.9	64.9
16:30:10	67.2	68.2	UNDER	67.9	66.9
16:30:20	67.5	68.0	UNDER	67.9	67.9
16:30:30	67.5	68.6	UNDER	68.9	66.9
16:30:40	69.6	72.6	UNDER	72.9	67.9

16:30:50	71.7	74.1	UNDER	73.9	69.9
16:31:00	69.1	70.2	UNDER	69.9	67.9
16:31:10	68.7	69.9	UNDER	69.9	67.9
16:31:20	70.1	71.0	UNDER	71.9	68.9
16:31:30	69.3	70.6	UNDER	69.9	68.9
16:31:40	68.7	69.4	UNDER	69.9	68.9
16:31:50	69.6	71.0	UNDER	70.9	69.9
16:32:00	69.4	70.3	UNDER	69.9	68.9
16:32:10	71.1	72.5	UNDER	72.9	69.9
16:32:20	71.9	72.6	UNDER	72.9	70.9
16:32:30	71.4	72.2	UNDER	72.9	70.9
16:32:40	73.3	75.3	UNDER	74.9	70.9
16:32:50	75.1	76.1	UNDER	75.9	74.9
16:33:00	74.6	75.3	UNDER	75.9	73.9
16:33:10	72.2	73.4	UNDER	73.9	71.9
16:33:20	75.3	78.3	UNDER	77.9	72.9
16:33:30	84.3	86.6	UNDER	85.9	77.9
16:33:40	87.8	95.4	UNDER	92.9	82.9
16:33:50	87.8	95.7	UNDER	93.9	69.9
16:34:00	71.3	75.4	UNDER	74.9	68.9
16:34:10	77.7	80.6	UNDER	79.9	74.9
16:34:20	85.7	89.0	UNDER	88.9	77.9
16:34:30	89.8	93.4	UNDER	93.9	81.9
16:34:40	86.6	90.2	UNDER	89.9	81.9
16:34:50	83.2	87.0	UNDER	86.9	76.9
16:35:00	90.8	93.8	UNDER	93.9	86.9
16:35:10	86.3	89.3	UNDER	88.9	83.9
16:35:20	82.7	84.3	UNDER	83.9	81.9
16:35:30	85.0	87.4	UNDER	87.9	82.9
16:35:40	86.3	87.0	UNDER	86.9	85.9
16:35:50	85.3	86.5	UNDER	86.9	84.9
16:36:00	83.8	85.0	UNDER	84.9	82.9
16:36:10	81.4	83.4	UNDER	82.9	79.9
16:36:20	83.1	84.2	UNDER	84.9	81.9
16:36:30	83.2	84.7	UNDER	84.9	80.9
16:36:40	81.8	84.6	UNDER	84.9	75.9
16:36:50	75.9	79.0	UNDER	78.9	71.9
16:37:00	71.2	73.8	UNDER	73.9	66.9
16:37:10	70.6	73.2	UNDER	72.9	66.9
16:37:20	73.1	76.4	UNDER	75.9	66.9
16:37:30	78.9	80.0	UNDER	79.9	75.9
16:37:40	78.7	81.3	UNDER	80.9	77.9
16:37:50	75.0	79.0	UNDER	78.9	67.9
16:38:00	67.9	69.4	UNDER	69.9	66.9
16:38:10	67.0	70.2	UNDER	69.9	65.9
16:38:20	67.3	68.5	UNDER	67.9	67.9
16:38:30	68.5	71.5	UNDER	70.9	66.9
16:38:40	70.8	75.4	UNDER	73.9	67.9
16:38:50	66.6	67.7	UNDER	67.9	65.9
16:39:00	67.0	69.4	UNDER	69.9	65.9
16:39:10	67.2	69.0	UNDER	68.9	66.9

16:39:20	66.2	67.4	UNDER	67.9	65.9
16:39:30	65.4	66.1	UNDER	65.9	64.9
16:39:40	65.2	65.8	UNDER	65.9	64.9
16:39:50	65.3	67.0	UNDER	66.9	63.9
16:40:00	65.6	68.2	UNDER	67.9	63.9
16:40:10	66.6	67.3	UNDER	67.9	65.9
16:40:20	65.5	66.9	UNDER	65.9	65.9
16:40:30	65.5	66.2	UNDER	65.9	65.9
16:40:40	64.8	65.4	UNDER	65.9	64.9
16:40:50	66.3	68.6	UNDER	68.9	64.9
16:41:00	65.5	67.8	UNDER	66.9	64.9
16:41:10	65.9	66.6	UNDER	66.9	65.9
16:41:20	65.9	66.9	UNDER	66.9	65.9
16:41:30	66.2	67.3	UNDER	66.9	64.9
16:41:40	64.6	65.4	UNDER	65.9	63.9
16:41:50	63.9	66.2	UNDER	65.9	62.9
16:42:00	64.3	67.7	UNDER	67.9	63.9

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Filename.....2556\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 14:37:16

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 16:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 16:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 15:47:55  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 1 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 65.8dB



Lav ( 80)..... 38.8dB  
Lav ( 90)..... 38.8dB  
SEL..... 95.2dB

TWA..... 50.8dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 69.3dB 03/15/12 at 16:31:39  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 1 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
16:25:00	66.2	66.8	UNDER	66.8	65.8
16:25:10	65.9	66.4	UNDER	66.8	65.8
16:25:20	65.7	66.5	UNDER	66.8	65.8
16:25:30	65.4	66.5	UNDER	66.8	63.8
16:25:40	63.8	65.0	UNDER	64.8	63.8
16:25:50	64.6	65.1	UNDER	64.8	64.8
16:26:00	65.4	66.8	UNDER	66.8	64.8
16:26:10	66.2	67.0	UNDER	66.8	65.8
16:26:20	64.5	65.6	UNDER	65.8	64.8
16:26:30	65.1	66.0	UNDER	65.8	64.8
16:26:40	65.7	66.1	UNDER	66.8	64.8
16:26:50	64.8	65.2	UNDER	65.8	64.8
16:27:00	64.5	65.2	UNDER	65.8	63.8
16:27:10	64.6	65.2	UNDER	65.8	63.8
16:27:20	67.3	68.6	UNDER	68.8	64.8
16:27:30	67.4	68.0	UNDER	67.8	66.8
16:27:40	66.6	67.0	UNDER	66.8	65.8
16:27:50	66.2	66.9	UNDER	66.8	65.8
16:28:00	66.9	67.7	UNDER	67.8	66.8
16:28:10	67.2	68.2	UNDER	67.8	66.8
16:28:20	65.8	66.7	UNDER	66.8	65.8
16:28:30	65.4	66.1	UNDER	66.8	64.8
16:28:40	66.1	67.2	UNDER	66.8	65.8
16:28:50	66.4	67.0	UNDER	66.8	65.8
16:29:00	65.8	66.2	UNDER	66.8	65.8
16:29:10	65.4	66.3	UNDER	66.8	64.8
16:29:20	64.8	65.7	UNDER	65.8	64.8
16:29:30	66.0	66.4	UNDER	66.8	65.8

16:29:40	66.3	66.9	UNDER	66.8	65.8
16:29:50	65.3	66.5	UNDER	66.8	64.8
16:30:00	65.5	66.3	UNDER	66.8	64.8
16:30:10	65.5	66.2	UNDER	66.8	64.8
16:30:20	64.7	65.2	UNDER	64.8	64.8
16:30:30	65.4	66.4	UNDER	66.8	64.8
16:30:40	65.7	66.2	UNDER	66.8	65.8
16:30:50	65.1	65.6	UNDER	65.8	64.8
16:31:00	65.9	66.5	UNDER	66.8	65.8
16:31:10	65.6	66.1	UNDER	66.8	65.8
16:31:20	65.7	67.1	UNDER	66.8	65.8
16:31:30	67.7	69.3	UNDER	69.8	66.8
16:31:40	67.6	69.1	UNDER	68.8	66.8
16:31:50	65.9	66.2	UNDER	66.8	65.8
16:32:00	66.1	66.6	UNDER	66.8	65.8
16:32:10	66.4	67.3	UNDER	67.8	65.8
16:32:20	67.3	68.0	UNDER	67.8	66.8
16:32:30	65.8	66.4	UNDER	66.8	65.8
16:32:40	66.5	67.0	UNDER	66.8	65.8
16:32:50	65.8	66.5	UNDER	66.8	65.8
16:33:00	66.2	66.5	UNDER	66.8	65.8
16:33:10	65.8	66.8	UNDER	66.8	65.8
16:33:20	67.9	68.7	UNDER	68.8	66.8
16:33:30	66.2	68.0	UNDER	67.8	65.8
16:33:40	65.6	66.1	UNDER	66.8	64.8
16:33:50	65.6	66.2	UNDER	66.8	65.8
16:34:00	66.0	66.5	UNDER	66.8	65.8
16:34:10	65.9	66.4	UNDER	66.8	65.8
16:34:20	65.8	67.0	UNDER	66.8	65.8
16:34:30	66.8	67.2	UNDER	67.8	66.8
16:34:40	67.2	68.0	UNDER	68.8	66.8
16:34:50	67.0	68.0	UNDER	67.8	65.8
16:35:00	66.3	67.0	UNDER	66.8	65.8
16:35:10	65.1	65.7	UNDER	65.8	64.8
16:35:20	66.0	66.9	UNDER	66.8	64.8
16:35:30	65.5	67.0	UNDER	66.8	64.8
16:35:40	66.7	67.4	UNDER	67.8	65.8
16:35:50	65.8	66.6	UNDER	66.8	65.8
16:36:00	65.4	66.5	UNDER	66.8	64.8
16:36:10	63.9	64.9	UNDER	64.8	62.8
16:36:20	60.6	62.1	UNDER	61.8	59.8
16:36:30	64.3	66.2	UNDER	65.8	60.8
16:36:40	66.5	67.0	UNDER	66.8	65.8
16:36:50	65.7	66.1	UNDER	66.8	65.8
16:37:00	65.4	66.0	UNDER	65.8	64.8
16:37:10	65.2	66.0	UNDER	65.8	64.8
16:37:20	65.1	65.6	UNDER	65.8	64.8
16:37:30	65.1	65.6	UNDER	65.8	64.8
16:37:40	64.9	65.3	UNDER	65.8	64.8
16:37:50	65.0	65.6	UNDER	65.8	64.8
16:38:00	65.0	65.3	UNDER	65.8	64.8

16:38:10	65.7	67.0	UNDER	66.8	64.8
16:38:20	67.4	68.7	UNDER	68.8	65.8
16:38:30	65.8	66.4	UNDER	66.8	65.8
16:38:40	64.7	65.4	UNDER	65.8	64.8
16:38:50	64.5	64.9	UNDER	64.8	64.8
16:39:00	64.9	65.2	UNDER	65.8	64.8
16:39:10	65.2	66.0	UNDER	65.8	64.8
16:39:20	66.4	66.7	UNDER	66.8	65.8
16:39:30	65.4	66.6	UNDER	66.8	63.8
16:39:40	64.7	65.3	UNDER	65.8	64.8
16:39:50	64.4	65.2	UNDER	65.8	63.8

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:37:59

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 16:03:50  
TOTAL LOGGING TIME...0 DAYS 00:38:22  
LOGGING STOPPED.....03/15/12 at 16:42:12  
TOTAL INTERVALS.....231  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 70.7dB

Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 104.2dB

TWA..... 59.8dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 79.4dB 03/15/12 at 16:10:50  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
16:03:50	70.7	71.1	UNDER	70.3	70.3
16:04:00	71.4	72.2	UNDER	71.3	70.3
16:04:10	70.4	71.5	UNDER	71.3	69.3
16:04:20	70.2	70.6	UNDER	70.3	69.3
16:04:30	69.4	70.6	UNDER	70.3	68.3
16:04:40	70.4	71.9	UNDER	71.3	68.3
16:04:50	70.7	72.1	UNDER	72.3	68.3
16:05:00	69.0	69.8	UNDER	69.3	67.3
16:05:10	68.8	70.2	UNDER	69.3	68.3
16:05:20	70.8	71.8	UNDER	71.3	69.3
16:05:30	70.9	74.1	UNDER	73.3	69.3
16:05:40	71.5	74.2	UNDER	74.3	69.3
16:05:50	70.8	71.3	UNDER	71.3	70.3
16:06:00	69.5	70.5	UNDER	70.3	68.3
16:06:10	71.1	72.7	UNDER	72.3	69.3
16:06:20	70.8	71.7	UNDER	71.3	69.3
16:06:30	69.7	71.7	UNDER	71.3	68.3
16:06:40	70.1	71.9	UNDER	70.3	69.3
16:06:50	70.1	72.6	UNDER	72.3	67.3
16:07:00	68.5	70.5	UNDER	70.3	66.3
16:07:10	71.3	73.0	UNDER	72.3	69.3
16:07:20	70.1	72.5	UNDER	72.3	68.3
16:07:30	69.4	70.2	UNDER	70.3	68.3
16:07:40	69.7	70.5	UNDER	70.3	68.3
16:07:50	69.7	70.2	UNDER	70.3	68.3
16:08:00	69.7	70.3	UNDER	70.3	68.3
16:08:10	70.0	70.9	UNDER	70.3	69.3
16:08:20	70.8	71.7	UNDER	71.3	69.3

16:08:30	69.9	71.0	UNDER	70.3	69.3
16:08:40	69.9	70.9	UNDER	70.3	69.3
16:08:50	70.7	71.2	UNDER	71.3	69.3
16:09:00	71.6	74.9	UNDER	74.3	67.3
16:09:10	71.8	74.9	UNDER	74.3	69.3
16:09:20	71.3	72.2	UNDER	72.3	70.3
16:09:30	70.1	71.5	UNDER	71.3	69.3
16:09:40	71.4	72.8	UNDER	72.3	69.3
16:09:50	70.2	70.9	UNDER	70.3	69.3
16:10:00	70.9	71.4	UNDER	71.3	70.3
16:10:10	70.8	71.5	UNDER	71.3	70.3
16:10:20	70.7	71.5	UNDER	71.3	70.3
16:10:30	72.7	74.7	UNDER	74.3	70.3
16:10:40	72.0	77.9	UNDER	74.3	69.3
16:10:50	74.2	79.4	UNDER	78.3	68.3
16:11:00	69.1	70.1	UNDER	69.3	67.3
16:11:10	70.1	70.6	UNDER	70.3	69.3
16:11:20	70.1	71.0	UNDER	70.3	68.3
16:11:30	70.6	71.3	UNDER	71.3	68.3
16:11:40	70.6	72.3	UNDER	72.3	68.3
16:11:50	69.1	70.3	UNDER	70.3	66.3
16:12:00	68.5	69.1	UNDER	69.3	66.3
16:12:10	71.4	73.3	UNDER	73.3	68.3
16:12:20	70.8	71.3	UNDER	71.3	70.3
16:12:30	69.9	71.4	UNDER	71.3	67.3
16:12:40	69.9	71.7	UNDER	71.3	67.3
16:12:50	70.6	71.8	UNDER	71.3	69.3
16:13:00	68.9	69.7	UNDER	69.3	68.3
16:13:10	69.8	70.7	UNDER	70.3	68.3
16:13:20	67.8	70.3	UNDER	70.3	65.3
16:13:30	69.1	71.7	UNDER	70.3	65.3
16:13:40	71.4	72.9	UNDER	72.3	70.3
16:13:50	70.2	72.1	UNDER	71.3	69.3
16:14:00	71.8	73.4	UNDER	73.3	69.3
16:14:10	68.8	69.7	UNDER	69.3	67.3
16:14:20	71.6	73.8	UNDER	73.3	66.3
16:14:30	70.4	72.6	UNDER	72.3	68.3
16:14:40	70.2	72.9	UNDER	72.3	67.3
16:14:50	69.3	70.6	UNDER	70.3	68.3
16:15:00	68.7	70.7	UNDER	70.3	65.3
16:15:10	69.5	70.4	UNDER	70.3	68.3
16:15:20	69.6	70.3	UNDER	70.3	67.3
16:15:30	67.4	69.8	UNDER	69.3	64.3
16:15:40	69.0	70.1	UNDER	69.3	67.3
16:15:50	68.5	69.3	UNDER	69.3	67.3
16:16:00	68.6	69.0	UNDER	68.3	68.3
16:16:10	69.9	70.5	UNDER	70.3	68.3
16:16:20	70.1	70.7	UNDER	70.3	69.3
16:16:30	70.2	73.0	UNDER	71.3	69.3
16:16:40	72.3	73.4	UNDER	73.3	71.3
16:16:50	71.5	73.0	UNDER	72.3	69.3

16:17:00	72.2	74.1	UNDER	73.3	70.3
16:17:10	71.5	74.1	UNDER	73.3	70.3
16:17:20	71.1	71.7	UNDER	71.3	70.3
16:17:30	73.0	74.5	UNDER	74.3	70.3
16:17:40	72.6	75.5	UNDER	74.3	71.3
16:17:50	72.8	76.2	UNDER	75.3	68.3
16:18:00	70.8	72.3	UNDER	72.3	68.3
16:18:10	69.6	71.7	UNDER	70.3	68.3
16:18:20	72.1	73.4	UNDER	73.3	70.3
16:18:30	73.2	74.6	UNDER	74.3	71.3
16:18:40	72.4	74.1	UNDER	73.3	69.3
16:18:50	70.0	71.4	UNDER	70.3	69.3
16:19:00	71.0	72.1	UNDER	71.3	69.3
16:19:10	70.8	72.1	UNDER	71.3	69.3
16:19:20	71.2	72.9	UNDER	72.3	68.3
16:19:30	71.1	71.9	UNDER	71.3	70.3
16:19:40	71.1	72.3	UNDER	72.3	70.3
16:19:50	69.8	70.5	UNDER	70.3	68.3
16:20:00	70.6	71.5	UNDER	71.3	69.3
16:20:10	73.8	76.1	UNDER	75.3	70.3
16:20:20	69.6	72.5	UNDER	71.3	67.3
16:20:30	71.9	72.5	UNDER	72.3	70.3
16:20:40	71.3	72.3	UNDER	72.3	69.3
16:20:50	70.7	72.2	UNDER	71.3	69.3
16:21:00	69.3	71.1	UNDER	70.3	68.3
16:21:10	71.0	71.7	UNDER	71.3	70.3
16:21:20	71.7	72.5	UNDER	72.3	70.3
16:21:30	72.3	73.7	UNDER	73.3	70.3
16:21:40	70.6	71.9	UNDER	71.3	69.3
16:21:50	70.7	72.0	UNDER	71.3	69.3
16:22:00	70.7	71.4	UNDER	71.3	70.3
16:22:10	70.0	71.4	UNDER	71.3	67.3
16:22:20	69.5	70.5	UNDER	70.3	67.3
16:22:30	67.7	69.4	UNDER	69.3	65.3
16:22:40	70.4	71.5	UNDER	71.3	66.3
16:22:50	71.1	71.5	UNDER	71.3	70.3
16:23:00	69.9	70.9	UNDER	70.3	69.3
16:23:10	69.8	70.7	UNDER	70.3	69.3
16:23:20	70.5	72.5	UNDER	72.3	68.3
16:23:30	72.4	73.7	UNDER	73.3	69.3
16:23:40	72.2	73.3	UNDER	73.3	70.3
16:23:50	69.4	70.6	UNDER	69.3	68.3
16:24:00	69.9	70.9	UNDER	70.3	68.3
16:24:10	70.0	70.7	UNDER	70.3	68.3
16:24:20	71.6	72.6	UNDER	72.3	69.3
16:24:30	70.9	71.8	UNDER	71.3	69.3
16:24:40	69.0	69.4	UNDER	69.3	68.3
16:24:50	71.0	72.3	UNDER	72.3	69.3
16:25:00	70.8	71.5	UNDER	71.3	69.3
16:25:10	70.6	72.5	UNDER	72.3	68.3
16:25:20	70.7	72.3	UNDER	71.3	68.3

16:25:30	68.1	69.5	UNDER	69.3	65.3
16:25:40	70.5	71.3	UNDER	71.3	69.3
16:25:50	70.9	71.4	UNDER	71.3	70.3
16:26:00	70.3	71.2	UNDER	70.3	69.3
16:26:10	70.4	71.7	UNDER	71.3	69.3
16:26:20	69.5	70.1	UNDER	69.3	69.3
16:26:30	71.4	72.9	UNDER	72.3	70.3
16:26:40	70.5	71.4	UNDER	71.3	69.3
16:26:50	69.7	71.7	UNDER	71.3	67.3
16:27:00	71.5	72.1	UNDER	72.3	70.3
16:27:10	70.7	71.1	UNDER	71.3	70.3
16:27:20	72.0	73.3	UNDER	73.3	70.3
16:27:30	70.1	72.5	UNDER	70.3	69.3
16:27:40	71.5	73.0	UNDER	72.3	70.3
16:27:50	70.1	71.3	UNDER	71.3	69.3
16:28:00	70.2	71.4	UNDER	71.3	69.3
16:28:10	70.4	70.9	UNDER	70.3	69.3
16:28:20	69.2	70.9	UNDER	70.3	67.3
16:28:30	70.4	70.9	UNDER	70.3	69.3
16:28:40	70.4	71.2	UNDER	70.3	69.3
16:28:50	70.2	70.6	UNDER	70.3	69.3
16:29:00	69.3	70.2	UNDER	70.3	68.3
16:29:10	70.5	71.3	UNDER	71.3	69.3
16:29:20	70.5	71.5	UNDER	71.3	68.3
16:29:30	68.8	69.3	UNDER	69.3	68.3
16:29:40	71.2	72.8	UNDER	72.3	68.3
16:29:50	70.9	71.7	UNDER	71.3	69.3
16:30:00	70.4	71.0	UNDER	70.3	69.3
16:30:10	71.0	71.7	UNDER	71.3	70.3
16:30:20	70.6	71.4	UNDER	71.3	70.3
16:30:30	70.0	72.2	UNDER	71.3	68.3
16:30:40	74.1	76.9	UNDER	76.3	71.3
16:30:50	71.4	72.9	UNDER	71.3	70.3
16:31:00	71.3	72.5	UNDER	72.3	70.3
16:31:10	71.3	71.9	UNDER	71.3	70.3
16:31:20	72.1	73.3	UNDER	73.3	70.3
16:31:30	71.5	72.9	UNDER	72.3	70.3
16:31:40	70.7	71.1	UNDER	71.3	70.3
16:31:50	70.8	71.6	UNDER	71.3	70.3
16:32:00	71.4	73.1	UNDER	72.3	69.3
16:32:10	70.0	70.7	UNDER	70.3	69.3
16:32:20	70.9	74.1	UNDER	73.3	68.3
16:32:30	73.8	75.3	UNDER	75.3	71.3
16:32:40	70.4	70.9	UNDER	70.3	69.3
16:32:50	70.7	72.2	UNDER	71.3	70.3
16:33:00	71.2	72.9	UNDER	72.3	69.3
16:33:10	71.0	72.5	UNDER	72.3	69.3
16:33:20	70.1	71.1	UNDER	70.3	69.3
16:33:30	70.5	72.2	UNDER	72.3	69.3
16:33:40	70.9	72.2	UNDER	72.3	69.3
16:33:50	72.7	74.5	UNDER	74.3	70.3



16:34:00	70.8	71.8	UNDER	71.3	70.3
16:34:10	71.4	72.5	UNDER	72.3	70.3
16:34:20	70.1	70.7	UNDER	70.3	69.3
16:34:30	70.9	72.1	UNDER	71.3	69.3
16:34:40	71.1	72.2	UNDER	72.3	70.3
16:34:50	69.8	70.5	UNDER	70.3	69.3
16:35:00	69.8	70.9	UNDER	70.3	68.3
16:35:10	69.8	70.6	UNDER	70.3	68.3
16:35:20	68.8	70.9	UNDER	69.3	67.3
16:35:30	68.8	70.9	UNDER	70.3	65.3
16:35:40	71.9	72.6	UNDER	72.3	69.3
16:35:50	71.4	73.1	UNDER	72.3	69.3
16:36:00	71.0	72.5	UNDER	72.3	69.3
16:36:10	70.2	70.9	UNDER	70.3	69.3
16:36:20	70.4	71.0	UNDER	70.3	69.3
16:36:30	69.6	70.6	UNDER	70.3	68.3
16:36:40	70.0	70.9	UNDER	70.3	68.3
16:36:50	70.3	70.6	UNDER	70.3	69.3
16:37:00	70.1	71.0	UNDER	70.3	68.3
16:37:10	70.5	70.9	UNDER	70.3	70.3
16:37:20	71.1	72.1	UNDER	71.3	69.3
16:37:30	74.5	77.5	UNDER	77.3	71.3
16:37:40	71.9	73.3	UNDER	73.3	70.3
16:37:50	69.9	70.7	UNDER	70.3	68.3
16:38:00	71.1	71.8	UNDER	71.3	69.3
16:38:10	70.6	71.0	UNDER	70.3	70.3
16:38:20	71.6	73.7	UNDER	72.3	70.3
16:38:30	71.9	74.1	UNDER	74.3	69.3
16:38:40	70.6	72.5	UNDER	72.3	68.3
16:38:50	70.4	71.3	UNDER	71.3	68.3
16:39:00	69.3	70.9	UNDER	70.3	68.3
16:39:10	70.1	72.2	UNDER	71.3	67.3
16:39:20	71.2	72.5	UNDER	72.3	69.3
16:39:30	70.3	70.9	UNDER	70.3	69.3
16:39:40	69.0	70.9	UNDER	70.3	67.3
16:39:50	70.6	72.1	UNDER	71.3	68.3
16:40:00	69.8	70.9	UNDER	70.3	69.3
16:40:10	68.3	70.7	UNDER	70.3	65.3
16:40:20	69.2	69.7	UNDER	69.3	66.3
16:40:30	70.5	71.4	UNDER	71.3	69.3
16:40:40	69.7	70.1	UNDER	70.3	69.3
16:40:50	72.8	74.3	UNDER	74.3	70.3
16:41:00	71.0	72.9	UNDER	72.3	70.3
16:41:10	70.6	71.3	UNDER	71.3	69.3
16:41:20	71.1	71.5	UNDER	71.3	70.3
16:41:30	70.2	72.5	UNDER	72.3	68.3
16:41:40	70.2	71.2	UNDER	70.3	69.3
16:41:50	71.0	72.1	UNDER	71.3	70.3
16:42:00	70.7	72.2	UNDER	72.3	67.3
16:42:10	68.8	70.1	UNDER	69.3	68.3

\*\*\*\*\*

Filename.....3904\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:42:30

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 13:35:40  
TOTAL LOGGING TIME...0 DAYS 01:22:04  
LOGGING STOPPED.....03/15/12 at 14:57:44  
TOTAL INTERVALS.....493  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 7 OF 8 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 57.4dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 94.2dB

TWA..... 49.7dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 74.4dB 03/15/12 at 13:36:02  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 7 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
13:35:40	54.4	56.8	UNDER	55.5	52.5
13:35:50	55.3	60.1	UNDER	58.5	51.5
13:36:00	64.9	74.4	UNDER	70.5	52.5
13:36:10	68.4	73.6	UNDER	72.5	52.5
13:36:20	64.0	65.1	UNDER	64.5	62.5
13:36:30	62.3	62.9	UNDER	62.5	61.5
13:36:40	61.4	62.1	UNDER	61.5	60.5
13:36:50	60.3	61.1	UNDER	60.5	59.5
13:37:00	60.8	61.9	UNDER	61.5	60.5
13:37:10	60.3	61.5	UNDER	61.5	59.5
13:37:20	60.6	62.1	UNDER	61.5	59.5
13:37:30	60.5	61.6	UNDER	61.5	60.5
13:37:40	62.5	68.3	UNDER	65.5	60.5
13:37:50	62.3	68.4	UNDER	66.5	54.5
13:38:00	56.1	58.3	UNDER	57.5	53.5
13:38:10	53.4	55.5	UNDER	54.5	52.5
13:38:20	58.5	61.2	UNDER	60.5	53.5
13:38:30	56.0	57.6	UNDER	57.5	53.5
13:38:40	56.3	57.5	UNDER	57.5	55.5
13:38:50	55.1	56.4	UNDER	55.5	54.5
13:39:00	57.2	58.5	UNDER	58.5	55.5
13:39:10	56.5	58.6	UNDER	58.5	54.5
13:39:20	55.6	57.0	UNDER	56.5	54.5
13:39:30	57.7	61.7	UNDER	60.5	54.5
13:39:40	55.2	58.0	UNDER	56.5	54.5
13:39:50	60.7	64.2	UNDER	63.5	54.5
13:40:00	55.9	58.9	UNDER	57.5	53.5
13:40:10	52.3	54.8	UNDER	53.5	51.5

13:40:20	54.8	56.7	UNDER	55.5	53.5
13:40:30	58.5	63.4	UNDER	60.5	54.5
13:40:40	58.9	63.8	UNDER	62.5	51.5
13:40:50	53.6	55.6	UNDER	54.5	51.5
13:41:00	55.3	56.6	UNDER	56.5	54.5
13:41:10	54.5	55.7	UNDER	54.5	53.5
13:41:20	55.5	56.4	UNDER	56.5	54.5
13:41:30	57.2	59.2	UNDER	58.5	55.5
13:41:40	56.0	57.2	UNDER	57.5	54.5
13:41:50	55.6	57.8	UNDER	56.5	53.5
13:42:00	52.3	53.5	UNDER	53.5	51.5
13:42:10	54.4	55.5	UNDER	55.5	53.5
13:42:20	54.1	54.5	UNDER	54.5	53.5
13:42:30	53.3	56.0	UNDER	55.5	52.5
13:42:40	57.6	60.0	UNDER	59.5	55.5
13:42:50	58.1	60.4	UNDER	60.5	51.5
13:43:00	54.2	55.8	UNDER	55.5	51.5
13:43:10	56.6	59.6	UNDER	58.5	54.5
13:43:20	54.5	55.6	UNDER	55.5	52.5
13:43:30	53.3	54.6	UNDER	54.5	51.5
13:43:40	54.9	55.9	UNDER	55.5	54.5
13:43:50	54.9	56.3	UNDER	55.5	54.5
13:44:00	55.1	56.0	UNDER	55.5	53.5
13:44:10	53.9	54.8	UNDER	54.5	53.5
13:44:20	55.4	58.4	UNDER	57.5	54.5
13:44:30	56.1	58.0	UNDER	56.5	54.5
13:44:40	53.9	55.1	UNDER	54.5	52.5
13:44:50	53.7	55.2	UNDER	54.5	52.5
13:45:00	53.9	55.2	UNDER	54.5	52.5
13:45:10	52.9	54.8	UNDER	54.5	52.5
13:45:20	55.8	60.4	UNDER	59.5	52.5
13:45:30	52.7	56.0	UNDER	54.5	51.5
13:45:40	53.0	57.2	UNDER	54.5	51.5
13:45:50	54.9	57.2	UNDER	57.5	53.5
13:46:00	52.7	53.5	UNDER	53.5	52.5
13:46:10	54.7	56.4	UNDER	56.5	53.5
13:46:20	55.0	55.6	UNDER	55.5	54.5
13:46:30	60.3	67.1	UNDER	64.5	54.5
13:46:40	58.0	61.6	UNDER	60.5	56.5
13:46:50	56.3	59.1	UNDER	57.5	55.5
13:47:00	55.0	56.4	UNDER	56.5	54.5
13:47:10	53.5	54.0	UNDER	54.5	52.5
13:47:20	53.6	54.8	UNDER	54.5	52.5
13:47:30	53.1	54.8	UNDER	54.5	52.5
13:47:40	53.6	54.4	UNDER	54.5	52.5
13:47:50	53.1	55.2	UNDER	55.5	52.5
13:48:00	56.6	60.3	UNDER	59.5	54.5
13:48:10	55.2	55.7	UNDER	55.5	54.5
13:48:20	55.6	56.4	UNDER	56.5	54.5
13:48:30	55.3	56.0	UNDER	55.5	54.5
13:48:40	54.5	55.2	UNDER	55.5	53.5

13:48:50	54.2	61.1	UNDER	56.5	52.5
13:49:00	56.0	61.1	UNDER	59.5	52.5
13:49:10	56.0	58.5	UNDER	57.5	52.5
13:49:20	56.3	58.4	UNDER	57.5	55.5
13:49:30	57.0	60.3	UNDER	58.5	54.5
13:49:40	53.7	55.4	UNDER	54.5	52.5
13:49:50	57.8	59.3	UNDER	59.5	55.5
13:50:00	53.4	55.6	UNDER	54.5	52.5
13:50:10	55.1	57.3	UNDER	56.5	52.5
13:50:20	53.6	55.7	UNDER	55.5	52.5
13:50:30	53.7	55.0	UNDER	54.5	52.5
13:50:40	54.5	54.9	UNDER	54.5	54.5
13:50:50	54.8	55.1	UNDER	54.5	54.5
13:51:00	55.5	58.0	UNDER	57.5	54.5
13:51:10	61.2	66.0	UNDER	65.5	55.5
13:51:20	59.6	65.6	UNDER	63.5	56.5
13:51:30	56.0	56.8	UNDER	56.5	54.5
13:51:40	53.8	55.0	UNDER	54.5	52.5
13:51:50	53.0	54.1	UNDER	54.5	52.5
13:52:00	53.7	54.4	UNDER	54.5	52.5
13:52:10	53.4	54.8	UNDER	54.5	52.5
13:52:20	51.6	52.4	UNDER	52.5	51.5
13:52:30	52.0	52.4	UNDER	52.5	51.5
13:52:40	53.1	54.1	UNDER	54.5	52.5
13:52:50	54.9	55.6	UNDER	55.5	53.5
13:53:00	54.5	55.5	UNDER	55.5	53.5
13:53:10	52.9	54.8	UNDER	53.5	52.5
13:53:20	53.9	55.5	UNDER	55.5	52.5
13:53:30	53.0	54.0	UNDER	53.5	52.5
13:53:40	54.3	54.8	UNDER	54.5	53.5
13:53:50	54.9	56.0	UNDER	55.5	54.5
13:54:00	55.3	57.2	UNDER	56.5	53.5
13:54:10	54.5	55.2	UNDER	55.5	53.5
13:54:20	54.1	54.8	UNDER	54.5	53.5
13:54:30	52.1	53.6	UNDER	53.5	50.5
13:54:40	51.1	51.4	UNDER	51.5	50.5
13:54:50	52.4	54.4	UNDER	54.5	50.5
13:55:00	52.8	53.5	UNDER	53.5	52.5
13:55:10	55.8	60.4	UNDER	58.5	53.5
13:55:20	57.0	60.0	UNDER	58.5	54.5
13:55:30	55.1	57.7	UNDER	57.5	52.5
13:55:40	54.2	57.6	UNDER	54.5	53.5
13:55:50	59.8	65.6	UNDER	64.5	54.5
13:56:00	62.8	67.0	UNDER	66.5	54.5
13:56:10	55.3	59.8	UNDER	58.5	52.5
13:56:20	59.7	64.6	UNDER	62.5	52.5
13:56:30	56.5	58.8	UNDER	57.5	55.5
13:56:40	55.7	57.2	UNDER	56.5	53.5
13:56:50	51.4	53.5	UNDER	52.5	49.5
13:57:00	49.6	51.1	UNDER	50.5	48.5
13:57:10	52.3	56.0	UNDER	53.5	50.5

13:57:20	53.8	55.6	UNDER	55.5	52.5
13:57:30	54.2	54.8	UNDER	54.5	53.5
13:57:40	51.5	53.5	UNDER	53.5	50.5
13:57:50	53.3	55.5	UNDER	55.5	50.5
13:58:00	55.1	55.6	UNDER	55.5	54.5
13:58:10	54.3	55.3	UNDER	55.5	53.5
13:58:20	52.9	54.3	UNDER	54.5	52.5
13:58:30	54.2	55.2	UNDER	54.5	52.5
13:58:40	53.6	55.5	UNDER	55.5	52.5
13:58:50	53.2	56.4	UNDER	54.5	51.5
13:59:00	53.2	53.6	UNDER	53.5	52.5
13:59:10	52.5	52.8	UNDER	52.5	52.5
13:59:20	53.1	54.4	UNDER	54.5	51.5
13:59:30	55.3	55.7	UNDER	55.5	54.5
13:59:40	55.7	56.3	UNDER	56.5	54.5
13:59:50	54.1	54.8	UNDER	54.5	53.5
14:00:00	52.0	53.6	UNDER	53.5	50.5
14:00:10	53.1	54.4	UNDER	54.5	51.5
14:00:20	53.3	54.4	UNDER	54.5	52.5
14:00:30	52.8	54.4	UNDER	53.5	52.5
14:00:40	52.3	52.8	UNDER	52.5	51.5
14:00:50	53.3	54.4	UNDER	54.5	51.5
14:01:00	54.3	55.6	UNDER	55.5	53.5
14:01:10	53.6	54.0	UNDER	53.5	53.5
14:01:20	53.8	54.4	UNDER	54.5	52.5
14:01:30	51.5	52.8	UNDER	52.5	50.5
14:01:40	55.5	57.6	UNDER	57.5	50.5
14:01:50	55.2	56.4	UNDER	56.5	54.5
14:02:00	54.7	55.3	UNDER	55.5	54.5
14:02:10	55.2	56.1	UNDER	56.5	54.5
14:02:20	57.0	58.7	UNDER	58.5	55.5
14:02:30	57.2	60.0	UNDER	58.5	56.5
14:02:40	56.7	58.9	UNDER	58.5	55.5
14:02:50	54.9	56.8	UNDER	56.5	53.5
14:03:00	54.6	55.6	UNDER	55.5	53.5
14:03:10	51.8	53.3	UNDER	52.5	50.5
14:03:20	50.9	51.8	UNDER	51.5	50.5
14:03:30	54.2	56.4	UNDER	56.5	51.5
14:03:40	55.0	56.4	UNDER	56.5	52.5
14:03:50	52.6	53.1	UNDER	52.5	52.5
14:04:00	52.4	52.9	UNDER	52.5	52.5
14:04:10	54.1	55.3	UNDER	55.5	52.5
14:04:20	55.5	56.2	UNDER	56.5	54.5
14:04:30	55.0	55.6	UNDER	55.5	54.5
14:04:40	56.4	57.1	UNDER	56.5	55.5
14:04:50	55.2	57.1	UNDER	56.5	53.5
14:05:00	53.0	53.3	UNDER	53.5	52.5
14:05:10	53.3	54.7	UNDER	54.5	52.5
14:05:20	54.4	55.6	UNDER	55.5	52.5
14:05:30	54.8	55.6	UNDER	55.5	53.5
14:05:40	51.7	53.5	UNDER	53.5	50.5

14:05:50	53.4	54.8	UNDER	54.5	51.5
14:06:00	53.9	54.5	UNDER	54.5	52.5
14:06:10	52.4	53.1	UNDER	52.5	52.5
14:06:20	55.3	57.9	UNDER	57.5	52.5
14:06:30	54.0	54.8	UNDER	54.5	53.5
14:06:40	54.0	54.8	UNDER	54.5	53.5
14:06:50	54.9	55.5	UNDER	55.5	53.5
14:07:00	54.9	55.4	UNDER	55.5	54.5
14:07:10	56.6	61.7	UNDER	60.5	54.5
14:07:20	59.4	64.0	UNDER	62.5	55.5
14:07:30	56.3	59.4	UNDER	58.5	53.5
14:07:40	54.5	56.4	UNDER	56.5	52.5
14:07:50	55.3	56.1	UNDER	55.5	54.5
14:08:00	54.1	56.0	UNDER	55.5	52.5
14:08:10	55.7	59.2	UNDER	58.5	52.5
14:08:20	53.0	54.0	UNDER	53.5	52.5
14:08:30	53.5	54.0	UNDER	54.5	52.5
14:08:40	55.0	62.0	UNDER	59.5	51.5
14:08:50	57.5	59.6	UNDER	59.5	54.5
14:09:00	63.3	67.6	UNDER	65.5	57.5
14:09:10	59.0	60.7	UNDER	59.5	57.5
14:09:20	57.4	59.2	UNDER	58.5	55.5
14:09:30	54.5	56.8	UNDER	56.5	52.5
14:09:40	58.0	63.7	UNDER	60.5	52.5
14:09:50	59.8	64.3	UNDER	62.5	55.5
14:10:00	58.9	66.5	UNDER	65.5	53.5
14:10:10	64.1	69.4	UNDER	68.5	55.5
14:10:20	56.8	59.0	UNDER	58.5	55.5
14:10:30	54.5	55.7	UNDER	55.5	52.5
14:10:40	52.2	53.1	UNDER	52.5	51.5
14:10:50	53.4	53.8	UNDER	53.5	52.5
14:11:00	53.7	54.8	UNDER	54.5	52.5
14:11:10	55.0	56.0	UNDER	55.5	54.5
14:11:20	56.0	56.8	UNDER	56.5	55.5
14:11:30	54.6	55.6	UNDER	55.5	53.5
14:11:40	56.5	59.8	UNDER	59.5	54.5
14:11:50	54.9	56.4	UNDER	56.5	53.5
14:12:00	54.4	57.1	UNDER	56.5	52.5
14:12:10	53.1	54.4	UNDER	54.5	52.5
14:12:20	54.9	55.6	UNDER	55.5	53.5
14:12:30	55.1	55.8	UNDER	55.5	54.5
14:12:40	56.3	59.5	UNDER	58.5	51.5
14:12:50	51.9	53.4	UNDER	52.5	50.5
14:13:00	51.5	52.6	UNDER	52.5	51.5
14:13:10	53.2	56.8	UNDER	55.5	51.5
14:13:20	52.6	53.6	UNDER	53.5	52.5
14:13:30	54.3	57.6	UNDER	54.5	53.5
14:13:40	55.5	57.6	UNDER	56.5	54.5
14:13:50	53.8	54.4	UNDER	54.5	53.5
14:14:00	53.1	53.9	UNDER	53.5	52.5
14:14:10	59.0	63.8	UNDER	62.5	53.5

14:14:20	55.6	58.1	UNDER	57.5	53.5		
14:14:30	54.8	56.4	UNDER	56.5	52.5		
14:14:40	52.6	53.2	UNDER	53.5	51.5		
14:14:50	56.1	57.1	UNDER	56.5	53.5		
14:15:00	55.5	56.9	UNDER	56.5	54.5		
14:15:10	57.5	60.0	UNDER	59.5	55.5		
14:15:20	56.3	58.0	UNDER	57.5	55.5		
14:15:30	56.4	58.4	UNDER	58.5	52.5		
14:15:40	53.3	54.4	UNDER	54.5	52.5		
14:15:50	56.0	57.2	UNDER	57.5	54.5		
14:16:00	55.8	57.6	UNDER	56.5	54.5		
14:16:10	55.4	57.2	UNDER	56.5	54.5		
14:16:20	55.7	56.4	UNDER	56.5	54.5		
14:16:30	54.9	56.0	UNDER	55.5	53.5		
14:16:40	55.9	60.0	UNDER	58.5	53.5		
14:16:50	55.7	58.8	UNDER	58.5	51.5		
14:17:00	55.2	56.4	UNDER	56.5	53.5		
14:17:10	52.8	55.6	UNDER	53.5	50.5		
14:17:20	53.1	55.6	UNDER	54.5	52.5		
14:17:30	52.9	53.2	UNDER	53.5	52.5		
14:17:40	53.3	53.9	UNDER	53.5	52.5		
14:17:50	54.8	56.7	UNDER	56.5	53.5		
14:18:00	56.6	58.7	UNDER	58.5	55.5		
14:18:10	60.8	66.0	UNDER	65.5	54.5		
14:18:20	57.6	62.8	UNDER	61.5	54.5		
14:18:30	57.3	59.5	UNDER	58.5	54.5		
14:18:40	57.9	63.6	UNDER	62.5	55.5		
14:18:50	56.3	62.0	UNDER	59.5	52.5		
14:19:00	56.2	60.8	UNDER	59.5	52.5		
14:19:10	56.3	57.8	UNDER	57.5	54.5		
14:19:20	54.8	56.4	UNDER	56.5	53.5		
14:19:30	56.5	60.0	UNDER	59.5	54.5		
14:19:40	53.5	56.0	UNDER	54.5	52.5		
14:19:50	53.6	54.8	UNDER	54.5	51.5		
14:20:00	51.9	53.3	UNDER	53.5	50.5	51.9	154881.7
14:20:10	54.8	56.0	UNDER	55.5	53.5	54.8	301995.2
14:20:20	52.2	54.2	UNDER	53.5	50.5	52.2	165958.7
14:20:30	54.8	56.4	UNDER	56.5	51.5	54.8	301995.2
14:20:40	55.2	56.0	UNDER	55.5	54.5	55.2	331131.1
14:20:50	53.6	56.0	UNDER	54.5	52.5	53.6	229086.8
14:21:00	56.0	61.0	UNDER	59.5	53.5	56	398107.2
14:21:10	55.8	56.8	UNDER	56.5	54.5	55.8	380189.4
14:21:20	56.6	57.2	UNDER	57.5	56.5	56.6	457088.2
14:21:30	54.8	56.0	UNDER	56.5	54.5	54.8	301995.2
14:21:40	56.1	58.0	UNDER	57.5	54.5	56.1	407380.3
14:21:50	57.2	57.3	UNDER	57.5	56.5	57.2	524807.5
14:22:00	55.5	56.8	UNDER	56.5	54.5	55.5	354813.4
14:22:10	56.5	57.2	UNDER	56.5	55.5	56.5	446683.6
14:22:20	56.7	58.4	UNDER	58.5	55.5	56.7	467735.1
14:22:30	54.8	55.6	UNDER	55.5	54.5	54.8	301995.2
14:22:40	54.9	55.8	UNDER	55.5	54.5	54.9	309029.5



14:22:50	56.5	58.0	UNDER	57.5	55.5	56.5	446683.6
14:23:00	58.8	59.9	UNDER	59.5	57.5	58.8	758577.6
14:23:10	55.1	57.2	UNDER	56.5	53.5	55.1	323593.7
14:23:20	54.1	54.5	UNDER	54.5	53.5	54.1	257039.6
14:23:30	54.4	54.8	UNDER	54.5	54.5	54.4	275422.9
14:23:40	54.5	54.8	UNDER	54.5	54.5	54.5	281838.3
14:23:50	54.6	54.8	UNDER	54.5	54.5	54.6	288403.2
14:24:00	54.9	55.5	UNDER	55.5	54.5	54.9	309029.5
14:24:10	55.6	55.9	UNDER	55.5	55.5	55.6	363078.1
14:24:20	55.0	56.3	UNDER	56.5	53.5	55	316227.8
14:24:30	52.9	54.6	UNDER	54.5	51.5	52.9	194984.5
14:24:40	53.0	54.3	UNDER	53.5	52.5	53	199526.2
14:24:50	57.1	59.1	UNDER	58.5	54.5	57.1	512861.4
14:25:00	55.3	57.0	UNDER	56.5	54.5	55.3	338844.2
14:25:10	54.9	55.6	UNDER	55.5	54.5	54.9	309029.5
14:25:20	54.9	56.3	UNDER	56.5	53.5	54.9	309029.5
14:25:30	54.9	55.8	UNDER	55.5	53.5	54.9	309029.5
14:25:40	54.5	55.6	UNDER	55.5	53.5	54.5	281838.3
14:25:50	52.7	53.6	UNDER	53.5	52.5	52.7	186208.7
14:26:00	52.9	53.5	UNDER	53.5	52.5	52.9	194984.5
14:26:10	51.9	52.4	UNDER	52.5	51.5	51.9	154881.7
14:26:20	54.9	57.4	UNDER	56.5	52.5	54.9	309029.5
14:26:30	54.9	56.7	UNDER	56.5	54.5	54.9	309029.5
14:26:40	55.2	55.7	UNDER	55.5	54.5	55.2	331131.1
14:26:50	54.9	55.6	UNDER	55.5	54.5	54.9	309029.5
14:27:00	55.2	56.9	UNDER	56.5	54.5	55.2	331131.1
14:27:10	53.2	54.0	UNDER	54.5	52.5	53.2	208929.6
14:27:20	52.6	53.6	UNDER	53.5	52.5	52.6	181970.1
14:27:30	54.4	57.8	UNDER	56.5	52.5	54.4	275422.9
14:27:40	56.5	58.0	UNDER	57.5	55.5	56.5	446683.6
14:27:50	54.1	55.2	UNDER	55.5	52.5	54.1	257039.6
14:28:00	54.0	54.8	UNDER	54.5	53.5	54	251188.6
14:28:10	54.2	55.6	UNDER	55.5	53.5	54.2	263026.8
14:28:20	56.1	59.2	UNDER	58.5	54.5	56.1	407380.3
14:28:30	54.2	55.1	UNDER	54.5	53.5	54.2	263026.8
14:28:40	53.6	55.7	UNDER	54.5	52.5	53.6	229086.8
14:28:50	51.1	53.1	UNDER	52.5	48.5	51.1	128825
14:29:00	48.3	49.9	UNDER	49.5	47.5	48.3	67608.3
14:29:10	52.8	54.3	UNDER	54.5	50.5	52.8	190546.1
14:29:20	56.9	59.0	UNDER	58.5	54.5	56.9	489778.8
14:29:30	54.0	55.5	UNDER	54.5	53.5	54	251188.6
14:29:40	54.6	55.2	UNDER	55.5	54.5	54.6	288403.2
14:29:50	54.7	55.5	UNDER	55.5	54.5	54.7	295120.9
14:30:00	53.8	54.6	UNDER	54.5	52.5	53.8	239883.3
14:30:10	52.1	53.0	UNDER	52.5	51.5	52.1	162181
14:30:20	52.2	52.5	UNDER	52.5	51.5	52.2	165958.7
14:30:30	54.5	55.2	UNDER	54.5	52.5	54.5	281838.3
14:30:40	54.2	54.8	UNDER	54.5	53.5	54.2	263026.8
14:30:50	55.5	56.4	UNDER	56.5	54.5	55.5	354813.4
14:31:00	52.6	54.4	UNDER	54.5	51.5	52.6	181970.1
14:31:10	52.2	53.5	UNDER	53.5	51.5	52.2	165958.7

14:31:20	54.0	54.8	UNDER	54.5	52.5	54	251188.6
14:31:30	54.2	54.7	UNDER	54.5	53.5	54.2	263026.8
14:31:40	53.4	53.6	UNDER	53.5	53.5	53.4	218776.2
14:31:50	53.9	55.2	UNDER	54.5	53.5	53.9	245470.9
14:32:00	55.0	55.3	UNDER	55.5	54.5	55	316227.8
14:32:10	57.2	58.8	UNDER	58.5	55.5	57.2	524807.5
14:32:20	56.6	58.6	UNDER	58.5	54.5	56.6	457088.2
14:32:30	58.9	62.8	UNDER	62.5	54.5	58.9	776247.1
14:32:40	54.1	54.8	UNDER	54.5	53.5	54.1	257039.6
14:32:50	53.0	54.0	UNDER	53.5	52.5	53	199526.2
14:33:00	54.5	55.0	UNDER	54.5	54.5	54.5	281838.3
14:33:10	53.6	54.9	UNDER	54.5	52.5	53.6	229086.8
14:33:20	53.4	54.6	UNDER	54.5	52.5	53.4	218776.2
14:33:30	55.3	56.1	UNDER	56.5	54.5	55.3	338844.2
14:33:40	55.5	56.1	UNDER	56.5	54.5	55.5	354813.4
14:33:50	56.4	59.4	UNDER	58.5	54.5	56.4	436515.8
14:34:00	55.4	56.0	UNDER	55.5	54.5	55.4	346736.9
14:34:10	54.1	54.8	UNDER	54.5	53.5	54.1	257039.6
14:34:20	54.6	56.4	UNDER	56.5	53.5	54.6	288403.2
14:34:30	54.9	56.0	UNDER	55.5	54.5	54.9	309029.5
14:34:40	54.2	55.1	UNDER	54.5	53.5	54.2	263026.8
14:34:50	56.3	58.0	UNDER	57.5	54.5	56.3	426579.5
14:35:00	54.5	56.0	UNDER	55.5	53.5	54.5	281838.3
14:35:10	53.8	54.5	UNDER	54.5	53.5	53.8	239883.3
14:35:20	56.3	60.0	UNDER	59.5	53.5	56.3	426579.5
14:35:30	57.0	60.1	UNDER	59.5	55.5	57	501187.2
14:35:40	55.8	57.2	UNDER	56.5	54.5	55.8	380189.4
14:35:50	58.4	61.2	UNDER	60.5	55.5	58.4	691831
14:36:00	59.7	62.2	UNDER	61.5	56.5	54.96696	
14:36:10	60.5	64.0	UNDER	62.5	57.5		
14:36:20	58.5	61.6	UNDER	60.5	56.5		
14:36:30	57.7	60.0	UNDER	58.5	55.5		
14:36:40	59.2	62.7	UNDER	61.5	55.5		
14:36:50	58.3	60.4	UNDER	59.5	56.5		
14:37:00	58.1	60.4	UNDER	59.5	56.5		
14:37:10	59.3	64.0	UNDER	62.5	55.5		
14:37:20	60.0	63.1	UNDER	61.5	57.5		
14:37:30	59.6	60.9	UNDER	60.5	58.5		
14:37:40	58.8	60.0	UNDER	59.5	57.5		
14:37:50	58.1	60.0	UNDER	59.5	56.5		
14:38:00	58.4	62.5	UNDER	61.5	55.5		
14:38:10	59.0	62.4	UNDER	61.5	56.5		
14:38:20	57.5	60.0	UNDER	58.5	56.5		
14:38:30	57.4	58.4	UNDER	58.5	56.5		
14:38:40	60.7	62.8	UNDER	62.5	56.5		
14:38:50	60.3	62.8	UNDER	61.5	58.5		
14:39:00	58.8	60.8	UNDER	59.5	57.5		
14:39:10	59.1	62.0	UNDER	60.5	55.5		
14:39:20	54.2	55.3	UNDER	54.5	53.5		
14:39:30	56.2	57.2	UNDER	57.5	53.5		
14:39:40	56.3	57.2	UNDER	57.5	55.5		

14:39:50	56.7	58.4	UNDER	58.5	56.5
14:40:00	58.3	59.1	UNDER	58.5	57.5
14:40:10	56.0	57.3	UNDER	56.5	55.5
14:40:20	55.8	57.1	UNDER	56.5	54.5
14:40:30	56.8	58.0	UNDER	57.5	55.5
14:40:40	56.5	58.5	UNDER	57.5	54.5
14:40:50	56.2	56.8	UNDER	56.5	55.5
14:41:00	59.0	61.2	UNDER	61.5	55.5
14:41:10	58.8	61.2	UNDER	60.5	56.5
14:41:20	58.1	60.7	UNDER	59.5	56.5
14:41:30	57.3	58.5	UNDER	58.5	55.5
14:41:40	58.0	59.8	UNDER	58.5	56.5
14:41:50	57.1	58.8	UNDER	58.5	54.5
14:42:00	55.6	57.8	UNDER	57.5	54.5
14:42:10	56.8	59.0	UNDER	58.5	54.5
14:42:20	57.5	60.0	UNDER	59.5	55.5
14:42:30	58.6	60.0	UNDER	59.5	56.5
14:42:40	58.6	60.0	UNDER	59.5	57.5
14:42:50	59.4	62.4	UNDER	61.5	56.5
14:43:00	57.6	59.6	UNDER	58.5	55.5
14:43:10	59.6	62.0	UNDER	60.5	58.5
14:43:20	58.7	60.7	UNDER	60.5	56.5
14:43:30	58.7	60.2	UNDER	59.5	57.5
14:43:40	59.3	61.7	UNDER	60.5	57.5
14:43:50	59.1	61.2	UNDER	60.5	56.5
14:44:00	57.5	59.2	UNDER	58.5	56.5
14:44:10	59.9	61.5	UNDER	61.5	57.5
14:44:20	58.5	60.4	UNDER	59.5	56.5
14:44:30	59.7	62.0	UNDER	60.5	57.5
14:44:40	58.1	60.0	UNDER	59.5	56.5
14:44:50	59.9	64.0	UNDER	62.5	55.5
14:45:00	58.8	62.0	UNDER	60.5	55.5
14:45:10	59.2	61.9	UNDER	60.5	57.5
14:45:20	58.9	61.6	UNDER	60.5	56.5
14:45:30	59.1	61.3	UNDER	60.5	57.5
14:45:40	57.6	59.5	UNDER	58.5	56.5
14:45:50	58.7	60.5	UNDER	59.5	56.5
14:46:00	60.7	63.4	UNDER	62.5	56.5
14:46:10	58.9	61.6	UNDER	60.5	56.5
14:46:20	57.0	61.6	UNDER	59.5	54.5
14:46:30	61.8	64.8	UNDER	63.5	57.5
14:46:40	61.3	63.6	UNDER	63.5	58.5
14:46:50	60.0	62.7	UNDER	61.5	57.5
14:47:00	60.7	62.8	UNDER	61.5	57.5
14:47:10	59.9	61.6	UNDER	60.5	58.5
14:47:20	60.3	62.4	UNDER	61.5	58.5
14:47:30	61.0	62.6	UNDER	62.5	58.5
14:47:40	58.4	61.6	UNDER	60.5	56.5
14:47:50	61.0	65.6	UNDER	64.5	57.5
14:48:00	59.9	63.2	UNDER	61.5	57.5
14:48:10	64.0	66.4	UNDER	65.5	60.5

14:48:20	62.0	64.7	UNDER	63.5	58.5
14:48:30	61.5	63.8	UNDER	62.5	58.5
14:48:40	60.1	63.6	UNDER	62.5	57.5
14:48:50	59.0	62.4	UNDER	60.5	56.5
14:49:00	59.3	62.4	UNDER	61.5	55.5
14:49:10	60.6	62.8	UNDER	62.5	57.5
14:49:20	60.8	62.6	UNDER	62.5	58.5
14:49:30	61.8	64.0	UNDER	63.5	59.5
14:49:40	60.6	62.8	UNDER	61.5	58.5
14:49:50	61.9	64.4	UNDER	63.5	58.5
14:50:00	58.7	61.6	UNDER	59.5	57.5
14:50:10	61.4	63.2	UNDER	62.5	59.5
14:50:20	62.0	63.8	UNDER	63.5	60.5
14:50:30	62.3	64.5	UNDER	63.5	59.5
14:50:40	60.1	63.2	UNDER	61.5	58.5
14:50:50	58.5	61.2	UNDER	59.5	57.5
14:51:00	61.5	63.2	UNDER	62.5	58.5
14:51:10	61.1	65.3	UNDER	63.5	58.5
14:51:20	61.6	64.8	UNDER	64.5	58.5
14:51:30	59.6	62.8	UNDER	61.5	56.5
14:51:40	57.0	57.9	UNDER	57.5	56.5
14:51:50	58.2	60.3	UNDER	59.5	57.5
14:52:00	58.6	60.7	UNDER	60.5	57.5
14:52:10	60.2	62.9	UNDER	62.5	58.5
14:52:20	61.4	64.4	UNDER	63.5	57.5
14:52:30	58.5	60.8	UNDER	60.5	56.5
14:52:40	57.9	59.7	UNDER	59.5	56.5
14:52:50	58.9	60.4	UNDER	59.5	58.5
14:53:00	59.6	61.1	UNDER	60.5	58.5
14:53:10	61.1	63.2	UNDER	62.5	57.5
14:53:20	61.6	63.9	UNDER	63.5	59.5
14:53:30	61.5	62.8	UNDER	62.5	59.5
14:53:40	59.6	61.7	UNDER	61.5	58.5
14:53:50	60.3	61.6	UNDER	61.5	58.5
14:54:00	60.1	61.6	UNDER	61.5	59.5
14:54:10	60.8	62.4	UNDER	61.5	59.5
14:54:20	60.9	62.2	UNDER	61.5	59.5
14:54:30	60.2	61.2	UNDER	60.5	59.5
14:54:40	60.4	62.8	UNDER	62.5	58.5
14:54:50	61.4	62.9	UNDER	62.5	58.5
14:55:00	59.2	61.2	UNDER	60.5	57.5
14:55:10	60.9	63.6	UNDER	63.5	58.5
14:55:20	59.5	61.1	UNDER	60.5	58.5
14:55:30	59.2	60.0	UNDER	59.5	58.5
14:55:40	60.0	60.7	UNDER	60.5	59.5
14:55:50	59.7	60.5	UNDER	60.5	59.5
14:56:00	60.8	61.7	UNDER	61.5	59.5
14:56:10	60.6	61.2	UNDER	60.5	60.5
14:56:20	62.4	64.0	UNDER	63.5	60.5
14:56:30	60.2	62.4	UNDER	61.5	59.5
14:56:40	60.6	61.5	UNDER	61.5	59.5

14:56:50	62.1	62.8	UNDER	62.5	60.5
14:57:00	59.5	60.8	UNDER	60.5	58.5
14:57:10	61.3	62.0	UNDER	61.5	60.5
14:57:20	62.4	63.6	UNDER	63.5	60.5
14:57:30	61.2	66.0	UNDER	63.5	58.5
14:57:40	62.4	70.9	UNDER	63.5	59.5

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Filename.....2555\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2555  
REPORT PRINTED ON 03/28/12 at 14:36:48

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 16:25:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 16:40:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 16:15:11  
PRE-TEST CALIBRATION RANGE...40.2 TO 140.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 60.7dB

Lav ( 80)..... 40.2dB  
Lav ( 90)..... 40.2dB  
SEL..... 90.2dB

TWA..... 45.7dB  
TWA ( 80)..... 40.2dB  
TWA ( 90)..... 40.2dB

Lmax..... 73.1dB 03/15/12 at 16:25:28  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
16:25:00	60.4	60.7	UNDER	60.2	59.2
16:25:10	60.7	61.5	UNDER	61.2	60.2
16:25:20	64.6	73.1	UNDER	69.2	60.2
16:25:30	61.6	65.8	UNDER	63.2	60.2
16:25:40	60.5	61.4	UNDER	61.2	59.2
16:25:50	60.7	61.5	UNDER	61.2	59.2
16:26:00	60.6	61.2	UNDER	61.2	60.2
16:26:10	60.3	61.1	UNDER	61.2	59.2
16:26:20	59.4	61.0	UNDER	60.2	59.2
16:26:30	62.4	63.3	UNDER	63.2	61.2
16:26:40	59.4	61.5	UNDER	61.2	58.2
16:26:50	57.6	59.3	UNDER	58.2	56.2
16:27:00	61.2	62.0	UNDER	61.2	59.2
16:27:10	61.9	62.4	UNDER	62.2	60.2
16:27:20	60.0	60.7	UNDER	60.2	59.2
16:27:30	60.6	61.5	UNDER	61.2	60.2
16:27:40	60.8	61.8	UNDER	61.2	60.2
16:27:50	60.3	62.2	UNDER	61.2	57.2
16:28:00	57.0	58.0	UNDER	57.2	56.2
16:28:10	61.2	63.3	UNDER	62.2	57.2
16:28:20	62.6	63.2	UNDER	63.2	61.2
16:28:30	61.1	62.8	UNDER	62.2	59.2
16:28:40	60.6	61.0	UNDER	60.2	59.2
16:28:50	61.0	61.4	UNDER	61.2	60.2
16:29:00	61.6	61.9	UNDER	61.2	61.2
16:29:10	60.4	61.2	UNDER	61.2	59.2
16:29:20	59.4	60.1	UNDER	59.2	59.2
16:29:30	59.0	59.7	UNDER	59.2	58.2

16:29:40	58.6	59.3	UNDER	59.2	57.2
16:29:50	59.3	59.9	UNDER	59.2	58.2
16:30:00	59.4	60.7	UNDER	60.2	58.2
16:30:10	60.9	61.7	UNDER	61.2	59.2
16:30:20	60.2	60.6	UNDER	60.2	59.2
16:30:30	59.2	60.0	UNDER	59.2	58.2
16:30:40	59.9	60.5	UNDER	60.2	59.2
16:30:50	62.6	65.0	UNDER	64.2	60.2
16:31:00	61.4	63.8	UNDER	63.2	60.2
16:31:10	62.0	62.6	UNDER	62.2	61.2
16:31:20	61.5	61.9	UNDER	61.2	61.2
16:31:30	61.1	61.9	UNDER	61.2	60.2
16:31:40	61.7	62.1	UNDER	62.2	60.2
16:31:50	59.1	60.9	UNDER	60.2	57.2
16:32:00	60.1	61.5	UNDER	61.2	57.2
16:32:10	60.5	61.8	UNDER	61.2	58.2
16:32:20	57.8	59.0	UNDER	58.2	57.2
16:32:30	59.9	61.4	UNDER	61.2	58.2
16:32:40	62.0	63.1	UNDER	62.2	61.2
16:32:50	61.4	61.9	UNDER	61.2	60.2
16:33:00	61.7	62.1	UNDER	61.2	61.2
16:33:10	61.3	61.9	UNDER	61.2	60.2
16:33:20	61.0	61.4	UNDER	61.2	60.2
16:33:30	59.7	60.9	UNDER	60.2	58.2
16:33:40	60.9	63.0	UNDER	62.2	59.2
16:33:50	62.1	63.8	UNDER	63.2	59.2
16:34:00	60.6	61.9	UNDER	61.2	59.2
16:34:10	61.1	62.2	UNDER	62.2	60.2
16:34:20	60.3	60.9	UNDER	60.2	59.2
16:34:30	59.0	59.7	UNDER	59.2	58.2
16:34:40	60.0	60.6	UNDER	60.2	59.2
16:34:50	60.1	60.6	UNDER	60.2	59.2
16:35:00	60.5	61.8	UNDER	61.2	59.2
16:35:10	61.1	61.9	UNDER	61.2	60.2
16:35:20	60.7	61.0	UNDER	61.2	60.2
16:35:30	60.1	60.6	UNDER	60.2	59.2
16:35:40	60.9	61.2	UNDER	61.2	60.2
16:35:50	61.2	61.6	UNDER	61.2	61.2
16:36:00	61.1	62.0	UNDER	61.2	60.2
16:36:10	61.1	61.7	UNDER	61.2	60.2
16:36:20	61.3	62.0	UNDER	61.2	61.2
16:36:30	61.0	62.0	UNDER	61.2	60.2
16:36:40	62.4	63.1	UNDER	63.2	60.2
16:36:50	59.8	61.4	UNDER	60.2	59.2
16:37:00	60.9	62.6	UNDER	62.2	59.2
16:37:10	59.9	61.8	UNDER	61.2	59.2
16:37:20	59.9	62.0	UNDER	61.2	57.2
16:37:30	59.4	60.1	UNDER	59.2	58.2
16:37:40	60.9	61.6	UNDER	61.2	60.2
16:37:50	60.7	61.5	UNDER	61.2	59.2
16:38:00	60.1	60.4	UNDER	60.2	59.2



16:38:10	60.1	60.5	UNDER	60.2	59.2
16:38:20	60.3	60.7	UNDER	60.2	59.2
16:38:30	61.7	63.5	UNDER	63.2	60.2
16:38:40	62.4	63.5	UNDER	63.2	61.2
16:38:50	62.0	63.8	UNDER	63.2	59.2
16:39:00	59.0	59.8	UNDER	59.2	58.2
16:39:10	58.8	59.4	UNDER	59.2	58.2
16:39:20	60.5	61.4	UNDER	61.2	58.2
16:39:30	60.9	61.5	UNDER	61.2	60.2
16:39:40	60.2	60.6	UNDER	60.2	59.2
16:39:50	58.8	59.7	UNDER	59.2	58.2

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Filename.....3908\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 14:41:18

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 13:59:10  
TOTAL LOGGING TIME...0 DAYS 00:48:28  
LOGGING STOPPED.....03/15/12 at 14:47:38  
TOTAL INTERVALS.....291  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 58.2dB

Lav ( 80)..... 38.9dB  
Lav ( 90)..... 38.9dB  
SEL..... 92.7dB

TWA..... 48.3dB  
TWA ( 80)..... 38.9dB  
TWA ( 90)..... 38.9dB

Lmax..... 75.8dB 03/15/12 at 14:46:12  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
13:59:10	58.9	63.8	UNDER	61.9	55.9
13:59:20	56.9	59.7	UNDER	59.9	54.9
13:59:30	59.5	65.4	UNDER	63.9	55.9
13:59:40	62.2	65.0	UNDER	64.9	58.9
13:59:50	60.8	63.7	UNDER	62.9	58.9
14:00:00	57.0	58.8	UNDER	58.9	55.9
14:00:10	57.7	58.9	UNDER	58.9	56.9
14:00:20	56.8	57.4	UNDER	57.9	56.9
14:00:30	58.2	61.0	UNDER	59.9	55.9
14:00:40	56.1	57.4	UNDER	56.9	55.9
14:00:50	57.0	57.8	UNDER	57.9	55.9
14:01:00	57.3	58.2	UNDER	57.9	56.9
14:01:10	56.7	57.4	UNDER	57.9	55.9
14:01:20	54.7	55.5	UNDER	55.9	53.9
14:01:30	55.8	56.5	UNDER	56.9	54.9
14:01:40	55.8	56.7	UNDER	56.9	54.9
14:01:50	54.5	56.1	UNDER	55.9	53.9
14:02:00	54.9	55.9	UNDER	55.9	53.9
14:02:10	54.7	56.3	UNDER	56.9	53.9
14:02:20	56.4	57.3	UNDER	57.9	55.9
14:02:30	55.7	56.2	UNDER	56.9	55.9
14:02:40	56.7	58.0	UNDER	57.9	55.9
14:02:50	57.8	58.9	UNDER	58.9	55.9
14:03:00	56.4	57.3	UNDER	57.9	55.9
14:03:10	57.1	57.9	UNDER	57.9	56.9
14:03:20	58.0	58.6	UNDER	58.9	57.9
14:03:30	55.9	58.1	UNDER	57.9	54.9
14:03:40	55.8	57.8	UNDER	57.9	54.9

14:03:50	55.9	56.9	UNDER	56.9	55.9
14:04:00	56.6	57.4	UNDER	57.9	55.9
14:04:10	56.3	59.8	UNDER	57.9	55.9
14:04:20	57.0	59.4	UNDER	58.9	55.9
14:04:30	56.3	57.0	UNDER	56.9	55.9
14:04:40	56.2	57.0	UNDER	56.9	55.9
14:04:50	55.3	55.8	UNDER	55.9	54.9
14:05:00	56.0	57.0	UNDER	56.9	55.9
14:05:10	57.6	62.6	UNDER	57.9	56.9
14:05:20	57.5	62.2	UNDER	59.9	55.9
14:05:30	56.1	56.5	UNDER	56.9	55.9
14:05:40	57.1	58.6	UNDER	57.9	56.9
14:05:50	58.5	59.4	UNDER	59.9	57.9
14:06:00	56.9	57.9	UNDER	57.9	56.9
14:06:10	55.2	56.2	UNDER	55.9	54.9
14:06:20	55.6	56.4	UNDER	56.9	54.9
14:06:30	56.5	57.6	UNDER	57.9	56.9
14:06:40	55.5	56.6	UNDER	56.9	55.9
14:06:50	55.1	55.8	UNDER	55.9	54.9
14:07:00	56.5	57.4	UNDER	57.9	54.9
14:07:10	56.0	57.3	UNDER	56.9	55.9
14:07:20	57.5	58.5	UNDER	58.9	55.9
14:07:30	58.3	58.9	UNDER	58.9	57.9
14:07:40	57.6	58.3	UNDER	58.9	57.9
14:07:50	56.8	57.4	UNDER	57.9	55.9
14:08:00	54.3	55.8	UNDER	55.9	53.9
14:08:10	53.2	54.0	UNDER	53.9	52.9
14:08:20	55.5	56.3	UNDER	56.9	54.9
14:08:30	55.3	56.1	UNDER	55.9	54.9
14:08:40	55.4	56.2	UNDER	55.9	54.9
14:08:50	57.5	58.9	UNDER	58.9	56.9
14:09:00	56.7	57.4	UNDER	57.9	55.9
14:09:10	55.3	55.8	UNDER	55.9	54.9
14:09:20	55.4	57.0	UNDER	55.9	54.9
14:09:30	55.4	55.7	UNDER	55.9	55.9
14:09:40	54.7	55.8	UNDER	55.9	54.9
14:09:50	56.4	58.6	UNDER	58.9	55.9
14:10:00	58.1	59.8	UNDER	59.9	56.9
14:10:10	55.1	56.2	UNDER	55.9	53.9
14:10:20	56.1	56.9	UNDER	56.9	54.9
14:10:30	55.3	56.5	UNDER	56.9	53.9
14:10:40	58.1	64.6	UNDER	61.9	54.9
14:10:50	62.6	71.2	UNDER	67.9	54.9
14:11:00	57.2	58.6	UNDER	58.9	56.9
14:11:10	56.0	57.1	UNDER	56.9	55.9
14:11:20	55.7	57.0	UNDER	56.9	54.9
14:11:30	56.8	58.0	UNDER	57.9	55.9
14:11:40	54.3	55.0	UNDER	54.9	53.9
14:11:50	55.6	56.5	UNDER	56.9	54.9
14:12:00	56.8	57.1	UNDER	57.9	56.9
14:12:10	56.8	57.2	UNDER	57.9	56.9

14:12:20	57.2	59.0	UNDER	58.9	55.9
14:12:30	56.1	58.6	UNDER	58.9	54.9
14:12:40	55.9	56.6	UNDER	56.9	55.9
14:12:50	55.7	56.6	UNDER	56.9	55.9
14:13:00	55.2	56.2	UNDER	56.9	54.9
14:13:10	55.4	56.3	UNDER	56.9	54.9
14:13:20	57.8	58.8	UNDER	58.9	56.9
14:13:30	57.4	58.4	UNDER	58.9	56.9
14:13:40	56.9	57.2	UNDER	57.9	56.9
14:13:50	56.6	57.4	UNDER	57.9	55.9
14:14:00	55.2	55.8	UNDER	55.9	54.9
14:14:10	55.8	57.1	UNDER	56.9	55.9
14:14:20	57.1	59.0	UNDER	58.9	56.9
14:14:30	56.1	56.6	UNDER	56.9	55.9
14:14:40	55.9	56.9	UNDER	56.9	55.9
14:14:50	57.5	59.3	UNDER	58.9	56.9
14:15:00	56.9	57.8	UNDER	57.9	55.9
14:15:10	54.7	57.8	UNDER	55.9	53.9
14:15:20	56.3	56.9	UNDER	56.9	55.9
14:15:30	56.8	58.9	UNDER	58.9	55.9
14:15:40	56.2	59.7	UNDER	58.9	54.9
14:15:50	55.0	55.4	UNDER	55.9	54.9
14:16:00	55.4	56.1	UNDER	55.9	54.9
14:16:10	56.1	57.0	UNDER	56.9	55.9
14:16:20	58.0	59.0	UNDER	58.9	56.9
14:16:30	58.7	59.4	UNDER	59.9	57.9
14:16:40	59.0	59.8	UNDER	59.9	57.9
14:16:50	56.7	58.9	UNDER	57.9	56.9
14:17:00	63.3	69.4	UNDER	67.9	57.9
14:17:10	59.9	65.1	UNDER	62.9	56.9
14:17:20	59.4	62.6	UNDER	62.9	55.9
14:17:30	60.0	66.6	UNDER	63.9	56.9
14:17:40	57.2	58.6	UNDER	58.9	56.9
14:17:50	54.9	57.0	UNDER	56.9	53.9
14:18:00	56.2	56.8	UNDER	56.9	54.9
14:18:10	56.7	57.0	UNDER	57.9	56.9
14:18:20	56.7	57.3	UNDER	57.9	56.9
14:18:30	55.5	57.0	UNDER	56.9	55.9
14:18:40	57.6	58.9	UNDER	58.9	55.9
14:18:50	57.4	58.6	UNDER	58.9	56.9
14:19:00	55.9	56.8	UNDER	56.9	54.9
14:19:10	55.3	56.1	UNDER	55.9	54.9
14:19:20	56.2	56.8	UNDER	56.9	55.9
14:19:30	59.4	63.8	UNDER	63.9	55.9
14:19:40	56.9	58.2	UNDER	57.9	55.9
14:19:50	56.9	58.0	UNDER	57.9	56.9
14:20:00	57.8	58.8	UNDER	58.9	56.9
14:20:10	57.8	59.0	UNDER	58.9	56.9
14:20:20	57.9	58.6	UNDER	58.9	57.9
14:20:30	59.5	61.0	UNDER	60.9	57.9
14:20:40	56.9	57.8	UNDER	57.9	56.9

14:20:50	57.2	57.8	UNDER	57.9	56.9
14:21:00	56.6	57.3	UNDER	57.9	56.9
14:21:10	56.6	57.4	UNDER	57.9	56.9
14:21:20	57.0	57.4	UNDER	57.9	56.9
14:21:30	58.5	59.5	UNDER	59.9	57.9
14:21:40	57.6	58.9	UNDER	58.9	56.9
14:21:50	56.9	58.1	UNDER	57.9	56.9
14:22:00	57.8	58.6	UNDER	58.9	57.9
14:22:10	57.3	58.1	UNDER	57.9	56.9
14:22:20	56.7	59.0	UNDER	58.9	55.9
14:22:30	58.4	59.3	UNDER	59.9	57.9
14:22:40	57.8	59.0	UNDER	58.9	57.9
14:22:50	58.3	64.4	UNDER	61.9	55.9
14:23:00	57.6	59.3	UNDER	58.9	55.9
14:23:10	57.8	59.0	UNDER	59.9	56.9
14:23:20	57.7	59.0	UNDER	58.9	56.9
14:23:30	58.0	58.8	UNDER	58.9	57.9
14:23:40	58.5	60.3	UNDER	59.9	57.9
14:23:50	59.6	61.0	UNDER	60.9	58.9
14:24:00	58.4	58.7	UNDER	58.9	57.9
14:24:10	57.4	58.2	UNDER	57.9	56.9
14:24:20	56.2	56.8	UNDER	56.9	55.9
14:24:30	55.8	56.2	UNDER	56.9	55.9
14:24:40	54.8	55.4	UNDER	55.9	53.9
14:24:50	54.0	55.8	UNDER	54.9	53.9
14:25:00	56.5	57.3	UNDER	57.9	55.9
14:25:10	58.1	59.2	UNDER	58.9	57.9
14:25:20	57.4	58.2	UNDER	57.9	56.9
14:25:30	59.6	65.5	UNDER	63.9	56.9
14:25:40	60.0	63.4	UNDER	62.9	56.9
14:25:50	55.5	56.6	UNDER	56.9	54.9
14:26:00	54.4	55.4	UNDER	54.9	53.9
14:26:10	55.8	56.5	UNDER	56.9	54.9
14:26:20	56.1	57.4	UNDER	57.9	55.9
14:26:30	56.5	57.4	UNDER	57.9	55.9
14:26:40	55.7	56.2	UNDER	56.9	55.9
14:26:50	56.9	58.3	UNDER	58.9	55.9
14:27:00	58.0	59.0	UNDER	58.9	57.9
14:27:10	56.8	58.2	UNDER	57.9	54.9
14:27:20	53.9	54.6	UNDER	54.9	53.9
14:27:30	54.4	56.1	UNDER	55.9	52.9
14:27:40	56.1	56.6	UNDER	56.9	55.9
14:27:50	56.2	57.7	UNDER	57.9	55.9
14:28:00	58.4	59.2	UNDER	59.9	57.9
14:28:10	59.5	60.2	UNDER	60.9	58.9
14:28:20	58.8	59.8	UNDER	59.9	57.9
14:28:30	57.2	57.7	UNDER	57.9	56.9
14:28:40	57.2	57.8	UNDER	57.9	56.9
14:28:50	57.1	57.8	UNDER	57.9	56.9
14:29:00	58.5	58.9	UNDER	58.9	57.9
14:29:10	57.7	58.6	UNDER	58.9	57.9

14:29:20	57.2	58.3	UNDER	57.9	56.9
14:29:30	57.6	57.8	UNDER	57.9	57.9
14:29:40	56.5	57.4	UNDER	57.9	55.9
14:29:50	57.8	59.3	UNDER	58.9	55.9
14:30:00	59.0	59.8	UNDER	59.9	57.9
14:30:10	58.5	59.7	UNDER	59.9	57.9
14:30:20	59.1	60.6	UNDER	60.9	57.9
14:30:30	57.9	59.4	UNDER	59.9	57.9
14:30:40	58.5	59.0	UNDER	58.9	58.9
14:30:50	57.6	58.6	UNDER	58.9	56.9
14:31:00	61.2	68.6	UNDER	65.9	55.9
14:31:10	55.2	56.2	UNDER	55.9	54.9
14:31:20	55.5	56.9	UNDER	56.9	54.9
14:31:30	55.9	57.4	UNDER	57.9	55.9
14:31:40	56.5	57.3	UNDER	57.9	55.9
14:31:50	57.7	58.6	UNDER	58.9	57.9
14:32:00	59.0	59.7	UNDER	59.9	58.9
14:32:10	58.3	59.7	UNDER	59.9	57.9
14:32:20	66.6	72.5	UNDER	71.9	57.9
14:32:30	57.1	58.6	UNDER	58.9	55.9
14:32:40	55.5	55.9	UNDER	55.9	55.9
14:32:50	55.7	56.9	UNDER	56.9	54.9
14:33:00	56.1	56.7	UNDER	56.9	55.9
14:33:10	57.9	59.4	UNDER	59.9	56.9
14:33:20	57.5	58.9	UNDER	58.9	56.9
14:33:30	56.1	56.6	UNDER	56.9	55.9
14:33:40	55.6	57.0	UNDER	56.9	55.9
14:33:50	59.6	61.8	UNDER	61.9	56.9
14:34:00	66.4	71.1	UNDER	70.9	58.9
14:34:10	58.2	61.8	UNDER	59.9	56.9
14:34:20	55.9	57.1	UNDER	56.9	55.9
14:34:30	55.5	56.9	UNDER	56.9	55.9
14:34:40	57.6	58.4	UNDER	58.9	56.9
14:34:50	57.2	58.2	UNDER	57.9	56.9
14:35:00	57.0	57.6	UNDER	57.9	56.9
14:35:10	58.8	59.8	UNDER	59.9	57.9
14:35:20	57.4	58.6	UNDER	58.9	56.9
14:35:30	65.1	73.1	UNDER	69.9	57.9
14:35:40	58.5	59.2	UNDER	58.9	57.9
14:35:50	59.4	60.9	UNDER	60.9	58.9
14:36:00	61.7	66.2	UNDER	64.9	57.9
14:36:10	58.3	59.3	UNDER	59.9	57.9
14:36:20	58.5	59.0	UNDER	58.9	57.9
14:36:30	57.4	58.1	UNDER	57.9	56.9
14:36:40	58.8	60.3	UNDER	59.9	57.9
14:36:50	59.4	61.4	UNDER	60.9	58.9
14:37:00	58.6	59.0	UNDER	59.9	57.9
14:37:10	58.3	60.2	UNDER	59.9	57.9
14:37:20	59.2	59.8	UNDER	59.9	58.9
14:37:30	57.4	61.3	UNDER	58.9	56.9
14:37:40	62.7	65.1	UNDER	64.9	58.9

14:37:50	62.4	65.1	UNDER	64.9	58.9
14:38:00	60.8	63.8	UNDER	62.9	57.9
14:38:10	62.1	64.6	UNDER	63.9	58.9
14:38:20	62.7	66.5	UNDER	65.9	57.9
14:38:30	60.7	63.4	UNDER	62.9	58.9
14:38:40	58.0	59.2	UNDER	58.9	57.9
14:38:50	58.1	59.0	UNDER	58.9	57.9
14:39:00	58.7	59.4	UNDER	59.9	57.9
14:39:10	57.1	58.2	UNDER	57.9	56.9
14:39:20	58.9	61.8	UNDER	60.9	57.9
14:39:30	59.1	62.3	UNDER	60.9	57.9
14:39:40	57.8	62.5	UNDER	60.9	55.9
14:39:50	58.1	58.9	UNDER	58.9	57.9
14:40:00	57.8	58.9	UNDER	58.9	57.9
14:40:10	57.6	59.7	UNDER	59.9	56.9
14:40:20	60.8	64.3	UNDER	63.9	57.9
14:40:30	61.7	65.8	UNDER	64.9	58.9
14:40:40	60.7	62.9	UNDER	62.9	59.9
14:40:50	59.4	62.6	UNDER	60.9	58.9
14:41:00	59.2	59.7	UNDER	59.9	58.9
14:41:10	59.0	59.8	UNDER	59.9	58.9
14:41:20	56.7	59.0	UNDER	57.9	55.9
14:41:30	57.4	57.9	UNDER	57.9	56.9
14:41:40	57.3	58.1	UNDER	57.9	56.9
14:41:50	57.7	58.7	UNDER	58.9	56.9
14:42:00	59.0	59.4	UNDER	59.9	58.9
14:42:10	58.5	59.4	UNDER	59.9	57.9
14:42:20	58.2	59.0	UNDER	58.9	57.9
14:42:30	58.7	59.4	UNDER	59.9	58.9
14:42:40	59.2	59.8	UNDER	59.9	58.9
14:42:50	58.4	59.6	UNDER	59.9	57.9
14:43:00	57.6	58.2	UNDER	58.9	56.9
14:43:10	56.3	56.9	UNDER	56.9	55.9
14:43:20	57.3	59.8	UNDER	58.9	55.9
14:43:30	58.0	59.4	UNDER	58.9	57.9
14:43:40	58.6	60.2	UNDER	59.9	58.9
14:43:50	59.8	61.4	UNDER	61.9	58.9
14:44:00	58.6	60.0	UNDER	59.9	57.9
14:44:10	58.4	58.8	UNDER	58.9	58.9
14:44:20	58.9	61.0	UNDER	60.9	57.9
14:44:30	57.6	58.2	UNDER	58.9	57.9
14:44:40	58.1	58.6	UNDER	58.9	57.9
14:44:50	57.7	58.6	UNDER	58.9	57.9
14:45:00	59.1	59.5	UNDER	59.9	58.9
14:45:10	60.0	60.6	UNDER	60.9	59.9
14:45:20	60.2	61.0	UNDER	60.9	59.9
14:45:30	58.8	59.7	UNDER	59.9	57.9
14:45:40	58.4	59.0	UNDER	59.9	57.9
14:45:50	58.4	59.8	UNDER	59.9	57.9
14:46:00	59.0	60.2	UNDER	59.9	58.9
14:46:10	69.2	75.8	UNDER	74.9	58.9



14:46:20	58.5	59.0	UNDER	58.9	58.9
14:46:30	58.1	59.8	UNDER	58.9	57.9
14:46:40	58.0	59.3	UNDER	58.9	57.9
14:46:50	58.4	59.4	UNDER	59.9	57.9
14:47:00	58.4	58.7	UNDER	58.9	58.9
14:47:10	59.0	61.4	UNDER	61.9	57.9
14:47:20	57.8	60.5	UNDER	58.9	57.9
14:47:30	57.6	59.8	UNDER	58.9	57.9

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:40:45

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 14:20:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 14:35:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 57.2dB

Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 86.6dB

TWA..... 42.2dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 68.9dB 03/15/12 at 14:34:59  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
14:20:00	61.8	64.6	UNDER	63.3	58.3
14:20:10	57.5	58.6	UNDER	58.3	56.3
14:20:20	57.9	58.7	UNDER	58.3	56.3
14:20:30	56.7	58.7	UNDER	57.3	55.3
14:20:40	65.3	68.1	UNDER	67.3	58.3
14:20:50	62.8	66.5	UNDER	65.3	59.3
14:21:00	58.9	60.1	UNDER	59.3	57.3
14:21:10	56.9	57.4	UNDER	57.3	56.3
14:21:20	55.5	56.2	UNDER	56.3	54.3
14:21:30	57.7	58.9	UNDER	58.3	55.3
14:21:40	58.2	59.0	UNDER	58.3	57.3
14:21:50	57.5	59.2	UNDER	59.3	56.3
14:22:00	57.0	58.1	UNDER	57.3	56.3
14:22:10	57.1	57.7	UNDER	57.3	56.3
14:22:20	57.6	58.6	UNDER	58.3	56.3
14:22:30	57.3	59.7	UNDER	59.3	55.3
14:22:40	55.1	57.5	UNDER	55.3	54.3
14:22:50	55.9	57.8	UNDER	57.3	54.3
14:23:00	54.3	55.7	UNDER	55.3	53.3
14:23:10	55.3	56.5	UNDER	56.3	53.3
14:23:20	52.2	53.4	UNDER	53.3	51.3
14:23:30	54.1	55.8	UNDER	55.3	51.3
14:23:40	56.2	57.8	UNDER	57.3	55.3
14:23:50	56.6	57.7	UNDER	57.3	54.3
14:24:00	55.7	58.9	UNDER	57.3	54.3
14:24:10	58.9	60.9	UNDER	60.3	56.3
14:24:20	57.3	58.5	UNDER	58.3	56.3
14:24:30	56.6	57.3	UNDER	57.3	55.3

14:24:40	56.7	57.3	UNDER	57.3	55.3
14:24:50	58.7	63.0	UNDER	61.3	56.3
14:25:00	62.3	68.9	UNDER	65.3	58.3
14:25:10	64.1	67.7	UNDER	67.3	59.3
14:25:20	61.9	66.9	UNDER	64.3	58.3
14:25:30	57.3	58.8	UNDER	58.3	56.3
14:25:40	53.6	56.6	UNDER	54.3	52.3
14:25:50	55.9	57.8	UNDER	57.3	54.3
14:26:00	54.5	55.3	UNDER	55.3	53.3
14:26:10	52.9	54.9	UNDER	54.3	51.3
14:26:20	50.1	52.1	UNDER	50.3	49.3
14:26:30	53.0	54.6	UNDER	54.3	50.3
14:26:40	54.0	54.9	UNDER	54.3	53.3
14:26:50	55.3	57.5	UNDER	56.3	53.3
14:27:00	54.5	55.7	UNDER	55.3	53.3
14:27:10	57.2	58.3	UNDER	58.3	54.3
14:27:20	55.3	56.9	UNDER	56.3	53.3
14:27:30	55.2	57.0	UNDER	56.3	52.3
14:27:40	54.9	56.9	UNDER	55.3	52.3
14:27:50	55.9	59.1	UNDER	58.3	53.3
14:28:00	55.8	57.1	UNDER	56.3	54.3
14:28:10	56.0	57.9	UNDER	57.3	55.3
14:28:20	58.1	58.7	UNDER	58.3	57.3
14:28:30	57.6	59.7	UNDER	58.3	54.3
14:28:40	53.3	54.8	UNDER	54.3	52.3
14:28:50	54.3	56.5	UNDER	56.3	52.3
14:29:00	54.7	56.1	UNDER	55.3	53.3
14:29:10	54.9	55.8	UNDER	55.3	54.3
14:29:20	56.2	58.1	UNDER	57.3	54.3
14:29:30	56.3	57.4	UNDER	56.3	55.3
14:29:40	56.3	57.4	UNDER	57.3	55.3
14:29:50	56.6	57.4	UNDER	57.3	56.3
14:30:00	56.9	58.1	UNDER	57.3	55.3
14:30:10	55.7	57.4	UNDER	57.3	54.3
14:30:20	56.1	58.6	UNDER	57.3	54.3
14:30:30	56.7	58.7	UNDER	58.3	55.3
14:30:40	56.1	57.7	UNDER	57.3	54.3
14:30:50	55.2	55.7	UNDER	55.3	54.3
14:31:00	55.1	56.4	UNDER	56.3	54.3
14:31:10	56.3	58.1	UNDER	57.3	53.3
14:31:20	52.8	54.2	UNDER	53.3	51.3
14:31:30	53.5	54.9	UNDER	54.3	51.3
14:31:40	53.7	54.1	UNDER	54.3	53.3
14:31:50	53.7	54.5	UNDER	54.3	53.3
14:32:00	54.0	54.5	UNDER	54.3	53.3
14:32:10	55.1	56.2	UNDER	55.3	54.3
14:32:20	54.9	56.9	UNDER	56.3	53.3
14:32:30	57.2	58.1	UNDER	58.3	55.3
14:32:40	55.5	56.1	UNDER	55.3	55.3
14:32:50	55.1	57.5	UNDER	56.3	53.3
14:33:00	53.5	56.6	UNDER	55.3	52.3

14:33:10	54.8	55.4	UNDER	55.3	53.3
14:33:20	54.4	55.0	UNDER	54.3	53.3
14:33:30	56.6	57.9	UNDER	57.3	54.3
14:33:40	56.4	57.6	UNDER	57.3	55.3
14:33:50	55.4	56.1	UNDER	55.3	54.3
14:34:00	56.1	56.9	UNDER	56.3	54.3
14:34:10	55.0	56.1	UNDER	55.3	54.3
14:34:20	55.4	56.1	UNDER	55.3	54.3
14:34:30	54.4	55.1	UNDER	55.3	53.3
14:34:40	53.7	55.3	UNDER	54.3	53.3
14:34:50	62.0	68.9	UNDER	68.3	54.3

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Filename.....3908\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 14:44:57

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 11:05:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 11:20:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 67.3dB

Lav ( 80)..... 38.9dB  
Lav ( 90)..... 38.9dB  
SEL..... 96.8dB

TWA..... 52.3dB  
TWA ( 80)..... 38.9dB  
TWA ( 90)..... 38.9dB

Lmax..... 77.9dB 03/15/12 at 11:13:44  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
11:05:00	66.9	70.6	UNDER	69.9	64.9
11:05:10	69.0	73.4	UNDER	72.9	65.9
11:05:20	67.8	72.8	UNDER	70.9	65.9
11:05:30	67.8	69.4	UNDER	69.9	66.9
11:05:40	69.3	72.1	UNDER	71.9	66.9
11:05:50	67.6	71.1	UNDER	70.9	65.9
11:06:00	67.2	69.6	UNDER	69.9	65.9
11:06:10	67.4	71.5	UNDER	69.9	65.9
11:06:20	68.8	71.4	UNDER	70.9	64.9
11:06:30	67.9	72.2	UNDER	71.9	64.9
11:06:40	66.3	71.0	UNDER	70.9	63.9
11:06:50	66.1	69.4	UNDER	68.9	64.9
11:07:00	68.3	71.7	UNDER	71.9	65.9
11:07:10	66.8	70.2	UNDER	69.9	64.9
11:07:20	69.5	74.1	UNDER	73.9	64.9
11:07:30	66.5	67.9	UNDER	67.9	65.9
11:07:40	64.2	67.0	UNDER	65.9	62.9
11:07:50	64.3	65.0	UNDER	65.9	63.9
11:08:00	67.2	71.8	UNDER	71.9	63.9
11:08:10	68.8	73.4	UNDER	72.9	64.9
11:08:20	64.2	69.8	UNDER	67.9	61.9
11:08:30	62.6	63.3	UNDER	63.9	61.9
11:08:40	62.0	63.1	UNDER	62.9	61.9
11:08:50	67.4	71.1	UNDER	70.9	61.9
11:09:00	65.6	69.8	UNDER	68.9	61.9
11:09:10	64.9	68.1	UNDER	67.9	63.9
11:09:20	65.7	68.2	UNDER	67.9	64.9
11:09:30	63.0	64.6	UNDER	64.9	61.9

11:09:40	66.6	70.2	UNDER	69.9	62.9
11:09:50	68.8	72.8	UNDER	72.9	64.9
11:10:00	66.0	70.2	UNDER	69.9	63.9
11:10:10	64.5	65.0	UNDER	65.9	64.9
11:10:20	63.8	64.6	UNDER	64.9	63.9
11:10:30	66.4	72.0	UNDER	70.9	62.9
11:10:40	68.2	73.0	UNDER	72.9	63.9
11:10:50	65.5	66.6	UNDER	66.9	64.9
11:11:00	65.7	66.6	UNDER	66.9	64.9
11:11:10	65.6	66.7	UNDER	66.9	64.9
11:11:20	67.9	73.0	UNDER	72.9	64.9
11:11:30	66.2	70.2	UNDER	68.9	63.9
11:11:40	65.6	69.4	UNDER	68.9	63.9
11:11:50	66.0	69.4	UNDER	69.9	63.9
11:12:00	65.0	65.8	UNDER	65.9	64.9
11:12:10	64.8	65.2	UNDER	65.9	64.9
11:12:20	68.2	74.6	UNDER	73.9	63.9
11:12:30	67.9	72.0	UNDER	71.9	63.9
11:12:40	64.5	65.7	UNDER	65.9	63.9
11:12:50	66.1	69.4	UNDER	69.9	63.9
11:13:00	62.9	64.1	UNDER	63.9	61.9
11:13:10	65.1	70.2	UNDER	69.9	61.9
11:13:20	65.0	69.3	UNDER	67.9	63.9
11:13:30	68.5	71.4	UNDER	70.9	64.9
11:13:40	73.4	77.9	UNDER	76.9	66.9
11:13:50	66.7	71.6	UNDER	70.9	63.9
11:14:00	67.1	70.0	UNDER	68.9	64.9
11:14:10	70.1	73.4	UNDER	72.9	65.9
11:14:20	67.3	71.0	UNDER	70.9	65.9
11:14:30	65.0	65.8	UNDER	65.9	64.9
11:14:40	67.1	69.1	UNDER	68.9	65.9
11:14:50	64.9	67.1	UNDER	66.9	62.9
11:15:00	65.8	70.4	UNDER	69.9	62.9
11:15:10	66.1	68.4	UNDER	67.9	63.9
11:15:20	67.9	70.2	UNDER	69.9	65.9
11:15:30	66.2	71.4	UNDER	69.9	64.9
11:15:40	71.3	76.3	UNDER	75.9	66.9
11:15:50	72.9	74.6	UNDER	74.9	67.9
11:16:00	69.3	71.8	UNDER	70.9	66.9
11:16:10	65.2	66.7	UNDER	66.9	64.9
11:16:20	68.7	74.6	UNDER	73.9	63.9
11:16:30	67.4	70.2	UNDER	69.9	64.9
11:16:40	64.8	65.8	UNDER	65.9	64.9
11:16:50	65.0	67.8	UNDER	65.9	64.9
11:17:00	71.9	74.2	UNDER	73.9	67.9
11:17:10	68.3	72.3	UNDER	71.9	65.9
11:17:20	67.9	71.0	UNDER	70.9	63.9
11:17:30	67.6	70.6	UNDER	70.9	64.9
11:17:40	67.9	70.6	UNDER	70.9	64.9
11:17:50	67.8	71.8	UNDER	71.9	64.9
11:18:00	65.4	70.2	UNDER	69.9	61.9



11:18:10	66.9	72.2	UNDER	71.9	61.9
11:18:20	63.9	65.7	UNDER	64.9	62.9
11:18:30	68.8	72.2	UNDER	71.9	64.9
11:18:40	64.0	65.3	UNDER	64.9	63.9
11:18:50	68.3	71.4	UNDER	71.9	63.9
11:19:00	70.8	73.9	UNDER	73.9	65.9
11:19:10	64.9	68.2	UNDER	67.9	61.9
11:19:20	62.2	63.4	UNDER	63.9	61.9
11:19:30	63.4	64.1	UNDER	63.9	62.9
11:19:40	64.5	65.8	UNDER	65.9	63.9
11:19:50	67.9	72.6	UNDER	71.9	64.9

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:44:22

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 11:05:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 11:20:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.0dB

Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 93.5dB

TWA..... 49.0dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 76.9dB 03/15/12 at 11:14:33  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
11:05:00	63.8	64.3	UNDER	64.3	63.3
11:05:10	63.0	64.1	UNDER	63.3	62.3
11:05:20	65.0	66.1	UNDER	65.3	63.3
11:05:30	62.4	64.5	UNDER	64.3	60.3
11:05:40	63.2	65.3	UNDER	64.3	61.3
11:05:50	65.8	66.5	UNDER	66.3	65.3
11:06:00	64.1	65.0	UNDER	64.3	62.3
11:06:10	61.7	62.7	UNDER	62.3	60.3
11:06:20	61.4	62.2	UNDER	61.3	60.3
11:06:30	63.0	65.5	UNDER	65.3	61.3
11:06:40	63.9	65.5	UNDER	65.3	62.3
11:06:50	62.4	62.6	UNDER	62.3	62.3
11:07:00	62.9	63.3	UNDER	63.3	62.3
11:07:10	63.9	64.5	UNDER	64.3	63.3
11:07:20	63.4	64.0	UNDER	63.3	62.3
11:07:30	63.6	64.3	UNDER	64.3	62.3
11:07:40	64.0	66.2	UNDER	66.3	62.3
11:07:50	64.5	66.3	UNDER	66.3	62.3
11:08:00	61.8	63.0	UNDER	62.3	60.3
11:08:10	61.4	62.1	UNDER	61.3	60.3
11:08:20	63.0	63.8	UNDER	63.3	61.3
11:08:30	63.7	65.7	UNDER	65.3	62.3
11:08:40	63.0	64.5	UNDER	64.3	62.3
11:08:50	65.2	66.1	UNDER	65.3	63.3
11:09:00	65.3	67.0	UNDER	66.3	63.3
11:09:10	65.0	66.5	UNDER	66.3	63.3
11:09:20	64.4	65.4	UNDER	65.3	63.3
11:09:30	65.6	66.9	UNDER	66.3	63.3

11:09:40	62.6	63.7	UNDER	63.3	62.3
11:09:50	63.2	64.5	UNDER	64.3	61.3
11:10:00	61.2	63.1	UNDER	61.3	60.3
11:10:10	64.4	66.1	UNDER	65.3	61.3
11:10:20	64.8	66.2	UNDER	65.3	63.3
11:10:30	64.6	66.1	UNDER	65.3	62.3
11:10:40	63.8	64.9	UNDER	64.3	62.3
11:10:50	62.6	63.7	UNDER	63.3	62.3
11:11:00	63.4	64.6	UNDER	64.3	62.3
11:11:10	63.1	63.7	UNDER	63.3	62.3
11:11:20	62.9	63.1	UNDER	63.3	62.3
11:11:30	63.7	64.2	UNDER	64.3	62.3
11:11:40	62.5	63.3	UNDER	63.3	61.3
11:11:50	62.3	63.3	UNDER	63.3	61.3
11:12:00	62.7	63.4	UNDER	63.3	62.3
11:12:10	63.8	64.5	UNDER	64.3	63.3
11:12:20	63.8	65.6	UNDER	65.3	62.3
11:12:30	64.5	65.0	UNDER	64.3	63.3
11:12:40	63.7	65.0	UNDER	64.3	62.3
11:12:50	63.2	63.8	UNDER	63.3	62.3
11:13:00	62.1	63.3	UNDER	63.3	61.3
11:13:10	63.4	64.5	UNDER	64.3	61.3
11:13:20	63.1	64.7	UNDER	64.3	60.3
11:13:30	61.8	62.7	UNDER	62.3	60.3
11:13:40	61.8	62.9	UNDER	62.3	60.3
11:13:50	63.6	64.5	UNDER	64.3	62.3
11:14:00	64.5	65.3	UNDER	65.3	63.3
11:14:10	63.3	63.7	UNDER	63.3	63.3
11:14:20	66.8	72.5	UNDER	71.3	62.3
11:14:30	73.3	76.9	UNDER	76.3	66.3
11:14:40	65.0	66.5	UNDER	66.3	63.3
11:14:50	63.4	64.0	UNDER	63.3	62.3
11:15:00	64.4	66.6	UNDER	66.3	61.3
11:15:10	62.9	65.4	UNDER	64.3	61.3
11:15:20	63.5	64.5	UNDER	64.3	62.3
11:15:30	61.8	62.9	UNDER	62.3	61.3
11:15:40	62.8	63.9	UNDER	63.3	61.3
11:15:50	65.0	66.2	UNDER	66.3	63.3
11:16:00	63.8	64.6	UNDER	64.3	63.3
11:16:10	64.0	64.5	UNDER	64.3	63.3
11:16:20	61.7	63.3	UNDER	62.3	60.3
11:16:30	60.4	61.0	UNDER	60.3	59.3
11:16:40	61.5	62.3	UNDER	62.3	59.3
11:16:50	64.1	65.0	UNDER	64.3	62.3
11:17:00	63.5	64.0	UNDER	63.3	63.3
11:17:10	63.3	63.8	UNDER	63.3	62.3
11:17:20	63.6	64.2	UNDER	64.3	62.3
11:17:30	64.8	65.8	UNDER	65.3	62.3
11:17:40	62.9	64.3	UNDER	64.3	60.3
11:17:50	61.1	61.9	UNDER	61.3	60.3
11:18:00	62.2	62.9	UNDER	62.3	61.3

11:18:10	63.9	65.9	UNDER	65.3	62.3
11:18:20	65.6	66.3	UNDER	66.3	64.3
11:18:30	65.2	66.1	UNDER	65.3	64.3
11:18:40	65.7	66.1	UNDER	66.3	65.3
11:18:50	65.1	65.7	UNDER	65.3	64.3
11:19:00	63.3	64.1	UNDER	64.3	61.3
11:19:10	63.0	64.2	UNDER	64.3	61.3
11:19:20	61.9	63.0	UNDER	62.3	61.3
11:19:30	62.6	64.1	UNDER	63.3	61.3
11:19:40	63.7	64.5	UNDER	64.3	62.3
11:19:50	64.4	65.4	UNDER	64.3	64.3

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Filename.....3904\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:43:31

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 10:37:50  
TOTAL LOGGING TIME...0 DAYS 01:00:59  
LOGGING STOPPED.....03/15/12 at 11:38:49  
TOTAL INTERVALS.....366  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 8 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.6dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 102.1dB

TWA..... 57.6dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 79.2dB 03/15/12 at 11:36:55  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
10:37:50	66.1	67.6	UNDER	66.5	64.5
10:38:00	64.8	66.4	UNDER	66.5	63.5
10:38:10	66.6	67.2	UNDER	67.5	65.5
10:38:20	65.4	66.0	UNDER	65.5	64.5
10:38:30	63.6	64.4	UNDER	64.5	62.5
10:38:40	66.1	67.3	UNDER	67.5	63.5
10:38:50	68.2	69.6	UNDER	69.5	67.5
10:39:00	66.5	69.1	UNDER	68.5	65.5
10:39:10	67.3	68.0	UNDER	68.5	66.5
10:39:20	68.5	70.0	UNDER	69.5	66.5
10:39:30	68.3	69.6	UNDER	69.5	66.5
10:39:40	64.2	66.0	UNDER	65.5	62.5
10:39:50	66.4	68.0	UNDER	67.5	65.5
10:40:00	63.9	65.6	UNDER	65.5	60.5
10:40:10	61.9	62.4	UNDER	62.5	60.5
10:40:20	66.6	68.4	UNDER	68.5	62.5
10:40:30	67.4	68.6	UNDER	68.5	66.5
10:40:40	65.8	66.9	UNDER	66.5	64.5
10:40:50	67.1	67.9	UNDER	67.5	66.5
10:41:00	69.1	71.2	UNDER	70.5	66.5
10:41:10	68.8	70.5	UNDER	70.5	67.5
10:41:20	67.8	70.0	UNDER	69.5	66.5
10:41:30	66.9	67.7	UNDER	67.5	66.5
10:41:40	66.8	68.8	UNDER	68.5	65.5
10:41:50	67.2	68.8	UNDER	68.5	64.5
10:42:00	64.5	65.0	UNDER	64.5	64.5
10:42:10	63.8	64.4	UNDER	64.5	63.5
10:42:20	65.1	65.7	UNDER	65.5	64.5

10:42:30	65.3	65.7	UNDER	65.5	64.5
10:42:40	66.5	68.1	UNDER	68.5	65.5
10:42:50	67.3	68.4	UNDER	68.5	66.5
10:43:00	66.2	68.0	UNDER	67.5	64.5
10:43:10	64.3	65.1	UNDER	64.5	63.5
10:43:20	66.6	67.3	UNDER	67.5	65.5
10:43:30	65.2	66.5	UNDER	66.5	64.5
10:43:40	66.2	68.1	UNDER	68.5	63.5
10:43:50	63.0	64.0	UNDER	64.5	61.5
10:44:00	66.5	70.0	UNDER	69.5	63.5
10:44:10	68.6	70.9	UNDER	70.5	64.5
10:44:20	65.9	68.0	UNDER	67.5	64.5
10:44:30	66.2	67.9	UNDER	67.5	65.5
10:44:40	66.8	69.1	UNDER	68.5	65.5
10:44:50	66.8	69.2	UNDER	68.5	64.5
10:45:00	68.4	70.0	UNDER	69.5	66.5
10:45:10	66.2	68.8	UNDER	68.5	64.5
10:45:20	66.0	66.7	UNDER	66.5	64.5
10:45:30	67.2	68.0	UNDER	67.5	66.5
10:45:40	68.8	71.2	UNDER	70.5	67.5
10:45:50	69.1	71.2	UNDER	71.5	65.5
10:46:00	65.6	68.7	UNDER	68.5	64.5
10:46:10	67.9	69.1	UNDER	68.5	66.5
10:46:20	65.7	67.1	UNDER	66.5	64.5
10:46:30	66.1	67.2	UNDER	67.5	64.5
10:46:40	65.4	66.8	UNDER	66.5	63.5
10:46:50	65.5	66.0	UNDER	65.5	65.5
10:47:00	67.4	68.0	UNDER	67.5	66.5
10:47:10	67.4	68.0	UNDER	67.5	66.5
10:47:20	66.5	67.9	UNDER	67.5	64.5
10:47:30	64.5	65.1	UNDER	64.5	64.5
10:47:40	64.4	64.9	UNDER	64.5	63.5
10:47:50	66.5	67.2	UNDER	67.5	64.5
10:48:00	66.2	69.2	UNDER	68.5	64.5
10:48:10	68.0	69.2	UNDER	69.5	65.5
10:48:20	65.6	66.4	UNDER	66.5	64.5
10:48:30	66.6	67.5	UNDER	67.5	65.5
10:48:40	66.6	67.3	UNDER	67.5	66.5
10:48:50	68.4	69.3	UNDER	69.5	67.5
10:49:00	65.3	67.0	UNDER	66.5	64.5
10:49:10	64.2	64.9	UNDER	64.5	63.5
10:49:20	63.1	64.0	UNDER	63.5	62.5
10:49:30	65.2	66.8	UNDER	66.5	62.5
10:49:40	64.7	66.0	UNDER	65.5	64.5
10:49:50	67.0	68.4	UNDER	68.5	64.5
10:50:00	65.2	67.1	UNDER	66.5	64.5
10:50:10	65.0	66.4	UNDER	66.5	62.5
10:50:20	62.0	64.1	UNDER	63.5	60.5
10:50:30	66.0	67.2	UNDER	67.5	64.5
10:50:40	65.8	66.8	UNDER	66.5	64.5
10:50:50	66.7	67.5	UNDER	67.5	66.5



10:51:00	67.1	67.7	UNDER	67.5	66.5
10:51:10	66.1	67.3	UNDER	67.5	63.5
10:51:20	64.8	66.4	UNDER	66.5	62.5
10:51:30	65.4	66.8	UNDER	66.5	64.5
10:51:40	65.5	66.0	UNDER	65.5	64.5
10:51:50	64.8	65.6	UNDER	65.5	64.5
10:52:00	65.0	66.0	UNDER	65.5	63.5
10:52:10	64.7	65.6	UNDER	65.5	63.5
10:52:20	66.3	68.4	UNDER	68.5	63.5
10:52:30	68.2	69.6	UNDER	69.5	66.5
10:52:40	69.0	72.2	UNDER	71.5	66.5
10:52:50	69.4	72.8	UNDER	72.5	67.5
10:53:00	68.3	69.2	UNDER	68.5	67.5
10:53:10	68.4	69.2	UNDER	69.5	66.5
10:53:20	66.8	67.9	UNDER	67.5	65.5
10:53:30	65.9	67.7	UNDER	67.5	64.5
10:53:40	66.1	68.0	UNDER	67.5	64.5
10:53:50	66.6	68.2	UNDER	68.5	64.5
10:54:00	63.2	64.6	UNDER	64.5	62.5
10:54:10	65.9	66.4	UNDER	66.5	64.5
10:54:20	65.3	66.2	UNDER	65.5	64.5
10:54:30	66.5	66.8	UNDER	66.5	66.5
10:54:40	68.9	70.1	UNDER	70.5	66.5
10:54:50	68.1	69.6	UNDER	69.5	67.5
10:55:00	67.2	67.7	UNDER	67.5	66.5
10:55:10	68.0	68.7	UNDER	68.5	66.5
10:55:20	66.8	67.6	UNDER	67.5	66.5
10:55:30	67.4	68.0	UNDER	68.5	66.5
10:55:40	65.6	67.3	UNDER	66.5	64.5
10:55:50	66.4	67.3	UNDER	67.5	64.5
10:56:00	64.1	65.4	UNDER	65.5	63.5
10:56:10	65.1	66.0	UNDER	66.5	63.5
10:56:20	65.1	66.8	UNDER	66.5	63.5
10:56:30	67.9	68.7	UNDER	68.5	66.5
10:56:40	67.4	68.0	UNDER	68.5	66.5
10:56:50	68.7	69.6	UNDER	69.5	67.5
10:57:00	68.5	68.8	UNDER	68.5	67.5
10:57:10	65.4	67.6	UNDER	67.5	63.5
10:57:20	65.3	66.0	UNDER	65.5	64.5
10:57:30	64.7	65.2	UNDER	64.5	64.5
10:57:40	64.8	66.4	UNDER	66.5	63.5
10:57:50	68.0	68.8	UNDER	68.5	66.5
10:58:00	65.6	67.7	UNDER	67.5	64.5
10:58:10	65.9	67.6	UNDER	67.5	64.5
10:58:20	66.8	68.4	UNDER	68.5	65.5
10:58:30	66.1	67.5	UNDER	67.5	65.5
10:58:40	67.2	68.1	UNDER	68.5	65.5
10:58:50	68.1	69.4	UNDER	69.5	67.5
10:59:00	67.1	68.4	UNDER	68.5	65.5
10:59:10	68.4	68.8	UNDER	68.5	67.5
10:59:20	68.0	70.3	UNDER	69.5	66.5

10:59:30	66.8	68.5	UNDER	68.5	63.5
10:59:40	62.9	63.3	UNDER	63.5	62.5
10:59:50	69.3	72.5	UNDER	72.5	62.5
11:00:00	66.1	70.4	UNDER	68.5	63.5
11:00:10	65.7	67.3	UNDER	67.5	63.5
11:00:20	65.6	67.3	UNDER	67.5	64.5
11:00:30	64.4	65.6	UNDER	65.5	61.5
11:00:40	63.2	64.4	UNDER	64.5	60.5
11:00:50	65.1	65.7	UNDER	65.5	64.5
11:01:00	66.5	67.6	UNDER	67.5	64.5
11:01:10	65.4	67.3	UNDER	66.5	64.5
11:01:20	67.6	68.4	UNDER	68.5	66.5
11:01:30	67.7	68.6	UNDER	68.5	66.5
11:01:40	68.1	69.3	UNDER	69.5	65.5
11:01:50	65.1	66.4	UNDER	65.5	64.5
11:02:00	66.2	66.6	UNDER	66.5	65.5
11:02:10	64.9	66.4	UNDER	66.5	62.5
11:02:20	65.5	67.2	UNDER	66.5	62.5
11:02:30	64.7	66.4	UNDER	65.5	63.5
11:02:40	64.6	65.7	UNDER	65.5	64.5
11:02:50	65.8	66.2	UNDER	66.5	65.5
11:03:00	65.3	66.8	UNDER	66.5	64.5
11:03:10	66.6	67.4	UNDER	67.5	65.5
11:03:20	64.7	65.7	UNDER	65.5	63.5
11:03:30	63.6	65.6	UNDER	65.5	62.5
11:03:40	64.3	65.2	UNDER	65.5	62.5
11:03:50	65.3	65.8	UNDER	65.5	64.5
11:04:00	64.5	66.0	UNDER	65.5	63.5
11:04:10	65.6	66.4	UNDER	66.5	64.5
11:04:20	68.0	69.2	UNDER	68.5	66.5
11:04:30	66.7	68.0	UNDER	67.5	64.5
11:04:40	67.1	69.2	UNDER	69.5	64.5
11:04:50	65.3	66.7	UNDER	66.5	63.5
11:05:00	65.1	66.9	UNDER	66.5	63.5
11:05:10	67.4	68.0	UNDER	68.5	66.5
11:05:20	66.8	68.0	UNDER	67.5	63.5
11:05:30	64.9	68.0	UNDER	67.5	62.5
11:05:40	67.2	68.4	UNDER	68.5	65.5
11:05:50	66.6	67.6	UNDER	67.5	64.5
11:06:00	67.3	68.3	UNDER	68.5	66.5
11:06:10	66.0	67.2	UNDER	66.5	65.5
11:06:20	68.0	69.1	UNDER	68.5	66.5
11:06:30	66.2	67.6	UNDER	66.5	65.5
11:06:40	65.7	66.8	UNDER	66.5	64.5
11:06:50	64.0	64.8	UNDER	64.5	63.5
11:07:00	67.1	68.0	UNDER	68.5	64.5
11:07:10	68.4	69.4	UNDER	69.5	67.5
11:07:20	67.2	69.1	UNDER	68.5	65.5
11:07:30	66.6	67.6	UNDER	67.5	65.5
11:07:40	65.7	67.3	UNDER	67.5	63.5
11:07:50	66.6	67.4	UNDER	67.5	66.5

11:08:00	65.6	67.2	UNDER	66.5	64.5
11:08:10	66.1	67.4	UNDER	67.5	64.5
11:08:20	66.8	68.3	UNDER	68.5	65.5
11:08:30	67.8	68.8	UNDER	68.5	66.5
11:08:40	67.2	68.0	UNDER	68.5	66.5
11:08:50	68.0	68.8	UNDER	68.5	66.5
11:09:00	66.4	68.1	UNDER	68.5	63.5
11:09:10	65.8	67.9	UNDER	67.5	63.5
11:09:20	66.4	68.0	UNDER	67.5	64.5
11:09:30	65.6	66.3	UNDER	66.5	64.5
11:09:40	64.8	65.2	UNDER	65.5	64.5
11:09:50	64.5	65.0	UNDER	64.5	64.5
11:10:00	65.9	66.4	UNDER	66.5	64.5
11:10:10	66.2	66.8	UNDER	66.5	65.5
11:10:20	66.7	67.6	UNDER	67.5	65.5
11:10:30	67.0	67.6	UNDER	67.5	66.5
11:10:40	67.7	68.4	UNDER	68.5	66.5
11:10:50	66.1	67.7	UNDER	67.5	64.5
11:11:00	65.6	66.5	UNDER	66.5	64.5
11:11:10	65.7	66.8	UNDER	66.5	62.5
11:11:20	63.2	66.0	UNDER	65.5	61.5
11:11:30	65.1	66.3	UNDER	66.5	63.5
11:11:40	66.6	67.6	UNDER	67.5	63.5
11:11:50	66.5	69.2	UNDER	68.5	64.5
11:12:00	66.3	67.3	UNDER	67.5	65.5
11:12:10	68.1	69.6	UNDER	69.5	66.5
11:12:20	65.7	66.4	UNDER	66.5	65.5
11:12:30	65.8	66.0	UNDER	66.5	65.5
11:12:40	66.0	66.8	UNDER	66.5	65.5
11:12:50	66.2	67.2	UNDER	66.5	64.5
11:13:00	64.0	64.8	UNDER	64.5	62.5
11:13:10	67.4	68.4	UNDER	68.5	64.5
11:13:20	66.6	68.4	UNDER	68.5	65.5
11:13:30	67.7	68.3	UNDER	68.5	66.5
11:13:40	65.5	66.8	UNDER	66.5	64.5
11:13:50	65.8	68.0	UNDER	67.5	64.5
11:14:00	66.5	68.0	UNDER	68.5	64.5
11:14:10	65.2	66.1	UNDER	66.5	64.5
11:14:20	65.5	66.2	UNDER	66.5	64.5
11:14:30	65.9	66.4	UNDER	66.5	65.5
11:14:40	66.2	66.8	UNDER	66.5	65.5
11:14:50	66.6	67.2	UNDER	66.5	65.5
11:15:00	66.4	67.6	UNDER	67.5	65.5
11:15:10	67.2	68.3	UNDER	68.5	66.5
11:15:20	65.2	66.1	UNDER	65.5	64.5
11:15:30	70.0	74.4	UNDER	74.5	65.5
11:15:40	75.3	77.5	UNDER	77.5	70.5
11:15:50	66.6	70.4	UNDER	69.5	64.5
11:16:00	64.7	66.4	UNDER	66.5	62.5
11:16:10	63.4	64.8	UNDER	64.5	62.5
11:16:20	65.5	67.2	UNDER	66.5	64.5

11:16:30	67.9	68.4	UNDER	68.5	67.5
11:16:40	68.3	69.6	UNDER	69.5	66.5
11:16:50	67.7	68.9	UNDER	68.5	66.5
11:17:00	67.4	68.4	UNDER	68.5	66.5
11:17:10	65.7	66.4	UNDER	66.5	65.5
11:17:20	67.4	68.1	UNDER	68.5	65.5
11:17:30	67.4	68.4	UNDER	68.5	66.5
11:17:40	65.9	66.4	UNDER	66.5	65.5
11:17:50	67.5	68.4	UNDER	68.5	66.5
11:18:00	66.3	67.5	UNDER	67.5	65.5
11:18:10	65.4	67.1	UNDER	66.5	64.5
11:18:20	64.8	65.6	UNDER	65.5	64.5
11:18:30	66.5	67.6	UNDER	67.5	65.5
11:18:40	67.9	68.4	UNDER	68.5	67.5
11:18:50	67.4	68.1	UNDER	68.5	66.5
11:19:00	65.3	66.2	UNDER	66.5	64.5
11:19:10	65.7	66.8	UNDER	66.5	65.5
11:19:20	66.5	68.0	UNDER	67.5	65.5
11:19:30	67.3	68.8	UNDER	68.5	65.5
11:19:40	67.9	69.2	UNDER	69.5	66.5
11:19:50	66.8	67.3	UNDER	67.5	66.5
11:20:00	66.0	67.2	UNDER	67.5	65.5
11:20:10	65.9	67.2	UNDER	67.5	64.5
11:20:20	67.8	68.8	UNDER	68.5	66.5
11:20:30	66.6	67.6	UNDER	67.5	65.5
11:20:40	67.8	68.9	UNDER	68.5	66.5
11:20:50	65.9	66.4	UNDER	66.5	65.5
11:21:00	66.4	66.8	UNDER	66.5	66.5
11:21:10	65.8	66.5	UNDER	66.5	65.5
11:21:20	68.0	70.7	UNDER	69.5	65.5
11:21:30	69.0	71.2	UNDER	71.5	67.5
11:21:40	67.6	68.4	UNDER	68.5	65.5
11:21:50	65.1	65.6	UNDER	65.5	64.5
11:22:00	66.0	66.8	UNDER	66.5	64.5
11:22:10	65.9	66.9	UNDER	66.5	64.5
11:22:20	65.3	66.4	UNDER	66.5	64.5
11:22:30	67.5	68.8	UNDER	68.5	66.5
11:22:40	67.3	68.8	UNDER	68.5	65.5
11:22:50	66.1	68.4	UNDER	68.5	63.5
11:23:00	65.1	65.6	UNDER	65.5	63.5
11:23:10	64.1	66.0	UNDER	65.5	62.5
11:23:20	68.1	69.5	UNDER	69.5	66.5
11:23:30	68.0	68.4	UNDER	68.5	67.5
11:23:40	67.6	68.7	UNDER	68.5	66.5
11:23:50	67.0	68.8	UNDER	68.5	64.5
11:24:00	65.7	67.6	UNDER	67.5	64.5
11:24:10	67.9	68.4	UNDER	68.5	67.5
11:24:20	69.2	71.7	UNDER	71.5	66.5
11:24:30	66.4	68.8	UNDER	68.5	63.5
11:24:40	66.7	68.1	UNDER	68.5	64.5
11:24:50	68.1	69.0	UNDER	68.5	67.5

11:25:00	69.0	70.4	UNDER	70.5	67.5
11:25:10	66.8	67.6	UNDER	67.5	66.5
11:25:20	67.4	68.1	UNDER	68.5	66.5
11:25:30	69.1	70.7	UNDER	70.5	67.5
11:25:40	66.7	69.2	UNDER	68.5	64.5
11:25:50	64.0	64.8	UNDER	64.5	62.5
11:26:00	65.0	66.8	UNDER	66.5	62.5
11:26:10	64.9	66.8	UNDER	66.5	63.5
11:26:20	64.9	66.0	UNDER	65.5	64.5
11:26:30	68.0	70.8	UNDER	70.5	64.5
11:26:40	67.9	68.8	UNDER	68.5	66.5
11:26:50	67.6	68.6	UNDER	68.5	66.5
11:27:00	66.0	68.0	UNDER	67.5	64.5
11:27:10	66.2	67.2	UNDER	67.5	65.5
11:27:20	65.7	66.2	UNDER	66.5	65.5
11:27:30	66.6	67.4	UNDER	67.5	66.5
11:27:40	66.0	67.2	UNDER	66.5	65.5
11:27:50	67.3	67.9	UNDER	67.5	66.5
11:28:00	66.0	68.4	UNDER	67.5	62.5
11:28:10	63.3	66.8	UNDER	66.5	61.5
11:28:20	68.1	69.1	UNDER	69.5	66.5
11:28:30	66.6	67.3	UNDER	67.5	65.5
11:28:40	65.8	66.4	UNDER	66.5	65.5
11:28:50	66.4	67.1	UNDER	66.5	65.5
11:29:00	66.6	67.2	UNDER	67.5	65.5
11:29:10	66.4	67.2	UNDER	66.5	65.5
11:29:20	66.3	67.2	UNDER	67.5	65.5
11:29:30	67.0	68.0	UNDER	67.5	66.5
11:29:40	65.5	66.4	UNDER	65.5	65.5
11:29:50	65.7	66.0	UNDER	66.5	65.5
11:30:00	65.3	65.9	UNDER	65.5	64.5
11:30:10	65.4	66.3	UNDER	66.5	64.5
11:30:20	65.7	67.2	UNDER	66.5	64.5
11:30:30	68.0	68.9	UNDER	68.5	66.5
11:30:40	65.5	67.5	UNDER	66.5	64.5
11:30:50	66.8	68.8	UNDER	68.5	64.5
11:31:00	66.8	68.0	UNDER	67.5	65.5
11:31:10	65.9	67.6	UNDER	67.5	62.5
11:31:20	61.1	63.4	UNDER	62.5	60.5
11:31:30	66.2	67.8	UNDER	67.5	63.5
11:31:40	66.8	67.8	UNDER	67.5	66.5
11:31:50	66.8	67.2	UNDER	67.5	66.5
11:32:00	65.6	66.4	UNDER	66.5	65.5
11:32:10	65.8	66.8	UNDER	66.5	64.5
11:32:20	66.2	66.8	UNDER	66.5	65.5
11:32:30	65.2	66.3	UNDER	66.5	64.5
11:32:40	65.6	67.5	UNDER	67.5	63.5
11:32:50	67.4	68.7	UNDER	68.5	65.5
11:33:00	67.5	68.8	UNDER	68.5	66.5
11:33:10	67.7	68.8	UNDER	68.5	67.5
11:33:20	67.3	68.0	UNDER	68.5	66.5

11:33:30	66.4	66.9	UNDER	66.5	65.5
11:33:40	63.1	65.0	UNDER	64.5	61.5
11:33:50	64.5	66.0	UNDER	65.5	61.5
11:34:00	65.1	66.4	UNDER	66.5	63.5
11:34:10	64.3	65.3	UNDER	64.5	63.5
11:34:20	64.1	64.8	UNDER	64.5	62.5
11:34:30	63.9	67.2	UNDER	66.5	62.5
11:34:40	66.4	67.6	UNDER	67.5	64.5
11:34:50	65.4	67.2	UNDER	66.5	64.5
11:35:00	65.6	67.3	UNDER	67.5	64.5
11:35:10	66.0	66.8	UNDER	66.5	65.5
11:35:20	66.6	67.6	UNDER	67.5	65.5
11:35:30	64.4	66.1	UNDER	66.5	62.5
11:35:40	63.5	65.2	UNDER	64.5	62.5
11:35:50	66.0	66.5	UNDER	66.5	65.5
11:36:00	65.4	66.0	UNDER	66.5	64.5
11:36:10	66.4	68.0	UNDER	67.5	64.5
11:36:20	67.2	68.4	UNDER	68.5	66.5
11:36:30	66.4	68.3	UNDER	68.5	65.5
11:36:40	66.2	66.8	UNDER	66.5	65.5
11:36:50	72.0	79.2	UNDER	76.5	66.5
11:37:00	66.1	68.0	UNDER	67.5	65.5
11:37:10	67.3	68.8	UNDER	68.5	65.5
11:37:20	65.7	66.4	UNDER	66.5	64.5
11:37:30	65.6	67.2	UNDER	66.5	64.5
11:37:40	67.5	68.0	UNDER	67.5	67.5
11:37:50	66.7	67.6	UNDER	67.5	65.5
11:38:00	68.0	72.0	UNDER	70.5	65.5
11:38:10	66.0	69.7	UNDER	68.5	63.5
11:38:20	63.8	64.4	UNDER	64.5	63.5
11:38:30	65.4	67.2	UNDER	67.5	62.5
11:38:40	67.2	67.6	UNDER	67.5	66.5

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Filename.....3904\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:46:38

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 09:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 10:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 5 OF 8 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 69.3dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 98.8dB

TWA..... 54.3dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 73.7dB 03/15/12 at 10:07:38  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 5 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
09:55:00	70.5	71.6	UNDER	71.5	69.5
09:55:10	69.6	70.2	UNDER	70.5	69.5
09:55:20	71.6	72.4	UNDER	72.5	69.5
09:55:30	69.9	71.4	UNDER	70.5	69.5
09:55:40	68.0	69.8	UNDER	69.5	66.5
09:55:50	68.3	69.2	UNDER	69.5	66.5
09:56:00	68.1	69.2	UNDER	69.5	66.5
09:56:10	68.4	69.2	UNDER	69.5	67.5
09:56:20	68.9	69.6	UNDER	69.5	68.5
09:56:30	70.6	72.0	UNDER	72.5	68.5
09:56:40	68.4	70.0	UNDER	69.5	66.5
09:56:50	68.7	70.0	UNDER	69.5	67.5
09:57:00	68.4	70.7	UNDER	70.5	66.5
09:57:10	70.8	72.0	UNDER	71.5	68.5
09:57:20	68.5	69.5	UNDER	69.5	68.5
09:57:30	69.5	70.0	UNDER	70.5	68.5
09:57:40	69.6	70.5	UNDER	70.5	68.5
09:57:50	68.7	69.2	UNDER	69.5	67.5
09:58:00	67.2	69.2	UNDER	68.5	66.5
09:58:10	69.0	70.4	UNDER	70.5	67.5
09:58:20	69.0	70.0	UNDER	69.5	68.5
09:58:30	68.5	69.5	UNDER	69.5	67.5
09:58:40	68.9	70.2	UNDER	70.5	67.5
09:58:50	66.3	67.2	UNDER	67.5	65.5
09:59:00	66.5	67.5	UNDER	67.5	65.5
09:59:10	68.4	70.0	UNDER	69.5	66.5
09:59:20	67.3	68.8	UNDER	68.5	66.5
09:59:30	68.4	69.0	UNDER	68.5	67.5



09:59:40	67.1	68.8	UNDER	68.5	66.5
09:59:50	67.3	67.6	UNDER	67.5	66.5
10:00:00	68.5	70.5	UNDER	70.5	67.5
10:00:10	71.3	72.0	UNDER	71.5	70.5
10:00:20	68.6	70.4	UNDER	70.5	66.5
10:00:30	68.2	72.1	UNDER	70.5	66.5
10:00:40	70.1	72.4	UNDER	72.5	67.5
10:00:50	70.4	72.0	UNDER	72.5	68.5
10:01:00	70.4	71.5	UNDER	71.5	68.5
10:01:10	70.7	72.0	UNDER	71.5	69.5
10:01:20	69.8	71.9	UNDER	71.5	68.5
10:01:30	70.7	72.0	UNDER	72.5	69.5
10:01:40	67.4	69.2	UNDER	68.5	66.5
10:01:50	69.0	69.3	UNDER	69.5	68.5
10:02:00	67.8	68.8	UNDER	68.5	66.5
10:02:10	71.1	72.4	UNDER	72.5	67.5
10:02:20	69.8	71.5	UNDER	70.5	69.5
10:02:30	69.3	70.1	UNDER	70.5	68.5
10:02:40	69.2	70.1	UNDER	70.5	68.5
10:02:50	68.5	70.0	UNDER	70.5	66.5
10:03:00	66.3	68.0	UNDER	68.5	64.5
10:03:10	67.3	68.5	UNDER	68.5	65.5
10:03:20	69.0	70.0	UNDER	69.5	67.5
10:03:30	68.8	69.8	UNDER	69.5	68.5
10:03:40	68.4	70.0	UNDER	69.5	65.5
10:03:50	68.3	70.4	UNDER	70.5	65.5
10:04:00	70.2	71.7	UNDER	71.5	69.5
10:04:10	70.7	71.8	UNDER	71.5	68.5
10:04:20	69.4	70.4	UNDER	70.5	68.5
10:04:30	70.3	71.2	UNDER	70.5	69.5
10:04:40	71.0	71.6	UNDER	71.5	70.5
10:04:50	69.5	70.4	UNDER	70.5	68.5
10:05:00	70.2	71.0	UNDER	70.5	69.5
10:05:10	69.3	69.7	UNDER	69.5	68.5
10:05:20	67.4	68.4	UNDER	68.5	66.5
10:05:30	67.4	69.6	UNDER	69.5	65.5
10:05:40	68.8	69.9	UNDER	69.5	68.5
10:05:50	68.8	69.6	UNDER	69.5	68.5
10:06:00	70.1	71.6	UNDER	71.5	68.5
10:06:10	68.4	69.5	UNDER	69.5	67.5
10:06:20	69.8	70.4	UNDER	70.5	69.5
10:06:30	71.7	72.8	UNDER	72.5	69.5
10:06:40	69.7	71.2	UNDER	70.5	66.5
10:06:50	69.8	71.7	UNDER	71.5	66.5
10:07:00	71.2	71.6	UNDER	71.5	70.5
10:07:10	70.4	71.8	UNDER	71.5	68.5
10:07:20	69.7	71.2	UNDER	70.5	68.5
10:07:30	71.5	73.7	UNDER	73.5	70.5
10:07:40	69.7	72.2	UNDER	71.5	67.5
10:07:50	70.3	71.5	UNDER	71.5	66.5
10:08:00	65.4	66.8	UNDER	66.5	64.5

10:08:10	68.9	72.0	UNDER	70.5	66.5
10:08:20	69.2	71.9	UNDER	71.5	65.5
10:08:30	67.2	68.0	UNDER	67.5	66.5
10:08:40	68.6	69.5	UNDER	69.5	67.5
10:08:50	69.8	71.6	UNDER	71.5	67.5
10:09:00	68.6	70.1	UNDER	69.5	67.5
10:09:10	69.6	70.8	UNDER	70.5	67.5
10:09:20	69.4	72.0	UNDER	70.5	68.5
10:09:30	71.0	72.4	UNDER	72.5	69.5
10:09:40	69.3	70.0	UNDER	69.5	68.5
10:09:50	70.5	71.2	UNDER	71.5	69.5

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Filename.....3904\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:50:42

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 08:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 09:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 8 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 63.5dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 92.9dB

TWA..... 48.5dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 70.4dB 03/15/12 at 09:09:14  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
08:55:00	63.9	64.7	UNDER	64.5	63.5
08:55:10	63.4	64.0	UNDER	64.5	62.5
08:55:20	63.5	64.8	UNDER	64.5	62.5
08:55:30	63.1	64.7	UNDER	64.5	62.5
08:55:40	63.4	64.4	UNDER	64.5	62.5
08:55:50	63.8	64.4	UNDER	64.5	63.5
08:56:00	63.4	64.2	UNDER	64.5	62.5
08:56:10	63.0	63.6	UNDER	63.5	62.5
08:56:20	64.2	64.8	UNDER	64.5	63.5
08:56:30	64.2	64.7	UNDER	64.5	63.5
08:56:40	63.0	64.0	UNDER	63.5	62.5
08:56:50	64.0	65.1	UNDER	64.5	62.5
08:57:00	63.0	63.8	UNDER	63.5	62.5
08:57:10	63.8	64.8	UNDER	64.5	62.5
08:57:20	62.8	64.0	UNDER	63.5	61.5
08:57:30	63.7	64.0	UNDER	64.5	63.5
08:57:40	64.1	64.9	UNDER	64.5	63.5
08:57:50	63.5	64.8	UNDER	64.5	62.5
08:58:00	64.0	65.6	UNDER	65.5	62.5
08:58:10	64.9	65.5	UNDER	65.5	64.5
08:58:20	64.4	65.6	UNDER	65.5	63.5
08:58:30	63.5	64.0	UNDER	64.5	62.5
08:58:40	64.2	64.8	UNDER	64.5	63.5
08:58:50	63.5	64.8	UNDER	64.5	62.5
08:59:00	64.9	66.4	UNDER	66.5	64.5
08:59:10	64.4	65.6	UNDER	65.5	63.5
08:59:20	63.7	64.4	UNDER	64.5	63.5
08:59:30	63.3	64.0	UNDER	63.5	62.5

08:59:40	62.9	64.1	UNDER	63.5	61.5
08:59:50	63.3	64.4	UNDER	64.5	61.5
09:00:00	63.5	64.1	UNDER	64.5	62.5
09:00:10	62.1	62.8	UNDER	62.5	61.5
09:00:20	62.6	64.4	UNDER	64.5	60.5
09:00:30	64.0	64.4	UNDER	64.5	63.5
09:00:40	64.8	65.6	UNDER	65.5	64.5
09:00:50	63.0	65.2	UNDER	64.5	62.5
09:01:00	63.1	64.0	UNDER	63.5	62.5
09:01:10	63.1	63.8	UNDER	63.5	62.5
09:01:20	62.9	63.6	UNDER	63.5	62.5
09:01:30	64.2	65.2	UNDER	64.5	62.5
09:01:40	64.7	65.6	UNDER	65.5	63.5
09:01:50	63.3	64.5	UNDER	64.5	62.5
09:02:00	65.3	66.4	UNDER	66.5	64.5
09:02:10	63.7	66.0	UNDER	65.5	62.5
09:02:20	63.8	64.5	UNDER	64.5	63.5
09:02:30	63.6	64.5	UNDER	64.5	62.5
09:02:40	63.2	63.8	UNDER	63.5	63.5
09:02:50	63.2	64.1	UNDER	63.5	62.5
09:03:00	63.8	64.4	UNDER	64.5	62.5
09:03:10	63.3	64.0	UNDER	63.5	62.5
09:03:20	63.5	64.0	UNDER	63.5	62.5
09:03:30	62.6	63.7	UNDER	63.5	62.5
09:03:40	62.5	64.0	UNDER	63.5	61.5
09:03:50	63.5	64.7	UNDER	64.5	62.5
09:04:00	63.4	64.7	UNDER	64.5	62.5
09:04:10	62.8	63.2	UNDER	63.5	62.5
09:04:20	63.3	64.0	UNDER	63.5	62.5
09:04:30	64.3	66.0	UNDER	65.5	61.5
09:04:40	63.8	65.2	UNDER	65.5	62.5
09:04:50	64.0	65.9	UNDER	65.5	62.5
09:05:00	62.3	62.8	UNDER	62.5	61.5
09:05:10	62.5	63.2	UNDER	62.5	62.5
09:05:20	63.6	64.4	UNDER	64.5	62.5
09:05:30	63.1	63.9	UNDER	63.5	62.5
09:05:40	62.2	63.6	UNDER	63.5	59.5
09:05:50	62.4	63.2	UNDER	63.5	59.5
09:06:00	62.4	62.8	UNDER	62.5	62.5
09:06:10	62.0	62.8	UNDER	62.5	60.5
09:06:20	63.0	64.4	UNDER	64.5	62.5
09:06:30	64.4	66.0	UNDER	65.5	62.5
09:06:40	62.6	63.6	UNDER	63.5	61.5
09:06:50	62.2	63.2	UNDER	63.5	61.5
09:07:00	63.5	64.4	UNDER	64.5	62.5
09:07:10	63.2	64.8	UNDER	64.5	61.5
09:07:20	63.5	64.2	UNDER	63.5	62.5
09:07:30	63.4	64.7	UNDER	64.5	61.5
09:07:40	61.2	62.0	UNDER	61.5	60.5
09:07:50	60.3	62.1	UNDER	62.5	58.5
09:08:00	61.5	62.4	UNDER	62.5	60.5

09:08:10	62.5	62.9	UNDER	62.5	61.5
09:08:20	63.4	64.7	UNDER	64.5	62.5
09:08:30	62.7	63.5	UNDER	63.5	62.5
09:08:40	64.2	64.7	UNDER	64.5	63.5
09:08:50	64.5	65.2	UNDER	65.5	64.5
09:09:00	63.0	64.4	UNDER	64.5	61.5
09:09:10	67.3	70.4	UNDER	70.5	63.5
09:09:20	63.1	63.9	UNDER	63.5	61.5
09:09:30	62.9	64.0	UNDER	63.5	61.5
09:09:40	62.8	64.0	UNDER	63.5	62.5
09:09:50	63.2	64.0	UNDER	63.5	61.5

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:49:18

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 08:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 09:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.0dB

Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 91.5dB

TWA..... 47.0dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 66.1dB 03/15/12 at 09:01:15  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
08:55:00	61.9	62.6	UNDER	62.3	61.3
08:55:10	63.2	65.1	UNDER	64.3	62.3
08:55:20	61.9	63.4	UNDER	62.3	61.3
08:55:30	63.1	63.7	UNDER	63.3	62.3
08:55:40	62.6	63.0	UNDER	62.3	62.3
08:55:50	63.2	63.7	UNDER	63.3	62.3
08:56:00	62.6	63.3	UNDER	63.3	62.3
08:56:10	62.8	63.6	UNDER	63.3	62.3
08:56:20	62.4	63.4	UNDER	63.3	61.3
08:56:30	61.7	62.6	UNDER	62.3	61.3
08:56:40	63.0	63.3	UNDER	63.3	62.3
08:56:50	61.6	62.6	UNDER	62.3	60.3
08:57:00	61.9	62.5	UNDER	62.3	61.3
08:57:10	63.4	64.3	UNDER	64.3	62.3
08:57:20	63.7	64.5	UNDER	64.3	63.3
08:57:30	63.0	63.4	UNDER	63.3	62.3
08:57:40	62.5	63.6	UNDER	63.3	62.3
08:57:50	63.5	63.9	UNDER	63.3	62.3
08:58:00	63.0	63.5	UNDER	63.3	62.3
08:58:10	62.9	63.5	UNDER	63.3	61.3
08:58:20	62.2	63.5	UNDER	63.3	61.3
08:58:30	63.1	63.7	UNDER	63.3	62.3
08:58:40	61.8	62.9	UNDER	62.3	60.3
08:58:50	60.3	60.9	UNDER	60.3	59.3
08:59:00	61.7	62.6	UNDER	62.3	60.3
08:59:10	62.2	62.9	UNDER	62.3	60.3
08:59:20	60.0	60.6	UNDER	60.3	59.3
08:59:30	62.3	63.3	UNDER	63.3	60.3



08:59:40	63.1	63.8	UNDER	63.3	62.3
08:59:50	62.1	63.8	UNDER	63.3	59.3
09:00:00	61.1	61.7	UNDER	61.3	59.3
09:00:10	62.4	63.0	UNDER	62.3	61.3
09:00:20	62.4	64.9	UNDER	63.3	61.3
09:00:30	62.3	62.9	UNDER	62.3	61.3
09:00:40	62.5	63.2	UNDER	63.3	61.3
09:00:50	62.3	63.1	UNDER	62.3	61.3
09:01:00	62.8	63.2	UNDER	63.3	62.3
09:01:10	64.4	66.1	UNDER	65.3	62.3
09:01:20	62.7	64.2	UNDER	63.3	62.3
09:01:30	62.1	62.5	UNDER	62.3	61.3
09:01:40	61.6	62.1	UNDER	61.3	61.3
09:01:50	62.1	62.6	UNDER	62.3	61.3
09:02:00	61.2	61.7	UNDER	61.3	61.3
09:02:10	62.2	62.6	UNDER	62.3	61.3
09:02:20	62.0	62.6	UNDER	62.3	60.3
09:02:30	60.8	61.8	UNDER	61.3	60.3
09:02:40	61.7	62.5	UNDER	62.3	61.3
09:02:50	61.9	62.4	UNDER	62.3	61.3
09:03:00	61.4	62.3	UNDER	62.3	60.3
09:03:10	61.0	62.3	UNDER	62.3	60.3
09:03:20	61.0	62.0	UNDER	61.3	60.3
09:03:30	62.5	63.3	UNDER	63.3	61.3
09:03:40	61.3	62.3	UNDER	61.3	60.3
09:03:50	62.2	62.5	UNDER	62.3	61.3
09:04:00	61.7	62.1	UNDER	62.3	60.3
09:04:10	60.2	61.3	UNDER	61.3	59.3
09:04:20	61.5	61.7	UNDER	61.3	61.3
09:04:30	62.5	63.0	UNDER	62.3	61.3
09:04:40	62.0	62.6	UNDER	62.3	61.3
09:04:50	61.1	62.3	UNDER	62.3	60.3
09:05:00	60.8	62.2	UNDER	61.3	60.3
09:05:10	62.3	62.6	UNDER	62.3	62.3
09:05:20	61.7	62.1	UNDER	62.3	61.3
09:05:30	62.1	62.3	UNDER	62.3	61.3
09:05:40	62.7	63.3	UNDER	63.3	62.3
09:05:50	61.9	64.8	UNDER	63.3	60.3
09:06:00	61.7	62.2	UNDER	62.3	61.3
09:06:10	61.4	62.1	UNDER	62.3	60.3
09:06:20	62.5	62.7	UNDER	62.3	62.3
09:06:30	62.1	62.7	UNDER	62.3	61.3
09:06:40	61.7	62.4	UNDER	62.3	60.3
09:06:50	59.5	60.7	UNDER	60.3	58.3
09:07:00	59.7	60.6	UNDER	60.3	59.3
09:07:10	60.6	61.0	UNDER	61.3	59.3
09:07:20	60.7	61.4	UNDER	61.3	59.3
09:07:30	60.9	61.3	UNDER	61.3	60.3
09:07:40	62.2	63.3	UNDER	63.3	61.3
09:07:50	63.3	63.7	UNDER	63.3	62.3
09:08:00	62.6	63.5	UNDER	63.3	62.3

09:08:10	63.9	64.6	UNDER	64.3	62.3
09:08:20	61.8	63.6	UNDER	62.3	60.3
09:08:30	60.9	62.0	UNDER	61.3	60.3
09:08:40	61.6	62.1	UNDER	62.3	61.3
09:08:50	61.4	61.8	UNDER	61.3	60.3
09:09:00	60.7	61.1	UNDER	61.3	60.3
09:09:10	60.8	61.3	UNDER	61.3	59.3
09:09:20	59.9	60.5	UNDER	60.3	59.3
09:09:30	60.3	60.8	UNDER	60.3	59.3
09:09:40	61.1	61.3	UNDER	61.3	60.3
09:09:50	61.2	62.5	UNDER	62.3	60.3

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Filename.....3908\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 14:47:27

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 08:55:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/15/12 at 09:10:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 63.3dB

Lav ( 80)..... 38.9dB  
Lav ( 90)..... 38.9dB  
SEL..... 92.8dB

TWA..... 48.3dB  
TWA ( 80)..... 38.9dB  
TWA ( 90)..... 38.9dB

Lmax..... 71.0dB 03/15/12 at 09:01:27  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
08:55:00	64.0	65.0	UNDER	64.9	63.9
08:55:10	65.6	66.3	UNDER	66.9	64.9
08:55:20	65.4	66.3	UNDER	66.9	64.9
08:55:30	64.3	65.7	UNDER	65.9	62.9
08:55:40	65.5	67.0	UNDER	66.9	62.9
08:55:50	66.3	67.3	UNDER	67.9	65.9
08:56:00	64.8	66.1	UNDER	65.9	61.9
08:56:10	64.2	66.3	UNDER	66.9	61.9
08:56:20	65.0	66.4	UNDER	66.9	63.9
08:56:30	65.0	65.8	UNDER	65.9	63.9
08:56:40	64.6	65.8	UNDER	65.9	63.9
08:56:50	64.9	65.4	UNDER	65.9	64.9
08:57:00	63.7	64.7	UNDER	64.9	62.9
08:57:10	62.4	63.7	UNDER	63.9	61.9
08:57:20	63.0	64.2	UNDER	63.9	61.9
08:57:30	63.4	64.5	UNDER	64.9	61.9
08:57:40	63.7	65.0	UNDER	64.9	61.9
08:57:50	63.4	65.4	UNDER	65.9	61.9
08:58:00	61.9	62.7	UNDER	62.9	61.9
08:58:10	62.3	62.9	UNDER	62.9	61.9
08:58:20	63.0	63.5	UNDER	63.9	62.9
08:58:30	63.8	64.2	UNDER	64.9	63.9
08:58:40	64.7	65.6	UNDER	65.9	64.9
08:58:50	63.0	64.2	UNDER	63.9	62.9
08:59:00	63.1	63.7	UNDER	63.9	62.9
08:59:10	63.0	63.8	UNDER	63.9	62.9
08:59:20	63.0	64.1	UNDER	63.9	62.9
08:59:30	64.3	64.8	UNDER	64.9	63.9

08:59:40	63.5	63.8	UNDER	63.9	63.9
08:59:50	63.8	64.9	UNDER	64.9	63.9
09:00:00	64.8	65.1	UNDER	65.9	64.9
09:00:10	64.3	65.0	UNDER	64.9	63.9
09:00:20	62.8	63.5	UNDER	63.9	62.9
09:00:30	61.9	62.4	UNDER	62.9	61.9
09:00:40	61.9	62.5	UNDER	62.9	61.9
09:00:50	62.0	62.7	UNDER	62.9	61.9
09:01:00	63.2	65.5	UNDER	64.9	61.9
09:01:10	66.4	67.7	UNDER	67.9	65.9
09:01:20	69.6	71.0	UNDER	71.9	66.9
09:01:30	68.2	69.1	UNDER	68.9	66.9
09:01:40	64.1	66.2	UNDER	66.9	62.9
09:01:50	61.7	63.0	UNDER	62.9	60.9
09:02:00	61.5	62.6	UNDER	62.9	60.9
09:02:10	63.2	64.4	UNDER	64.9	62.9
09:02:20	64.3	64.9	UNDER	64.9	63.9
09:02:30	63.4	63.8	UNDER	63.9	62.9
09:02:40	63.0	63.8	UNDER	63.9	62.9
09:02:50	61.7	62.5	UNDER	62.9	61.9
09:03:00	62.1	62.6	UNDER	62.9	61.9
09:03:10	60.9	61.2	UNDER	61.9	60.9
09:03:20	61.4	62.6	UNDER	62.9	61.9
09:03:30	64.1	65.0	UNDER	65.9	62.9
09:03:40	62.4	63.2	UNDER	63.9	61.9
09:03:50	60.8	61.9	UNDER	61.9	59.9
09:04:00	60.6	61.8	UNDER	61.9	59.9
09:04:10	62.6	63.3	UNDER	63.9	61.9
09:04:20	61.8	63.0	UNDER	62.9	61.9
09:04:30	61.2	61.4	UNDER	61.9	61.9
09:04:40	61.1	61.7	UNDER	61.9	60.9
09:04:50	62.2	62.7	UNDER	62.9	61.9
09:05:00	62.3	62.6	UNDER	62.9	62.9
09:05:10	62.3	62.6	UNDER	62.9	61.9
09:05:20	62.5	63.0	UNDER	62.9	61.9
09:05:30	61.7	62.2	UNDER	62.9	61.9
09:05:40	60.6	61.4	UNDER	61.9	59.9
09:05:50	59.5	60.0	UNDER	59.9	59.9
09:06:00	60.1	60.6	UNDER	60.9	59.9
09:06:10	60.8	61.4	UNDER	61.9	60.9
09:06:20	60.7	61.4	UNDER	61.9	60.9
09:06:30	60.9	61.8	UNDER	61.9	60.9
09:06:40	62.0	62.2	UNDER	62.9	61.9
09:06:50	61.5	62.0	UNDER	61.9	61.9
09:07:00	62.4	62.7	UNDER	62.9	61.9
09:07:10	64.4	65.7	UNDER	65.9	62.9
09:07:20	64.3	65.5	UNDER	65.9	62.9
09:07:30	62.4	63.8	UNDER	63.9	61.9
09:07:40	61.9	62.4	UNDER	62.9	61.9
09:07:50	60.4	61.8	UNDER	61.9	59.9
09:08:00	60.7	61.2	UNDER	61.9	59.9

09:08:10	61.5	61.8	UNDER	61.9	60.9
09:08:20	61.2	61.8	UNDER	61.9	60.9
09:08:30	61.1	62.5	UNDER	61.9	60.9
09:08:40	62.8	63.2	UNDER	63.9	62.9
09:08:50	62.5	63.0	UNDER	62.9	61.9
09:09:00	61.6	62.2	UNDER	62.9	61.9
09:09:10	62.0	62.6	UNDER	62.9	61.9
09:09:20	63.1	63.8	UNDER	63.9	62.9
09:09:30	63.1	65.3	UNDER	64.9	62.9
09:09:40	63.1	64.2	UNDER	63.9	61.9
09:09:50	64.4	69.4	UNDER	68.9	60.9

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Filename.....2557\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 14:55:12

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 17:01:00  
TOTAL LOGGING TIME...0 DAYS 00:14:00  
LOGGING STOPPED.....03/14/12 at 17:15:00  
TOTAL INTERVALS.....84  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 16:56:57  
PRE-TEST CALIBRATION RANGE...39.3 TO 139.3 dB  
POST-TEST CALIBRATION TIME...03/15/12 AT 08:48:08  
POST-TEST CALIBRATION RANGE...39.4 TO 139.4  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 6 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 64.9dB  
Lav ( 80)..... 39.3dB  
Lav ( 90)..... 39.3dB  
SEL..... 94.1dB

TWA..... 49.6dB  
TWA ( 80)..... 39.3dB  
TWA ( 90)..... 39.3dB

Lmax..... 71.0dB 03/14/12 at 17:03:55  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 6 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
17:01:00	64.9	66.6	UNDER	66.3	63.3
17:01:10	64.7	65.8	UNDER	65.3	63.3
17:01:20	64.3	65.3	UNDER	65.3	63.3
17:01:30	65.2	65.7	UNDER	65.3	64.3
17:01:40	65.6	66.1	UNDER	65.3	65.3
17:01:50	65.8	66.1	UNDER	66.3	64.3
17:02:00	63.9	65.0	UNDER	64.3	62.3
17:02:10	64.5	65.4	UNDER	65.3	63.3
17:02:20	64.3	65.5	UNDER	65.3	63.3
17:02:30	65.1	65.9	UNDER	65.3	64.3
17:02:40	65.3	66.1	UNDER	65.3	64.3
17:02:50	65.0	65.4	UNDER	65.3	64.3
17:03:00	64.2	64.9	UNDER	64.3	63.3
17:03:10	65.9	66.3	UNDER	66.3	64.3
17:03:20	65.9	66.2	UNDER	66.3	65.3
17:03:30	66.3	66.9	UNDER	66.3	65.3
17:03:40	65.5	67.7	UNDER	66.3	64.3
17:03:50	66.2	71.0	UNDER	68.3	64.3
17:04:00	63.9	64.7	UNDER	64.3	63.3
17:04:10	64.3	65.4	UNDER	65.3	62.3
17:04:20	63.1	64.1	UNDER	63.3	62.3
17:04:30	65.7	66.2	UNDER	66.3	64.3
17:04:40	65.3	66.1	UNDER	65.3	64.3
17:04:50	64.3	65.1	UNDER	65.3	63.3
17:05:00	65.2	66.1	UNDER	66.3	63.3
17:05:10	65.2	65.9	UNDER	65.3	64.3
17:05:20	65.4	66.1	UNDER	65.3	64.3



17:05:30	64.1	65.1	UNDER	65.3	63.3
17:05:40	63.8	64.3	UNDER	64.3	63.3
17:05:50	64.2	64.5	UNDER	64.3	64.3
17:06:00	64.9	65.4	UNDER	65.3	64.3
17:06:10	64.1	65.0	UNDER	64.3	63.3
17:06:20	65.2	66.1	UNDER	65.3	63.3
17:06:30	65.0	66.5	UNDER	66.3	63.3
17:06:40	64.1	64.8	UNDER	64.3	63.3
17:06:50	64.5	65.4	UNDER	65.3	63.3
17:07:00	66.0	66.5	UNDER	66.3	65.3
17:07:10	65.3	66.9	UNDER	66.3	63.3
17:07:20	64.7	65.4	UNDER	65.3	63.3
17:07:30	65.2	65.9	UNDER	65.3	64.3
17:07:40	64.1	65.9	UNDER	65.3	63.3
17:07:50	65.1	65.8	UNDER	65.3	63.3
17:08:00	65.3	66.2	UNDER	65.3	64.3
17:08:10	63.8	65.8	UNDER	65.3	62.3
17:08:20	64.6	65.4	UNDER	65.3	63.3
17:08:30	65.4	65.8	UNDER	65.3	65.3
17:08:40	64.9	65.3	UNDER	65.3	64.3
17:08:50	65.5	66.1	UNDER	66.3	64.3
17:09:00	65.2	65.9	UNDER	65.3	64.3
17:09:10	64.8	65.7	UNDER	65.3	63.3
17:09:20	64.9	65.8	UNDER	65.3	64.3
17:09:30	64.7	65.8	UNDER	65.3	64.3
17:09:40	64.7	65.8	UNDER	65.3	63.3
17:09:50	63.7	64.7	UNDER	64.3	63.3
17:10:00	65.5	65.9	UNDER	65.3	64.3
17:10:10	66.2	66.7	UNDER	66.3	65.3
17:10:20	65.1	66.2	UNDER	66.3	63.3
17:10:30	64.6	65.0	UNDER	64.3	64.3
17:10:40	64.5	65.1	UNDER	64.3	64.3
17:10:50	64.6	65.0	UNDER	64.3	64.3
17:11:00	64.3	64.6	UNDER	64.3	63.3
17:11:10	64.7	65.1	UNDER	65.3	64.3
17:11:20	65.7	66.3	UNDER	66.3	65.3
17:11:30	64.5	65.2	UNDER	65.3	64.3
17:11:40	65.4	66.2	UNDER	66.3	64.3
17:11:50	64.8	65.4	UNDER	65.3	63.3
17:12:00	63.8	64.7	UNDER	64.3	63.3
17:12:10	64.5	64.9	UNDER	64.3	64.3
17:12:20	64.9	65.7	UNDER	65.3	64.3
17:12:30	64.8	65.7	UNDER	65.3	64.3
17:12:40	64.8	65.7	UNDER	65.3	63.3
17:12:50	65.7	66.9	UNDER	66.3	64.3
17:13:00	66.4	67.4	UNDER	67.3	65.3
17:13:10	65.1	65.7	UNDER	65.3	64.3
17:13:20	65.0	65.5	UNDER	65.3	64.3
17:13:30	64.7	65.4	UNDER	65.3	64.3
17:13:40	64.4	65.1	UNDER	65.3	63.3
17:13:50	64.4	65.3	UNDER	65.3	63.3

17:14:00	64.8	65.3	UNDER	65.3	64.3
17:14:10	65.3	66.2	UNDER	66.3	63.3
17:14:20	64.6	65.1	UNDER	64.3	64.3
17:14:30	65.3	65.9	UNDER	65.3	64.3
17:14:40	64.8	65.4	UNDER	65.3	64.3
17:14:50	64.1	65.3	UNDER	65.3	63.3

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Filename.....3904\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:54:47

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 17:00:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/14/12 at 17:15:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION TIME...03/15/12 AT 07:46:50  
POST-TEST CALIBRATION RANGE...39.5 TO 139.5  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 12 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.5dB  
Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 95.9dB

TWA..... 51.5dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 78.4dB 03/14/12 at 17:13:24  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 12 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
17:00:00	66.8	67.3	UNDER	67.5	66.5
17:00:10	66.1	67.0	UNDER	66.5	65.5
17:00:20	64.8	65.6	UNDER	65.5	64.5
17:00:30	65.9	66.3	UNDER	66.5	65.5
17:00:40	65.6	66.2	UNDER	66.5	65.5
17:00:50	67.0	67.6	UNDER	67.5	66.5
17:01:00	66.3	66.8	UNDER	66.5	66.5
17:01:10	66.6	67.2	UNDER	67.5	66.5
17:01:20	66.4	66.8	UNDER	66.5	65.5
17:01:30	65.7	66.4	UNDER	66.5	64.5
17:01:40	66.1	66.7	UNDER	66.5	65.5
17:01:50	64.7	65.6	UNDER	65.5	64.5
17:02:00	66.6	67.6	UNDER	67.5	64.5
17:02:10	65.8	67.7	UNDER	67.5	64.5
17:02:20	65.7	67.7	UNDER	66.5	64.5
17:02:30	66.8	69.2	UNDER	68.5	64.5
17:02:40	66.7	67.7	UNDER	67.5	65.5
17:02:50	68.6	74.7	UNDER	72.5	65.5
17:03:00	66.7	67.6	UNDER	67.5	65.5
17:03:10	67.3	67.6	UNDER	67.5	66.5
17:03:20	65.3	67.6	UNDER	66.5	63.5
17:03:30	63.5	64.8	UNDER	64.5	62.5
17:03:40	64.4	65.1	UNDER	64.5	63.5
17:03:50	65.9	66.4	UNDER	66.5	64.5
17:04:00	66.1	66.5	UNDER	66.5	64.5
17:04:10	65.4	66.1	UNDER	66.5	64.5
17:04:20	65.0	66.1	UNDER	65.5	64.5

17:04:30	65.2	66.0	UNDER	65.5	64.5
17:04:40	64.9	65.8	UNDER	65.5	63.5
17:04:50	65.4	66.8	UNDER	66.5	63.5
17:05:00	65.8	66.7	UNDER	66.5	65.5
17:05:10	66.7	67.4	UNDER	67.5	65.5
17:05:20	65.6	66.4	UNDER	66.5	65.5
17:05:30	67.6	69.5	UNDER	69.5	65.5
17:05:40	66.9	68.0	UNDER	67.5	65.5
17:05:50	68.0	69.2	UNDER	69.5	67.5
17:06:00	68.6	71.6	UNDER	70.5	66.5
17:06:10	65.8	67.8	UNDER	67.5	63.5
17:06:20	64.9	66.2	UNDER	65.5	63.5
17:06:30	65.9	66.4	UNDER	66.5	65.5
17:06:40	66.1	66.8	UNDER	66.5	65.5
17:06:50	64.8	65.6	UNDER	65.5	64.5
17:07:00	64.7	65.5	UNDER	65.5	63.5
17:07:10	65.1	65.9	UNDER	65.5	63.5
17:07:20	66.0	66.7	UNDER	66.5	64.5
17:07:30	65.4	66.3	UNDER	65.5	64.5
17:07:40	65.5	67.8	UNDER	67.5	64.5
17:07:50	67.7	69.2	UNDER	68.5	66.5
17:08:00	66.3	67.2	UNDER	67.5	65.5
17:08:10	65.1	65.6	UNDER	65.5	64.5
17:08:20	66.0	67.6	UNDER	67.5	64.5
17:08:30	66.6	67.7	UNDER	67.5	64.5
17:08:40	65.5	66.7	UNDER	66.5	64.5
17:08:50	65.4	66.4	UNDER	66.5	64.5
17:09:00	65.8	66.8	UNDER	66.5	64.5
17:09:10	66.0	66.6	UNDER	66.5	64.5
17:09:20	67.1	68.4	UNDER	68.5	66.5
17:09:30	66.1	67.2	UNDER	66.5	65.5
17:09:40	65.7	66.6	UNDER	66.5	65.5
17:09:50	66.2	66.6	UNDER	66.5	65.5
17:10:00	66.3	66.8	UNDER	66.5	65.5
17:10:10	67.1	67.6	UNDER	67.5	66.5
17:10:20	67.2	68.0	UNDER	67.5	66.5
17:10:30	66.0	67.3	UNDER	66.5	65.5
17:10:40	67.3	68.0	UNDER	67.5	66.5
17:10:50	66.8	67.6	UNDER	67.5	65.5
17:11:00	65.6	66.7	UNDER	66.5	64.5
17:11:10	64.8	66.0	UNDER	65.5	64.5
17:11:20	66.7	68.0	UNDER	67.5	65.5
17:11:30	67.3	68.8	UNDER	68.5	66.5
17:11:40	65.4	66.9	UNDER	66.5	63.5
17:11:50	65.4	66.8	UNDER	66.5	63.5
17:12:00	66.6	66.9	UNDER	66.5	65.5
17:12:10	65.5	65.7	UNDER	65.5	64.5
17:12:20	65.0	65.7	UNDER	65.5	64.5
17:12:30	65.7	66.1	UNDER	66.5	65.5
17:12:40	65.9	67.0	UNDER	66.5	64.5
17:12:50	65.2	65.9	UNDER	65.5	64.5

17:13:00	68.3	75.9	UNDER	68.5	64.5
17:13:10	72.3	77.4	UNDER	75.5	68.5
17:13:20	71.8	78.4	UNDER	75.5	67.5
17:13:30	67.1	69.2	UNDER	68.5	65.5
17:13:40	66.7	69.2	UNDER	68.5	65.5
17:13:50	64.7	65.9	UNDER	65.5	63.5
17:14:00	66.3	68.0	UNDER	67.5	65.5
17:14:10	65.9	67.2	UNDER	67.5	65.5
17:14:20	66.8	68.0	UNDER	67.5	65.5
17:14:30	67.1	67.7	UNDER	67.5	66.5
17:14:40	67.2	67.7	UNDER	67.5	66.5
17:14:50	67.0	67.7	UNDER	67.5	66.5

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Filename.....3904\_14M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:57:29

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 15:40:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/14/12 at 15:55:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 3 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 71.7dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 101.1dB

TWA..... 56.7dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 78.4dB 03/14/12 at 15:51:36  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
15:40:00	71.6	72.0	UNDER	72.5	70.5
15:40:10	70.7	71.5	UNDER	71.5	70.5
15:40:20	71.6	72.7	UNDER	72.5	70.5
15:40:30	69.1	70.4	UNDER	70.5	68.5
15:40:40	68.8	69.2	UNDER	69.5	68.5
15:40:50	70.5	71.2	UNDER	71.5	68.5
15:41:00	69.3	70.4	UNDER	70.5	68.5
15:41:10	70.5	71.9	UNDER	71.5	69.5
15:41:20	72.6	73.2	UNDER	73.5	71.5
15:41:30	74.4	75.2	UNDER	74.5	73.5
15:41:40	74.1	75.2	UNDER	74.5	72.5
15:41:50	71.8	72.8	UNDER	72.5	69.5
15:42:00	69.1	69.6	UNDER	69.5	68.5
15:42:10	71.3	72.0	UNDER	71.5	69.5
15:42:20	71.6	72.4	UNDER	72.5	70.5
15:42:30	72.3	73.6	UNDER	73.5	71.5
15:42:40	70.7	71.2	UNDER	71.5	70.5
15:42:50	72.3	73.2	UNDER	72.5	70.5
15:43:00	71.8	73.6	UNDER	72.5	71.5
15:43:10	73.3	73.9	UNDER	73.5	72.5
15:43:20	73.2	74.9	UNDER	74.5	72.5
15:43:30	75.9	78.0	UNDER	77.5	73.5
15:43:40	74.4	76.0	UNDER	75.5	73.5
15:43:50	72.1	73.1	UNDER	72.5	71.5
15:44:00	71.7	72.8	UNDER	72.5	71.5
15:44:10	71.6	72.8	UNDER	72.5	70.5
15:44:20	71.8	72.8	UNDER	72.5	70.5
15:44:30	71.9	72.8	UNDER	72.5	71.5



15:44:40	72.2	72.8	UNDER	72.5	71.5
15:44:50	70.6	71.2	UNDER	70.5	70.5
15:45:00	71.3	73.2	UNDER	72.5	70.5
15:45:10	72.5	73.4	UNDER	73.5	71.5
15:45:20	72.5	73.2	UNDER	72.5	71.5
15:45:30	73.3	73.6	UNDER	73.5	73.5
15:45:40	72.7	74.0	UNDER	73.5	70.5
15:45:50	73.0	74.3	UNDER	74.5	70.5
15:46:00	71.6	72.4	UNDER	72.5	71.5
15:46:10	72.2	72.8	UNDER	72.5	71.5
15:46:20	71.9	72.8	UNDER	72.5	71.5
15:46:30	71.9	72.8	UNDER	72.5	70.5
15:46:40	71.6	72.5	UNDER	72.5	70.5
15:46:50	71.1	72.4	UNDER	72.5	70.5
15:47:00	72.7	73.2	UNDER	73.5	72.5
15:47:10	71.3	72.2	UNDER	71.5	70.5
15:47:20	71.5	72.0	UNDER	72.5	70.5
15:47:30	70.5	71.7	UNDER	71.5	69.5
15:47:40	70.7	71.2	UNDER	71.5	70.5
15:47:50	70.8	71.6	UNDER	71.5	69.5
15:48:00	72.1	72.8	UNDER	72.5	71.5
15:48:10	70.7	71.6	UNDER	71.5	70.5
15:48:20	71.6	73.1	UNDER	72.5	70.5
15:48:30	71.2	72.9	UNDER	72.5	69.5
15:48:40	71.2	73.6	UNDER	73.5	69.5
15:48:50	70.4	70.8	UNDER	70.5	69.5
15:49:00	71.3	72.2	UNDER	72.5	70.5
15:49:10	70.5	71.6	UNDER	71.5	69.5
15:49:20	70.0	70.8	UNDER	70.5	68.5
15:49:30	70.0	72.8	UNDER	71.5	69.5
15:49:40	72.0	74.0	UNDER	73.5	69.5
15:49:50	69.4	70.0	UNDER	69.5	68.5
15:50:00	70.0	70.6	UNDER	70.5	68.5
15:50:10	70.7	72.8	UNDER	72.5	67.5
15:50:20	71.3	72.4	UNDER	71.5	70.5
15:50:30	71.3	72.4	UNDER	71.5	70.5
15:50:40	72.0	72.4	UNDER	72.5	71.5
15:50:50	71.5	72.0	UNDER	71.5	70.5
15:51:00	71.8	73.6	UNDER	73.5	70.5
15:51:10	73.4	74.4	UNDER	74.5	71.5
15:51:20	71.8	74.4	UNDER	74.5	69.5
15:51:30	74.8	78.4	UNDER	77.5	69.5
15:51:40	73.1	73.8	UNDER	73.5	72.5
15:51:50	73.7	75.3	UNDER	75.5	72.5
15:52:00	70.9	73.0	UNDER	72.5	69.5
15:52:10	69.4	70.0	UNDER	70.5	68.5
15:52:20	67.4	68.5	UNDER	68.5	66.5
15:52:30	69.5	70.4	UNDER	70.5	66.5
15:52:40	71.0	72.8	UNDER	72.5	69.5
15:52:50	70.1	72.4	UNDER	71.5	68.5
15:53:00	71.1	74.7	UNDER	73.5	68.5

15:53:10	73.0	74.8	UNDER	74.5	72.5
15:53:20	71.3	72.0	UNDER	71.5	70.5
15:53:30	70.7	71.6	UNDER	71.5	70.5
15:53:40	71.6	73.1	UNDER	72.5	69.5
15:53:50	69.5	70.4	UNDER	70.5	68.5
15:54:00	67.7	69.2	UNDER	68.5	67.5
15:54:10	69.2	69.6	UNDER	69.5	67.5
15:54:20	69.9	71.8	UNDER	71.5	68.5
15:54:30	70.8	71.6	UNDER	71.5	70.5
15:54:40	70.6	71.6	UNDER	71.5	70.5
15:54:50	72.6	76.4	UNDER	75.5	71.5

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Filename.....3904\_14M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 10:33:30

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 14:27:00  
TOTAL LOGGING TIME...0 DAYS 00:13:00  
LOGGING STOPPED.....03/14/12 at 14:40:00  
TOTAL INTERVALS.....78  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 3 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 70.9dB

Lav ( 80)..... 58.4dB  
Lav ( 90)..... 39.5dB  
SEL..... 99.7dB

TWA..... 55.3dB  
TWA ( 80)..... 42.8dB  
TWA ( 90)..... 39.5dB

Lmax..... 83.2dB 03/14/12 at 14:36:49  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 3 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/14/2012					
14:27:00	70.2	70.8	UNDER	70.5	69.5
14:27:10	71.4	72.4	UNDER	72.5	69.5
14:27:20	71.6	72.8	UNDER	72.5	70.5
14:27:30	72.6	73.9	UNDER	73.5	71.5
14:27:40	73.8	74.9	UNDER	74.5	72.5
14:27:50	72.1	73.1	UNDER	72.5	71.5
14:28:00	72.5	73.6	UNDER	73.5	70.5
14:28:10	70.2	71.5	UNDER	70.5	69.5
14:28:20	71.3	72.4	UNDER	72.5	70.5
14:28:30	69.0	70.2	UNDER	69.5	68.5
14:28:40	67.0	69.2	UNDER	68.5	65.5
14:28:50	67.9	69.2	UNDER	68.5	67.5
14:29:00	70.8	72.4	UNDER	72.5	69.5
14:29:10	70.2	71.9	UNDER	71.5	69.5
14:29:20	68.5	70.0	UNDER	69.5	66.5
14:29:30	69.9	71.3	UNDER	71.5	66.5
14:29:40	69.7	70.7	UNDER	70.5	68.5
14:29:50	69.6	71.6	UNDER	71.5	67.5
14:30:00	69.6	71.1	UNDER	70.5	67.5
14:30:10	69.7	71.2	UNDER	71.5	67.5
14:30:20	69.9	72.0	UNDER	72.5	66.5
14:30:30	70.7	72.0	UNDER	71.5	68.5
14:30:40	68.1	70.0	UNDER	69.5	67.5
14:30:50	70.3	71.6	UNDER	71.5	69.5
14:31:00	69.8	71.5	UNDER	70.5	68.5
14:31:10	70.1	70.8	UNDER	70.5	69.5
14:31:20	71.5	73.6	UNDER	72.5	70.5
14:31:30	74.1	76.4	UNDER	75.5	71.5

14:31:40	72.1	74.8	UNDER	73.5	69.5
14:31:50	70.1	72.3	UNDER	72.5	68.5
14:32:00	71.7	72.7	UNDER	72.5	70.5
14:32:10	70.2	72.0	UNDER	71.5	68.5
14:32:20	70.0	71.9	UNDER	71.5	68.5
14:32:30	70.4	73.3	UNDER	72.5	68.5
14:32:40	70.5	71.6	UNDER	71.5	69.5
14:32:50	70.3	70.8	UNDER	70.5	69.5
14:33:00	68.9	70.4	UNDER	70.5	67.5
14:33:10	71.5	72.6	UNDER	72.5	70.5
14:33:20	70.3	71.4	UNDER	71.5	69.5
14:33:30	68.0	69.1	UNDER	68.5	67.5
14:33:40	69.8	71.2	UNDER	70.5	67.5
14:33:50	68.8	72.1	UNDER	70.5	66.5
14:34:00	71.5	72.8	UNDER	72.5	69.5
14:34:10	71.8	72.8	UNDER	72.5	70.5
14:34:20	69.7	71.2	UNDER	70.5	68.5
14:34:30	71.5	73.2	UNDER	72.5	69.5
14:34:40	70.1	72.0	UNDER	71.5	68.5
14:34:50	70.9	71.9	UNDER	71.5	69.5
14:35:00	69.2	70.8	UNDER	70.5	67.5
14:35:10	70.4	72.8	UNDER	72.5	67.5
14:35:20	72.1	73.1	UNDER	72.5	71.5
14:35:30	71.5	72.4	UNDER	72.5	70.5
14:35:40	70.2	70.9	UNDER	70.5	69.5
14:35:50	69.0	71.2	UNDER	70.5	67.5
14:36:00	67.4	68.8	UNDER	68.5	66.5
14:36:10	70.1	71.1	UNDER	70.5	68.5
14:36:20	70.6	72.4	UNDER	72.5	68.5
14:36:30	70.3	71.2	UNDER	71.5	69.5
14:36:40	76.7	83.2	UNDER	82.5	70.5
14:36:50	76.1	82.8	UNDER	81.5	70.5
14:37:00	72.8	73.6	UNDER	73.5	71.5
14:37:10	71.8	74.3	UNDER	74.5	70.5
14:37:20	70.5	73.4	UNDER	72.5	67.5
14:37:30	67.5	68.3	UNDER	68.5	66.5
14:37:40	70.2	71.6	UNDER	71.5	67.5
14:37:50	70.6	71.7	UNDER	71.5	69.5
14:38:00	71.4	72.4	UNDER	72.5	70.5
14:38:10	71.5	72.3	UNDER	72.5	70.5
14:38:20	70.8	72.8	UNDER	72.5	67.5
14:38:30	68.9	70.0	UNDER	69.5	67.5
14:38:40	67.6	69.2	UNDER	68.5	66.5
14:38:50	68.9	71.1	UNDER	70.5	66.5
14:39:00	70.5	71.2	UNDER	71.5	68.5
14:39:10	71.9	75.0	UNDER	74.5	69.5
14:39:20	69.3	72.0	UNDER	70.5	68.5
14:39:30	68.3	70.4	UNDER	70.5	66.5
14:39:40	71.3	73.7	UNDER	73.5	68.5
14:39:50	71.8	73.2	UNDER	72.5	70.5

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Filename.....2556\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.11 SERIAL # 2556  
REPORT PRINTED ON 03/28/12 at 11:07:14

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 14:13:20  
TOTAL LOGGING TIME...0 DAYS 00:44:14  
LOGGING STOPPED.....03/26/12 at 14:57:34  
TOTAL INTERVALS.....266  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 14:11:43  
PRE-TEST CALIBRATION RANGE...38.8 TO 138.8 dB  
POST-TEST CALIBRATION TIME...03/27/12 AT 09:22:02  
POST-TEST CALIBRATION RANGE...39.1 TO 139.1  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 1 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 61.8dB

Lav ( 80)..... 38.8dB  
Lav ( 90)..... 38.8dB  
SEL..... 95.9dB

TWA..... 51.4dB  
TWA ( 80)..... 38.8dB  
TWA ( 90)..... 38.8dB

Lmax..... 76.9dB 03/26/12 at 14:54:20  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 1 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
14:13:20	60.5	61.2	UNDER	61.8	59.8
14:13:30	60.6	61.6	UNDER	61.8	58.8
14:13:40	61.0	62.4	UNDER	62.8	59.8
14:13:50	61.2	64.6	UNDER	63.8	59.8
14:14:00	61.0	62.2	UNDER	62.8	60.8
14:14:10	60.1	62.4	UNDER	61.8	58.8
14:14:20	62.0	65.6	UNDER	64.8	59.8
14:14:30	60.3	64.8	UNDER	62.8	58.8
14:14:40	62.4	66.2	UNDER	64.8	59.8
14:14:50	68.2	70.9	UNDER	70.8	61.8
14:15:00	63.5	68.2	UNDER	65.8	60.8
14:15:10	60.2	61.3	UNDER	60.8	59.8
14:15:20	61.4	63.2	UNDER	62.8	59.8
14:15:30	60.0	61.6	UNDER	60.8	59.8
14:15:40	61.7	66.0	UNDER	63.8	59.8
14:15:50	63.6	66.4	UNDER	65.8	60.8
14:16:00	59.9	62.0	UNDER	61.8	59.8
14:16:10	59.9	60.8	UNDER	60.8	59.8
14:16:20	59.9	60.8	UNDER	60.8	59.8
14:16:30	59.1	61.4	UNDER	60.8	57.8
14:16:40	58.7	59.6	UNDER	59.8	57.8
14:16:50	58.8	59.8	UNDER	59.8	58.8
14:17:00	59.0	59.8	UNDER	59.8	58.8
14:17:10	61.3	64.9	UNDER	63.8	59.8
14:17:20	60.5	61.6	UNDER	61.8	59.8
14:17:30	61.2	62.1	UNDER	61.8	60.8
14:17:40	60.7	61.8	UNDER	61.8	59.8
14:17:50	62.2	64.9	UNDER	64.8	59.8
14:18:00	61.0	62.4	UNDER	62.8	60.8

14:18:10	61.0	62.0	UNDER	61.8	60.8
14:18:20	60.2	60.9	UNDER	60.8	59.8
14:18:30	60.9	61.6	UNDER	61.8	60.8
14:18:40	60.9	61.6	UNDER	61.8	60.8
14:18:50	60.1	61.6	UNDER	60.8	59.8
14:19:00	59.9	63.2	UNDER	62.8	56.8
14:19:10	57.7	58.4	UNDER	58.8	57.8
14:19:20	57.4	58.1	UNDER	58.8	56.8
14:19:30	57.8	58.8	UNDER	58.8	57.8
14:19:40	60.3	61.0	UNDER	60.8	58.8
14:19:50	60.3	60.8	UNDER	60.8	59.8
14:20:00	60.0	60.5	UNDER	60.8	59.8
14:20:10	59.8	60.5	UNDER	60.8	59.8
14:20:20	59.7	60.8	UNDER	60.8	58.8
14:20:30	58.5	59.3	UNDER	59.8	57.8
14:20:40	60.0	60.5	UNDER	60.8	59.8
14:20:50	60.1	60.6	UNDER	60.8	59.8
14:21:00	60.0	61.6	UNDER	61.8	59.8
14:21:10	62.3	64.0	UNDER	63.8	60.8
14:21:20	61.5	62.8	UNDER	62.8	60.8
14:21:30	62.8	63.2	UNDER	63.8	62.8
14:21:40	61.5	62.5	UNDER	62.8	60.8
14:21:50	60.9	62.5	UNDER	62.8	59.8
14:22:00	64.5	67.2	UNDER	66.8	62.8
14:22:10	63.6	66.6	UNDER	65.8	60.8
14:22:20	63.3	67.4	UNDER	66.8	60.8
14:22:30	62.7	65.1	UNDER	64.8	61.8
14:22:40	67.4	70.9	UNDER	70.8	62.8
14:22:50	62.5	64.1	UNDER	63.8	61.8
14:23:00	61.8	63.1	UNDER	62.8	60.8
14:23:10	61.3	62.4	UNDER	62.8	60.8
14:23:20	60.7	61.6	UNDER	61.8	60.8
14:23:30	60.0	63.1	UNDER	61.8	58.8
14:23:40	60.6	63.4	UNDER	62.8	59.8
14:23:50	60.3	60.9	UNDER	60.8	59.8
14:24:00	60.6	63.2	UNDER	62.8	59.8
14:24:10	61.6	62.9	UNDER	62.8	60.8
14:24:20	59.8	60.9	UNDER	60.8	58.8
14:24:30	60.4	61.4	UNDER	61.8	58.8
14:24:40	59.4	60.0	UNDER	59.8	58.8
14:24:50	61.5	63.2	UNDER	62.8	59.8
14:25:00	61.3	62.8	UNDER	62.8	60.8
14:25:10	60.6	62.1	UNDER	62.8	59.8
14:25:20	62.1	63.3	UNDER	63.8	61.8
14:25:30	61.4	64.4	UNDER	63.8	58.8
14:25:40	60.1	62.0	UNDER	61.8	58.8
14:25:50	63.5	65.1	UNDER	64.8	61.8
14:26:00	63.9	65.5	UNDER	65.8	61.8
14:26:10	64.1	66.5	UNDER	66.8	62.8
14:26:20	62.3	63.4	UNDER	63.8	60.8
14:26:30	60.9	63.2	UNDER	62.8	59.8
14:26:40	62.0	63.2	UNDER	62.8	60.8



14:26:50	62.3	62.9	UNDER	62.8	61.8
14:27:00	63.1	64.8	UNDER	64.8	61.8
14:27:10	63.3	65.0	UNDER	64.8	61.8
14:27:20	62.5	63.2	UNDER	63.8	61.8
14:27:30	62.1	63.7	UNDER	62.8	61.8
14:27:40	64.5	65.9	UNDER	65.8	62.8
14:27:50	61.6	62.8	UNDER	62.8	60.8
14:28:00	61.9	63.3	UNDER	63.8	60.8
14:28:10	60.6	61.6	UNDER	61.8	59.8
14:28:20	60.1	62.4	UNDER	61.8	59.8
14:28:30	61.8	63.3	UNDER	62.8	60.8
14:28:40	62.8	63.8	UNDER	63.8	61.8
14:28:50	62.6	63.7	UNDER	63.8	61.8
14:29:00	61.2	62.3	UNDER	62.8	59.8
14:29:10	59.0	59.9	UNDER	59.8	58.8
14:29:20	60.4	61.6	UNDER	61.8	59.8
14:29:30	60.3	61.4	UNDER	61.8	59.8
14:29:40	61.1	62.0	UNDER	61.8	60.8
14:29:50	60.0	60.9	UNDER	60.8	59.8
14:30:00	61.4	63.3	UNDER	63.8	60.8
14:30:10	60.7	61.7	UNDER	61.8	60.8
14:30:20	61.9	62.9	UNDER	62.8	61.8
14:30:30	62.2	63.4	UNDER	63.8	61.8
14:30:40	62.1	63.7	UNDER	63.8	59.8
14:30:50	60.4	61.9	UNDER	61.8	59.8
14:31:00	60.3	61.3	UNDER	60.8	59.8
14:31:10	61.7	64.0	UNDER	63.8	59.8
14:31:20	59.0	60.9	UNDER	60.8	58.8
14:31:30	63.6	64.9	UNDER	64.8	60.8
14:31:40	62.0	64.1	UNDER	63.8	61.8
14:31:50	60.5	61.4	UNDER	60.8	60.8
14:32:00	61.3	62.2	UNDER	62.8	60.8
14:32:10	61.5	62.8	UNDER	62.8	60.8
14:32:20	60.1	61.6	UNDER	60.8	59.8
14:32:30	59.2	59.7	UNDER	59.8	58.8
14:32:40	58.2	59.2	UNDER	58.8	57.8
14:32:50	58.8	62.5	UNDER	61.8	57.8
14:33:00	61.9	63.0	UNDER	62.8	60.8
14:33:10	58.5	60.1	UNDER	59.8	57.8
14:33:20	62.3	65.4	UNDER	65.8	58.8
14:33:30	63.1	65.3	UNDER	65.8	59.8
14:33:40	60.2	63.2	UNDER	62.8	57.8
14:33:50	62.1	66.9	UNDER	65.8	58.8
14:34:00	62.9	65.6	UNDER	65.8	58.8
14:34:10	62.2	65.2	UNDER	64.8	59.8
14:34:20	58.1	60.2	UNDER	59.8	57.8
14:34:30	59.0	59.6	UNDER	59.8	58.8
14:34:40	61.1	61.6	UNDER	61.8	59.8
14:34:50	59.8	60.6	UNDER	60.8	58.8
14:35:00	60.9	64.0	UNDER	63.8	58.8
14:35:10	58.9	60.8	UNDER	60.8	57.8
14:35:20	59.5	61.3	UNDER	60.8	58.8

14:35:30	62.3	65.3	UNDER	65.8	58.8
14:35:40	61.6	63.0	UNDER	62.8	59.8
14:35:50	59.7	61.7	UNDER	61.8	58.8
14:36:00	59.4	64.1	UNDER	61.8	58.8
14:36:10	59.7	64.2	UNDER	63.8	56.8
14:36:20	60.1	62.0	UNDER	61.8	57.8
14:36:30	62.1	63.7	UNDER	63.8	60.8
14:36:40	63.1	65.2	UNDER	64.8	61.8
14:36:50	60.3	62.9	UNDER	61.8	58.8
14:37:00	63.3	65.3	UNDER	64.8	61.8
14:37:10	62.1	63.5	UNDER	62.8	60.8
14:37:20	59.9	60.5	UNDER	60.8	59.8
14:37:30	60.8	62.5	UNDER	62.8	59.8
14:37:40	60.6	61.4	UNDER	61.8	59.8
14:37:50	61.8	63.5	UNDER	63.8	59.8
14:38:00	59.4	63.5	UNDER	62.8	56.8
14:38:10	56.8	58.4	UNDER	57.8	55.8
14:38:20	59.8	61.0	UNDER	60.8	58.8
14:38:30	58.4	59.2	UNDER	58.8	57.8
14:38:40	57.8	58.4	UNDER	58.8	57.8
14:38:50	58.7	60.0	UNDER	59.8	57.8
14:39:00	58.4	59.5	UNDER	59.8	56.8
14:39:10	55.8	56.9	UNDER	56.8	54.8
14:39:20	56.8	58.7	UNDER	58.8	55.8
14:39:30	59.8	60.5	UNDER	60.8	58.8
14:39:40	60.1	60.6	UNDER	60.8	59.8
14:39:50	60.9	61.3	UNDER	61.8	60.8
14:40:00	62.6	64.2	UNDER	64.8	60.8
14:40:10	58.9	62.1	UNDER	60.8	57.8
14:40:20	57.3	59.3	UNDER	58.8	56.8
14:40:30	59.3	62.9	UNDER	62.8	56.8
14:40:40	58.2	60.2	UNDER	60.8	56.8
14:40:50	58.2	61.3	UNDER	60.8	55.8
14:41:00	60.1	62.1	UNDER	61.8	58.8
14:41:10	61.7	62.8	UNDER	62.8	59.8
14:41:20	68.2	74.6	UNDER	73.8	61.8
14:41:30	65.2	73.1	UNDER	70.8	58.8
14:41:40	58.9	59.6	UNDER	59.8	58.8
14:41:50	59.0	59.4	UNDER	59.8	58.8
14:42:00	58.9	59.2	UNDER	59.8	58.8
14:42:10	59.2	60.1	UNDER	60.8	58.8
14:42:20	60.9	61.6	UNDER	61.8	60.8
14:42:30	61.1	62.8	UNDER	62.8	60.8
14:42:40	64.4	65.9	UNDER	65.8	62.8
14:42:50	62.7	64.1	UNDER	63.8	60.8
14:43:00	62.6	66.2	UNDER	66.8	59.8
14:43:10	59.3	61.5	UNDER	61.8	57.8
14:43:20	61.1	63.2	UNDER	62.8	59.8
14:43:30	60.0	63.4	UNDER	62.8	58.8
14:43:40	61.4	62.9	UNDER	62.8	59.8
14:43:50	65.2	68.0	UNDER	67.8	62.8
14:44:00	61.3	62.9	UNDER	62.8	60.8

14:44:10	61.9	64.2	UNDER	63.8	59.8
14:44:20	59.3	61.5	UNDER	60.8	57.8
14:44:30	63.5	66.6	UNDER	66.8	57.8
14:44:40	63.4	66.3	UNDER	65.8	60.8
14:44:50	60.1	60.9	UNDER	60.8	59.8
14:45:00	62.9	64.2	UNDER	64.8	60.8
14:45:10	61.6	63.5	UNDER	63.8	59.8
14:45:20	61.5	63.5	UNDER	63.8	60.8
14:45:30	61.7	64.9	UNDER	64.8	60.8
14:45:40	59.1	62.1	UNDER	61.8	57.8
14:45:50	59.2	60.1	UNDER	59.8	58.8
14:46:00	59.8	60.4	UNDER	60.8	58.8
14:46:10	61.1	63.3	UNDER	62.8	59.8
14:46:20	60.8	61.6	UNDER	61.8	60.8
14:46:30	63.1	66.4	UNDER	65.8	60.8
14:46:40	63.4	66.1	UNDER	65.8	61.8
14:46:50	60.9	63.6	UNDER	62.8	59.8
14:47:00	60.1	60.8	UNDER	60.8	59.8
14:47:10	59.3	61.3	UNDER	60.8	58.8
14:47:20	59.9	61.6	UNDER	61.8	58.8
14:47:30	60.0	61.0	UNDER	60.8	58.8
14:47:40	60.0	60.8	UNDER	60.8	59.8
14:47:50	59.4	63.7	UNDER	61.8	57.8
14:48:00	61.4	64.5	UNDER	63.8	59.8
14:48:10	67.8	72.4	UNDER	71.8	60.8
14:48:20	63.6	65.9	UNDER	65.8	60.8
14:48:30	64.6	66.6	UNDER	65.8	62.8
14:48:40	61.8	63.7	UNDER	63.8	59.8
14:48:50	59.6	60.4	UNDER	60.8	58.8
14:49:00	61.9	64.5	UNDER	64.8	60.8
14:49:10	61.9	63.6	UNDER	62.8	61.8
14:49:20	64.8	68.8	UNDER	67.8	60.8
14:49:30	60.3	62.2	UNDER	61.8	58.8
14:49:40	64.8	67.8	UNDER	67.8	60.8
14:49:50	60.6	62.0	UNDER	61.8	59.8
14:50:00	61.3	65.6	UNDER	65.8	58.8
14:50:10	64.2	67.1	UNDER	64.8	63.8
14:50:20	66.5	68.8	UNDER	68.8	64.8
14:50:30	65.8	68.6	UNDER	67.8	63.8
14:50:40	61.3	63.1	UNDER	62.8	60.8
14:50:50	60.5	61.7	UNDER	61.8	59.8
14:51:00	59.7	60.5	UNDER	60.8	58.8
14:51:10	60.7	66.2	UNDER	63.8	58.8
14:51:20	63.1	68.0	UNDER	66.8	60.8
14:51:30	63.6	64.9	UNDER	64.8	61.8
14:51:40	62.4	64.2	UNDER	64.8	60.8
14:51:50	61.9	65.6	UNDER	64.8	59.8
14:52:00	61.8	65.4	UNDER	63.8	58.8
14:52:10	58.2	58.8	UNDER	58.8	57.8
14:52:20	59.4	61.1	UNDER	60.8	57.8
14:52:30	60.4	62.1	UNDER	61.8	59.8
14:52:40	60.6	62.1	UNDER	61.8	59.8

14:52:50	61.3	64.5	UNDER	62.8	60.8
14:53:00	63.0	66.1	UNDER	66.8	60.8
14:53:10	62.4	64.0	UNDER	63.8	60.8
14:53:20	61.9	64.6	UNDER	64.8	60.8
14:53:30	64.3	67.7	UNDER	66.8	61.8
14:53:40	60.0	62.7	UNDER	61.8	58.8
14:53:50	62.0	64.0	UNDER	62.8	58.8
14:54:00	61.4	66.1	UNDER	64.8	57.8
14:54:10	69.2	76.9	UNDER	75.8	63.8
14:54:20	70.4	76.9	UNDER	75.8	60.8
14:54:30	60.9	62.0	UNDER	61.8	59.8
14:54:40	60.8	61.6	UNDER	61.8	60.8
14:54:50	61.2	62.1	UNDER	61.8	60.8
14:55:00	60.4	61.6	UNDER	61.8	59.8
14:55:10	62.0	64.2	UNDER	64.8	60.8
14:55:20	62.6	63.9	UNDER	63.8	60.8
14:55:30	60.9	62.1	UNDER	61.8	59.8
14:55:40	59.8	60.9	UNDER	60.8	59.8
14:55:50	59.0	61.0	UNDER	60.8	58.8
14:56:00	60.3	61.4	UNDER	61.8	58.8
14:56:10	58.7	60.4	UNDER	59.8	57.8
14:56:20	58.2	59.0	UNDER	58.8	57.8
14:56:30	57.3	58.0	UNDER	57.8	56.8
14:56:40	61.6	66.2	UNDER	65.8	57.8
14:56:50	62.7	66.0	UNDER	64.8	58.8
14:57:00	60.7	62.9	UNDER	62.8	59.8
14:57:10	62.8	65.1	UNDER	64.8	60.8
14:57:20	61.7	63.0	UNDER	62.8	60.8
14:57:30	62.2	63.7	UNDER	63.8	60.8

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Filename.....3904\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 11:09:11

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 14:02:10  
TOTAL LOGGING TIME...0 DAYS 00:58:52  
LOGGING STOPPED.....03/26/12 at 15:01:02  
TOTAL INTERVALS.....354  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 11:38:25  
PRE-TEST CALIBRATION RANGE...39.9 TO 139.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.5dB  
Lav ( 80)..... 39.9dB

Lav ( 90)..... 39.9dB  
SEL..... 97.9dB

TWA..... 53.5dB  
TWA ( 80)..... 39.9dB  
TWA ( 90)..... 39.9dB

Lmax..... 75.2dB 03/26/12 at 14:59:45  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
14:02:10	60.0	61.6	UNDER	61.9	59.9
14:02:20	61.4	63.2	UNDER	62.9	59.9
14:02:30	60.4	62.0	UNDER	61.9	58.9
14:02:40	58.8	59.7	UNDER	59.9	57.9
14:02:50	60.8	65.5	UNDER	64.9	58.9
14:03:00	63.0	65.3	UNDER	64.9	60.9
14:03:10	60.6	63.0	UNDER	62.9	58.9
14:03:20	59.4	63.3	UNDER	60.9	57.9
14:03:30	63.4	64.0	UNDER	64.9	62.9
14:03:40	62.0	62.7	UNDER	62.9	61.9
14:03:50	61.6	63.5	UNDER	63.9	60.9
14:04:00	61.8	64.0	UNDER	63.9	60.9
14:04:10	60.0	62.2	UNDER	61.9	58.9
14:04:20	61.9	64.0	UNDER	63.9	60.9
14:04:30	61.5	62.5	UNDER	62.9	60.9
14:04:40	60.5	63.2	UNDER	62.9	58.9
14:04:50	63.9	65.6	UNDER	65.9	59.9
14:05:00	60.1	60.8	UNDER	60.9	58.9
14:05:10	60.4	60.9	UNDER	60.9	60.9
14:05:20	63.7	65.2	UNDER	65.9	60.9
14:05:30	60.7	63.5	UNDER	62.9	59.9
14:05:40	60.0	60.8	UNDER	60.9	58.9
14:05:50	59.5	60.4	UNDER	60.9	58.9
14:06:00	59.8	61.2	UNDER	60.9	58.9
14:06:10	58.2	61.2	UNDER	59.9	56.9
14:06:20	59.0	59.8	UNDER	59.9	57.9
14:06:30	58.1	58.5	UNDER	58.9	57.9
14:06:40	61.3	63.5	UNDER	63.9	57.9
14:06:50	59.9	61.6	UNDER	61.9	58.9
14:07:00	61.1	61.9	UNDER	61.9	59.9

14:07:10	61.2	62.0	UNDER	61.9	60.9
14:07:20	61.5	62.0	UNDER	61.9	61.9
14:07:30	63.1	65.6	UNDER	64.9	61.9
14:07:40	64.8	65.9	UNDER	65.9	63.9
14:07:50	62.3	63.7	UNDER	63.9	61.9
14:08:00	63.4	66.4	UNDER	65.9	60.9
14:08:10	60.6	63.2	UNDER	62.9	59.9
14:08:20	58.9	60.0	UNDER	60.9	56.9
14:08:30	57.3	59.6	UNDER	59.9	55.9
14:08:40	58.9	60.0	UNDER	59.9	57.9
14:08:50	65.2	68.6	UNDER	67.9	57.9
14:09:00	64.4	68.3	UNDER	67.9	59.9
14:09:10	61.0	62.7	UNDER	62.9	59.9
14:09:20	60.3	63.6	UNDER	63.9	58.9
14:09:30	62.9	63.9	UNDER	63.9	62.9
14:09:40	63.2	64.8	UNDER	64.9	61.9
14:09:50	61.8	64.5	UNDER	63.9	59.9
14:10:00	59.8	60.8	UNDER	60.9	57.9
14:10:10	57.8	60.8	UNDER	60.9	54.9
14:10:20	59.2	61.5	UNDER	61.9	57.9
14:10:30	57.6	61.2	UNDER	60.9	54.9
14:10:40	60.6	62.2	UNDER	61.9	58.9
14:10:50	57.9	61.6	UNDER	60.9	55.9
14:11:00	62.3	64.0	UNDER	63.9	60.9
14:11:10	59.4	61.6	UNDER	60.9	58.9
14:11:20	58.8	61.2	UNDER	59.9	57.9
14:11:30	60.1	61.3	UNDER	61.9	59.9
14:11:40	63.1	65.6	UNDER	65.9	60.9
14:11:50	59.7	60.4	UNDER	60.9	59.9
14:12:00	59.5	60.4	UNDER	60.9	58.9
14:12:10	61.1	66.4	UNDER	64.9	58.9
14:12:20	61.4	66.0	UNDER	64.9	59.9
14:12:30	61.9	64.0	UNDER	63.9	59.9
14:12:40	58.2	59.5	UNDER	59.9	57.9
14:12:50	58.8	59.6	UNDER	59.9	58.9
14:13:00	59.3	62.4	UNDER	62.9	57.9
14:13:10	61.7	64.4	UNDER	64.9	59.9
14:13:20	61.7	64.4	UNDER	63.9	60.9
14:13:30	63.7	65.8	UNDER	65.9	61.9
14:13:40	68.8	74.0	UNDER	72.9	61.9
14:13:50	68.9	74.3	UNDER	72.9	63.9
14:14:00	67.7	70.3	UNDER	70.9	63.9
14:14:10	60.8	64.0	UNDER	62.9	59.9
14:14:20	60.1	61.3	UNDER	61.9	59.9
14:14:30	60.9	66.0	UNDER	62.9	59.9
14:14:40	65.2	71.6	UNDER	68.9	60.9
14:14:50	61.8	64.0	UNDER	63.9	60.9
14:15:00	64.6	66.0	UNDER	66.9	63.9
14:15:10	62.6	63.5	UNDER	62.9	61.9
14:15:20	63.1	64.9	UNDER	64.9	62.9
14:15:30	62.0	62.9	UNDER	62.9	60.9
14:15:40	60.0	60.7	UNDER	60.9	59.9

14:15:50	61.0	62.8	UNDER	62.9	59.9
14:16:00	60.9	63.5	UNDER	62.9	59.9
14:16:10	62.5	63.6	UNDER	63.9	60.9
14:16:20	60.5	61.2	UNDER	61.9	59.9
14:16:30	61.1	61.7	UNDER	61.9	59.9
14:16:40	61.9	62.9	UNDER	62.9	59.9
14:16:50	63.2	64.1	UNDER	64.9	62.9
14:17:00	62.7	64.4	UNDER	63.9	62.9
14:17:10	63.5	65.1	UNDER	64.9	60.9
14:17:20	62.6	65.1	UNDER	64.9	60.9
14:17:30	62.8	64.9	UNDER	64.9	60.9
14:17:40	61.2	61.6	UNDER	61.9	60.9
14:17:50	62.4	62.8	UNDER	62.9	61.9
14:18:00	61.1	62.4	UNDER	62.9	60.9
14:18:10	60.1	60.8	UNDER	60.9	59.9
14:18:20	59.4	59.9	UNDER	59.9	58.9
14:18:30	59.3	60.4	UNDER	60.9	58.9
14:18:40	58.5	59.2	UNDER	59.9	57.9
14:18:50	58.0	59.5	UNDER	59.9	56.9
14:19:00	59.3	59.7	UNDER	59.9	58.9
14:19:10	59.1	60.4	UNDER	59.9	58.9
14:19:20	59.8	61.2	UNDER	61.9	58.9
14:19:30	60.4	61.2	UNDER	61.9	59.9
14:19:40	60.9	64.4	UNDER	62.9	58.9
14:19:50	61.0	65.1	UNDER	64.9	57.9
14:20:00	60.1	61.1	UNDER	60.9	58.9
14:20:10	59.0	60.0	UNDER	59.9	58.9
14:20:20	63.3	66.3	UNDER	66.9	58.9
14:20:30	63.5	65.4	UNDER	64.9	62.9
14:20:40	63.6	65.3	UNDER	64.9	62.9
14:20:50	63.2	66.7	UNDER	66.9	58.9
14:21:00	59.0	61.2	UNDER	59.9	58.9
14:21:10	62.2	64.4	UNDER	63.9	60.9
14:21:20	64.5	66.8	UNDER	66.9	62.9
14:21:30	61.8	63.6	UNDER	63.9	60.9
14:21:40	62.6	64.0	UNDER	63.9	61.9
14:21:50	64.8	66.4	UNDER	66.9	63.9
14:22:00	65.2	66.6	UNDER	66.9	63.9
14:22:10	63.9	65.8	UNDER	65.9	62.9
14:22:20	62.4	64.0	UNDER	63.9	61.9
14:22:30	61.5	62.5	UNDER	62.9	60.9
14:22:40	63.6	64.8	UNDER	64.9	62.9
14:22:50	63.1	64.1	UNDER	64.9	61.9
14:23:00	63.2	64.0	UNDER	64.9	61.9
14:23:10	62.9	63.4	UNDER	63.9	62.9
14:23:20	63.0	63.6	UNDER	63.9	62.9
14:23:30	62.1	63.5	UNDER	63.9	61.9
14:23:40	63.0	64.8	UNDER	64.9	60.9
14:23:50	62.9	63.6	UNDER	63.9	62.9
14:24:00	61.8	62.8	UNDER	62.9	60.9
14:24:10	64.3	65.6	UNDER	65.9	62.9
14:24:20	61.0	62.5	UNDER	62.9	59.9



14:24:30	62.8	64.4	UNDER	64.9	60.9
14:24:40	61.8	63.2	UNDER	62.9	60.9
14:24:50	61.4	63.2	UNDER	62.9	60.9
14:25:00	63.9	64.8	UNDER	64.9	62.9
14:25:10	64.5	66.0	UNDER	65.9	63.9
14:25:20	64.0	65.3	UNDER	64.9	62.9
14:25:30	64.2	67.7	UNDER	67.9	61.9
14:25:40	63.1	66.5	UNDER	65.9	59.9
14:25:50	61.9	62.8	UNDER	62.9	60.9
14:26:00	61.7	63.2	UNDER	62.9	59.9
14:26:10	61.1	62.3	UNDER	61.9	60.9
14:26:20	64.0	64.7	UNDER	64.9	62.9
14:26:30	63.9	65.6	UNDER	65.9	62.9
14:26:40	62.1	63.6	UNDER	63.9	60.9
14:26:50	65.5	67.4	UNDER	67.9	63.9
14:27:00	64.9	65.6	UNDER	65.9	62.9
14:27:10	60.9	62.8	UNDER	62.9	59.9
14:27:20	61.4	62.4	UNDER	62.9	60.9
14:27:30	61.5	62.4	UNDER	62.9	60.9
14:27:40	64.8	66.0	UNDER	65.9	62.9
14:27:50	64.3	65.8	UNDER	65.9	62.9
14:28:00	64.7	66.8	UNDER	66.9	63.9
14:28:10	60.7	62.8	UNDER	62.9	58.9
14:28:20	59.6	62.4	UNDER	62.9	56.9
14:28:30	58.8	60.4	UNDER	59.9	56.9
14:28:40	61.3	62.0	UNDER	61.9	60.9
14:28:50	61.0	61.4	UNDER	61.9	60.9
14:29:00	60.5	62.1	UNDER	61.9	57.9
14:29:10	60.5	61.6	UNDER	61.9	57.9
14:29:20	61.4	62.0	UNDER	61.9	60.9
14:29:30	63.5	65.0	UNDER	64.9	60.9
14:29:40	61.3	62.2	UNDER	62.9	60.9
14:29:50	63.8	65.2	UNDER	65.9	60.9
14:30:00	58.7	60.4	UNDER	59.9	57.9
14:30:10	60.7	62.0	UNDER	61.9	59.9
14:30:20	61.9	62.5	UNDER	62.9	60.9
14:30:30	60.2	62.6	UNDER	60.9	59.9
14:30:40	67.8	70.4	UNDER	70.9	61.9
14:30:50	63.4	66.8	UNDER	65.9	61.9
14:31:00	61.3	62.3	UNDER	62.9	60.9
14:31:10	63.5	65.5	UNDER	65.9	60.9
14:31:20	63.4	65.9	UNDER	65.9	60.9
14:31:30	61.9	64.0	UNDER	63.9	59.9
14:31:40	59.3	61.2	UNDER	60.9	56.9
14:31:50	57.8	60.7	UNDER	59.9	55.9
14:32:00	57.6	60.8	UNDER	58.9	56.9
14:32:10	65.2	67.6	UNDER	66.9	61.9
14:32:20	61.0	63.6	UNDER	63.9	57.9
14:32:30	59.1	59.9	UNDER	59.9	58.9
14:32:40	63.1	65.6	UNDER	65.9	60.9
14:32:50	59.0	60.8	UNDER	59.9	57.9
14:33:00	61.9	64.8	UNDER	64.9	57.9

14:33:10	62.8	69.7	UNDER	66.9	59.9
14:33:20	66.2	69.7	UNDER	69.9	62.9
14:33:30	63.1	64.0	UNDER	63.9	61.9
14:33:40	63.7	64.8	UNDER	64.9	61.9
14:33:50	64.6	65.6	UNDER	65.9	64.9
14:34:00	63.3	64.0	UNDER	63.9	62.9
14:34:10	62.2	63.1	UNDER	62.9	61.9
14:34:20	60.8	62.0	UNDER	62.9	59.9
14:34:30	60.5	62.4	UNDER	62.9	59.9
14:34:40	62.3	63.2	UNDER	63.9	60.9
14:34:50	61.4	63.0	UNDER	62.9	59.9
14:35:00	61.3	63.1	UNDER	62.9	56.9
14:35:10	61.0	64.1	UNDER	63.9	56.9
14:35:20	60.4	62.4	UNDER	61.9	59.9
14:35:30	60.3	64.0	UNDER	62.9	58.9
14:35:40	62.3	64.0	UNDER	63.9	60.9
14:35:50	61.8	62.8	UNDER	62.9	60.9
14:36:00	60.6	62.0	UNDER	61.9	60.9
14:36:10	63.9	65.6	UNDER	65.9	60.9
14:36:20	64.5	65.6	UNDER	65.9	62.9
14:36:30	63.5	64.4	UNDER	64.9	62.9
14:36:40	61.8	63.5	UNDER	62.9	60.9
14:36:50	62.1	63.2	UNDER	62.9	60.9
14:37:00	62.1	62.9	UNDER	62.9	61.9
14:37:10	62.1	62.9	UNDER	62.9	60.9
14:37:20	61.2	61.6	UNDER	61.9	60.9
14:37:30	62.4	63.6	UNDER	63.9	60.9
14:37:40	61.1	62.8	UNDER	62.9	60.9
14:37:50	59.4	60.9	UNDER	60.9	58.9
14:38:00	57.5	59.1	UNDER	58.9	55.9
14:38:10	59.9	60.8	UNDER	60.9	57.9
14:38:20	58.2	59.6	UNDER	59.9	57.9
14:38:30	57.0	57.9	UNDER	57.9	56.9
14:38:40	60.8	62.8	UNDER	62.9	57.9
14:38:50	61.0	61.6	UNDER	61.9	60.9
14:39:00	61.3	63.2	UNDER	62.9	59.9
14:39:10	62.3	65.7	UNDER	65.9	59.9
14:39:20	63.2	66.0	UNDER	65.9	59.9
14:39:30	61.0	62.0	UNDER	61.9	58.9
14:39:40	59.7	63.6	UNDER	62.9	57.9
14:39:50	62.6	64.0	UNDER	63.9	60.9
14:40:00	61.3	62.9	UNDER	62.9	60.9
14:40:10	63.1	66.3	UNDER	65.9	60.9
14:40:20	63.7	66.0	UNDER	65.9	60.9
14:40:30	62.8	63.9	UNDER	63.9	61.9
14:40:40	62.4	63.5	UNDER	63.9	61.9
14:40:50	63.4	66.0	UNDER	64.9	61.9
14:41:00	62.7	63.9	UNDER	63.9	61.9
14:41:10	62.1	64.5	UNDER	64.9	59.9
14:41:20	60.4	61.6	UNDER	61.9	59.9
14:41:30	66.1	71.6	UNDER	70.9	59.9
14:41:40	63.4	65.1	UNDER	64.9	62.9

14:41:50	63.5	65.1	UNDER	64.9	62.9
14:42:00	63.7	64.8	UNDER	64.9	62.9
14:42:10	61.9	64.4	UNDER	63.9	60.9
14:42:20	62.1	63.2	UNDER	62.9	61.9
14:42:30	62.2	63.9	UNDER	63.9	60.9
14:42:40	62.0	63.9	UNDER	63.9	59.9
14:42:50	61.5	63.7	UNDER	63.9	59.9
14:43:00	63.6	66.0	UNDER	65.9	60.9
14:43:10	63.3	64.6	UNDER	64.9	62.9
14:43:20	65.3	70.2	UNDER	68.9	63.9
14:43:30	64.8	69.6	UNDER	68.9	60.9
14:43:40	63.4	70.5	UNDER	68.9	59.9
14:43:50	65.8	70.0	UNDER	68.9	63.9
14:44:00	63.5	65.5	UNDER	65.9	61.9
14:44:10	63.7	67.2	UNDER	66.9	61.9
14:44:20	66.8	68.4	UNDER	68.9	64.9
14:44:30	62.8	64.0	UNDER	63.9	62.9
14:44:40	62.7	63.5	UNDER	63.9	62.9
14:44:50	61.7	62.1	UNDER	62.9	60.9
14:45:00	59.9	60.8	UNDER	60.9	59.9
14:45:10	61.4	61.9	UNDER	61.9	60.9
14:45:20	61.8	62.8	UNDER	62.9	60.9
14:45:30	61.8	62.4	UNDER	62.9	61.9
14:45:40	62.2	63.2	UNDER	62.9	61.9
14:45:50	61.5	62.8	UNDER	62.9	60.9
14:46:00	61.0	62.4	UNDER	61.9	60.9
14:46:10	59.1	61.2	UNDER	60.9	57.9
14:46:20	63.0	64.0	UNDER	63.9	61.9
14:46:30	63.8	66.0	UNDER	65.9	62.9
14:46:40	62.2	63.6	UNDER	63.9	60.9
14:46:50	62.5	63.5	UNDER	63.9	60.9
14:47:00	59.6	62.0	UNDER	61.9	58.9
14:47:10	62.5	65.2	UNDER	65.9	59.9
14:47:20	64.7	68.0	UNDER	66.9	62.9
14:47:30	64.0	66.8	UNDER	66.9	61.9
14:47:40	64.5	66.0	UNDER	65.9	61.9
14:47:50	63.3	64.8	UNDER	64.9	61.9
14:48:00	62.3	65.6	UNDER	65.9	59.9
14:48:10	63.2	64.4	UNDER	64.9	62.9
14:48:20	62.8	65.2	UNDER	64.9	59.9
14:48:30	61.9	63.6	UNDER	63.9	60.9
14:48:40	62.0	63.5	UNDER	62.9	58.9
14:48:50	62.1	65.6	UNDER	65.9	58.9
14:49:00	62.7	65.2	UNDER	64.9	60.9
14:49:10	62.1	63.9	UNDER	63.9	60.9
14:49:20	64.0	65.9	UNDER	65.9	60.9
14:49:30	64.0	64.8	UNDER	64.9	63.9
14:49:40	63.3	64.8	UNDER	64.9	61.9
14:49:50	63.9	66.0	UNDER	65.9	60.9
14:50:00	60.5	61.3	UNDER	61.9	59.9
14:50:10	60.2	61.3	UNDER	60.9	58.9
14:50:20	61.5	62.5	UNDER	62.9	60.9

14:50:30	60.6	61.5	UNDER	61.9	59.9
14:50:40	62.8	64.3	UNDER	64.9	61.9
14:50:50	61.3	63.5	UNDER	62.9	58.9
14:51:00	60.0	61.5	UNDER	61.9	57.9
14:51:10	60.0	62.0	UNDER	61.9	57.9
14:51:20	60.4	61.9	UNDER	61.9	59.9
14:51:30	58.4	60.0	UNDER	60.9	57.9
14:51:40	58.1	59.2	UNDER	59.9	56.9
14:51:50	58.5	59.7	UNDER	59.9	57.9
14:52:00	59.6	61.2	UNDER	60.9	58.9
14:52:10	66.2	69.6	UNDER	69.9	61.9
14:52:20	61.7	65.0	UNDER	64.9	59.9
14:52:30	62.5	64.2	UNDER	64.9	60.9
14:52:40	61.1	62.1	UNDER	61.9	60.9
14:52:50	64.7	70.4	UNDER	68.9	61.9
14:53:00	65.1	69.6	UNDER	67.9	62.9
14:53:10	64.2	67.2	UNDER	66.9	62.9
14:53:20	64.3	68.4	UNDER	66.9	60.9
14:53:30	61.8	66.0	UNDER	64.9	59.9
14:53:40	64.1	65.5	UNDER	64.9	62.9
14:53:50	65.3	67.2	UNDER	66.9	63.9
14:54:00	63.5	64.4	UNDER	64.9	61.9
14:54:10	62.8	64.5	UNDER	64.9	60.9
14:54:20	61.4	62.4	UNDER	62.9	60.9
14:54:30	61.9	62.5	UNDER	62.9	61.9
14:54:40	60.0	61.4	UNDER	61.9	59.9
14:54:50	60.0	61.6	UNDER	61.9	58.9
14:55:00	62.6	64.3	UNDER	64.9	60.9
14:55:10	62.4	65.1	UNDER	64.9	60.9
14:55:20	65.5	68.8	UNDER	67.9	60.9
14:55:30	61.3	62.8	UNDER	62.9	59.9
14:55:40	60.3	63.0	UNDER	62.9	57.9
14:55:50	60.5	62.8	UNDER	61.9	57.9
14:56:00	57.6	59.0	UNDER	58.9	56.9
14:56:10	60.1	62.4	UNDER	60.9	58.9
14:56:20	62.0	63.6	UNDER	63.9	61.9
14:56:30	62.1	63.2	UNDER	63.9	61.9
14:56:40	64.7	67.2	UNDER	66.9	62.9
14:56:50	64.1	65.6	UNDER	65.9	62.9
14:57:00	61.6	63.5	UNDER	63.9	59.9
14:57:10	62.0	64.3	UNDER	64.9	59.9
14:57:20	62.4	64.0	UNDER	63.9	59.9
14:57:30	63.2	66.3	UNDER	66.9	59.9
14:57:40	62.8	65.6	UNDER	64.9	60.9
14:57:50	65.9	70.3	UNDER	68.9	63.9
14:58:00	67.4	69.9	UNDER	68.9	65.9
14:58:10	67.8	71.1	UNDER	69.9	65.9
14:58:20	64.9	66.5	UNDER	66.9	62.9
14:58:30	63.5	65.6	UNDER	65.9	62.9
14:58:40	63.5	66.0	UNDER	65.9	60.9
14:58:50	63.8	66.0	UNDER	65.9	59.9
14:59:00	66.1	69.3	UNDER	68.9	62.9

14:59:10	65.0	66.3	UNDER	66.9	63.9
14:59:20	63.7	65.6	UNDER	65.9	61.9
14:59:30	62.9	65.2	UNDER	64.9	61.9
14:59:40	70.3	75.2	UNDER	74.9	61.9
14:59:50	62.6	65.6	UNDER	64.9	59.9
15:00:00	62.7	64.5	UNDER	64.9	59.9
15:00:10	62.0	63.2	UNDER	63.9	60.9
15:00:20	61.4	62.3	UNDER	62.9	60.9
15:00:30	59.3	61.6	UNDER	61.9	57.9
15:00:40	59.4	61.5	UNDER	60.9	57.9
15:00:50	58.5	61.2	UNDER	59.9	56.9
15:01:00	60.4	60.8	UNDER	60.9	59.9

\*\*\*\*\*

Filename.....3908\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 11:10:28

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 13:40:50  
TOTAL LOGGING TIME...0 DAYS 01:16:10  
LOGGING STOPPED.....03/26/12 at 14:57:00  
TOTAL INTERVALS.....457  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 10:58:32  
PRE-TEST CALIBRATION RANGE...39.2 TO 139.2 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.2dB  
Lav ( 80)..... 39.2dB

Lav ( 90)..... 39.2dB  
SEL..... 98.7dB

TWA..... 54.3dB  
TWA ( 80)..... 39.2dB  
TWA ( 90)..... 39.2dB

Lmax..... 74.6dB 03/26/12 at 14:51:25  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
13:40:50	59.2	62.6	UNDER	61.2	56.2
13:41:00	62.5	64.6	UNDER	64.2	60.2
13:41:10	59.3	62.4	UNDER	60.2	58.2
13:41:20	62.8	65.7	UNDER	65.2	59.2
13:41:30	59.8	60.8	UNDER	60.2	58.2
13:41:40	59.2	60.3	UNDER	60.2	58.2
13:41:50	58.8	60.3	UNDER	60.2	57.2
13:42:00	59.1	60.1	UNDER	59.2	58.2
13:42:10	60.6	62.6	UNDER	62.2	58.2
13:42:20	61.7	64.8	UNDER	64.2	58.2
13:42:30	62.3	66.1	UNDER	65.2	58.2
13:42:40	61.0	63.4	UNDER	62.2	57.2
13:42:50	59.2	62.1	UNDER	61.2	57.2
13:43:00	61.4	63.2	UNDER	62.2	59.2
13:43:10	60.6	62.5	UNDER	62.2	58.2
13:43:20	59.7	61.7	UNDER	60.2	58.2
13:43:30	63.2	66.0	UNDER	65.2	59.2
13:43:40	61.3	62.5	UNDER	62.2	59.2
13:43:50	60.6	61.7	UNDER	61.2	59.2
13:44:00	59.0	60.3	UNDER	60.2	58.2
13:44:10	58.7	60.1	UNDER	59.2	56.2
13:44:20	57.0	58.1	UNDER	58.2	55.2
13:44:30	60.6	62.9	UNDER	62.2	58.2
13:44:40	60.1	62.5	UNDER	62.2	58.2
13:44:50	59.7	60.6	UNDER	60.2	58.2
13:45:00	61.4	64.8	UNDER	64.2	57.2
13:45:10	62.4	66.1	UNDER	65.2	59.2
13:45:20	64.3	66.0	UNDER	65.2	62.2
13:45:30	63.8	64.9	UNDER	64.2	62.2
13:45:40	64.1	65.7	UNDER	65.2	62.2

13:45:50	61.5	62.9	UNDER	62.2	60.2
13:46:00	60.8	62.1	UNDER	61.2	59.2
13:46:10	59.9	60.9	UNDER	60.2	59.2
13:46:20	59.8	60.5	UNDER	60.2	58.2
13:46:30	60.8	62.5	UNDER	61.2	59.2
13:46:40	60.5	63.2	UNDER	62.2	57.2
13:46:50	58.8	60.5	UNDER	60.2	57.2
13:47:00	60.3	61.7	UNDER	61.2	58.2
13:47:10	60.7	62.5	UNDER	62.2	58.2
13:47:20	61.9	63.3	UNDER	62.2	60.2
13:47:30	61.6	62.6	UNDER	62.2	60.2
13:47:40	62.1	64.1	UNDER	62.2	60.2
13:47:50	64.0	66.5	UNDER	66.2	60.2
13:48:00	62.7	64.4	UNDER	63.2	60.2
13:48:10	62.8	64.9	UNDER	64.2	60.2
13:48:20	61.8	63.3	UNDER	62.2	60.2
13:48:30	61.6	62.9	UNDER	62.2	60.2
13:48:40	60.2	61.3	UNDER	60.2	58.2
13:48:50	62.8	64.0	UNDER	63.2	59.2
13:49:00	63.2	64.9	UNDER	64.2	61.2
13:49:10	62.4	64.1	UNDER	64.2	58.2
13:49:20	58.3	60.0	UNDER	59.2	56.2
13:49:30	59.2	60.1	UNDER	59.2	58.2
13:49:40	62.0	64.9	UNDER	64.2	58.2
13:49:50	61.3	64.0	UNDER	62.2	59.2
13:50:00	58.3	59.3	UNDER	58.2	57.2
13:50:10	62.7	66.1	UNDER	65.2	57.2
13:50:20	62.5	63.7	UNDER	63.2	61.2
13:50:30	60.3	61.7	UNDER	61.2	59.2
13:50:40	60.5	62.9	UNDER	62.2	58.2
13:50:50	59.7	61.2	UNDER	60.2	58.2
13:51:00	61.4	62.9	UNDER	62.2	60.2
13:51:10	60.9	61.6	UNDER	61.2	60.2
13:51:20	59.4	60.9	UNDER	60.2	58.2
13:51:30	61.9	63.4	UNDER	63.2	60.2
13:51:40	60.9	63.7	UNDER	63.2	58.2
13:51:50	59.3	61.5	UNDER	60.2	57.2
13:52:00	61.8	62.5	UNDER	62.2	61.2
13:52:10	62.8	64.5	UNDER	64.2	60.2
13:52:20	60.8	62.6	UNDER	62.2	58.2
13:52:30	60.1	61.7	UNDER	61.2	56.2
13:52:40	57.1	60.9	UNDER	58.2	56.2
13:52:50	65.1	67.7	UNDER	67.2	60.2
13:53:00	61.4	63.7	UNDER	63.2	59.2
13:53:10	61.9	64.2	UNDER	64.2	58.2
13:53:20	58.1	59.3	UNDER	58.2	56.2
13:53:30	57.7	59.2	UNDER	58.2	56.2
13:53:40	57.5	59.3	UNDER	58.2	55.2
13:53:50	57.5	58.9	UNDER	58.2	55.2
13:54:00	62.0	64.1	UNDER	63.2	58.2
13:54:10	60.8	63.3	UNDER	63.2	57.2
13:54:20	58.5	60.9	UNDER	60.2	56.2



13:54:30	60.7	66.5	UNDER	62.2	58.2
13:54:40	64.1	67.8	UNDER	67.2	58.2
13:54:50	59.1	59.9	UNDER	59.2	58.2
13:55:00	59.0	62.0	UNDER	60.2	58.2
13:55:10	62.4	63.3	UNDER	63.2	62.2
13:55:20	63.0	65.3	UNDER	65.2	59.2
13:55:30	61.1	63.0	UNDER	62.2	59.2
13:55:40	62.7	65.3	UNDER	65.2	60.2
13:55:50	61.3	64.8	UNDER	63.2	57.2
13:56:00	60.2	62.5	UNDER	61.2	57.2
13:56:10	59.8	61.3	UNDER	60.2	58.2
13:56:20	60.3	62.1	UNDER	61.2	57.2
13:56:30	61.7	64.4	UNDER	64.2	57.2
13:56:40	60.2	61.3	UNDER	60.2	58.2
13:56:50	59.5	60.9	UNDER	60.2	58.2
13:57:00	62.4	64.4	UNDER	63.2	59.2
13:57:10	60.8	63.8	UNDER	63.2	57.2
13:57:20	60.4	62.1	UNDER	61.2	57.2
13:57:30	60.1	62.4	UNDER	61.2	57.2
13:57:40	59.7	61.3	UNDER	60.2	58.2
13:57:50	57.4	61.3	UNDER	60.2	55.2
13:58:00	58.4	59.3	UNDER	59.2	55.2
13:58:10	57.7	58.4	UNDER	58.2	57.2
13:58:20	61.2	64.9	UNDER	63.2	56.2
13:58:30	61.4	64.9	UNDER	63.2	59.2
13:58:40	60.3	61.7	UNDER	61.2	58.2
13:58:50	60.2	61.3	UNDER	60.2	59.2
13:59:00	60.5	61.3	UNDER	61.2	60.2
13:59:10	62.7	66.5	UNDER	64.2	60.2
13:59:20	65.5	66.9	UNDER	66.2	64.2
13:59:30	62.8	65.7	UNDER	65.2	59.2
13:59:40	61.3	63.2	UNDER	62.2	58.2
13:59:50	58.4	62.5	UNDER	61.2	55.2
14:00:00	55.8	56.5	UNDER	56.2	55.2
14:00:10	57.3	59.3	UNDER	58.2	55.2
14:00:20	57.1	58.0	UNDER	57.2	55.2
14:00:30	59.9	64.9	UNDER	64.2	56.2
14:00:40	62.1	64.9	UNDER	64.2	58.2
14:00:50	57.9	58.5	UNDER	58.2	57.2
14:01:00	58.2	59.9	UNDER	59.2	56.2
14:01:10	62.3	64.1	UNDER	63.2	59.2
14:01:20	63.4	64.8	UNDER	64.2	61.2
14:01:30	64.0	65.2	UNDER	64.2	62.2
14:01:40	62.9	65.7	UNDER	64.2	59.2
14:01:50	57.9	59.7	UNDER	59.2	56.2
14:02:00	56.5	57.5	UNDER	57.2	55.2
14:02:10	56.2	57.0	UNDER	56.2	55.2
14:02:20	59.6	62.1	UNDER	61.2	56.2
14:02:30	58.8	61.0	UNDER	60.2	55.2
14:02:40	61.5	62.2	UNDER	62.2	59.2
14:02:50	59.6	61.3	UNDER	60.2	58.2
14:03:00	58.2	59.0	UNDER	58.2	56.2

14:03:10	59.4	60.8	UNDER	60.2	56.2
14:03:20	63.5	67.3	UNDER	66.2	60.2
14:03:30	57.2	60.1	UNDER	58.2	55.2
14:03:40	59.3	60.6	UNDER	60.2	57.2
14:03:50	59.7	62.1	UNDER	61.2	58.2
14:04:00	60.2	61.4	UNDER	61.2	58.2
14:04:10	64.1	68.9	UNDER	67.2	59.2
14:04:20	57.7	60.6	UNDER	60.2	55.2
14:04:30	57.5	58.7	UNDER	58.2	56.2
14:04:40	57.7	60.5	UNDER	59.2	56.2
14:04:50	61.7	64.0	UNDER	63.2	60.2
14:05:00	61.1	64.1	UNDER	63.2	58.2
14:05:10	60.9	64.5	UNDER	63.2	58.2
14:05:20	61.5	64.6	UNDER	64.2	59.2
14:05:30	61.5	62.8	UNDER	62.2	59.2
14:05:40	59.4	61.6	UNDER	61.2	57.2
14:05:50	58.8	59.9	UNDER	59.2	56.2
14:06:00	57.4	61.7	UNDER	60.2	54.2
14:06:10	58.9	61.3	UNDER	60.2	57.2
14:06:20	63.1	65.6	UNDER	64.2	61.2
14:06:30	62.9	64.9	UNDER	64.2	60.2
14:06:40	63.8	64.8	UNDER	64.2	62.2
14:06:50	63.5	64.4	UNDER	64.2	62.2
14:07:00	62.9	63.9	UNDER	63.2	61.2
14:07:10	62.0	62.8	UNDER	62.2	61.2
14:07:20	60.4	62.1	UNDER	61.2	57.2
14:07:30	59.9	61.9	UNDER	61.2	56.2
14:07:40	60.3	61.6	UNDER	61.2	58.2
14:07:50	62.5	64.7	UNDER	64.2	60.2
14:08:00	60.4	62.4	UNDER	62.2	59.2
14:08:10	60.7	61.3	UNDER	61.2	60.2
14:08:20	61.9	63.2	UNDER	62.2	60.2
14:08:30	62.4	63.3	UNDER	63.2	60.2
14:08:40	60.4	62.9	UNDER	62.2	59.2
14:08:50	61.5	63.0	UNDER	62.2	59.2
14:09:00	62.1	64.7	UNDER	64.2	59.2
14:09:10	61.5	63.6	UNDER	62.2	60.2
14:09:20	61.4	62.5	UNDER	62.2	60.2
14:09:30	61.4	62.1	UNDER	61.2	60.2
14:09:40	60.6	62.1	UNDER	61.2	58.2
14:09:50	60.4	61.4	UNDER	61.2	58.2
14:10:00	58.9	60.5	UNDER	60.2	57.2
14:10:10	59.8	60.6	UNDER	60.2	58.2
14:10:20	58.6	59.4	UNDER	59.2	57.2
14:10:30	58.5	59.3	UNDER	59.2	57.2
14:10:40	58.7	59.3	UNDER	59.2	58.2
14:10:50	57.9	58.6	UNDER	58.2	56.2
14:11:00	57.7	58.2	UNDER	58.2	57.2
14:11:10	57.9	59.9	UNDER	59.2	56.2
14:11:20	57.8	59.3	UNDER	59.2	56.2
14:11:30	58.5	58.9	UNDER	58.2	58.2
14:11:40	59.1	59.8	UNDER	59.2	57.2

14:11:50	59.3	60.5	UNDER	60.2	57.2
14:12:00	61.5	64.1	UNDER	63.2	57.2
14:12:10	61.6	62.3	UNDER	62.2	60.2
14:12:20	61.7	65.0	UNDER	63.2	60.2
14:12:30	66.1	69.3	UNDER	69.2	60.2
14:12:40	59.9	60.9	UNDER	60.2	59.2
14:12:50	63.5	65.6	UNDER	65.2	59.2
14:13:00	62.6	65.3	UNDER	64.2	60.2
14:13:10	60.7	61.6	UNDER	61.2	60.2
14:13:20	61.3	62.2	UNDER	62.2	60.2
14:13:30	62.3	64.5	UNDER	64.2	58.2
14:13:40	61.9	64.1	UNDER	63.2	58.2
14:13:50	61.3	62.5	UNDER	62.2	60.2
14:14:00	59.6	60.7	UNDER	60.2	58.2
14:14:10	61.5	65.3	UNDER	64.2	57.2
14:14:20	63.4	66.5	UNDER	64.2	62.2
14:14:30	63.2	65.7	UNDER	63.2	62.2
14:14:40	64.5	66.0	UNDER	65.2	63.2
14:14:50	67.2	68.7	UNDER	68.2	65.2
14:15:00	66.4	68.1	UNDER	67.2	64.2
14:15:10	64.5	67.7	UNDER	66.2	60.2
14:15:20	63.8	65.3	UNDER	65.2	59.2
14:15:30	62.3	64.9	UNDER	64.2	60.2
14:15:40	61.1	62.8	UNDER	61.2	60.2
14:15:50	63.6	65.3	UNDER	65.2	60.2
14:16:00	60.9	63.8	UNDER	62.2	59.2
14:16:10	62.0	63.7	UNDER	63.2	59.2
14:16:20	60.9	62.1	UNDER	61.2	59.2
14:16:30	60.5	62.7	UNDER	62.2	58.2
14:16:40	61.3	62.3	UNDER	62.2	60.2
14:16:50	63.2	65.3	UNDER	64.2	61.2
14:17:00	62.6	64.5	UNDER	63.2	60.2
14:17:10	64.9	68.2	UNDER	67.2	60.2
14:17:20	60.3	63.1	UNDER	62.2	58.2
14:17:30	59.3	61.6	UNDER	60.2	57.2
14:17:40	59.0	59.7	UNDER	59.2	57.2
14:17:50	59.4	61.6	UNDER	60.2	58.2
14:18:00	62.4	63.7	UNDER	63.2	61.2
14:18:10	58.7	61.2	UNDER	60.2	56.2
14:18:20	59.8	61.3	UNDER	61.2	58.2
14:18:30	65.4	67.3	UNDER	66.2	61.2
14:18:40	65.0	66.1	UNDER	65.2	63.2
14:18:50	63.7	64.1	UNDER	64.2	63.2
14:19:00	63.3	64.5	UNDER	64.2	62.2
14:19:10	61.9	63.3	UNDER	62.2	60.2
14:19:20	65.0	66.9	UNDER	66.2	61.2
14:19:30	65.3	66.1	UNDER	66.2	64.2
14:19:40	65.4	66.9	UNDER	66.2	63.2
14:19:50	60.9	63.9	UNDER	62.2	58.2
14:20:00	61.2	62.9	UNDER	62.2	56.2
14:20:10	56.6	57.7	UNDER	57.2	54.2
14:20:20	58.8	60.5	UNDER	60.2	55.2

14:20:30	58.7	59.7	UNDER	59.2	58.2
14:20:40	58.3	59.3	UNDER	59.2	57.2
14:20:50	59.8	61.3	UNDER	60.2	57.2
14:21:00	59.9	62.9	UNDER	61.2	58.2
14:21:10	62.8	64.9	UNDER	64.2	59.2
14:21:20	59.1	62.3	UNDER	60.2	57.2
14:21:30	61.4	63.9	UNDER	62.2	59.2
14:21:40	57.1	59.3	UNDER	58.2	55.2
14:21:50	58.0	60.1	UNDER	58.2	56.2
14:22:00	60.6	61.7	UNDER	61.2	59.2
14:22:10	61.6	67.3	UNDER	65.2	58.2
14:22:20	65.7	68.8	UNDER	68.2	61.2
14:22:30	61.9	63.3	UNDER	62.2	60.2
14:22:40	60.5	61.9	UNDER	61.2	58.2
14:22:50	62.6	64.9	UNDER	64.2	58.2
14:23:00	61.7	64.2	UNDER	63.2	59.2
14:23:10	61.7	62.9	UNDER	62.2	60.2
14:23:20	61.4	63.3	UNDER	62.2	60.2
14:23:30	57.7	60.5	UNDER	60.2	54.2
14:23:40	61.6	65.2	UNDER	64.2	55.2
14:23:50	62.3	64.5	UNDER	64.2	60.2
14:24:00	61.1	62.3	UNDER	62.2	59.2
14:24:10	58.0	59.3	UNDER	59.2	56.2
14:24:20	63.0	65.5	UNDER	65.2	58.2
14:24:30	57.1	61.7	UNDER	60.2	53.2
14:24:40	59.5	61.8	UNDER	61.2	53.2
14:24:50	62.4	69.3	UNDER	68.2	55.2
14:25:00	70.0	73.7	UNDER	72.2	64.2
14:25:10	61.8	64.5	UNDER	64.2	58.2
14:25:20	60.4	61.3	UNDER	61.2	58.2
14:25:30	62.9	64.1	UNDER	64.2	60.2
14:25:40	62.5	64.4	UNDER	64.2	59.2
14:25:50	59.1	59.8	UNDER	59.2	58.2
14:26:00	58.6	60.4	UNDER	60.2	55.2
14:26:10	58.3	60.7	UNDER	60.2	55.2
14:26:20	59.9	61.0	UNDER	60.2	57.2
14:26:30	59.3	61.3	UNDER	61.2	56.2
14:26:40	60.0	61.6	UNDER	61.2	57.2
14:26:50	60.5	62.4	UNDER	61.2	58.2
14:27:00	57.5	58.9	UNDER	58.2	56.2
14:27:10	61.1	64.4	UNDER	64.2	57.2
14:27:20	61.8	64.1	UNDER	63.2	58.2
14:27:30	62.6	64.1	UNDER	64.2	58.2
14:27:40	67.4	70.9	UNDER	69.2	63.2
14:27:50	67.9	70.4	UNDER	69.2	63.2
14:28:00	65.3	70.9	UNDER	69.2	60.2
14:28:10	64.1	69.5	UNDER	68.2	60.2
14:28:20	61.5	67.7	UNDER	66.2	58.2
14:28:30	64.8	67.7	UNDER	66.2	61.2
14:28:40	64.2	67.8	UNDER	66.2	61.2
14:28:50	63.3	65.6	UNDER	64.2	59.2
14:29:00	60.0	62.5	UNDER	62.2	58.2

14:29:10	62.7	64.4	UNDER	64.2	60.2
14:29:20	61.1	63.5	UNDER	63.2	59.2
14:29:30	59.5	60.8	UNDER	60.2	57.2
14:29:40	56.9	57.6	UNDER	57.2	56.2
14:29:50	59.3	60.9	UNDER	60.2	56.2
14:30:00	55.7	56.9	UNDER	56.2	54.2
14:30:10	54.9	56.0	UNDER	55.2	54.2
14:30:20	59.5	61.7	UNDER	61.2	55.2
14:30:30	62.0	62.8	UNDER	62.2	60.2
14:30:40	63.4	66.1	UNDER	65.2	61.2
14:30:50	62.9	63.7	UNDER	63.2	62.2
14:31:00	63.5	64.9	UNDER	64.2	61.2
14:31:10	61.1	62.5	UNDER	62.2	58.2
14:31:20	60.5	63.0	UNDER	62.2	58.2
14:31:30	65.1	69.3	UNDER	67.2	61.2
14:31:40	61.3	62.1	UNDER	61.2	60.2
14:31:50	60.9	62.3	UNDER	62.2	59.2
14:32:00	63.3	66.5	UNDER	65.2	59.2
14:32:10	64.4	65.5	UNDER	65.2	62.2
14:32:20	63.7	64.9	UNDER	64.2	62.2
14:32:30	61.3	62.4	UNDER	61.2	60.2
14:32:40	60.3	61.4	UNDER	61.2	59.2
14:32:50	61.3	62.1	UNDER	61.2	60.2
14:33:00	61.2	62.1	UNDER	62.2	60.2
14:33:10	63.1	64.5	UNDER	64.2	61.2
14:33:20	62.9	64.5	UNDER	64.2	60.2
14:33:30	61.3	63.4	UNDER	62.2	60.2
14:33:40	64.2	65.6	UNDER	65.2	63.2
14:33:50	64.4	65.7	UNDER	65.2	61.2
14:34:00	60.7	61.7	UNDER	61.2	59.2
14:34:10	60.9	62.1	UNDER	61.2	60.2
14:34:20	60.8	62.8	UNDER	62.2	58.2
14:34:30	62.6	65.0	UNDER	64.2	58.2
14:34:40	64.8	66.5	UNDER	66.2	62.2
14:34:50	63.8	65.0	UNDER	64.2	62.2
14:35:00	61.9	63.7	UNDER	63.2	58.2
14:35:10	57.3	58.9	UNDER	58.2	55.2
14:35:20	64.9	70.9	UNDER	70.2	56.2
14:35:30	67.3	71.3	UNDER	70.2	63.2
14:35:40	66.1	71.0	UNDER	70.2	60.2
14:35:50	64.4	66.8	UNDER	66.2	60.2
14:36:00	66.8	69.3	UNDER	68.2	63.2
14:36:10	61.2	63.3	UNDER	62.2	60.2
14:36:20	60.9	61.7	UNDER	61.2	59.2
14:36:30	60.6	61.8	UNDER	61.2	59.2
14:36:40	60.0	61.2	UNDER	60.2	59.2
14:36:50	61.6	62.1	UNDER	62.2	60.2
14:37:00	61.9	62.9	UNDER	62.2	60.2
14:37:10	62.0	65.7	UNDER	63.2	60.2
14:37:20	61.4	63.4	UNDER	62.2	59.2
14:37:30	59.1	60.2	UNDER	59.2	58.2
14:37:40	59.6	60.0	UNDER	59.2	58.2

14:37:50	57.9	60.1	UNDER	58.2	56.2
14:38:00	61.9	64.1	UNDER	64.2	59.2
14:38:10	61.4	62.1	UNDER	62.2	60.2
14:38:20	61.7	62.5	UNDER	62.2	60.2
14:38:30	62.7	63.3	UNDER	62.2	62.2
14:38:40	63.9	64.8	UNDER	64.2	63.2
14:38:50	61.8	63.2	UNDER	62.2	60.2
14:39:00	62.1	63.8	UNDER	63.2	60.2
14:39:10	61.4	64.1	UNDER	64.2	59.2
14:39:20	62.0	64.1	UNDER	63.2	60.2
14:39:30	63.1	64.1	UNDER	63.2	62.2
14:39:40	60.5	62.4	UNDER	61.2	59.2
14:39:50	63.4	65.3	UNDER	64.2	62.2
14:40:00	63.0	64.9	UNDER	64.2	61.2
14:40:10	61.7	62.2	UNDER	62.2	61.2
14:40:20	61.9	62.5	UNDER	62.2	61.2
14:40:30	62.2	64.5	UNDER	64.2	59.2
14:40:40	60.6	62.9	UNDER	61.2	59.2
14:40:50	59.2	59.7	UNDER	59.2	58.2
14:41:00	62.5	63.7	UNDER	63.2	59.2
14:41:10	64.3	65.3	UNDER	65.2	62.2
14:41:20	63.9	64.9	UNDER	64.2	62.2
14:41:30	61.6	63.6	UNDER	62.2	60.2
14:41:40	59.2	60.9	UNDER	60.2	58.2
14:41:50	58.5	59.6	UNDER	59.2	57.2
14:42:00	58.5	60.0	UNDER	59.2	56.2
14:42:10	58.5	59.7	UNDER	59.2	56.2
14:42:20	62.0	63.3	UNDER	63.2	59.2
14:42:30	60.6	61.3	UNDER	61.2	59.2
14:42:40	60.1	61.3	UNDER	61.2	58.2
14:42:50	60.4	61.5	UNDER	61.2	59.2
14:43:00	58.9	60.9	UNDER	60.2	57.2
14:43:10	55.7	57.7	UNDER	57.2	54.2
14:43:20	56.8	59.3	UNDER	59.2	54.2
14:43:30	57.8	59.8	UNDER	59.2	56.2
14:43:40	59.0	60.0	UNDER	59.2	58.2
14:43:50	62.2	64.1	UNDER	63.2	58.2
14:44:00	58.8	62.1	UNDER	61.2	56.2
14:44:10	61.1	62.5	UNDER	62.2	59.2
14:44:20	60.6	62.5	UNDER	62.2	58.2
14:44:30	61.9	63.4	UNDER	63.2	60.2
14:44:40	60.0	62.5	UNDER	60.2	58.2
14:44:50	59.8	61.2	UNDER	60.2	58.2
14:45:00	62.6	64.9	UNDER	64.2	59.2
14:45:10	61.7	62.5	UNDER	62.2	60.2
14:45:20	63.2	64.6	UNDER	64.2	61.2
14:45:30	62.2	64.1	UNDER	63.2	60.2
14:45:40	60.6	61.8	UNDER	61.2	58.2
14:45:50	61.3	62.6	UNDER	62.2	58.2
14:46:00	60.9	62.4	UNDER	61.2	59.2
14:46:10	61.6	62.6	UNDER	62.2	60.2
14:46:20	60.0	60.9	UNDER	60.2	58.2

14:46:30	61.6	62.8	UNDER	62.2	60.2
14:46:40	61.2	63.6	UNDER	63.2	57.2
14:46:50	58.8	61.8	UNDER	60.2	56.2
14:47:00	60.8	62.9	UNDER	62.2	58.2
14:47:10	60.9	62.1	UNDER	61.2	60.2
14:47:20	60.1	62.5	UNDER	60.2	58.2
14:47:30	58.9	60.4	UNDER	59.2	57.2
14:47:40	59.3	60.9	UNDER	60.2	57.2
14:47:50	61.1	63.8	UNDER	62.2	60.2
14:48:00	61.8	64.0	UNDER	63.2	59.2
14:48:10	62.9	67.0	UNDER	66.2	60.2
14:48:20	68.1	72.5	UNDER	71.2	60.2
14:48:30	62.8	64.6	UNDER	63.2	60.2
14:48:40	62.4	64.8	UNDER	64.2	59.2
14:48:50	64.6	66.4	UNDER	65.2	62.2
14:49:00	63.4	66.5	UNDER	65.2	59.2
14:49:10	61.6	62.8	UNDER	62.2	60.2
14:49:20	59.3	60.7	UNDER	60.2	58.2
14:49:30	61.4	65.7	UNDER	64.2	58.2
14:49:40	67.3	70.9	UNDER	69.2	64.2
14:49:50	67.5	69.7	UNDER	68.2	66.2
14:50:00	65.2	69.2	UNDER	67.2	62.2
14:50:10	63.6	64.9	UNDER	64.2	62.2
14:50:20	66.6	72.8	UNDER	71.2	62.2
14:50:30	69.4	74.3	UNDER	72.2	64.2
14:50:40	66.4	68.0	UNDER	67.2	64.2
14:50:50	66.3	68.1	UNDER	67.2	64.2
14:51:00	64.8	68.5	UNDER	67.2	61.2
14:51:10	64.1	67.7	UNDER	66.2	61.2
14:51:20	70.2	74.6	UNDER	74.2	62.2
14:51:30	66.5	68.5	UNDER	67.2	64.2
14:51:40	64.5	66.8	UNDER	66.2	62.2
14:51:50	61.8	62.9	UNDER	62.2	60.2
14:52:00	63.8	65.7	UNDER	64.2	60.2
14:52:10	60.8	63.2	UNDER	62.2	58.2
14:52:20	62.8	65.3	UNDER	64.2	60.2
14:52:30	61.1	66.9	UNDER	62.2	57.2
14:52:40	64.9	71.4	UNDER	70.2	58.2
14:52:50	69.3	72.1	UNDER	71.2	65.2
14:53:00	64.4	68.9	UNDER	65.2	61.2
14:53:10	61.4	65.7	UNDER	65.2	58.2
14:53:20	66.6	70.9	UNDER	68.2	64.2
14:53:30	65.2	66.1	UNDER	65.2	64.2
14:53:40	64.8	66.1	UNDER	65.2	63.2
14:53:50	63.8	65.7	UNDER	65.2	60.2
14:54:00	60.7	68.1	UNDER	60.2	59.2
14:54:10	66.8	70.7	UNDER	70.2	62.2
14:54:20	68.2	71.4	UNDER	71.2	64.2
14:54:30	68.5	74.2	UNDER	72.2	62.2
14:54:40	64.6	68.0	UNDER	67.2	61.2
14:54:50	61.8	62.9	UNDER	62.2	60.2
14:55:00	62.2	63.2	UNDER	62.2	61.2

14:55:10	61.1	63.8	UNDER	62.2	57.2
14:55:20	59.2	60.8	UNDER	60.2	58.2
14:55:30	59.9	64.5	UNDER	63.2	57.2
14:55:40	63.7	66.1	UNDER	65.2	62.2
14:55:50	67.0	69.7	UNDER	69.2	63.2
14:56:00	63.7	65.6	UNDER	64.2	62.2
14:56:10	63.9	65.9	UNDER	65.2	62.2
14:56:20	64.2	67.0	UNDER	66.2	62.2
14:56:30	63.4	67.1	UNDER	65.2	59.2
14:56:40	63.2	67.0	UNDER	65.2	60.2
14:56:50	65.2	69.3	UNDER	67.2	61.2



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Filename.....2557\_27M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 2557  
REPORT PRINTED ON 03/28/12 at 11:12:48

User ID: \_\_\_\_\_

LOGGING STARTED.....03/26/12 at 14:40:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/26/12 at 14:55:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/26/12 AT 11:28:13  
PRE-TEST CALIBRATION RANGE...38.7 TO 138.7 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 2 OF 2 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 62.0dB  
Lav ( 80)..... 38.7dB

Lav ( 90)..... 38.7dB  
SEL..... 91.5dB

TWA..... 47.0dB  
TWA ( 80)..... 38.7dB  
TWA ( 90)..... 38.7dB

Lmax..... 72.7dB 03/26/12 at 14:41:25  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 2 OF 2 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/26/2012					
14:40:00	59.2	61.3	UNDER	60.7	58.7
14:40:10	60.0	61.2	UNDER	60.7	58.7
14:40:20	61.5	62.7	UNDER	62.7	60.7
14:40:30	61.8	62.7	UNDER	62.7	60.7
14:40:40	63.3	65.3	UNDER	64.7	60.7
14:40:50	61.7	63.1	UNDER	62.7	60.7
14:41:00	62.3	62.8	UNDER	62.7	61.7
14:41:10	64.6	65.5	UNDER	65.7	62.7
14:41:20	67.4	72.7	UNDER	71.7	64.7
14:41:30	61.6	65.1	UNDER	64.7	59.7
14:41:40	63.0	67.6	UNDER	65.7	60.7
14:41:50	62.7	65.7	UNDER	65.7	60.7
14:42:00	62.7	65.6	UNDER	64.7	59.7
14:42:10	59.8	61.5	UNDER	60.7	58.7
14:42:20	63.0	65.7	UNDER	64.7	60.7
14:42:30	61.0	63.9	UNDER	62.7	58.7
14:42:40	62.6	63.1	UNDER	62.7	61.7
14:42:50	62.5	63.6	UNDER	63.7	61.7
14:43:00	61.3	63.2	UNDER	62.7	59.7
14:43:10	60.1	61.6	UNDER	61.7	57.7
14:43:20	58.6	62.8	UNDER	61.7	55.7
14:43:30	64.9	67.8	UNDER	66.7	62.7
14:43:40	67.8	72.5	UNDER	71.7	62.7
14:43:50	62.9	70.1	UNDER	66.7	59.7
14:44:00	60.1	61.1	UNDER	60.7	59.7
14:44:10	60.2	61.3	UNDER	61.7	59.7
14:44:20	60.2	62.0	UNDER	60.7	59.7
14:44:30	59.5	62.7	UNDER	61.7	57.7
14:44:40	60.0	61.7	UNDER	61.7	58.7
14:44:50	59.7	61.3	UNDER	61.7	58.7

14:45:00	58.1	58.6	UNDER	58.7	57.7
14:45:10	59.2	60.6	UNDER	60.7	58.7
14:45:20	57.6	58.3	UNDER	58.7	57.7
14:45:30	56.2	57.5	UNDER	57.7	55.7
14:45:40	54.7	56.1	UNDER	55.7	54.7
14:45:50	57.4	58.8	UNDER	58.7	54.7
14:46:00	57.8	58.7	UNDER	58.7	57.7
14:46:10	57.7	58.7	UNDER	58.7	57.7
14:46:20	60.9	62.7	UNDER	62.7	57.7
14:46:30	62.6	64.3	UNDER	63.7	61.7
14:46:40	60.3	62.7	UNDER	61.7	58.7
14:46:50	64.7	66.3	UNDER	65.7	62.7
14:47:00	62.7	64.8	UNDER	64.7	61.7
14:47:10	61.9	64.9	UNDER	64.7	58.7
14:47:20	62.0	63.9	UNDER	63.7	59.7
14:47:30	64.0	66.2	UNDER	65.7	62.7
14:47:40	62.2	64.0	UNDER	63.7	60.7
14:47:50	62.7	65.2	UNDER	63.7	60.7
14:48:00	60.6	63.9	UNDER	62.7	58.7
14:48:10	59.9	61.6	UNDER	61.7	58.7
14:48:20	59.3	60.4	UNDER	60.7	58.7
14:48:30	63.0	64.4	UNDER	64.7	60.7
14:48:40	62.9	64.0	UNDER	63.7	62.7
14:48:50	62.2	63.4	UNDER	63.7	60.7
14:49:00	60.4	61.7	UNDER	61.7	58.7
14:49:10	63.9	66.4	UNDER	65.7	61.7
14:49:20	66.5	67.5	UNDER	67.7	65.7
14:49:30	64.2	65.7	UNDER	65.7	62.7
14:49:40	63.5	65.3	UNDER	64.7	62.7
14:49:50	64.6	65.6	UNDER	65.7	63.7
14:50:00	63.8	68.1	UNDER	65.7	61.7
14:50:10	62.9	66.3	UNDER	64.7	60.7
14:50:20	62.1	63.6	UNDER	63.7	60.7
14:50:30	61.3	62.5	UNDER	61.7	60.7
14:50:40	62.0	63.1	UNDER	62.7	61.7
14:50:50	63.3	66.1	UNDER	64.7	61.7
14:51:00	60.6	62.3	UNDER	62.7	59.7
14:51:10	60.7	63.3	UNDER	62.7	56.7
14:51:20	56.9	57.6	UNDER	57.7	56.7
14:51:30	58.5	60.4	UNDER	60.7	56.7
14:51:40	59.4	60.8	UNDER	60.7	58.7
14:51:50	61.3	62.3	UNDER	62.7	59.7
14:52:00	61.4	62.8	UNDER	62.7	59.7
14:52:10	62.7	63.5	UNDER	63.7	61.7
14:52:20	62.3	65.1	UNDER	63.7	60.7
14:52:30	62.8	64.5	UNDER	64.7	60.7
14:52:40	64.4	66.3	UNDER	66.7	61.7
14:52:50	60.4	61.9	UNDER	61.7	58.7
14:53:00	63.6	67.5	UNDER	65.7	58.7
14:53:10	60.5	63.0	UNDER	62.7	58.7
14:53:20	59.2	60.1	UNDER	59.7	58.7
14:53:30	59.6	60.7	UNDER	60.7	58.7

14:53:40	60.2	60.9	UNDER	60.7	59.7
14:53:50	59.2	60.4	UNDER	60.7	58.7
14:54:00	62.5	64.4	UNDER	64.7	60.7
14:54:10	62.8	66.4	UNDER	63.7	60.7
14:54:20	61.8	64.7	UNDER	64.7	58.7
14:54:30	61.5	63.1	UNDER	62.7	59.7
14:54:40	59.3	60.5	UNDER	59.7	58.7
14:54:50	59.4	60.4	UNDER	60.7	58.7

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Filename.....3908\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

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METROSONICS db-3080 V1.12 SERIAL # 3908  
REPORT PRINTED ON 03/28/12 at 14:36:14

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 16:26:10  
TOTAL LOGGING TIME...0 DAYS 00:15:53  
LOGGING STOPPED.....03/15/12 at 16:42:03  
TOTAL INTERVALS.....96  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/15/12 AT 08:17:37  
PRE-TEST CALIBRATION RANGE...38.9 TO 138.9 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 4 OF 4 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 79.3dB

Lav ( 80)..... 78.8dB  
Lav ( 90)..... 74.0dB  
SEL..... 109.0dB

TWA..... 64.6dB  
TWA ( 80)..... 64.1dB  
TWA ( 90)..... 59.2dB

Lmax..... 95.7dB 03/15/12 at 16:33:50  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.25%  
PROJ. DOSE ( 80).. 7.55%  
DOSE ( 90)..... 0.08%  
PROJ. DOSE ( 90).. 2.41%

<<< TIME HISTORY REPORT FOR TEST NUMBER 4 OF 4 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA		
3/15/2012							
16:26:10	68.8	73.8	UNDER	71.9	64.9	68.8	7585776
16:26:20	66.3	72.2	UNDER	69.9	63.9	66.3	4265795
16:26:30	65.9	67.1	UNDER	66.9	64.9	65.9	3890451
16:26:40	65.7	67.0	UNDER	66.9	64.9	65.7	3715352
16:26:50	66.1	67.7	UNDER	66.9	64.9	66.1	4073803
16:27:00	65.8	67.7	UNDER	66.9	64.9	65.8	3801894
16:27:10	64.7	66.1	UNDER	65.9	63.9	64.7	2951209
16:27:20	64.8	65.4	UNDER	65.9	63.9	64.8	3019952
16:27:30	63.9	64.6	UNDER	64.9	62.9	63.9	2454709
16:27:40	65.0	65.8	UNDER	65.9	64.9	65	3162278
16:27:50	63.0	64.2	UNDER	63.9	61.9	63	1995262
16:28:00	64.3	66.9	UNDER	65.9	61.9	64.3	2691535
16:28:10	67.3	68.3	UNDER	68.9	65.9	67.3	5370318
16:28:20	66.2	67.0	UNDER	66.9	65.9	66.2	4168694
16:28:30	66.5	67.4	UNDER	67.9	65.9	66.5	4466836
16:28:40	65.5	66.5	UNDER	66.9	64.9	65.5	3548134
16:28:50	65.0	67.4	UNDER	66.9	63.9	65	3162278
16:29:00	68.6	70.1	UNDER	69.9	66.9	68.6	7244360
16:29:10	68.0	71.8	UNDER	69.9	66.9	68	6309573
16:29:20	67.7	68.2	UNDER	68.9	67.9	67.7	5888437
16:29:30	68.3	69.3	UNDER	69.9	67.9	68.3	6760830
16:29:40	67.5	68.8	UNDER	68.9	66.9	67.5	5623413
16:29:50	67.1	67.7	UNDER	67.9	66.9	67.1	5128614
16:30:00	65.7	66.7	UNDER	66.9	64.9	65.7	3715352
16:30:10	67.2	68.2	UNDER	67.9	66.9	67.2	5248075
16:30:20	67.5	68.0	UNDER	67.9	67.9	67.5	5623413
16:30:30	67.5	68.6	UNDER	68.9	66.9	67.5	5623413
16:30:40	69.6	72.6	UNDER	72.9	67.9	69.6	9120108

16:30:50	71.7	74.1	UNDER	73.9	69.9	71.7	14791084
16:31:00	69.1	70.2	UNDER	69.9	67.9	69.1	8128305
16:31:10	68.7	69.9	UNDER	69.9	67.9	68.7	7413102
16:31:20	70.1	71.0	UNDER	71.9	68.9	70.1	10232930
16:31:30	69.3	70.6	UNDER	69.9	68.9	69.3	8511380
16:31:40	68.7	69.4	UNDER	69.9	68.9	68.7	7413102
16:31:50	69.6	71.0	UNDER	70.9	69.9	69.6	9120108
16:32:00	69.4	70.3	UNDER	69.9	68.9	69.4	8709636
16:32:10	71.1	72.5	UNDER	72.9	69.9	71.1	
16:32:20	71.9	72.6	UNDER	72.9	70.9	71.9	
16:32:30	71.4	72.2	UNDER	72.9	70.9	71.4	
16:32:40	73.3	75.3	UNDER	74.9	70.9	73.3	
16:32:50	75.1	76.1	UNDER	75.9	74.9	75.1	
16:33:00	74.6	75.3	UNDER	75.9	73.9	74.6	
16:33:10	72.2	73.4	UNDER	73.9	71.9	72.2	
16:33:20	75.3	78.3	UNDER	77.9	72.9	75.3	
16:33:30	84.3	86.6	UNDER	85.9	77.9	84.3	
16:33:40	87.8	95.4	UNDER	92.9	82.9	87.8	
16:33:50	87.8	95.7	UNDER	93.9	69.9	87.8	
16:34:00	71.3	75.4	UNDER	74.9	68.9	71.3	
16:34:10	77.7	80.6	UNDER	79.9	74.9	77.7	
16:34:20	85.7	89.0	UNDER	88.9	77.9	85.7	
16:34:30	89.8	93.4	UNDER	93.9	81.9	89.8	
16:34:40	86.6	90.2	UNDER	89.9	81.9	86.6	
16:34:50	83.2	87.0	UNDER	86.9	76.9	83.2	
16:35:00	90.8	93.8	UNDER	93.9	86.9	90.8	
16:35:10	86.3	89.3	UNDER	88.9	83.9	86.3	
16:35:20	82.7	84.3	UNDER	83.9	81.9	82.7	
16:35:30	85.0	87.4	UNDER	87.9	82.9	85	
16:35:40	86.3	87.0	UNDER	86.9	85.9	86.3	
16:35:50	85.3	86.5	UNDER	86.9	84.9	85.3	
16:36:00	83.8	85.0	UNDER	84.9	82.9	83.8	
16:36:10	81.4	83.4	UNDER	82.9	79.9	81.4	
16:36:20	83.1	84.2	UNDER	84.9	81.9	83.1	
16:36:30	83.2	84.7	UNDER	84.9	80.9	83.2	
16:36:40	81.8	84.6	UNDER	84.9	75.9	81.8	
16:36:50	75.9	79.0	UNDER	78.9	71.9	75.9	
16:37:00	71.2	73.8	UNDER	73.9	66.9	71.2	
16:37:10	70.6	73.2	UNDER	72.9	66.9	70.6	
16:37:20	73.1	76.4	UNDER	75.9	66.9	73.1	
16:37:30	78.9	80.0	UNDER	79.9	75.9	78.9	
16:37:40	78.7	81.3	UNDER	80.9	77.9	78.7	
16:37:50	75.0	79.0	UNDER	78.9	67.9	75	
16:38:00	67.9	69.4	UNDER	69.9	66.9	67.9	6165950
16:38:10	67.0	70.2	UNDER	69.9	65.9	67	5011872
16:38:20	67.3	68.5	UNDER	67.9	67.9	67.3	5370318
16:38:30	68.5	71.5	UNDER	70.9	66.9	68.5	7079458
16:38:40	70.8	75.4	UNDER	73.9	67.9	70.8	12022644
16:38:50	66.6	67.7	UNDER	67.9	65.9	66.6	4570882
16:39:00	67.0	69.4	UNDER	69.9	65.9	67	5011872
16:39:10	67.2	69.0	UNDER	68.9	66.9	67.2	5248075

16:39:20	66.2	67.4	UNDER	67.9	65.9	66.2	4168694
16:39:30	65.4	66.1	UNDER	65.9	64.9	65.4	3467369
16:39:40	65.2	65.8	UNDER	65.9	64.9	65.2	3311311
16:39:50	65.3	67.0	UNDER	66.9	63.9	65.3	3388442
16:40:00	65.6	68.2	UNDER	67.9	63.9	65.6	3630781
16:40:10	66.6	67.3	UNDER	67.9	65.9	66.6	4570882
16:40:20	65.5	66.9	UNDER	65.9	65.9	65.5	3548134
16:40:30	65.5	66.2	UNDER	65.9	65.9	65.5	3548134
16:40:40	64.8	65.4	UNDER	65.9	64.9	64.8	3019952
16:40:50	66.3	68.6	UNDER	68.9	64.9	66.3	4265795
16:41:00	65.5	67.8	UNDER	66.9	64.9	65.5	3548134
16:41:10	65.9	66.6	UNDER	66.9	65.9	65.9	3890451
16:41:20	65.9	66.9	UNDER	66.9	65.9	65.9	3890451
16:41:30	66.2	67.3	UNDER	66.9	64.9	66.2	4168694
16:41:40	64.6	65.4	UNDER	65.9	63.9	64.6	2884032
16:41:50	63.9	66.2	UNDER	65.9	62.9	63.9	2454709
16:42:00	64.3	67.7	UNDER	67.9	63.9	64.3	2691535
						<b>modified L</b>	<b>67.14162</b>



\*\*\*\*\*

Filename.....3904\_15M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:43:31

User ID: \_\_\_\_\_

LOGGING STARTED.....03/15/12 at 10:37:50  
TOTAL LOGGING TIME...0 DAYS 01:00:59  
LOGGING STOPPED.....03/15/12 at 11:38:49  
TOTAL INTERVALS.....366  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION NOT DONE  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 6 OF 8 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.6dB

Lav ( 80)..... 39.5dB  
Lav ( 90)..... 39.5dB  
SEL..... 102.1dB

TWA..... 57.6dB  
TWA ( 80)..... 39.5dB  
TWA ( 90)..... 39.5dB

Lmax..... 79.2dB 03/15/12 at 11:36:55  
Lpk.....UNDER RANGE  
TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
PROJ. DOSE ( 80).. 0.00%  
DOSE ( 90)..... 0.00%  
PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 6 OF 8 >>>

TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA
3/15/2012					
10:37:50	66.1	67.6	UNDER	66.5	64.5
10:38:00	64.8	66.4	UNDER	66.5	63.5
10:38:10	66.6	67.2	UNDER	67.5	65.5
10:38:20	65.4	66.0	UNDER	65.5	64.5
10:38:30	63.6	64.4	UNDER	64.5	62.5
10:38:40	66.1	67.3	UNDER	67.5	63.5
10:38:50	68.2	69.6	UNDER	69.5	67.5
10:39:00	66.5	69.1	UNDER	68.5	65.5
10:39:10	67.3	68.0	UNDER	68.5	66.5
10:39:20	68.5	70.0	UNDER	69.5	66.5
10:39:30	68.3	69.6	UNDER	69.5	66.5
10:39:40	64.2	66.0	UNDER	65.5	62.5
10:39:50	66.4	68.0	UNDER	67.5	65.5
10:40:00	63.9	65.6	UNDER	65.5	60.5
10:40:10	61.9	62.4	UNDER	62.5	60.5
10:40:20	66.6	68.4	UNDER	68.5	62.5
10:40:30	67.4	68.6	UNDER	68.5	66.5
10:40:40	65.8	66.9	UNDER	66.5	64.5
10:40:50	67.1	67.9	UNDER	67.5	66.5
10:41:00	69.1	71.2	UNDER	70.5	66.5
10:41:10	68.8	70.5	UNDER	70.5	67.5
10:41:20	67.8	70.0	UNDER	69.5	66.5
10:41:30	66.9	67.7	UNDER	67.5	66.5
10:41:40	66.8	68.8	UNDER	68.5	65.5
10:41:50	67.2	68.8	UNDER	68.5	64.5
10:42:00	64.5	65.0	UNDER	64.5	64.5
10:42:10	63.8	64.4	UNDER	64.5	63.5
10:42:20	65.1	65.7	UNDER	65.5	64.5

10:42:30	65.3	65.7	UNDER	65.5	64.5
10:42:40	66.5	68.1	UNDER	68.5	65.5
10:42:50	67.3	68.4	UNDER	68.5	66.5
10:43:00	66.2	68.0	UNDER	67.5	64.5
10:43:10	64.3	65.1	UNDER	64.5	63.5
10:43:20	66.6	67.3	UNDER	67.5	65.5
10:43:30	65.2	66.5	UNDER	66.5	64.5
10:43:40	66.2	68.1	UNDER	68.5	63.5
10:43:50	63.0	64.0	UNDER	64.5	61.5
10:44:00	66.5	70.0	UNDER	69.5	63.5
10:44:10	68.6	70.9	UNDER	70.5	64.5
10:44:20	65.9	68.0	UNDER	67.5	64.5
10:44:30	66.2	67.9	UNDER	67.5	65.5
10:44:40	66.8	69.1	UNDER	68.5	65.5
10:44:50	66.8	69.2	UNDER	68.5	64.5
10:45:00	68.4	70.0	UNDER	69.5	66.5
10:45:10	66.2	68.8	UNDER	68.5	64.5
10:45:20	66.0	66.7	UNDER	66.5	64.5
10:45:30	67.2	68.0	UNDER	67.5	66.5
10:45:40	68.8	71.2	UNDER	70.5	67.5
10:45:50	69.1	71.2	UNDER	71.5	65.5
10:46:00	65.6	68.7	UNDER	68.5	64.5
10:46:10	67.9	69.1	UNDER	68.5	66.5
10:46:20	65.7	67.1	UNDER	66.5	64.5
10:46:30	66.1	67.2	UNDER	67.5	64.5
10:46:40	65.4	66.8	UNDER	66.5	63.5
10:46:50	65.5	66.0	UNDER	65.5	65.5
10:47:00	67.4	68.0	UNDER	67.5	66.5
10:47:10	67.4	68.0	UNDER	67.5	66.5
10:47:20	66.5	67.9	UNDER	67.5	64.5
10:47:30	64.5	65.1	UNDER	64.5	64.5
10:47:40	64.4	64.9	UNDER	64.5	63.5
10:47:50	66.5	67.2	UNDER	67.5	64.5
10:48:00	66.2	69.2	UNDER	68.5	64.5
10:48:10	68.0	69.2	UNDER	69.5	65.5
10:48:20	65.6	66.4	UNDER	66.5	64.5
10:48:30	66.6	67.5	UNDER	67.5	65.5
10:48:40	66.6	67.3	UNDER	67.5	66.5
10:48:50	68.4	69.3	UNDER	69.5	67.5
10:49:00	65.3	67.0	UNDER	66.5	64.5
10:49:10	64.2	64.9	UNDER	64.5	63.5
10:49:20	63.1	64.0	UNDER	63.5	62.5
10:49:30	65.2	66.8	UNDER	66.5	62.5
10:49:40	64.7	66.0	UNDER	65.5	64.5
10:49:50	67.0	68.4	UNDER	68.5	64.5
10:50:00	65.2	67.1	UNDER	66.5	64.5
10:50:10	65.0	66.4	UNDER	66.5	62.5
10:50:20	62.0	64.1	UNDER	63.5	60.5
10:50:30	66.0	67.2	UNDER	67.5	64.5
10:50:40	65.8	66.8	UNDER	66.5	64.5
10:50:50	66.7	67.5	UNDER	67.5	66.5

10:51:00	67.1	67.7	UNDER	67.5	66.5
10:51:10	66.1	67.3	UNDER	67.5	63.5
10:51:20	64.8	66.4	UNDER	66.5	62.5
10:51:30	65.4	66.8	UNDER	66.5	64.5
10:51:40	65.5	66.0	UNDER	65.5	64.5
10:51:50	64.8	65.6	UNDER	65.5	64.5
10:52:00	65.0	66.0	UNDER	65.5	63.5
10:52:10	64.7	65.6	UNDER	65.5	63.5
10:52:20	66.3	68.4	UNDER	68.5	63.5
10:52:30	68.2	69.6	UNDER	69.5	66.5
10:52:40	69.0	72.2	UNDER	71.5	66.5
10:52:50	69.4	72.8	UNDER	72.5	67.5
10:53:00	68.3	69.2	UNDER	68.5	67.5
10:53:10	68.4	69.2	UNDER	69.5	66.5
10:53:20	66.8	67.9	UNDER	67.5	65.5
10:53:30	65.9	67.7	UNDER	67.5	64.5
10:53:40	66.1	68.0	UNDER	67.5	64.5
10:53:50	66.6	68.2	UNDER	68.5	64.5
10:54:00	63.2	64.6	UNDER	64.5	62.5
10:54:10	65.9	66.4	UNDER	66.5	64.5
10:54:20	65.3	66.2	UNDER	65.5	64.5
10:54:30	66.5	66.8	UNDER	66.5	66.5
10:54:40	68.9	70.1	UNDER	70.5	66.5
10:54:50	68.1	69.6	UNDER	69.5	67.5
10:55:00	67.2	67.7	UNDER	67.5	66.5
10:55:10	68.0	68.7	UNDER	68.5	66.5
10:55:20	66.8	67.6	UNDER	67.5	66.5
10:55:30	67.4	68.0	UNDER	68.5	66.5
10:55:40	65.6	67.3	UNDER	66.5	64.5
10:55:50	66.4	67.3	UNDER	67.5	64.5
10:56:00	64.1	65.4	UNDER	65.5	63.5
10:56:10	65.1	66.0	UNDER	66.5	63.5
10:56:20	65.1	66.8	UNDER	66.5	63.5
10:56:30	67.9	68.7	UNDER	68.5	66.5
10:56:40	67.4	68.0	UNDER	68.5	66.5
10:56:50	68.7	69.6	UNDER	69.5	67.5
10:57:00	68.5	68.8	UNDER	68.5	67.5
10:57:10	65.4	67.6	UNDER	67.5	63.5
10:57:20	65.3	66.0	UNDER	65.5	64.5
10:57:30	64.7	65.2	UNDER	64.5	64.5
10:57:40	64.8	66.4	UNDER	66.5	63.5
10:57:50	68.0	68.8	UNDER	68.5	66.5
10:58:00	65.6	67.7	UNDER	67.5	64.5
10:58:10	65.9	67.6	UNDER	67.5	64.5
10:58:20	66.8	68.4	UNDER	68.5	65.5
10:58:30	66.1	67.5	UNDER	67.5	65.5
10:58:40	67.2	68.1	UNDER	68.5	65.5
10:58:50	68.1	69.4	UNDER	69.5	67.5
10:59:00	67.1	68.4	UNDER	68.5	65.5
10:59:10	68.4	68.8	UNDER	68.5	67.5
10:59:20	68.0	70.3	UNDER	69.5	66.5

10:59:30	66.8	68.5	UNDER	68.5	63.5		
10:59:40	62.9	63.3	UNDER	63.5	62.5		
10:59:50	69.3	72.5	UNDER	72.5	62.5		
11:00:00	66.1	70.4	UNDER	68.5	63.5		
11:00:10	65.7	67.3	UNDER	67.5	63.5		
11:00:20	65.6	67.3	UNDER	67.5	64.5		
11:00:30	64.4	65.6	UNDER	65.5	61.5		
11:00:40	63.2	64.4	UNDER	64.5	60.5		
11:00:50	65.1	65.7	UNDER	65.5	64.5		
11:01:00	66.5	67.6	UNDER	67.5	64.5		
11:01:10	65.4	67.3	UNDER	66.5	64.5		
11:01:20	67.6	68.4	UNDER	68.5	66.5		
11:01:30	67.7	68.6	UNDER	68.5	66.5		
11:01:40	68.1	69.3	UNDER	69.5	65.5		
11:01:50	65.1	66.4	UNDER	65.5	64.5		
11:02:00	66.2	66.6	UNDER	66.5	65.5		
11:02:10	64.9	66.4	UNDER	66.5	62.5		
11:02:20	65.5	67.2	UNDER	66.5	62.5		
11:02:30	64.7	66.4	UNDER	65.5	63.5		
11:02:40	64.6	65.7	UNDER	65.5	64.5		
11:02:50	65.8	66.2	UNDER	66.5	65.5		
11:03:00	65.3	66.8	UNDER	66.5	64.5		
11:03:10	66.6	67.4	UNDER	67.5	65.5		
11:03:20	64.7	65.7	UNDER	65.5	63.5		
11:03:30	63.6	65.6	UNDER	65.5	62.5		
11:03:40	64.3	65.2	UNDER	65.5	62.5		
11:03:50	65.3	65.8	UNDER	65.5	64.5		
11:04:00	64.5	66.0	UNDER	65.5	63.5		
11:04:10	65.6	66.4	UNDER	66.5	64.5		
11:04:20	68.0	69.2	UNDER	68.5	66.5		
11:04:30	66.7	68.0	UNDER	67.5	64.5		
11:04:40	67.1	69.2	UNDER	69.5	64.5		
11:04:50	65.3	66.7	UNDER	66.5	63.5		
11:05:00	65.1	66.9	UNDER	66.5	63.5	65.1	3235937
11:05:10	67.4	68.0	UNDER	68.5	66.5	67.4	5495409
11:05:20	66.8	68.0	UNDER	67.5	63.5	66.8	4786301
11:05:30	64.9	68.0	UNDER	67.5	62.5	64.9	3090295
11:05:40	67.2	68.4	UNDER	68.5	65.5	67.2	5248075
11:05:50	66.6	67.6	UNDER	67.5	64.5	66.6	4570882
11:06:00	67.3	68.3	UNDER	68.5	66.5	67.3	5370318
11:06:10	66.0	67.2	UNDER	66.5	65.5	66	3981072
11:06:20	68.0	69.1	UNDER	68.5	66.5	68	
11:06:30	66.2	67.6	UNDER	66.5	65.5	66.2	4168694
11:06:40	65.7	66.8	UNDER	66.5	64.5	65.7	3715352
11:06:50	64.0	64.8	UNDER	64.5	63.5	64	2511886
11:07:00	67.1	68.0	UNDER	68.5	64.5	67.1	5128614
11:07:10	68.4	69.4	UNDER	69.5	67.5	68.4	
11:07:20	67.2	69.1	UNDER	68.5	65.5	67.2	5248075
11:07:30	66.6	67.6	UNDER	67.5	65.5	66.6	4570882
11:07:40	65.7	67.3	UNDER	67.5	63.5	65.7	3715352
11:07:50	66.6	67.4	UNDER	67.5	66.5	66.6	4570882

11:08:00	65.6	67.2	UNDER	66.5	64.5	65.6	3630781
11:08:10	66.1	67.4	UNDER	67.5	64.5	66.1	4073803
11:08:20	66.8	68.3	UNDER	68.5	65.5	66.8	4786301
11:08:30	67.8	68.8	UNDER	68.5	66.5	67.8	6025596
11:08:40	67.2	68.0	UNDER	68.5	66.5	67.2	5248075
11:08:50	68.0	68.8	UNDER	68.5	66.5	68	
11:09:00	66.4	68.1	UNDER	68.5	63.5	66.4	4365158
11:09:10	65.8	67.9	UNDER	67.5	63.5	65.8	3801894
11:09:20	66.4	68.0	UNDER	67.5	64.5	66.4	4365158
11:09:30	65.6	66.3	UNDER	66.5	64.5	65.6	3630781
11:09:40	64.8	65.2	UNDER	65.5	64.5	64.8	3019952
11:09:50	64.5	65.0	UNDER	64.5	64.5	64.5	2818383
11:10:00	65.9	66.4	UNDER	66.5	64.5	65.9	3890451
11:10:10	66.2	66.8	UNDER	66.5	65.5	66.2	4168694
11:10:20	66.7	67.6	UNDER	67.5	65.5	66.7	4677351
11:10:30	67.0	67.6	UNDER	67.5	66.5	67	5011872
11:10:40	67.7	68.4	UNDER	68.5	66.5	67.7	5888437
11:10:50	66.1	67.7	UNDER	67.5	64.5	66.1	4073803
11:11:00	65.6	66.5	UNDER	66.5	64.5	65.6	3630781
11:11:10	65.7	66.8	UNDER	66.5	62.5	65.7	3715352
11:11:20	63.2	66.0	UNDER	65.5	61.5	63.2	2089296
11:11:30	65.1	66.3	UNDER	66.5	63.5	65.1	3235937
11:11:40	66.6	67.6	UNDER	67.5	63.5	66.6	4570882
11:11:50	66.5	69.2	UNDER	68.5	64.5	66.5	4466836
11:12:00	66.3	67.3	UNDER	67.5	65.5	66.3	4265795
11:12:10	68.1	69.6	UNDER	69.5	66.5	68.1	
11:12:20	65.7	66.4	UNDER	66.5	65.5	65.7	3715352
11:12:30	65.8	66.0	UNDER	66.5	65.5	65.8	3801894
11:12:40	66.0	66.8	UNDER	66.5	65.5	66	3981072
11:12:50	66.2	67.2	UNDER	66.5	64.5	66.2	4168694
11:13:00	64.0	64.8	UNDER	64.5	62.5	64	2511886
11:13:10	67.4	68.4	UNDER	68.5	64.5	67.4	5495409
11:13:20	66.6	68.4	UNDER	68.5	65.5	66.6	4570882
11:13:30	67.7	68.3	UNDER	68.5	66.5	67.7	5888437
11:13:40	65.5	66.8	UNDER	66.5	64.5	65.5	3548134
11:13:50	65.8	68.0	UNDER	67.5	64.5	65.8	3801894
11:14:00	66.5	68.0	UNDER	68.5	64.5	66.5	4466836
11:14:10	65.2	66.1	UNDER	66.5	64.5	65.2	3311311
11:14:20	65.5	66.2	UNDER	66.5	64.5	65.5	3548134
11:14:30	65.9	66.4	UNDER	66.5	65.5	65.9	3890451
11:14:40	66.2	66.8	UNDER	66.5	65.5	66.2	4168694
11:14:50	66.6	67.2	UNDER	66.5	65.5	66.6	4570882
11:15:00	66.4	67.6	UNDER	67.5	65.5	66.4	4365158
11:15:10	67.2	68.3	UNDER	68.5	66.5	67.2	5248075
11:15:20	65.2	66.1	UNDER	65.5	64.5	65.2	3311311
11:15:30	70.0	74.4	UNDER	74.5	65.5	70	
11:15:40	75.3	77.5	UNDER	77.5	70.5	75.3	
11:15:50	66.6	70.4	UNDER	69.5	64.5	66.6	4570882
11:16:00	64.7	66.4	UNDER	66.5	62.5	64.7	2951209
11:16:10	63.4	64.8	UNDER	64.5	62.5	63.4	2187762
11:16:20	65.5	67.2	UNDER	66.5	64.5	65.5	3548134

11:16:30	67.9	68.4	UNDER	68.5	67.5	67.9	6165950
11:16:40	68.3	69.6	UNDER	69.5	66.5	68.3	
11:16:50	67.7	68.9	UNDER	68.5	66.5	67.7	5888437
11:17:00	67.4	68.4	UNDER	68.5	66.5	67.4	5495409
11:17:10	65.7	66.4	UNDER	66.5	65.5	65.7	3715352
11:17:20	67.4	68.1	UNDER	68.5	65.5	67.4	5495409
11:17:30	67.4	68.4	UNDER	68.5	66.5	67.4	5495409
11:17:40	65.9	66.4	UNDER	66.5	65.5	65.9	3890451
11:17:50	67.5	68.4	UNDER	68.5	66.5	67.5	5623413
11:18:00	66.3	67.5	UNDER	67.5	65.5	66.3	4265795
11:18:10	65.4	67.1	UNDER	66.5	64.5	65.4	3467369
11:18:20	64.8	65.6	UNDER	65.5	64.5	64.8	3019952
11:18:30	66.5	67.6	UNDER	67.5	65.5	66.5	4466836
11:18:40	67.9	68.4	UNDER	68.5	67.5	67.9	6165950
11:18:50	67.4	68.1	UNDER	68.5	66.5	67.4	5495409
11:19:00	65.3	66.2	UNDER	66.5	64.5	65.3	3388442
11:19:10	65.7	66.8	UNDER	66.5	65.5	65.7	3715352
11:19:20	66.5	68.0	UNDER	67.5	65.5	66.5	4466836
11:19:30	67.3	68.8	UNDER	68.5	65.5	67.3	5370318
11:19:40	67.9	69.2	UNDER	69.5	66.5	67.9	6165950
11:19:50	66.8	67.3	UNDER	67.5	66.5	66.8	4786301
11:20:00	66.0	67.2	UNDER	67.5	65.5	66	3981072
11:20:10	65.9	67.2	UNDER	67.5	64.5	65.9	3890451
11:20:20	67.8	68.8	UNDER	68.5	66.5	67.8	6025596
11:20:30	66.6	67.6	UNDER	67.5	65.5	66.6	4570882
11:20:40	67.8	68.9	UNDER	68.5	66.5	67.8	6025596
11:20:50	65.9	66.4	UNDER	66.5	65.5	65.9	3890451
11:21:00	66.4	66.8	UNDER	66.5	66.5	66.36533	
11:21:10	65.8	66.5	UNDER	66.5	65.5		
11:21:20	68.0	70.7	UNDER	69.5	65.5		
11:21:30	69.0	71.2	UNDER	71.5	67.5		
11:21:40	67.6	68.4	UNDER	68.5	65.5		
11:21:50	65.1	65.6	UNDER	65.5	64.5		
11:22:00	66.0	66.8	UNDER	66.5	64.5		
11:22:10	65.9	66.9	UNDER	66.5	64.5		
11:22:20	65.3	66.4	UNDER	66.5	64.5		
11:22:30	67.5	68.8	UNDER	68.5	66.5		
11:22:40	67.3	68.8	UNDER	68.5	65.5		
11:22:50	66.1	68.4	UNDER	68.5	63.5		
11:23:00	65.1	65.6	UNDER	65.5	63.5		
11:23:10	64.1	66.0	UNDER	65.5	62.5		
11:23:20	68.1	69.5	UNDER	69.5	66.5		
11:23:30	68.0	68.4	UNDER	68.5	67.5		
11:23:40	67.6	68.7	UNDER	68.5	66.5		
11:23:50	67.0	68.8	UNDER	68.5	64.5		
11:24:00	65.7	67.6	UNDER	67.5	64.5		
11:24:10	67.9	68.4	UNDER	68.5	67.5		
11:24:20	69.2	71.7	UNDER	71.5	66.5		
11:24:30	66.4	68.8	UNDER	68.5	63.5		
11:24:40	66.7	68.1	UNDER	68.5	64.5		
11:24:50	68.1	69.0	UNDER	68.5	67.5		

11:25:00	69.0	70.4	UNDER	70.5	67.5
11:25:10	66.8	67.6	UNDER	67.5	66.5
11:25:20	67.4	68.1	UNDER	68.5	66.5
11:25:30	69.1	70.7	UNDER	70.5	67.5
11:25:40	66.7	69.2	UNDER	68.5	64.5
11:25:50	64.0	64.8	UNDER	64.5	62.5
11:26:00	65.0	66.8	UNDER	66.5	62.5
11:26:10	64.9	66.8	UNDER	66.5	63.5
11:26:20	64.9	66.0	UNDER	65.5	64.5
11:26:30	68.0	70.8	UNDER	70.5	64.5
11:26:40	67.9	68.8	UNDER	68.5	66.5
11:26:50	67.6	68.6	UNDER	68.5	66.5
11:27:00	66.0	68.0	UNDER	67.5	64.5
11:27:10	66.2	67.2	UNDER	67.5	65.5
11:27:20	65.7	66.2	UNDER	66.5	65.5
11:27:30	66.6	67.4	UNDER	67.5	66.5
11:27:40	66.0	67.2	UNDER	66.5	65.5
11:27:50	67.3	67.9	UNDER	67.5	66.5
11:28:00	66.0	68.4	UNDER	67.5	62.5
11:28:10	63.3	66.8	UNDER	66.5	61.5
11:28:20	68.1	69.1	UNDER	69.5	66.5
11:28:30	66.6	67.3	UNDER	67.5	65.5
11:28:40	65.8	66.4	UNDER	66.5	65.5
11:28:50	66.4	67.1	UNDER	66.5	65.5
11:29:00	66.6	67.2	UNDER	67.5	65.5
11:29:10	66.4	67.2	UNDER	66.5	65.5
11:29:20	66.3	67.2	UNDER	67.5	65.5
11:29:30	67.0	68.0	UNDER	67.5	66.5
11:29:40	65.5	66.4	UNDER	65.5	65.5
11:29:50	65.7	66.0	UNDER	66.5	65.5
11:30:00	65.3	65.9	UNDER	65.5	64.5
11:30:10	65.4	66.3	UNDER	66.5	64.5
11:30:20	65.7	67.2	UNDER	66.5	64.5
11:30:30	68.0	68.9	UNDER	68.5	66.5
11:30:40	65.5	67.5	UNDER	66.5	64.5
11:30:50	66.8	68.8	UNDER	68.5	64.5
11:31:00	66.8	68.0	UNDER	67.5	65.5
11:31:10	65.9	67.6	UNDER	67.5	62.5
11:31:20	61.1	63.4	UNDER	62.5	60.5
11:31:30	66.2	67.8	UNDER	67.5	63.5
11:31:40	66.8	67.8	UNDER	67.5	66.5
11:31:50	66.8	67.2	UNDER	67.5	66.5
11:32:00	65.6	66.4	UNDER	66.5	65.5
11:32:10	65.8	66.8	UNDER	66.5	64.5
11:32:20	66.2	66.8	UNDER	66.5	65.5
11:32:30	65.2	66.3	UNDER	66.5	64.5
11:32:40	65.6	67.5	UNDER	67.5	63.5
11:32:50	67.4	68.7	UNDER	68.5	65.5
11:33:00	67.5	68.8	UNDER	68.5	66.5
11:33:10	67.7	68.8	UNDER	68.5	67.5
11:33:20	67.3	68.0	UNDER	68.5	66.5



11:33:30	66.4	66.9	UNDER	66.5	65.5
11:33:40	63.1	65.0	UNDER	64.5	61.5
11:33:50	64.5	66.0	UNDER	65.5	61.5
11:34:00	65.1	66.4	UNDER	66.5	63.5
11:34:10	64.3	65.3	UNDER	64.5	63.5
11:34:20	64.1	64.8	UNDER	64.5	62.5
11:34:30	63.9	67.2	UNDER	66.5	62.5
11:34:40	66.4	67.6	UNDER	67.5	64.5
11:34:50	65.4	67.2	UNDER	66.5	64.5
11:35:00	65.6	67.3	UNDER	67.5	64.5
11:35:10	66.0	66.8	UNDER	66.5	65.5
11:35:20	66.6	67.6	UNDER	67.5	65.5
11:35:30	64.4	66.1	UNDER	66.5	62.5
11:35:40	63.5	65.2	UNDER	64.5	62.5
11:35:50	66.0	66.5	UNDER	66.5	65.5
11:36:00	65.4	66.0	UNDER	66.5	64.5
11:36:10	66.4	68.0	UNDER	67.5	64.5
11:36:20	67.2	68.4	UNDER	68.5	66.5
11:36:30	66.4	68.3	UNDER	68.5	65.5
11:36:40	66.2	66.8	UNDER	66.5	65.5
11:36:50	72.0	79.2	UNDER	76.5	66.5
11:37:00	66.1	68.0	UNDER	67.5	65.5
11:37:10	67.3	68.8	UNDER	68.5	65.5
11:37:20	65.7	66.4	UNDER	66.5	64.5
11:37:30	65.6	67.2	UNDER	66.5	64.5
11:37:40	67.5	68.0	UNDER	67.5	67.5
11:37:50	66.7	67.6	UNDER	67.5	65.5
11:38:00	68.0	72.0	UNDER	70.5	65.5
11:38:10	66.0	69.7	UNDER	68.5	63.5
11:38:20	63.8	64.4	UNDER	64.5	63.5
11:38:30	65.4	67.2	UNDER	67.5	62.5
11:38:40	67.2	67.6	UNDER	67.5	66.5

\*\*\*\*\*

Filename.....3904\_26M  
Test Location.....  
Employee Name.....  
Employee Number.....  
Department.....

Calibrator Type.....  
Calibrator Cal. Date...

\*\*\*\*\*

METROSONICS db-3080 V1.12 SERIAL # 3904  
REPORT PRINTED ON 03/28/12 at 14:54:47

User ID: \_\_\_\_\_

LOGGING STARTED.....03/14/12 at 17:00:00  
TOTAL LOGGING TIME...0 DAYS 00:15:00  
LOGGING STOPPED.....03/14/12 at 17:15:00  
TOTAL INTERVALS.....90  
INTERVAL LENGTH.....00:00:10

AUTO STOP.....NO  
CLOCK SYNCH.....YES  
RESPONSE RATE.....SLOW  
FILTER.....A WT.

PRE-TEST CALIBRATION TIME....03/14/12 AT 14:11:19  
PRE-TEST CALIBRATION RANGE...39.5 TO 139.5 dB  
POST-TEST CALIBRATION TIME...03/15/12 AT 07:46:50  
POST-TEST CALIBRATION RANGE...39.5 TO 139.5  
CUTOFF USED FOR TIME HISTORY Lav...NONE

<<< SUMMARY REPORT FOR TEST NUMBER 3 OF 12 >>>

EXCHANGE RATE.....3dB  
CUTOFFS..... 80dB 90dB  
CEILING.....115dB  
DOSE CRITERION LEVEL... 90dB  
DOSE CRITERION LENGTH.. 8 HOURS

Lav..... 66.5dB  
 Lav ( 80)..... 39.5dB  
 Lav ( 90)..... 39.5dB  
 SEL..... 95.9dB

TWA..... 51.5dB  
 TWA ( 80)..... 39.5dB  
 TWA ( 90)..... 39.5dB

Lmax..... 78.4dB 03/14/12 at 17:13:24  
 Lpk.....UNDER RANGE  
 TIME OVER 115dB...00:00:00.00

DOSE ( 80)..... 0.00%  
 PROJ. DOSE ( 80).. 0.00%  
 DOSE ( 90)..... 0.00%  
 PROJ. DOSE ( 90).. 0.00%

<<< TIME HISTORY REPORT FOR TEST NUMBER 3 OF 12 >>>

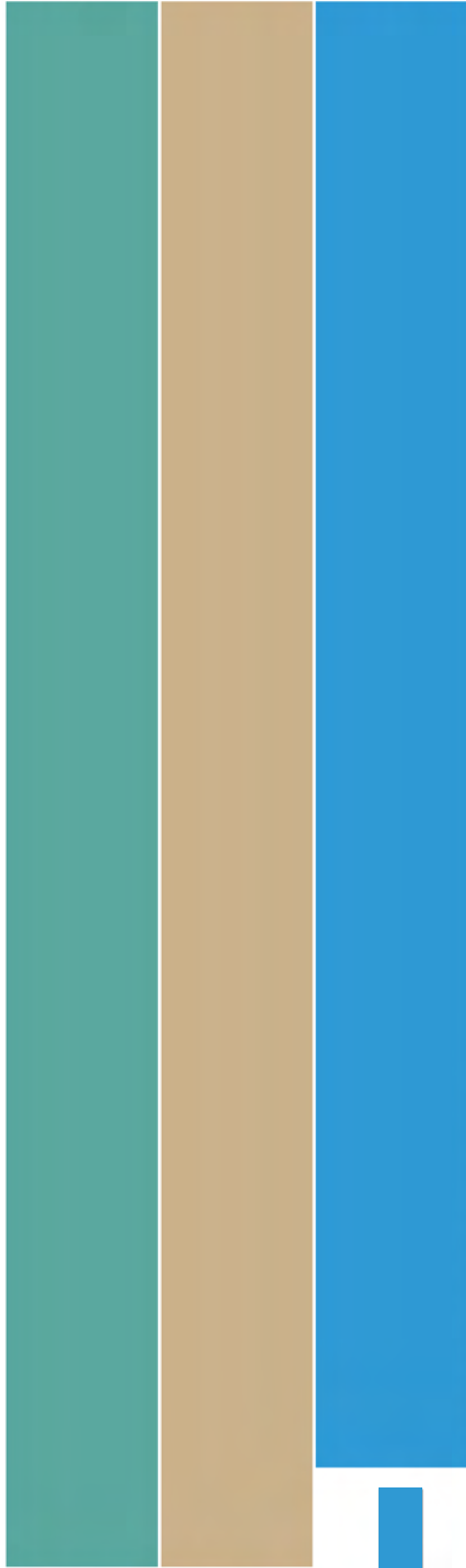
TIME	Lav dBA	Li Leq dBA	dBC	dBA	dBA
3/14/2012				Energy	
17:00:00	66.8	(	66.8	4786301	
17:00:10	66.1	(	66.1	4073803	
17:00:20	64.8	(	64.8	3019952	
17:00:30	65.9	(	65.9	3890451	
17:00:40	65.6	(	65.6	3630781	
17:00:50	67.0	(	67	5011872	
17:01:00	66.3	(	66.3	4265795	
17:01:10	66.6	(	66.6	4570882	
17:01:20	66.4	(	66.4	4365158	
17:01:30	65.7	(	65.7	3715352	
17:01:40	66.1	(	66.1	4073803	
17:01:50	64.7	(	64.7	2951209	
17:02:00	66.6	(	66.6	4570882	
17:02:10	65.8	(	65.8	3801894	
17:02:20	65.7	(	65.7	3715352	
17:02:30	66.8	(	66.8	4786301	
17:02:40	66.7	(	66.7		
17:02:50	68.6	7	68.6		
17:03:00	66.7	(	66.7		
17:03:10	67.3	(	67.3		
17:03:20	65.3	(	65.3	3388442	
17:03:30	63.5	(	63.5	2238721	
17:03:40	64.4	(	64.4	2754229	
17:03:50	65.9	(	65.9	3890451	
17:04:00	66.1	(	66.1	4073803	
17:04:10	65.4	(	65.4	3467369	
17:04:20	65.0	(	65	3162278	

17:04:30	65.2	(	65.2	3311311
17:04:40	64.9	(	64.9	3090295
17:04:50	65.4	(	65.4	3467369
17:05:00	65.8	(	65.8	3801894
17:05:10	66.7	(	66.7	4677351
17:05:20	65.6	(	65.6	3630781
17:05:30	67.6	(	67.6	5754399
17:05:40	66.9	(	66.9	4897788
17:05:50	68.0	(	68	
17:06:00	68.6	7	68.6	
17:06:10	65.8	(	65.8	3801894
17:06:20	64.9	(	64.9	3090295
17:06:30	65.9	(	65.9	3890451
17:06:40	66.1	(	66.1	4073803
17:06:50	64.8	(	64.8	3019952
17:07:00	64.7	(	64.7	2951209
17:07:10	65.1	(	65.1	3235937
17:07:20	66.0	(	66	3981072
17:07:30	65.4	(	65.4	3467369
17:07:40	65.5	(	65.5	3548134
17:07:50	67.7	(	67.7	5888437
17:08:00	66.3	(	66.3	4265795
17:08:10	65.1	(	65.1	3235937
17:08:20	66.0	(	66	3981072
17:08:30	66.6	(	66.6	4570882
17:08:40	65.5	(	65.5	3548134
17:08:50	65.4	(	65.4	3467369
17:09:00	65.8	(	65.8	3801894
17:09:10	66.0	(	66	3981072
17:09:20	67.1	(	67.1	5128614
17:09:30	66.1	(	66.1	4073803
17:09:40	65.7	(	65.7	3715352
17:09:50	66.2	(	66.2	4168694
17:10:00	66.3	(	66.3	4265795
17:10:10	67.1	(	67.1	5128614
17:10:20	67.2	(	67.2	5248075
17:10:30	66.0	(	66	3981072
17:10:40	67.3	(	67.3	5370318
17:10:50	66.8	(	66.8	4786301
17:11:00	65.6	(	65.6	3630781
17:11:10	64.8	(	64.8	3019952
17:11:20	66.7	(	66.7	4677351
17:11:30	67.3	(	67.3	
17:11:40	65.4	(	65.4	3467369
17:11:50	65.4	(	65.4	3467369
17:12:00	66.6	(	66.6	4570882
17:12:10	65.5	(	65.5	3548134
17:12:20	65.0	(	65	3162278
17:12:30	65.7	(	65.7	3715352
17:12:40	65.9	(	65.9	3890451
17:12:50	65.2	(	65.2	3311311

17:13:00	68.3	7	68.3	
17:13:10	72.3	7	72.3	
17:13:20	71.8	7	71.8	
17:13:30	67.1	(	67.1	
17:13:40	66.7	(	66.7	4677351
17:13:50	64.7	(	64.7	2951209
17:14:00	66.3	(	66.3	4265795
17:14:10	65.9	(	65.9	3890451
17:14:20	66.8	(	66.8	4786301
17:14:30	67.1	(	67.1	5128614
17:14:40	67.2	(	67.2	5248075
17:14:50	67.0	(	67	5011872

Revised Le 66.00579

# INTERSTATE 64 PENINSULA STUDY



Traffic Data Summary

# APPENDIX



# AREA 1 TRAFFIC

		AM Peak													
Link		Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
Location	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-95 SB/I-64 EB from Belvidere St to I-64/I-95 junction	5%	1%	5,900	5,605	59	236	7,185	6,826	72	287	8,385	7,966	84	335
2	I-95 NB/I-64 WB from I-64/I-95 junction to Belvidere St	2%	1%	5,755	5,640	58	57	7,995	7,835	80	80	9,305	9,119	93	93
3	I-64 EB from Exit 190 to Exit 192	5%	1%	3,101	2,946	31	124	4,425	4,204	44	177	5,155	4,897	52	206
4	I-64 WB from Exit 192 to Exit 190	2%	1%	4,874	4,777	49	48	6,920	6,782	69	69	8,065	7,904	81	80
4m	I-64 WB from Exit 192 to Exit 190 [Managed Lanes]	1%	1%												
5	I-64 EB from Exit 192 to Exit 193	5%	1%	2,264	2,151	23	90	3,170	3,012	32	126	3,680	3,496	37	147
6	I-64 WB from Exit 193 to Exit 192	2%	1%	4,012	3,932	40	40	5,765	5,650	58	57	6,690	6,556	67	67
6m	I-64 WB from Exit 193 to Exit 192 [Managed Lanes]	1%	1%												
7	I-64 EB from Exit 193 to Exit 195	2%	1%	1,684	1,650	17	17	2,560	2,509	26	25	2,960	2,901	30	29
8	I-64 WB from Exit 195 to Exit 193	5%	1%	3,137	2,980	31	126	4,830	4,589	48	193	5,580	5,301	56	223
8m	I-64 WB from Exit 195 to Exit 193 [Managed Lanes]	1%	1%												
9	Exit 190 Area - N. Fifth St. North of I-64			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
10	Exit 192 Area - US 360 north of I-64 (NB)	2%	1%	885	867	9	9	1,345	1,318	13	14	1,205	1,181	12	12
11	Exit 192 Area - US 360 north of I-64 (SB)	2%	1%	1,692	1,658	17	17	2,195	2,151	22	22	2,280	2,234	23	23
12	Exit 192 Area - US 360 south of I-64 (NB)	5%	1%	316	300	3	13	345	328	3	14	290	276	3	11
13	Exit 192 Area - US 360 south of I-64 (SB)	5%	1%	869	826	9	34	1,050	998	11	41	1,050	998	11	41
14	Exit 193 Area - VA 33 north of I-64 (EB)	2%	1%	640	627	6	7	1,035	1,014	10	11	1,095	1,073	11	11
15	Exit 193 Area - VA 33 north of I-64 (WB)	2%	1%	1,136	1,113	11	12	1,375	1,348	14	13	1,680	1,646	17	17
16	Exit 193 Area - VA 33 south of I-64 (EB)	5%	1%	191	181	2	8	465	442	5	18	285	271	3	11
17	Exit 193 Area - VA 33 south of I-64 (WB)	5%	1%	447	425	4	18	550	523	6	21	580	551	6	23
18	Exit 193 Area - SR 615 Fairfield Ave/Creighton Rd	1%	1%	396	392	4	0	488	483	5	0	488	483	5	0
19	Exit 195 Area - SR 7537 Masonic Lane			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
20	Exit 195 Area - S Laburnum Ave north of I-64 (NB)	2%	1%	690	676	7	7	845	828	8	9	1,020	1,000	10	10
21	Exit 195 Area - S Laburnum Ave north of I-64 (SB)	2%	1%	564	553	6	5	720	706	7	7	1,140	1,117	11	12
22	Exit 195 Area - S Laburnum Ave south of I-64 (NB)	5%	1%	1,330	1,264	13	53	1,660	1,577	17	66	1,685	1,601	17	67
23	Exit 195 Area - S Laburnum Ave south of I-64 (SB)	5%	1%	1,211	1,150	12	49	1,520	1,444	15	61	1,595	1,515	16	64

MT = Medium Truck (2 axles with 6 wheels)  
HT = Heavy Truck (3 or more axles)

# AREA 1 TRAFFIC

		PM Peak													
Link		Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
Location	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-95 SB/I-64 EB from Belvidere St to I-64/I-95 junction	2%	1%	6,347	6,220	63	64	7,865	7,708	79	78	9,125	8,943	91	91
2	I-95 NB/I-64 WB from I-64/I-95 junction to Belvidere St	5%	1%	5,288	5,024	53	211	6,995	6,645	70	280	8,190	7,781	82	327
3	I-64 EB from Exit 190 to Exit 192	2%	1%	5,022	4,922	50	50	7,445	7,296	74	75	8,675	8,502	87	86
3m	I-64 EB from Exit 190 to Exit 192 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 192 to Exit 190	5%	1%	3,629	3,448	36	145	4,935	4,688	49	198	5,750	5,463	58	229
5	I-64 EB from Exit 192 to Exit 193	2%	1%	3,891	3,813	39	39	5,860	5,743	59	58	6,800	6,664	68	68
5m	I-64 EB from Exit 192 to Exit 193 [Managed Lanes]	1%	1%												
6	I-64 WB from Exit 193 to Exit 192	5%	1%	2,845	2,703	28	114	3,875	3,681	39	155	4,500	4,275	45	180
7	I-64 EB from Exit 193 to Exit 195	2%	1%	3,359	3,292	34	33	5,345	5,238	53	54	6,175	6,052	62	61
7m	I-64 EB from Exit 193 to Exit 195 [Managed Lanes]	1%	1%												
8	I-64 WB from Exit 195 to Exit 193	5%	1%	2,174	2,065	22	87	3,125	2,969	31	125	3,610	3,430	36	144
9	Exit 190 Area - N. Fifth St. North of I-64			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
10	Exit 192 Area - US 360 north of I-64 (NB)	5%	1%	2,224	2,113	22	89	2,895	2,750	29	116	2,840	2,698	28	114
11	Exit 192 Area - US 360 north of I-64 (SB)	5%	1%	1,154	1,096	12	46	1,550	1,473	16	61	1,665	1,582	17	66
12	Exit 192 Area - US 360 south of I-64 (NB)	2%	1%	1,211	1,187	12	12	1,275	1,250	13	12	1,095	1,073	11	11
13	Exit 192 Area - US 360 south of I-64 (SB)	2%	1%	540	529	5	6	635	622	6	7	610	598	6	6
14	Exit 193 Area - VA 33 north of I-64 (EB)	5%	1%	1,100	1,045	11	44	1,500	1,425	15	60	1,775	1,686	18	71
15	Exit 193 Area - VA 33 north of I-64 (WB)	5%	1%	968	920	10	38	1,260	1,197	13	50	1,385	1,316	14	55
16	Exit 193 Area - VA 33 south of I-64 (EB)	2%	1%	697	683	7	7	855	838	9	8	840	823	8	9
17	Exit 193 Area - VA 33 south of I-64 (WB)	2%	1%	395	387	4	4	480	470	5	5	540	529	5	6
18	Exit 193 Area - SR 615 Fairfield Ave/Creighton Rd	1%	1%	396	392	4	0	488	483	5	0	488	483	5	0
19	Exit 195 Area - SR 7537 Masonic Lane			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
20	Exit 195 Area - S Laburnum Ave north of I-64 (NB)	5%	1%	916	870	9	37	1,185	1,126	12	47	1,585	1,506	16	63
21	Exit 195 Area - S Laburnum Ave north of I-64 (SB)	5%	1%	1,063	1,010	11	42	1,135	1,078	11	46	1,435	1,363	14	58
22	Exit 195 Area - S Laburnum Ave south of I-64 (NB)	2%	1%	1,713	1,679	17	17	2,200	2,156	22	22	2,255	2,210	23	22
23	Exit 195 Area - S Laburnum Ave south of I-64 (SB)	2%	1%	1,861	1,824	19	18	2,230	2,185	22	23	2,380	2,332	24	24

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)



# AREA 1 TRAFFIC

		AM Peak					
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT
1	I-95 SB/I-64 EB from Belvidere St to I-64/I-95 junction	5%	1%	7755	7367	78	310
2	I-95 NB/I-64 WB from I-64/I-95 junction to Belvidere St	2%	1%	8495	8325	85	85
3	I-64 EB from Exit 190 to Exit 192	5%	1%	4720	4484	47	189
4	I-64 WB from Exit 192 to Exit 190	2%	1%	5965	5846	60	59
4m	I-64 WB from Exit 192 to Exit 190 [Managed Lanes]	1%	1%	1490	1475	15	0
5	I-64 EB from Exit 192 to Exit 193	5%	1%	3365	3197	34	134
6	I-64 WB from Exit 193 to Exit 192	2%	1%	5495	5385	55	55
6m	I-64 WB from Exit 193 to Exit 192 [Managed Lanes]	1%	1%	610	604	6	0
7	I-64 EB from Exit 193 to Exit 195	2%	1%	2635	2582	26	27
8	I-64 WB from Exit 195 to Exit 193	5%	1%	4500	4275	45	180
8m	I-64 WB from Exit 195 to Exit 193 [Managed Lanes]	1%	1%	500	495	5	0
9	Exit 190 Area - N. Fifth St. North of I-64			345	--	--	--
10	Exit 192 Area - US 360 north of I-64 (NB)	2%	1%	1305	1279	13	13
11	Exit 192 Area - US 360 north of I-64 (SB)	2%	1%	2280	2234	23	23
12	Exit 192 Area - US 360 south of I-64 (NB)	5%	1%	395	375	4	16
13	Exit 192 Area - US 360 south of I-64 (SB)	5%	1%	1035	983	10	42
14	Exit 193 Area - VA 33 north of I-64 (EB)	2%	1%	1030	1009	10	11
15	Exit 193 Area - VA 33 north of I-64 (WB)	2%	1%	1680	1646	17	17
16	Exit 193 Area - VA 33 south of I-64 (EB)	5%	1%	270	257	3	10
17	Exit 193 Area - VA 33 south of I-64 (WB)	5%	1%	580	551	6	23
18	Exit 193 Area - SR 615 Fairfield Ave/Creighton Rd	1%	1%	488	483	5	0
19	Exit 195 Area - SR 7537 Masonic Lane			N/A	--	--	--
20	Exit 195 Area - S Laburnum Ave north of I-64 (NB)	2%	1%	1000	980	10	10
21	Exit 195 Area - S Laburnum Ave north of I-64 (SB)	2%	1%	1090	1068	11	11
22	Exit 195 Area - S Laburnum Ave south of I-64 (NB)	5%	1%	1640	1558	16	66
23	Exit 195 Area - S Laburnum Ave south of I-64 (SB)	5%	1%	1420	1349	14	57

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 1 TRAFFIC

		PM Peak					
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT
1	I-95 SB/I-64 EB from Belvidere St to I-64/I-95 junction	2%	1%	8350	8183	84	83
2	I-95 NB/I-64 WB from I-64/I-95 junction to Belvidere St	5%	1%	7580	7201	76	303
3	I-64 EB from Exit 190 to Exit 192	2%	1%	6350	6223	64	63
3m	I-64 EB from Exit 190 to Exit 192 [Managed Lanes]	1%	1%	1585	1569	16	0
4	I-64 WB from Exit 192 to Exit 190	5%	1%	5315	5049	53	213
5	I-64 EB from Exit 192 to Exit 193	2%	1%	5760	5645	58	57
5m	I-64 EB from Exit 192 to Exit 193 [Managed Lanes]	1%	1%	305	302	3	0
6	I-64 WB from Exit 193 to Exit 192	5%	1%	4100	3895	41	164
7	I-64 EB from Exit 193 to Exit 195	2%	1%	5130	5027	51	52
7m	I-64 EB from Exit 193 to Exit 195 [Managed Lanes]	1%	1%	270	267	3	0
8	I-64 WB from Exit 195 to Exit 193	5%	1%	3230	3069	32	129
9	Exit 190 Area - N. Fifth St. North of I-64			490	--	--	--
10	Exit 192 Area - US 360 north of I-64 (NB)	5%	1%	2905	2760	29	116
11	Exit 192 Area - US 360 north of I-64 (SB)	5%	1%	1665	1582	17	66
12	Exit 192 Area - US 360 south of I-64 (NB)	2%	1%	1090	1068	11	11
13	Exit 192 Area - US 360 south of I-64 (SB)	2%	1%	600	588	6	6
14	Exit 193 Area - VA 33 north of I-64 (EB)	5%	1%	1645	1563	16	66
15	Exit 193 Area - VA 33 north of I-64 (WB)	5%	1%	1385	1316	14	55
16	Exit 193 Area - VA 33 south of I-64 (EB)	2%	1%	800	784	8	8
17	Exit 193 Area - VA 33 south of I-64 (WB)	2%	1%	540	529	5	6
18	Exit 193 Area - SR 615 Fairfield Ave/Creighton Rd	1%	1%	488	483	5	0
19	Exit 195 Area - SR 7537 Masonic Lane			N/A	--	--	--
20	Exit 195 Area - S Laburnum Ave north of I-64 (NB)	5%	1%	1560	1482	16	62
21	Exit 195 Area - S Laburnum Ave north of I-64 (SB)	5%	1%	1395	1325	14	56
22	Exit 195 Area - S Laburnum Ave south of I-64 (NB)	2%	1%	2165	2122	22	21
23	Exit 195 Area - S Laburnum Ave south of I-64 (SB)	2%	1%	2160	2117	22	21

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

# AREA 2 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 195 to Exit 197	5%	1%	1,165	1,107	12	46	1,930	1,834	19	77	2,065	1,962	21	82
2	I-64 WB from Exit 197 to Exit 195	2%	1%	2,624	2,572	26	26	4,185	4,101	42	42	4,475	4,386	45	44
2m	I-64 WB from Exit 197 to Exit 195 [Managed Lanes]	1%	1%												
3	I-64 EB from Exit 197 to Exit 200	5%	1%	831	789	8	34	1,175	1,116	12	47	1,490	1,416	15	59
4	I-64 WB from Exit 200 to Exit 197	2%	1%	1,879	1,841	19	19	2,850	2,793	29	28	3,620	3,548	36	36
4m	I-64 WB from Exit 200 to Exit 197 [Managed Lanes]	1%	1%												
5	I-64 EB from Exit 200 to Exit 205	13%	1%	1,721	1,497	17	207	2,805	2,440	28	337	3,105	2,701	31	373
6	I-64 WB from Exit 205 to Exit 200	5%	1%	2,801	2,661	28	112	4,315	4,099	43	173	4,780	4,541	48	191
6m	I-64 WB from Exit 205 to Exit 200 [Managed Lanes]	1%	1%												
7	Exit 200 Area: I-295 NB, N of I-64	9%	1%	3,503	3,188	35	280	4,864	4,426	49	389	5,461	4,970	55	436
8	Exit 200 Area: I-295 NB, S of I-64	21%	1%	1,386	1,095	14	277	1,924	1,520	19	385	2,773	2,191	28	554
9	Exit 200 Area: I-295 SB, N of I-64	9%	1%	3,330	3,030	33	267	4,624	4,207	46	371	5,212	4,743	52	417
10	Exit 200 Area: I-295 SB, S of I-64	19%	1%	1,276	1,034	13	229	1,772	1,435	18	319	2,244	1,818	22	404
11	Exit 200 Ramp A: I-64 EB to I-295 SB	5%	1%	196	186	2	8	240	228	2	10	430	409	4	17
12	Exit 200 Ramp F: I-295 SB to I-64 WB	2%	1%	31	30	0	1	125	123	1	1	175	172	2	1
13	Exit 200 Ramp H: I-64 WB to I-295 SB loop ramp	5%	1%	419	398	4	17	735	698	7	30	805	765	8	32
14	Exit 200 Ramp D: I-295 SB to I-64 EB flyover ramp	13%	1%	822	715	8	99	1,205	1,048	12	145	1,325	1,153	13	159
15	MP 196: Oakleys Lane (SR 7607)			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
16	Exit 197 Area: Rt. 156 NB, N of I-64	5%	1%	293	278	3	12	359	341	4	14	426	405	4	17
17	Exit 197 Area: Rt. 156 NB, S of I-64	2%	1%	533	522	5	6	711	697	7	7	722	708	7	7
18	Exit 197 Area: Rt. 156 SB, N of I-64	5%	1%	659	626	7	26	807	766	8	33	993	943	10	40
19	Exit 197 Area: Rt. 156 SB, S of I-64	2%	1%	488	478	5	5	651	638	7	6	997	977	10	10
20	Exit 197 Ramp F: Rt 156 NB to I-64 WB loop ramp	2%	1%	388	380	4	4	815	799	8	8	655	642	7	6
21	Exit 197 Ramp G: I-64 WB to Rt 156 SB loop ramp	2%	1%	180	176	2	2	230	225	2	3	615	603	6	6
22	Exit 197 Ramp D: Rt 156 NB to I-64 EB	5%	1%	145	138	1	6	185	176	2	7	360	342	4	14
23	Exit 197 Ramp B: I-64 EB to Rt 156 NB loop ramp	5%	1%	229	218	2	9	435	413	4	18	490	466	5	19
26	MP 199: Drybridge Road (SR 7589)			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
27	MP 202: Meadow Road			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
28	Exit 205 Area: New Kent Hwy NB, N of I-64	5%	1%	260	247	3	10	475	451	5	19	750	713	8	29
29	Exit 205 Area: New Kent Hwy NB, S of I-64	13%	1%	689	599	7	83	1,060	922	11	127	1,315	1,144	13	158
30	Exit 205 Area: New Kent Hwy SB, N of I-64	5%	1%	742	705	7	30	1,345	1,278	13	54	1,240	1,178	12	50
31	Exit 205 Area: New Kent Hwy SB, S of I-64	13%	1%	363	316	4	43	765	666	8	91	860	748	9	103
32	Exit 205 Ramp B: New Kent Hwy to I-64 EB	13%	1%	137	119	1	17	210	183	2	25	565	492	6	67

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

No-build volumes calculated from growth rates

# AREA 2 TRAFFIC

## PM Peak

Location	Link	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 195 to Exit 197	2%	1%	2,842	2,785	28	29	4,620	4,528	46	46	4,940	4,841	49	50
1m	I-64 EB from Exit 195 to Exit 197 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 197 to Exit 195	5%	1%	1,656	1,573	17	66	2,480	2,356	25	99	2,650	2,518	27	105
3	I-64 EB from Exit 197 to Exit 200	2%	1%	2,132	2,089	21	22	3,090	3,028	31	31	3,925	3,847	39	39
3m	I-64 EB from Exit 197 to Exit 200 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 200 to Exit 197	5%	1%	1,188	1,129	12	47	1,745	1,658	17	70	2,215	2,104	22	89
5	I-64 EB from Exit 200 to Exit 205	4%	1%	2,981	2,862	30	89	4,615	4,430	46	139	5,110	4,906	51	153
5m	I-64 EB from Exit 200 to Exit 205 [Managed Lanes]	1%	1%												
6	I-64 WB from Exit 205 to Exit 200	11%	1%	2,182	1,942	22	218	3,290	2,928	33	329	3,645	3,244	36	365
7	Exit 200 Area: I-295 NB, N of I-64	9%	1%	3,503	3,188	35	280	4,864	4,426	49	389	5,420	4,932	54	434
8	Exit 200 Area: I-295 NB, S of I-64	21%	1%	1,386	1,095	14	277	1,924	1,520	19	385	2,525	1,994	25	506
9	Exit 200 Area: I-295 SB, N of I-64	9%	1%	3,330	3,030	33	267	4,624	4,207	46	371	5,261	4,787	53	421
10	Exit 200 Area: I-295 SB, S of I-64	19%	1%	1,276	1,034	13	229	1,772	1,435	18	319	2,632	2,132	26	474
11	Exit 200 Ramp A: I-64 EB to I-295 SB	2%	1%	412	404	4	4	510	500	5	5	1,040	1,019	10	11
12	Exit 200 Ramp F: I-295 SB to I-64 WB	5%	1%	35	33	0	2	85	81	1	3	155	147	2	6
13	Exit 200 Ramp H: I-64 WB to I-295 SB loop ramp	11%	1%	415	369	4	42	725	645	7	73	795	708	8	79
14	Exit 200 Ramp D: I-295 SB to I-64 EB flyover ramp	4%	1%	1,000	960	10	30	1,460	1,402	15	43	1,605	1,541	16	48
15	MP 196: Oakleys Lane (SR 7607)			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
16	Exit 197 Area: Rt. 156 NB, N of I-64	2%	1%	553	542	6	5	677	663	7	7	766	751	8	7
17	Exit 197 Area: Rt. 156 NB, S of I-64	5%	1%	658	625	7	26	878	834	9	35	1,295	1,230	13	52
18	Exit 197 Area: Rt. 156 SB, N of I-64	2%	1%	350	343	4	3	428	420	4	4	602	589	6	7
19	Exit 197 Area: Rt. 156 SB, S of I-64	5%	1%	696	661	7	28	929	882	9	38	1,178	1,119	12	47
20	Exit 197 Ramp F: Rt 156 NB to I-64 WB loop ramp	5%	1%	415	394	4	17	665	632	7	26	645	613	6	26
21	Exit 197 Ramp G: I-64 WB to Rt 156 SB loop ramp	5%	1%	169	161	2	6	215	204	2	9	465	442	5	18
22	Exit 197 Ramp D: Rt 156 NB to I-64 EB	2%	1%	243	238	2	3	305	299	3	3	785	769	8	8
23	Exit 197 Ramp B: I-64 EB to Rt 156 NB loop ramp	2%	1%	486	476	5	5	925	907	9	9	990	970	10	10
26	MP 199: Drybridge Road (SR 7589)			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
27	MP 202: Meadow Road			N/A	---	---	---	N/A	---	---	---	N/A	---	---	---
28	Exit 205 Area: New Kent Hwy NB, N of I-64	11%	1%	1,009	898	10	101	1,565	1,393	16	156	1,780	1,584	18	178
29	Exit 205 Area: New Kent Hwy NB, S of I-64	4%	1%	802	770	8	24	1,035	994	10	31	1,220	1,171	12	37
30	Exit 205 Area: New Kent Hwy SB, N of I-64	11%	1%	536	477	5	54	920	819	9	92	855	761	9	85
31	Exit 205 Area: New Kent Hwy SB, S of I-64	4%	1%	776	745	8	23	1,410	1,354	14	42	1,530	1,469	15	46
32	Exit 205 Ramp B: New Kent Hwy to I-64 EB	4%	1%	98	94	1	3	150	144	2	4	365	350	4	11

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

No-build volumes calculated from growth rates

# AREA 2 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 195 to Exit 197	5%	1%	1870	1777	19	74
2	I-64 WB from Exit 197 to Exit 195	2%	1%	3510	3440	35	35
2m	I-64 WB from Exit 197 to Exit 195 [Managed Lanes]	1%	1%	390	386	4	0
3	I-64 EB from Exit 197 to Exit 200	5%	1%	1375	1306	14	55
4	I-64 WB from Exit 200 to Exit 197	2%	1%	3000	2940	30	30
4m	I-64 WB from Exit 200 to Exit 197 [Managed Lanes]	1%	1%	335	332	3	0
5	I-64 EB from Exit 200 to Exit 205	13%	1%	2845	2475	28	342
6	I-64 WB from Exit 205 to Exit 200	5%	1%	3885	3691	39	155
6m	I-64 WB from Exit 205 to Exit 200 [Managed Lanes]	1%	1%	430	426	4	0
7	Exit 200 Area: I-295 NB, N of I-64	9%	1%	5,694	5181	57	456
8	Exit 200 Area: I-295 NB, S of I-64	21%	1%	2,788	2203	28	557
9	Exit 200 Area: I-295 SB, N of I-64	9%	1%	4,970	4523	50	397
10	Exit 200 Area: I-295 SB, S of I-64	19%	1%	1,944	1575	19	350
11	Exit 200 Ramp A: I-64 EB to I-295 SB	5%	1%	345	328	3	14
12	Exit 200 Ramp F: I-295 SB to I-64 WB	2%	1%	235	230	2	3
13	Exit 200 Ramp H: I-64 WB to I-295 SB loop ramp	5%	1%	725	689	7	29
14	Exit 200 Ramp D: I-295 SB to I-64 EB flyover ramp	13%	1%	1195	1040	12	143
15	MP 196: Oakleys Lane (SR 7607)			N/A	---	---	---
16	Exit 197 Area: Rt. 156 NB, N of I-64	5%	1%	380	361	4	15
17	Exit 197 Area: Rt. 156 NB, S of I-64	2%	1%	594	582	6	6
18	Exit 197 Area: Rt. 156 SB, N of I-64	5%	1%	819	778	8	33
19	Exit 197 Area: Rt. 156 SB, S of I-64	2%	1%	913	894	9	10
20	Exit 197 Ramp F: Rt 156 NB to I-64 WB loop ramp	2%	1%	545	534	5	6
21	Exit 197 Ramp G: I-64 WB to Rt 156 SB loop ramp	2%	1%	615	603	6	6
22	Exit 197 Ramp D: Rt 156 NB to I-64 EB	5%	1%	290	276	3	11
23	Exit 197 Ramp B: I-64 EB to Rt 156 NB loop ramp	5%	1%	405	385	4	16
26	MP 199: Drybridge Road (SR 7589)			N/A	---	---	---
27	MP 202: Meadow Road			N/A	---	---	---
28	Exit 205 Area: New Kent Hwy NB, N of I-64	5%	1%	365	347	4	14
29	Exit 205 Area: New Kent Hwy NB, S of I-64	13%	1%	1145	996	11	138
30	Exit 205 Area: New Kent Hwy SB, N of I-64	5%	1%	1225	1164	12	49
31	Exit 205 Area: New Kent Hwy SB, S of I-64	13%	1%	735	639	7	89
32	Exit 205 Ramp B: New Kent Hwy to I-64 EB	13%	1%	395	344	4	47

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

No-build volumes calculated from growth rates

# AREA 2 TRAFFIC

## PM Peak

Location	Link	Trucks		Alternative 3 (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 195 to Exit 197	2%	1%	4080	3998	41	41
1m	I-64 EB from Exit 195 to Exit 197 [Managed Lanes]	1%	1%	215	213	2	0
2	I-64 WB from Exit 197 to Exit 195	5%	1%	2255	2142	23	90
3	I-64 EB from Exit 197 to Exit 200	2%	1%	2965	2906	30	29
3m	I-64 EB from Exit 197 to Exit 200 [Managed Lanes]	1%	1%	525	520	5	0
4	I-64 WB from Exit 200 to Exit 197	5%	1%	2020	1919	20	81
5	I-64 EB from Exit 200 to Exit 205	4%	1%	3925	3768	39	118
5m	I-64 EB from Exit 200 to Exit 205 [Managed Lanes]	1%	1%	435	431	4	0
6	I-64 WB from Exit 205 to Exit 200	11%	1%	3195	2844	32	319
7	Exit 200 Area: I-295 NB, N of I-64	9%	1%	5,420	4932	54	434
8	Exit 200 Area: I-295 NB, S of I-64	21%	1%	2,534	2002	25	507
9	Exit 200 Area: I-295 SB, N of I-64	9%	1%	4,876	4437	49	390
10	Exit 200 Area: I-295 SB, S of I-64	19%	1%	2,539	2057	25	457
11	Exit 200 Ramp A: I-64 EB to I-295 SB	2%	1%	1055	1034	11	10
12	Exit 200 Ramp F: I-295 SB to I-64 WB	5%	1%	175	166	2	7
13	Exit 200 Ramp H: I-64 WB to I-295 SB loop ramp	11%	1%	715	636	7	72
14	Exit 200 Ramp D: I-295 SB to I-64 EB flyover ramp	4%	1%	1455	1397	15	43
15	MP 196: Oakleys Lane (SR 7607)			N/A	---	---	---
16	Exit 197 Area: Rt. 156 NB, N of I-64	2%	1%	655	642	7	6
17	Exit 197 Area: Rt. 156 NB, S of I-64	5%	1%	1,086	1032	11	43
18	Exit 197 Area: Rt. 156 SB, N of I-64	2%	1%	507	497	5	5
19	Exit 197 Area: Rt. 156 SB, S of I-64	5%	1%	1,040	988	10	42
20	Exit 197 Ramp F: Rt 156 NB to I-64 WB loop ramp	5%	1%	530	504	5	21
21	Exit 197 Ramp G: I-64 WB to Rt 156 SB loop ramp	5%	1%	465	442	5	18
22	Exit 197 Ramp D: Rt 156 NB to I-64 EB	2%	1%	670	657	7	6
23	Exit 197 Ramp B: I-64 EB to Rt 156 NB loop ramp	2%	1%	220	216	2	2
26	MP 199: Drybridge Road (SR 7589)			N/A	---	---	---
27	MP 202: Meadow Road			N/A	---	---	---
28	Exit 205 Area: New Kent Hwy NB, N of I-64	11%	1%	1345	1197	13	135
29	Exit 205 Area: New Kent Hwy NB, S of I-64	4%	1%	1100	1056	11	33
30	Exit 205 Area: New Kent Hwy SB, N of I-64	11%	1%	830	739	8	83
31	Exit 205 Area: New Kent Hwy SB, S of I-64	4%	1%	1385	1330	14	41
32	Exit 205 Ramp B: New Kent Hwy to I-64 EB	4%	1%	245	235	2	8

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

No-build volumes calculated from growth rates

# AREA 3 TRAFFIC

## AM Peak

Location	Link Description	TRUCKS		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	% MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 205 to Exit 211	13%	1%	1,609	1,400	16	193	2,355	2,049	24	282	2,705	2,353	27	325
2	I-64 WB from Exit 211 to Exit 205	5%	1%	1,882	1,788	19	75	2,655	2,522	27	106	3,050	2,898	31	121
2m	I-64 WB from Exit 211 to Exit 205 [Managed Lanes]	1%	1%												
3	MP 206: N. Henpeck Rd (Rt 665)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
4	MP 207: Old Roxbury Rd (Rt 640)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
5	MP 209: Airport Rd (Rt 612)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	Exit 211 Area: Rt 106 NB N of 64	5%	1%	55	52	1	2	95	90	1	4	185	176	2	7
7	Exit 211 Area: Rt 106 SB N of 64	5%	1%	118	112	1	5	185	176	2	7	200	190	2	8
8	Exit 211 Area: Rt 106 NB S. of I-64	13%	1%	231	201	2	28	355	309	4	42	565	492	6	67
9	Exit 211 Area: Rt 106 SB S. of I-64	13%	1%	179	156	2	21	325	283	3	39	460	400	5	55

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 3 TRAFFIC

## PM Peak

Location	Link Description	TRUCKS		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)		Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 205 to Exit 211	4%	1%	2,319	2,226	23	70	3,170	3,043	32	95	3,640	3,494	36	110
1m	I-64 EB from Exit 205 to Exit 211 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 211 to Exit 205	11%	1%	1,968	1,752	20	196	2,720	2,421	27	272	3,125	2,781	31	313
3	MP 206: N. Henpeck Rd (Rt 665)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
4	MP 207: Old Roxbury Rd (Rt 640)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
5	MP 209: Airport Rd (Rt 612)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	Exit 211 Area: Rt 106 NB N of 64	11%	1%	107	95	1	11	175	156	2	17	275	245	3	27
7	Exit 211 Area: Rt 106 SB N of 64	11%	1%	84	75	1	8	130	116	1	13	140	125	1	14
8	Exit 211 Area: Rt 106 NB S. of I-64	4%	1%	215	206	2	7	290	278	3	9	595	571	6	18
9	Exit 211 Area: Rt 106 SB S. of I-64	4%	1%	168	161	2	5	320	307	3	10	505	485	5	15

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)



# AREA 3 TRAFFIC

				AM Peak			
Link		TRUCKS		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 205 to Exit 211	13%	1%	2360	2053	24	283
2	I-64 WB from Exit 211 to Exit 205	5%	1%	2430	2309	24	97
2m	I-64 WB from Exit 211 to Exit 205 [Managed Lanes]	1%	1%	130	129	1	0
3	MP 206: N. Henpeck Rd (Rt 665)			N/A	--	--	--
4	MP 207: Old Roxbury Rd (Rt 640)			N/A	--	--	--
5	MP 209: Airport Rd (Rt 612)			N/A	--	--	--
6	Exit 211 Area: Rt 106 NB N of 64	5%	1%	185	176	2	7
7	Exit 211 Area: Rt 106 SB N of 64	5%	1%	175	166	2	7
8	Exit 211 Area: Rt 106 NB S. of I-64	13%	1%	455	396	5	54
9	Exit 211 Area: Rt 106 SB S. of I-64	13%	1%	425	370	4	51

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 3 TRAFFIC

		PM Peak					
Link		TRUCKS		Alternative 3 (2040)			
Location	Description	% Trucks (Total)		Total Veh	cars	MT	HT
1	I-64 EB from Exit 205 to Exit 211	4%	1%	2870	2755	29	86
1m	I-64 EB from Exit 205 to Exit 211 [Managed Lanes]	1%	1%	150	149	2	0
2	I-64 WB from Exit 211 to Exit 205	11%	1%	2655	2363	27	265
3	MP 206: N. Henpeck Rd (Rt 665)			N/A	--	--	--
4	MP 207: Old Roxbury Rd (Rt 640)			N/A	--	--	--
5	MP 209: Airport Rd (Rt 612)			N/A	--	--	--
6	Exit 211 Area: Rt 106 NB N of 64	11%	1%	275	245	3	27
7	Exit 211 Area: Rt 106 SB N of 64	11%	1%	115	102	1	12
8	Exit 211 Area: Rt 106 NB S. of I-64	4%	1%	450	432	5	13
9	Exit 211 Area: Rt 106 SB S. of I-64	4%	1%	460	442	5	13

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 4 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 211 to Exit 214	13%	1%	1,736	1,510	17	209	2,490	2,166	25	299	3,110	2,706	31	373
		13%	1%												
1m	I-64 EB from Exit 211 to Exit 214 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 214 to Exit 211	5%	1%	1,894	1,799	19	76	2,670	2,537	27	106	3,335	3,168	33	134
		5%	1%												
2m	I-64 WB from Exit 214 to Exit 211 [Managed Lanes]	1%	1%												
3	I-64 EB from Exit 214 to Exit 220	13%	1%	1,671	1,454	17	200	2,565	2,232	26	307	3,060	2,662	31	367
3m	I-64 EB from Exit 214 to Exit 220 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 220 to Exit 214	5%	1%	1,740	1,653	17	70	2,600	2,470	26	104	3,100	2,945	31	124
4m	I-64 WB from Exit 220 to Exit 214 [Managed Lanes]	1%	1%												
5	Mt. Pleasant Rd (SR 628) (frontage rd paralleling I-64 EB)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	MP 219: Good Hope Rd (SR 627)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
7	Exit 220 Area: Rt. 33 NB	5%	1%	280	266	3	11	420	399	4	17	1,000	950	10	40
8	Exit 220 Area: Rt. 33 SB	5%	1%	555	527	6	22	845	803	8	34	1,455	1,382	15	58
9	Exit 220 Ramp D: Rt 33 SB to I-64 WB	5%	1%	497	472	5	20	755	717	8	30	1,355	1,287	14	54
10	Exit 220 Ramp C: I-64 WB to Rt 33 NB	5%	1%	47	45	0	2	70	67	1	2	295	280	3	12
11	Exit 220 Ramp B: Rt 33 SB to I-64 EB	13%	1%	58	50	1	7	90	78	1	11	100	87	1	12
12	Exit 220 Ramp A: I-64 EB to Rt 33 NB	13%	1%	233	203	2	28	350	305	4	41	705	613	7	85

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

# AREA 4 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 211 to Exit 214	4%	1%	2,338	2,244	23	71	3,180	3,053	32	95	3,970	3,811	40	119
1m	I-64 EB from Exit 211 to Exit 214 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 214 to Exit 211	11%	1%	2,023	1,800	20	203	2,805	2,496	28	281	3,500	3,115	35	350
2m	I-64 WB from Exit 214 to Exit 211 [Managed Lanes]	1%	1%												
3	I-64 EB from Exit 214 to Exit 220	4%	1%	2,260	2,170	23	67	3,205	3,077	32	96	3,820	3,667	38	115
3m	I-64 EB from Exit 214 to Exit 220 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 220 to Exit 214	11%	1%	1,988	1,769	20	199	2,955	2,630	30	295	3,525	3,137	35	353
4m	I-64 WB from Exit 220 to Exit 214 [Managed Lanes]	1%	1%												
5	Mt. Pleasant Rd (SR 628) (frontage rd paralleling I-64 EB)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	MP 219: Good Hope Rd (SR 627)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
7	Exit 220 Area: Rt. 33 NB	11%	1%	527	469	5	53	800	712	8	80	1,440	1,282	14	144
8	Exit 220 Area: Rt. 33 SB	11%	1%	291	259	3	29	445	396	4	45	1,030	917	10	103
9	Exit 220 Ramp D: Rt 33 SB to I-64 WB	11%	1%	252	224	3	25	385	343	4	38	790	703	8	79
10	Exit 220 Ramp C: I-64 WB to Rt 33 NB	11%	1%	44	39	0	5	65	58	1	6	75	67	1	7
11	Exit 220 Ramp B: Rt 33 SB to I-64 EB	4%	1%	39	37	0	2	60	58	1	1	240	230	2	8
12	Exit 220 Ramp A: I-64 EB to Rt 33 NB	4%	1%	483	464	5	14	735	706	7	22	1,365	1,310	14	41

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 4 TRAFFIC

				AM Peak			
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 211 to Exit 214	13%	1%	2535	2205	25	305
		13%	1%	335	291	3	41
1m	I-64 EB from Exit 211 to Exit 214 [Managed Lanes]	1%	1%	135	134	1	0
2	I-64 WB from Exit 214 to Exit 211	5%	1%	2710	2575	27	108
		5%	1%	560	532	6	22
2m	I-64 WB from Exit 214 to Exit 211 [Managed Lanes]	1%	1%	145	144	1	0
3	I-64 EB from Exit 214 to Exit 220	13%	1%	2400	2088	24	288
3m	I-64 EB from Exit 214 to Exit 220 [Managed Lanes]	1%	1%	125	124	1	0
4	I-64 WB from Exit 220 to Exit 214	5%	1%	2515	2389	25	101
4m	I-64 WB from Exit 220 to Exit 214 [Managed Lanes]	1%	1%	130	129	1	0
5	Mt. Pleasant Rd (SR 628) (frontage rd paralleling I-64 EB)			N/A	--	--	--
6	MP 219: Good Hope Rd (SR 627)			N/A	--	--	--
7	Exit 220 Area: Rt. 33 NB	5%	1%	840	798	8	34
8	Exit 220 Area: Rt. 33 SB	5%	1%	1195	1135	12	48
9	Exit 220 Ramp D: Rt 33 SB to I-64 WB	5%	1%	1110	1055	11	44
10	Exit 220 Ramp C: I-64 WB to Rt 33 NB	5%	1%	275	261	3	11
11	Exit 220 Ramp B: Rt 33 SB to I-64 EB	13%	1%	85	74	1	10
12	Exit 220 Ramp A: I-64 EB to Rt 33 NB	13%	1%	565	492	6	67

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

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# AREA 4 TRAFFIC

				PM Peak			
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT
<b>1</b>	I-64 EB from Exit 211 to Exit 214	4%	1%	3065	2942	31	92
<b>1m</b>	I-64 EB from Exit 211 to Exit 214 [Managed Lanes]	1%	1%	160	158	2	0
<b>2</b>	I-64 WB from Exit 214 to Exit 211	11%	1%	2880	2563	29	288
<b>2m</b>	I-64 WB from Exit 214 to Exit 211 [Managed Lanes]	1%	1%	150	149	2	0
<b>3</b>	I-64 EB from Exit 214 to Exit 220	4%	1%	2850	2736	29	85
<b>3m</b>	I-64 EB from Exit 214 to Exit 220 [Managed Lanes]	1%	1%	150	149	2	0
<b>4</b>	I-64 WB from Exit 220 to Exit 214	11%	1%	2880	2563	29	288
<b>4m</b>	I-64 WB from Exit 220 to Exit 214 [Managed Lanes]	1%	1%	150	149	2	0
<b>5</b>	Mt. Pleasant Rd (SR 628) (frontage rd paralleling I-64 EB)			N/A	--	--	--
<b>6</b>	MP 219: Good Hope Rd (SR 627)			N/A	--	--	--
<b>7</b>	Exit 220 Area: Rt. 33 NB	11%	1%	1135	1010	11	114
<b>8</b>	Exit 220 Area: Rt. 33 SB	11%	1%	895	797	9	89
<b>9</b>	Exit 220 Ramp D: Rt 33 SB to I-64 WB	11%	1%	665	592	7	66
<b>10</b>	Exit 220 Ramp C: I-64 WB to Rt 33 NB	11%	1%	60	53	1	6
<b>11</b>	Exit 220 Ramp B: Rt 33 SB to I-64 EB	4%	1%	230	221	2	7
<b>12</b>	Exit 220 Ramp A: I-64 EB to Rt 33 NB	4%	1%	1,075	1,032	11	32

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 5 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 220 to Exit 227	13%	1%	1496	1302	15	179	2305	2005	23	277	2455	2136	25	294
1m	I-64 EB from Exit 220 to Exit 227 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 227 to Exit 220	5%	1%	1290	1226	13	51	1915	1819	19	77	2040	1938	20	82
2m	I-64 WB from Exit 227 to Exit 220 [Managed Lanes]	1%	1%												
3	I-64 EB from Exit 227 to Exit 231	13%	1%	1889	1643	19	227	3305	2875	33	397	3415	2971	34	410
3m	I-64 EB from Exit 227 to Exit 231 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 231 to Exit 227	5%	1%	1391	1321	14	56	2390	2271	24	95	2470	2347	25	98
4m	I-64 WB from Exit 231 to Exit 227 [Managed Lanes]	1%	1%												
5	MP 222: Homestead Rd (SR 620)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	MP 224: Ropers Church Rd (SR 621)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
7	MP 226: Barnes Rd (SR 601)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
8	Exit 227 Ramp A: I-64 EB to Route 30	13%	1%	108	94	1	13	150	131	2	17	185	161	2	22
9	Exit 227 Ramp B: Route 30 NB to I-64 EB	13%	1%	44	38	0	6	275	239	3	33	250	218	3	29
10	Exit 227 Ramp E: Route 30 SB to I-64 EB	13%	1%	457	398	5	54	875	761	9	105	895	779	9	107
11	Exit 227 Ramp C: I-64 WB to Route 30	5%	1%	213	202	2	9	635	603	6	26	595	565	6	24
12	Exit 227 Ramp D: Route 30 to I-64 WB	5%	1%	112	106	1	5	160	152	2	6	165	157	2	6
13	Exit 227 Area: Rt. 30 NB North of I-64	5%	1%	283	269	3	11	650	618	7	25	640	608	6	26
14	Exit 227 Area: Rt. 30 SB North of I-64	5%	1%	779	740	8	31	1265	1202	13	50	1210	1150	12	48

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 5 TRAFFIC

## PM Peak

Location	Link		Existing (2011)				Future No-Build (2040)				Future Design (2040)				
	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 220 to Exit 227	4%	1%	1817	1744	18	55	2530	2429	25	76	2695	2587	27	81
1m	I-64 EB from Exit 220 to Exit 227 [Managed Lanes]	1%	1%												
2	I-64 WB from Exit 227 to Exit 220	11%	1%	1780	1584	18	178	2635	2345	26	264	2810	2501	28	281
2m	I-64 WB from Exit 227 to Exit 220 [Managed Lanes]	1%	1%												
3	I-64 EB from Exit 227 to Exit 231	4%	1%	1938	1860	19	59	3175	3048	32	95	3280	3149	33	98
3m	I-64 EB from Exit 227 to Exit 231 [Managed Lanes]	1%	1%												
4	I-64 WB from Exit 231 to Exit 227	11%	1%	2101	1870	21	210	3565	3173	36	356	3685	3280	37	368
4m	I-64 WB from Exit 231 to Exit 227 [Managed Lanes]	1%	1%												
5	MP 222: Homestead Rd (SR 620)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	MP 224: Ropers Church Rd (SR 621)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
7	MP 226: Barnes Rd (SR 601)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
8	Exit 227 Ramp A: I-64 EB to Route 30	4%	1%	106	102	1	3	150	144	2	4	150	144	2	4
9	Exit 227 Ramp B: Route 30 NB to I-64 EB	4%	1%	65	62	1	2	100	96	1	3	365	350	4	11
10	Exit 227 Ramp E: Route 30 SB to I-64 EB	4%	1%	163	156	2	5	385	370	4	11	370	355	4	11
11	Exit 227 Ramp C: I-64 WB to Route 30	11%	1%	426	379	4	43	1080	961	11	108	1080	961	11	108
12	Exit 227 Ramp D: Route 30 to I-64 WB	11%	1%	106	94	1	11	150	134	2	14	205	182	2	21
13	Exit 227 Area: Rt. 30 NB North of I-64	11%	1%	704	627	7	70	1435	1277	14	144	1320	1175	13	132
14	Exit 227 Area: Rt. 30 SB North of I-64	11%	1%	366	326	4	36	620	552	6	62	605	538	6	61

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)



# AREA 5 TRAFFIC

				AM Peak			
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 220 to Exit 227	13%	1%	1945	1692	19	234
1m	I-64 EB from Exit 220 to Exit 227 [Managed Lanes]	1%	1%	100	99	1	0
2	I-64 WB from Exit 227 to Exit 220	5%	1%	1720	1634	17	69
2m	I-64 WB from Exit 227 to Exit 220 [Managed Lanes]	1%	1%	90	89	1	0
3	I-64 EB from Exit 227 to Exit 231	13%	1%	2680	2332	27	321
3m	I-64 EB from Exit 227 to Exit 231 [Managed Lanes]	1%	1%	140	139	1	0
4	I-64 WB from Exit 231 to Exit 227	5%	1%	1995	1895	20	80
4m	I-64 WB from Exit 231 to Exit 227 [Managed Lanes]	1%	1%	105	104	1	0
5	MP 222: Homestead Rd (SR 620)			N/A	--	--	--
6	MP 224: Ropers Church Rd (SR 621)			N/A	--	--	--
7	MP 226: Barnes Rd (SR 601)			N/A	--	--	--
8	Exit 227 Ramp A: I-64 EB to Route 30	13%	1%	170	148	2	20
9	Exit 227 Ramp B: Route 30 NB to I-64 EB	13%	1%	250	218	3	29
10	Exit 227 Ramp E: Route 30 SB to I-64 EB	13%	1%	695	605	7	83
11	Exit 227 Ramp C: I-64 WB to Route 30	5%	1%	430	409	4	17
12	Exit 227 Ramp D: Route 30 to I-64 WB	5%	1%	140	133	1	6
13	Exit 227 Area: Rt. 30 NB North of I-64	5%	1%	540	513	5	22
14	Exit 227 Area: Rt. 30 SB North of I-64	5%	1%	1205	1145	12	48

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

# AREA 5 TRAFFIC

## PM Peak

Location	Link		Future Design (2040)				
	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	I-64 EB from Exit 220 to Exit 227	4%	1%	2045	1963	20	62
1m	I-64 EB from Exit 220 to Exit 227 [Managed Lanes]	1%	1%	110	109	1	0
2	I-64 WB from Exit 227 to Exit 220	11%	1%	2305	2051	23	231
2m	I-64 WB from Exit 227 to Exit 220 [Managed Lanes]	1%	1%	120	119	1	0
3	I-64 EB from Exit 227 to Exit 231	4%	1%	2885	2770	29	86
3m	I-64 EB from Exit 227 to Exit 231 [Managed Lanes]	1%	1%	320	317	3	0
4	I-64 WB from Exit 231 to Exit 227	11%	1%	2555	2274	26	255
4m	I-64 WB from Exit 231 to Exit 227 [Managed Lanes]	1%	1%	135	134	1	0
5	MP 222: Homestead Rd (SR 620)			N/A	--	--	--
6	MP 224: Ropers Church Rd (SR 621)			N/A	--	--	--
7	MP 226: Barnes Rd (SR 601)			N/A	--	--	--
8	Exit 227 Ramp A: I-64 EB to Route 30	4%	1%	130	125	1	4
9	Exit 227 Ramp B: Route 30 NB to I-64 EB	4%	1%	365	350	4	11
10	Exit 227 Ramp E: Route 30 SB to I-64 EB	4%	1%	300	288	3	9
11	Exit 227 Ramp C: I-64 WB to Route 30	11%	1%	955	850	10	95
12	Exit 227 Ramp D: Route 30 to I-64 WB	11%	1%	175	156	2	17
13	Exit 227 Area: Rt. 30 NB North of I-64	11%	1%	1220	1086	12	122
14	Exit 227 Area: Rt. 30 SB North of I-64	11%	1%	595	530	6	59

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

# AREA 6 TRAFFIC

AM Peak															
Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 227 Ramp A: 64 EB to 30 SB	13%	1%	108	94	1	13	145	126	1	18	160	139	2	19
2	Exit 227 Ramp E: 30 SB to 64 EB	13%	1%	457	398	5	54	875	761	9	105	895	779	9	107
3	Exit 227 Ramp C: 64 WB to Route 30	5%	1%	213	202	2	9	635	603	6	26	595	565	6	24
4	Exit 227 Area: Rt 30 NB - North of 64	5%	1%	283	269	3	11	650	618	7	25	640	608	6	26
5	Exit 227 Area: Rt. 30 SB - North of 64	5%	1%	779	740	8	31	1265	1202	13	50	1210	1150	12	48
6	Exit 227 Area: Rt 30 NB - South of 64	13%	1%	257	224	3	30	605	526	6	73	580	505	6	69
7	Exit 227 Area: Rt. 30 SB - South of 64	13%	1%	461	401	5	55	695	605	7	83	810	705	8	97
8	Mt. Laurel Rd (SR 608) (frontage road MP 229-230)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
9	Rte 30 Rochambeau Dr West of Exit 231/Rt 607			828	828	0	0	1270	1270	0	0	1270	1270	0	0
10	Rte 755 Rochambeau Dr East of Exit 231/Rt 607			294	294	0	0	450	450	0	0	450	450	0	0
11	E. Rochambeau Dr. East of Exit 234			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
12	Fenton Mill Rd between Exits 231 and 234**			77	77	0	0	118				118			
13	Exit 231 Ramp A: 64 EB to 607 SB	13%	1%	48	42	0	6	365	318	4	43	270	235	3	32
14	Exit 231 Ramp H: 607 SB to 64 WB	5%	1%	41	39	0	2	220	209	2	9	230	219	2	9
15	Exit 231 Ramp E: 64 WB to 607 NB	5%	1%	50	48	1	1	65	62	1	2	65	62	1	2
16	Exit 231 Ramp D: 607 NB to 64 EB	13%	1%	450	392	5	53	935	813	9	113	765	666	8	91
17	Exit 231 Ramp C: 607 SB to 64 EB loop ramp	13%	1%	107	93	1	13	140	122	1	17	140	122	1	17
18	Exit 231 Ramp F: 64 WB to 607 SB loop ramp	5%	1%	263	250	3	10	555	527	6	22	570	542	6	22
19	Exit 231 Ramp G: 607 NB to 64 WB loop ramp	5%	1%	56	53	1	2	305	290	3	12	325	309	3	13
20	Exit 231 Ramp B: 64 EB to 607 NB loop ramp	13%	1%	6	5	0	1	215	187	2	26	150	131	2	17
21	Exit 231 Area: Rt. 607 NB - North of 64	5%	1%	53	50	1	2	325	309	3	13	400	380	4	16
22	Exit 231 Area: Rt. 607 SB - North of 64	5%	1%	157	149	2	6	345	328	3	14	435	413	4	18
23	Exit 231 Area: Rt. 607 NB - South of 64	13%	1%	583	507	6	70	1095	953	11	131	1085	944	11	130
24	Exit 231 Area: Rt. 607 SB - South of 64	13%	1%	428	372	4	52	870	757	9	104	870	757	9	104
25	Exit 234 Ramp A: 64 EB to Rt 646	9%	1%	574	522	6	46	885	805	9	71	795	723	8	64
26	Exit 234 Ramp E: 64 WB to 646 SB	5%	1%	315	299	3	13	435	413	4	18	495	470	5	20
	Exit 234: 646 SB to 64 WB	5%	1%												
27	Exit 234 Ramp D: 646 NB to 64 WB	5%	1%	473	449	5	19	660	627	7	26	530	504	5	21
28	Exit 234 Ramp C: 64 WB to 646 NB	5%	1%	27	26	0	1	40	38	0	2	105	100	1	4
	Exit 234: 64 WB to 646 SB	5%	1%												
	Exit 234 Area: 199 NB to 64 EB	9%	1%												
29	Exit 234 Area: Rt 646 NB - North of 64	5%	1%	77	73	1	3	185	176	2	7	120	114	1	5
30	Exit 234 Area: Rt. 646 SB - North of 64	5%	1%	240	228	2	10	340	323	3	14	370	352	4	14
31	Exit 234 Area: Rt 199 NB - South of 64	9%	1%	917	834	9	74	1380	1256	14	110	1570	1429	16	125
32	Exit 234 Area: Rt 199 SB - South of 64	9%	1%	1027	935	10	82	1535	1397	15	123	1490	1356	15	119
33	I64 WB Exits 227 to 220	5%	1%	1290	1226	13	51	1915	1819	19	77	2040	1938	20	82
33M	I64 WB Exits 227 to 220 Managed	1%	1%												
34	I64 EB Exits 220 to 227	13%	1%	1496	1302	15	179	2305	2005	23	277	2455	2136	25	294
34M	I64 EB Exits 220 to 227 Managed	1%	1%												
35	I64 WB Exits 231 to 227	5%	1%	1391	1321	14	56	2390	2271	24	95	2470	2347	25	98
35M	I64 WB Exits 231 to 227 Managed	1%	1%												
36	I64 EB Exits 227 to 231	9%	1%	1889	1719	19	151	3305	3008	33	264	3415	3108	34	273
36M	I64 EB Exits 227 to 231 Managed	1%	1%												
37	I64 WB Exits 234 to 231	5%	1%	1608	1528	16	64	2485	2361	25	99	2550	2423	26	101
37M	I64 WB Exits 234 to 231 Managed	1%	1%												
38	I64 EB Exits 231 to 234	9%	1%	2390	2175	24	191	3800	3458	38	304	3900	3549	39	312
38M	I64 EB Exits 231 to 234 Managed	1%	1%												
39	I64 WB Exits 238 to 234	5%	1%	1440	1368	14	58	2245	2133	22	90	2555	2427	26	102
39M	I64 WB Exits 238 to 234 Managed	1%	1%												
40	I64 EB Exits 234 to 238	9%	1%	2315	2107	23	185	3620	3294	36	290	4120	3749	41	330
40M	I64 EB Exits 234 to 238 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)  
HT = Heavy Truck (3 or more axles)

# AREA 6 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 227 Ramp A: 64 EB to 30 SB	4%	1%	106	102	1	3	105	101	1	3	105	101	1	3
2	Exit 227 Ramp E: 30 SB to 64 EB	4%	1%	163	156	2	5	385	370	4	11	370	355	4	11
3	Exit 227 Ramp C: 64 WB to Route 30	11%	1%	426	379	4	43	1080	961	11	108	1080	961	11	108
4	Exit 227 Area: Rt 30 NB - North of 64	11%	1%	704	627	7	70	1435	1277	14	144	1320	1175	13	132
5	Exit 227 Area: Rt. 30 SB - North of 64	11%	1%	366	326	4	36	620	552	6	62	605	538	6	61
6	Exit 227 Area: Rt 30 NB - South of 64	4%	1%	474	455	5	14	720	691	7	22	995	955	10	30
7	Exit 227 Area: Rt. 30 SB - South of 64	4%	1%	334	321	3	10	500	480	5	15	690	662	7	21
8	Mt. Laurel Rd (SR 608) (frontage road MP 229-230)			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
9	Rte 30 Rochambeau Dr West of Exit 231/Rt 607			734	734	0	0	1125	1125	0	0	1125	1125	0	0
10	Rte 755 Rochambeau Dr East of Exit 231/Rt 607			452	452	0	0	695	695	0	0	695	695	0	0
11	E. Rochambeau Dr. East of Exit 234			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
12	Fenton Mill Rd between Exits 231 and 234**			113	113	0	0	175				175			
13	Exit 231 Ramp A: 64 EB to 607 SB	4%	1%	50	48	1	1	275	264	3	8	280	269	3	8
14	Exit 231 Ramp H: 607 SB to 64 WB	11%	1%	37	33	0	4	200	178	2	20	260	231	3	26
15	Exit 231 Ramp E: 64 WB to 607 NB	11%	1%	109	97	1	11	140	125	1	14	140	125	1	14
16	Exit 231 Ramp D: 607 NB to 64 EB	4%	1%	223	214	2	7	550	528	6	16	480	461	5	14
17	Exit 231 Ramp C: 607 SB to 64 EB loop ramp	4%	1%	54	52	1	1	70	67	1	2	70	67	1	2
18	Exit 231 Ramp F: 64 WB to 607 SB loop ramp	11%	1%	390	347	4	39	820	730	8	82	775	690	8	77
19	Exit 231 Ramp G: 607 NB to 64 WB loop ramp	11%	1%	42	37	0	5	330	294	3	33	240	214	2	24
20	Exit 231 Ramp B: 64 EB to 607 NB loop ramp	4%	1%	5	5	0	0	180	173	2	5	125	120	1	4
21	Exit 231 Area: Rt. 607 NB - North of 64	11%	1%	196	174	2	20	405	360	4	41	510	454	5	51
22	Exit 231 Area: Rt. 607 SB - North of 64	11%	1%	135	120	1	14	305	271	3	31	405	360	4	41
23	Exit 231 Area: Rt. 607 NB - South of 64	4%	1%	450	432	5	13	1025	984	10	31	1025	984	10	31
24	Exit 231 Area: Rt. 607 SB - South of 64	4%	1%	559	537	6	16	1145	1099	11	35	1145	1099	11	35
25	Exit 234 Ramp A: 64 EB to Rt 646	4%	1%	594	570	6	18	915	878	9	28	790	758	8	24
26	Exit 234 Ramp E: 64 WB to 646 SB	8%	1%	484	445	5	34	665	612	7	46	760	699	8	53
27	Exit 234 Ramp D: 646 NB to 64 WB	8%	1%	601	553	6	42	825	759	8	58	715	658	7	50
28	Exit 234 Ramp C: 64 WB to 646 NB	8%	1%	101	93	1	7	155	143	2	10	390	359	4	27
29	Exit 234 Area: Rt 646 NB - North of 64	8%	1%	241	222	2	17	470	432	5	33	370	340	4	26
30	Exit 234 Area: Rt. 646 SB - North of 64	8%	1%	162	149	2	11	250	230	3	17	250	230	3	17
31	Exit 234 Area: Rt 199 NB - South of 64	4%	1%	1194	1146	12	36	1815	1742	18	55	1930	1853	19	58
32	Exit 234 Area: Rt 199 SB - South of 64	4%	1%	1196	1148	12	36	1760	1690	18	52	1715	1646	17	52
33	I64 WB Exits 227 to 220	11%	1%	1780	1584	18	178	2635	2345	26	264	2810	2501	28	281
33M	I64 WB Exits 227 to 220 Managed	1%	1%												
34	I64 EB Exits 220 to 227	4%	1%	1817	1744	18	55	2530	2429	25	76	2695	2587	27	81
34M	I64 EB Exits 220 to 227 Managed	1%	1%												
35	I64 WB Exits 231 to 227	8%	1%	2101	1933	21	147	3565	3280	36	249	3685	3390	37	258
35M	I64 WB Exits 231 to 227 Managed	1%	1%												
36	I64 EB Exits 227 to 231	4%	1%	1938	1860	19	59	3175	3048	32	95	3280	3149	33	98
36M	I64 EB Exits 227 to 231 Managed	1%	1%												
37	I64 WB Exits 234 to 231	8%	1%	2521	2319	25	177	3995	3675	40	280	4100	3772	41	287
37M	I64 WB Exits 234 to 231 Managed	1%	1%												
38	I64 EB Exits 231 to 234	4%	1%	2160	2074	22	64	3340	3206	33	101	3425	3288	34	103
38M	I64 EB Exits 231 to 234 Managed	1%	1%												
39	I64 WB Exits 238 to 234	8%	1%	2481	2283	25	173	3955	3639	40	276	4500	4140	45	315
39M	I64 WB Exits 238 to 234 Managed	1%	1%												
40M	I64 EB Exits 234 to 238 Managed	4%	1%	2002	1922	20	60	3075	2952	31	92	3500	3360	35	105
40M	I64 EB Exits 234 to 238 Managed	1%	1%												

MT = Medium Truck (2 axes with 6 wheels)  
HT = Heavy Truck (3 or more axes)

# AREA 6 TRAFFIC

				AM Peak			
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	Exit 227 Ramp A: 64 EB to 30 SB	13%	1%	170	148	2	20
2	Exit 227 Ramp E: 30 SB to 64 EB	13%	1%	695	605	7	83
3	Exit 227 Ramp C: 64 WB to Route 30	5%	1%	430	409	4	17
4	Exit 227 Area: Rt 30 NB - North of 64	5%	1%	540	513	5	22
5	Exit 227 Area: Rt. 30 SB - North of 64	5%	1%	1205	1145	12	48
6	Exit 227 Area: Rt 30 NB - South of 64	13%	1%	560	487	6	67
7	Exit 227 Area: Rt. 30 SB - South of 64	13%	1%	730	635	7	88
8	Mt. Laurel Rd (SR 608) (frontage road MP 229-230)			N/A	--	--	--
9	Rte 30 Rochambeau Dr West of Exit 231/Rt 607			1250	1250	0	0
10	Rte 755 Rochambeau Dr East of Exit 231/Rt 607			490	490	0	0
11	E. Rochambeau Dr. East of Exit 234			N/A	--	--	--
12	Fenton Mill Rd between Exits 231 and 234**			118			
13	Exit 231 Ramp A: 64 EB to 607 SB	13%	1%	240	209	2	29
14	Exit 231 Ramp H: 607 SB to 64 WB	5%	1%	205	195	2	8
15	Exit 231 Ramp E: 64 WB to 607 NB	5%	1%	55	52	1	2
16	Exit 231 Ramp D: 607 NB to 64 EB	13%	1%	720	626	7	87
17	Exit 231 Ramp C: 607 SB to 64 EB loop ramp	13%	1%	120	104	1	15
18	Exit 231 Ramp F: 64 WB to 607 SB loop ramp	5%	1%	495	470	5	20
19	Exit 231 Ramp G: 607 NB to 64 WB loop ramp	5%	1%	290	276	3	11
20	Exit 231 Ramp B: 64 EB to 607 NB loop ramp	13%	1%	160	139	2	19
21	Exit 231 Area: Rt. 607 NB - North of 64	5%	1%	580	551	6	23
22	Exit 231 Area: Rt. 607 SB - North of 64	5%	1%	435	413	4	18
23	Exit 231 Area: Rt. 607 NB - South of 64	13%	1%	1085	944	11	130
24	Exit 231 Area: Rt. 607 SB - South of 64	13%	1%	790	687	8	95
25	Exit 234 Ramp A: 64 EB to Rt 646	9%	1%	505	460	5	40
26	Exit 234 Ramp E: 64 WB to 646 SB	5%	1%	435	413	4	18
	Exit 234: 646 SB to 64 WB	5%	1%	55	52	1	2
27	Exit 234 Ramp D: 646 NB to 64 WB	5%	1%	315	299	3	13
28	Exit 234 Ramp C: 64 WB to 646 NB	5%	1%	155	147	2	6
	Exit 234: 64 WB to 646 SB	5%	1%	435	413	4	18
	Exit 234 Area: 199 NB to 64 EB	9%	1%	930	846	9	75
29	Exit 234 Area: Rt 646 NB - North of 64	5%	1%	255	242	3	10
30	Exit 234 Area: Rt. 646 SB - North of 64	5%	1%	370	352	4	14
31	Exit 234 Area: Rt 199 NB - South of 64	9%	1%	290	264	3	23
32	Exit 234 Area: Rt 199 SB - South of 64	9%	1%	1065	969	11	85
33	I64 WB Exits 227 to 220	5%	1%	1720	1634	17	69
33M	I64 WB Exits 227 to 220 Managed	1%	1%	90	89	1	0
34	I64 EB Exits 220 to 227	13%	1%	1945	1692	19	234
34M	I64 EB Exits 220 to 227 Managed	1%	1%	100	99	1	0
35	I64 WB Exits 231 to 227	5%	1%	1995	1895	20	80
35M	I64 WB Exits 231 to 227 Managed	1%	1%	105	104	1	0
36	I64 EB Exits 227 to 231	9%	1%	2680	2439	27	214
36M	I64 EB Exits 227 to 231 Managed	1%	1%	140	139	1	0
37	I64 WB Exits 234 to 231	5%	1%	2045	1943	20	82
37M	I64 WB Exits 234 to 231 Managed	1%	1%	110	109	1	0
38	I64 EB Exits 231 to 234	9%	1%	3095	2816	31	248
38M	I64 EB Exits 231 to 234 Managed	1%	1%	165	163	2	0
39	I64 WB Exits 238 to 234	5%	1%	2255	2142	23	90
39M	I64 WB Exits 238 to 234 Managed	1%	1%	120	119	1	0
40	I64 EB Exits 234 to 238	9%	1%	3500	3185	35	280
40M	I64 EB Exits 234 to 238 Managed	1%	1%	185	183	2	0

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

# AREA 6 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	Exit 227 Ramp A: 64 EB to 30 SB	4%	1%	130	125	1	4
2	Exit 227 Ramp E: 30 SB to 64 EB	4%	1%	300	288	3	9
3	Exit 227 Ramp C: 64 WB to Route 30	11%	1%	955	850	10	95
4	Exit 227 Area: Rt 30 NB - North of 64	11%	1%	1220	1086	12	122
5	Exit 227 Area: Rt. 30 SB - North of 64	11%	1%	595	530	6	59
6	Exit 227 Area: Rt 30 NB - South of 64	4%	1%	975	936	10	29
7	Exit 227 Area: Rt. 30 SB - South of 64	4%	1%	645	619	6	20
8	Mt. Laurel Rd (SR 608) (frontage road MP 229-230)			N/A	--	--	--
9	Rte 30 Rochambeau Dr West of Exit 231/Rt 607			1105	1105	0	0
10	Rte 755 Rochambeau Dr East of Exit 231/Rt 607			735	735	0	0
11	E. Rochambeau Dr. East of Exit 234			N/A	--	--	--
12	Fenton Mill Rd between Exits 231 and 234**			175			
13	Exit 231 Ramp A: 64 EB to 607 SB	4%	1%	250	240	3	7
14	Exit 231 Ramp H: 607 SB to 64 WB	11%	1%	240	214	2	24
15	Exit 231 Ramp E: 64 WB to 607 NB	11%	1%	120	107	1	12
16	Exit 231 Ramp D: 607 NB to 64 EB	4%	1%	410	394	4	12
17	Exit 231 Ramp C: 607 SB to 64 EB loop ramp	4%	1%	60	58	1	1
18	Exit 231 Ramp F: 64 WB to 607 SB loop ramp	11%	1%	660	587	7	66
19	Exit 231 Ramp G: 607 NB to 64 WB loop ramp	11%	1%	210	187	2	21
20	Exit 231 Ramp B: 64 EB to 607 NB loop ramp	4%	1%	135	130	1	4
21	Exit 231 Area: Rt. 607 NB - North of 64	11%	1%	600	534	6	60
22	Exit 231 Area: Rt. 607 SB - North of 64	11%	1%	405	360	4	41
23	Exit 231 Area: Rt. 607 NB - South of 64	4%	1%	1025	984	10	31
24	Exit 231 Area: Rt. 607 SB - South of 64	4%	1%	1010	970	10	30
25	Exit 234 Ramp A: 64 EB to Rt 646	4%	1%	490	470	5	15
26	Exit 234 Ramp E: 64 WB to 646 SB	8%	1%	665	612	7	46
27	Exit 234 Ramp D: 646 NB to 64 WB	8%	1%	440	405	4	31
28	Exit 234 Ramp C: 64 WB to 646 NB	8%	1%	425	391	4	30
29	Exit 234 Area: Rt 646 NB - North of 64	8%	1%	720	662	7	51
30	Exit 234 Area: Rt. 646 SB - North of 64	8%	1%	245	225	2	18
31	Exit 234 Area: Rt 199 NB - South of 64	4%	1%	1525	1464	15	46
32	Exit 234 Area: Rt 199 SB - South of 64	4%	1%	1235	1186	12	37
33	I64 WB Exits 227 to 220	11%	1%	2305	2051	23	231
33M	I64 WB Exits 227 to 220 Managed	1%	1%	120	119	1	0
34	I64 EB Exits 220 to 227	4%	1%	2045	1963	20	62
34M	I64 EB Exits 220 to 227 Managed	1%	1%	110	109	1	0
35	I64 WB Exits 231 to 227	8%	1%	2885	2654	29	202
35M	I64 WB Exits 231 to 227 Managed	1%	1%	320	317	3	0
36	I64 EB Exits 227 to 231	4%	1%	2885	2770	29	86
36M	I64 EB Exits 227 to 231 Managed	1%	1%	320	317	3	0
37	I64 WB Exits 234 to 231	8%	1%	3005	2765	30	210
37M	I64 WB Exits 234 to 231 Managed	1%	1%	530	525	5	0
38	I64 EB Exits 231 to 234	4%	1%	2635	2530	26	79
38M	I64 EB Exits 231 to 234 Managed	1%	1%	140	139	1	0
39	I64 WB Exits 238 to 234	8%	1%	3945	3629	39	277
39M	I64 WB Exits 238 to 234 Managed	1%	1%	210	208	2	0
40M	I64 EB Exits 234 to 238 Managed	4%	1%	2995	2875	30	90
40M	I64 EB Exits 234 to 238 Managed	1%	1%	160	158	2	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

# AREA 7 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 242 Ramp A: 64 EB to 199 SB	9%	1%	202	184	2	16	655	596	7	52	660	601	7	52
2	Exit 242 Ramp H: 199 SB to 64 WB	5%	1%	77	73	1	3	405	385	4	16	460	437	5	18
3	Exit 242 Ramp D: 199 NB to 64 EB	9%	1%	1,144	1,041	11	92	1,485	1,351	15	119	1,500	1,365	15	120
4	Exit 242 Ramp E: 64 WB to 199 NB	5%	1%	202	192	2	8	295	280	3	12	315	299	3	13
5	Exit 242 Ramp C: 199 SB to 64 EB	9%	1%	88	80	1	7	130	118	1	11	140	127	1	12
6	Exit 242 Ramp F: 64 WB to 199 SB	5%	1%	739	702	7	30	960	912	10	38	890	846	9	35
7	Exit 242 Ramp G: 199 NB to 64 WB	5%	1%	67	64	1	2	415	394	4	17	285	271	3	11
8	Exit 242 Ramp B: 64 EB to 199 NB	9%	1%	101	92	1	8	540	491	5	44	570	519	6	45
9	Exit 242 Area: Rt. 199 NB - North of 64	3%	1%	815	790	8	17	4,060	3,938	41	81	4,303	4,174	43	86
10	Exit 242 Area: Rt. 199 SB - North of 64	5%	1%	561	533	6	22	2,798	2,658	28	112	3,138	2,981	31	126
11	Exit 242 Area: Rt. 199 NB - South of 64	3%	1%	1,334	1,294	13	27	2,416	2,343	24	49	2,269	2,201	23	45
12	Exit 242 Area: Rt. 199 SB - South of 64	5%	1%	1,410	1,340	14	56	2,555	2,427	26	102	2,452	2,329	25	98
13	Exit 243 Ramp F: Busch Gardens & US 60 to I-64 WB	5%	1%	135	128	1	6	295	280	3	12	495	470	5	20
14	Exit 243 Ramp G: 64 WB to Busch Gardens & US 60	5%	1%	149	142	1	6	465	442	5	18	605	575	6	24
15	Exit 243 Ramp A: 64 EB to Busch Gardens & US 60	9%	1%	115	105	1	9	265	241	3	21	190	173	2	15
16	Exit 243 Ramp ???: Busch Gardens & US 60 to I-64 EB	9%	1%	159	145	2	12	480	437	5	38	440	400	4	36
17	Exit 243 Ramp ???: I-64 EB to Rt 143 Merrimac Trail	9%	1%	16	15	0	1	105	96	1	8	210	191	2	17
18	I64 WB Exits 234 to 231	5%	1%	1,608	1,528	16	64	2,485	2,361	25	99	2,550	2,423	26	101
18M	I64 WB Exits 234 to 231 Managed	1%	1%												
19	I64 EB Exits 231 to 234	9%	1%	2,390	2,175	24	191	3,800	3,458	38	304	3,900	3,549	39	312
19M	I64 EB Exits 231 to 234 Managed	1%	1%												
20	I64 WB Exits 238 to 234	5%	1%	1,440	1,368	14	58	2,245	2,133	22	90	2,555	2,427	26	102
20M	I64 WB Exits 238 to 234 Managed	1%	1%												
21	I64 EB Exits 234 to 238	9%	1%	2,315	2,107	23	185	3,620	3,294	36	290	4,120	3,749	41	330
21M	I64 EB Exits 234 to 238 Managed	1%	1%												
22	I64 WB Exits 242 to 238	5%	1%	1,658	1,575	17	66	2,635	2,503	26	106	2,840	2,698	28	114
22M	I64 WB Exits 242 to 238 Managed	1%	1%												
23	I64 EB Exits 238 to 242	9%	1%	2,329	2,119	23	187	3,635	3,308	36	291	3,985	3,626	40	319
23M	I64 EB Exits 238 to 242 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 York County counts      Truck %'s entered previously

# AREA 7 TRAFFIC

## PM Peak

Location	Link Description	% Trucks (Total)	% MT	Existing (2011)											
				Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 242 Ramp A: 64 EB to 199 SB	4%	1%	144	138	1	5	460	442	5	13	470	451	5	14
2	Exit 242 Ramp H: 199 SB to 64 WB	8%	1%	119	109	1	9	585	538	6	41	615	566	6	43
3	Exit 242 Ramp D: 199 NB to 64 EB	4%	1%	722	693	7	22	940	902	9	29	925	888	9	28
4	Exit 242 Ramp E: 64 WB to 199 NB	8%	1%	144	132	1	11	210	193	2	15	220	202	2	16
5	Exit 242 Ramp C: 199 SB to 64 EB	4%	1%	153	147	2	4	225	216	2	7	245	235	2	8
6	Exit 242 Ramp F: 64 WB to 199 SB	8%	1%	854	786	9	59	1,110	1,021	11	78	1,120	1,030	11	79
7	Exit 242 Ramp G: 199 NB to 64 WB	8%	1%	159	146	2	11	625	575	6	44	615	566	6	43
8	Exit 242 Ramp B: 64 EB to 199 NB	4%	1%	109	105	1	3	580	557	6	17	605	581	6	18
9	Exit 242 Area: Rt. 199 NB - North of 64	1%	0%	815	806	0	9	4,060	4,019	0	41	4,240	4,197	0	43
10	Exit 242 Area: Rt. 199 SB - North of 64	2%	0%	561	550	0	11	2,798	2,742	0	56	2,971	2,911	0	60
11	Exit 242 Area: Rt. 199 NB - South of 64	1%	0%	1,334	1,320	0	14	2,416	2,391	0	25	2,377	2,353	0	24
12	Exit 242 Area: Rt. 199 SB - South of 64	2%	0%	1,410	1,382	0	28	2,555	2,504	0	51	2,587	2,536	0	51
13	Exit 243 Ramp F: Busch Gardens & US 60 to I-64 WB	4%	1%	136	131	1	4	300	288	3	9	485	466	5	14
14	Exit 243 Ramp G: 64 WB to Busch Gardens & US 60	4%	1%	103	99	1	3	320	307	3	10	415	398	4	13
15	Exit 243 Ramp A: 64 EB to Busch Gardens & US 60	4%	1%	130	125	1	4	290	278	3	9	215	206	2	7
16	Exit 243 Ramp ???: Busch Gardens & US 60 to I-64 EB	4%	1%	153	147	2	4	460	442	5	13	395	379	4	12
17	Exit 243 Ramp ???: I-64 EB to Rt 143 Merrimac Trail	4%	1%	15	14	0	1	100	96	1	3	150	144	2	4
18	I64 WB Exits 234 to 231	8%	1%	2,521	2,319	25	177	3,995	3,675	40	280	4,100	3,772	41	287
18M	I64 WB Exits 234 to 231 Managed	1%	1%												
19	I64 EB Exits 231 to 234	4%	1%	2,160	2,074	22	64	3,340	3,206	33	101	3,425	3,288	34	103
19M	I64 EB Exits 231 to 234 Managed	1%	1%												
20	I64 WB Exits 238 to 234	8%	1%	2,481	2,283	25	173	3,955	3,639	40	276	4,500	4,140	45	315
20M	I64 WB Exits 238 to 234 Managed	1%	1%												
21	I64 EB Exits 234 to 238	4%	1%	2,002	1,922	20	60	3,075	2,952	31	92	3,500	3,360	35	105
21M	I64 EB Exits 234 to 238 Managed	1%	1%												
22	I64 WB Exits 242 to 238	8%	1%	2,526	2,324	25	177	4,000	3,680	40	280	4,310	3,965	43	302
22M	I64 WB Exits 242 to 238 Managed	1%	1%												
23	I64 EB Exits 238 to 242	4%	1%	2,166	2,079	22	65	3,410	3,274	34	102	3,675	3,528	37	110
23M	I64 EB Exits 238 to 242 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 York County counts      Truck %'s entered previously



# AREA 7 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks (Total)	%MT	Total Veh	cars	MT	HT
1	Exit 242 Ramp A: 64 EB to 199 SB	9%	1%	515	469	5	41
2	Exit 242 Ramp H: 199 SB to 64 WB	5%	1%	395	375	4	16
3	Exit 242 Ramp D: 199 NB to 64 EB	9%	1%	1455	1324	15	116
4	Exit 242 Ramp E: 64 WB to 199 NB	5%	1%	285	271	3	11
5	Exit 242 Ramp C: 199 SB to 64 EB	9%	1%	130	118	1	11
6	Exit 242 Ramp F: 64 WB to 199 SB	5%	1%	840	798	8	34
7	Exit 242 Ramp G: 199 NB to 64 WB	5%	1%	265	252	3	10
8	Exit 242 Ramp B: 64 EB to 199 NB	9%	1%	450	410	5	35
9	Exit 242 Area: Rt. 199 NB - North of 64	3%	1%	3938	3820	39	79
10	Exit 242 Area: Rt. 199 SB - North of 64	5%	1%	2981	2832	30	119
11	Exit 242 Area: Rt. 199 NB - South of 64	3%	1%	2295	2226	23	46
12	Exit 242 Area: Rt. 199 SB - South of 64	5%	1%	2223	2111	22	90
13	Exit 243 Ramp F: Busch Gardens & US 60 to I-64 WB	5%	1%	535	508	5	22
14	Exit 243 Ramp G: 64 WB to Busch Gardens & US 60	5%	1%	660	627	7	26
15	Exit 243 Ramp A: 64 EB to Busch Gardens & US 60	9%	1%	175	159	2	14
16	Exit 243 Ramp ???: Busch Gardens & US 60 to I-64 EB	9%	1%	395	359	4	32
17	Exit 243 Ramp ???: I-64 EB to Rt 143 Merrimac Trail	9%	1%	205	187	2	16
18	I64 WB Exits 234 to 231	5%	1%	2045	1943	20	82
18M	I64 WB Exits 234 to 231 Managed	1%	1%	110	109	1	0
19	I64 EB Exits 231 to 234	9%	1%	3095	2816	31	248
19M	I64 EB Exits 231 to 234 Managed	1%	1%	165	163	2	0
20	I64 WB Exits 238 to 234	5%	1%	2255	2142	23	90
20M	I64 WB Exits 238 to 234 Managed	1%	1%	120	119	1	0
21	I64 EB Exits 234 to 238	9%	1%	3500	3185	35	280
21M	I64 EB Exits 234 to 238 Managed	1%	1%	185	183	2	0
22	I64 WB Exits 242 to 238	5%	1%	2470	2347	25	98
		5%	1%	150	143	2	5
22M	I64 WB Exits 242 to 238 Managed	1%	1%	175	173	2	0
23	I64 EB Exits 238 to 242	9%	1%	4090	3722	41	327
23M	I64 EB Exits 238 to 242 Managed	1%	1%	185	183	2	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 York County counts

Truck %'s entered previously

# AREA 7 TRAFFIC

## PM Peak

Location	Link		Alternative 3 (2040)				
	Description	% Trucks (Total)	% MT	Total Veh	cars	MT	HT
1	Exit 242 Ramp A: 64 EB to 199 SB	4%	1%	365	350	4	11
2	Exit 242 Ramp H: 199 SB to 64 WB	8%	1%	515	474	5	36
3	Exit 242 Ramp D: 199 NB to 64 EB	4%	1%	935	898	9	28
4	Exit 242 Ramp E: 64 WB to 199 NB	8%	1%	200	184	2	14
5	Exit 242 Ramp C: 199 SB to 64 EB	4%	1%	225	216	2	7
6	Exit 242 Ramp F: 64 WB to 199 SB	8%	1%	1050	966	11	73
7	Exit 242 Ramp G: 199 NB to 64 WB	8%	1%	565	520	6	39
8	Exit 242 Ramp B: 64 EB to 199 NB	4%	1%	475	456	5	14
9	Exit 242 Area: Rt. 199 NB - North of 64	1%	0%	3854	3816	0	38
10	Exit 242 Area: Rt. 199 SB - North of 64	2%	0%	2798	2742	0	56
11	Exit 242 Area: Rt. 199 NB - South of 64	1%	0%	2331	2307	0	24
12	Exit 242 Area: Rt. 199 SB - South of 64	2%	0%	2400	2352	0	48
13	Exit 243 Ramp F: Busch Gardens & US 60 to I-64 WB	4%	1%	525	504	5	16
14	Exit 243 Ramp G: 64 WB to Busch Gardens & US 60	4%	1%	455	437	5	13
15	Exit 243 Ramp A: 64 EB to Busch Gardens & US 60	4%	1%	200	192	2	6
16	Exit 243 Ramp ???: Busch Gardens & US 60 to I-64 EB	4%	1%	350	336	4	10
17	Exit 243 Ramp ???: I-64 EB to Rt 143 Merrimac Trail	4%	1%	145	139	1	5
18	I64 WB Exits 234 to 231	8%	1%	3005	2765	30	210
18M	I64 WB Exits 234 to 231 Managed	1%	1%	530	525	5	0
19	I64 EB Exits 231 to 234	4%	1%	2635	2530	26	79
19M	I64 EB Exits 231 to 234 Managed	1%	1%	140	139	1	0
20	I64 WB Exits 238 to 234	8%	1%	3945	3629	39	277
20M	I64 WB Exits 238 to 234 Managed	1%	1%	210	208	2	0
21	I64 EB Exits 234 to 238	4%	1%	2995	2875	30	90
21M	I64 EB Exits 234 to 238 Managed	1%	1%	160	158	2	0
22	I64 WB Exits 242 to 238	8%	1%	3900	3588	39	273
22M	I64 WB Exits 242 to 238 Managed	1%	1%	205	203	2	0
23	I64 EB Exits 238 to 242	4%	1%	3245	3115	32	98
23M	I64 EB Exits 238 to 242 Managed	1%	1%	170	168	2	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 York County counts      Truck %'s entered previously

# AREA 8 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Tr Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Merrimac Trail EB	2%	1%	1,521	1,491	15	15	2,377	2,329	24	24	2,671	2,618	27	26
2	Merrimac Trail WB	2%	1%	1,521	1,491	15	15	2,377	2,329	24	24	2,671	2,618	27	26
3	Rt 60 WB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
4	Rt 60 EB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
5	Rt. 60 Combined			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	Exit 250 Area: Jefferson Hwy (Rt 143) West of Rt 105			1,247	1,247	0	0	1,240	1,240	0	0	1,160	1,160	0	0
7	Exit 250 Ramp G: 143 to 64 WB	9%	1%	475	432	5	38	680	619	7	54	760	692	8	60
8	Exit 250 Ramp D: 64 WB to 105 SB	4%	1%	1,116	1,071	11	34	1,465	1,406	15	44	1,590	1,526	16	48
9	Exit 250 Ramp F: 105 SB to 64 EB	3%	1%	500	485	5	10	720	698	7	15	780	757	8	15
10	Exit 250 Ramp B: 64 EB to 105 NB	9%	1%	332	302	3	27	460	419	5	36	550	501	6	43
11	Exit 250 Ramp H: 105 NB to 64 WB	5%	1%	317	301	3	13	415	394	4	17	450	428	5	17
12	Exit 250 Ramp E: 105 NB to 64 EB	3%	1%	728	706	7	15	910	883	9	18	950	922	10	18
13	Exit 250 Ramp C: 64 WB to 143 WB	4%	1%	331	318	3	10	305	293	3	9	420	403	4	13
14	Exit 250 Area: Rt 105 NB - North of 143	9%	1%	505	460	5	40	780	710	8	62	780	710	8	62
15	Exit 250 Area: Rt 105 SB - North of 143	4%	1%	992	952	10	30	1,530	1,469	15	46	1,530	1,469	15	46
16	Exit 250 Area: Rt 105 NB - South of 64	3%	1%	1,418	1,375	14	29	1,950	1,892	20	38	1,935	1,877	19	39
17	Exit 250 Area: Rt 105 SB - South of 64	4%	1%	2,448	2,350	24	74	3,380	3,245	34	101	3,440	3,302	34	104
18	MP 251: Industrial Park Dr			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
19	Richnick Rd - West of Denbigh Rd			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
20	MP 253: Denbigh Rd NB	0%	0%	1,316	1,316	0	0	2,057	2,057	0	0	2,352	2,352	0	0
21	MP 253: Denbigh Rd SB	0%	0%	1,316	1,316	0	0	2,057	2,057	0	0	2,352	2,352	0	0
22	I64 WB Exits 250 to 247	5%	1%	2,841	2,699	28	114	3,970	3,772	40	158	4,335	4,118	43	174
22M	I64 WB Exits 250 to 247 Managed	5%	1%												
23	I64 EB Exits 250 to 255	1%	1%												
23M	I64 EB Exits 250 to 255 Managed	1%	1%												
24	I64 WB - Exits 255 to 250	3%	1%	4,069	3,947	41	81	5,405	5,243	54	108	5,885	5,708	59	118
24M	I64 WB - Exits 255 to 250 Managed	1%	1%												
25	I64 WB - Exits 255 to 250	4%	1%	3,496	3,356	35	105	4,835	4,642	48	145	3,496	3,356	35	105
24M	I64 WB - Exits 255 to 250 Managed	1%	1%												
25	I64 EB Exits 247 to 250	9%	1%	3,818	3,474	38	306	5,040	4,586	50	404	5,505	5,010	55	440
25M	I64 EB Exits 247 to 250 Managed	9%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

Existing data from VDOT 2010 Newport News counts

# AREA 8 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Tr Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Merrimac Trail EB	2%	1%	1,521	1,491	15	15	2,377	2,329	24	24	2,377	2,329	24	24
2	Merrimac Trail WB	2%	1%	1,521	1,491	15	15	2,377	2,329	24	24	2,377	2,329	24	24
3	Rt 60 WB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
4	Rt 60 EB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
5	Rt. 60 Combined			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
6	Exit 250 Area: Jefferson Hwy (Rt 143) West of Rt 105			1,613	1,613	0	0	1,820	1,820	0	0	1,765	1,765	0	0
7	Exit 250 Ramp G: 143 to 64 WB	8%	1%	461	424	5	32	665	612	7	46	720	662	7	51
8	Exit 250 Ramp D: 64 WB to 105 SB	3%	1%	627	608	6	13	825	800	8	17	840	815	8	17
9	Exit 250 Ramp F: 105 SB to 64 EB	3%	1%	307	298	3	6	445	432	4	9	495	480	5	10
10	Exit 250 Ramp B: 64 EB to 105 NB	4%	1%	383	368	4	11	525	504	5	16	580	557	6	17
11	Exit 250 Ramp H: 105 NB to 64 WB	8%	1%	468	431	5	32	615	566	6	43	665	612	7	46
12	Exit 250 Ramp E: 105 NB to 64 EB	3%	1%	1,349	1,309	13	27	1,690	1,639	17	34	1,770	1,717	18	35
13	Exit 250 Ramp C: 64 WB to 143 WB	3%	1%	556	539	6	11	520	504	5	11	565	548	6	11
14	Exit 250 Area: Rt 105 NB - North of 143	4%	1%	919	882	9	28	1,420	1,363	14	43	1,420	1,363	14	43
15	Exit 250 Area: Rt 105 SB - North of 143	3%	1%	523	507	5	11	805	781	8	16	805	781	8	16
16	Exit 250 Area: Rt 105 NB - South of 64	3%	1%	2,596	2,518	26	52	3,570	3,463	36	71	3,645	3,536	36	73
17	Exit 250 Area: Rt 105 SB - South of 64	3%	1%	1,427	1,384	14	29	1,955	1,896	20	39	1,920	1,862	19	39
18	MP 251: Industrial Park Dr			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
19	Richnick Rd - West of Denbigh Rd			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
20	MP 253: Denbigh Rd NB	0%	0%	1,316	1,316	0	0	2,057	2,057	0	0	2,352	2,352	0	0
21	MP 253: Denbigh Rd SB	0%	0%	1,316	1,316	0	0	2,057	2,057	0	0	2,352	2,352	0	0
22	I64 WB Exits 250 to 247	8%	1%	3,638	3,347	36	255	4,970	4,572	50	348	5,430	4,996	54	380
22M	I64 WB Exits 250 to 247 Managed	1%	1%												
23	I64 EB Exits 250 to 255	3%	1%	3,891	3,774	39	78	5,170	5,015	52	103	5,625	5,456	56	113
23M	I64 EB Exits 250 to 255 Managed	1%	1%												
24	I64 WB - Exits 255 to 250	3%	1%	3,893	3,776	39	78	5,345	5,185	53	107	5,820	5,645	58	117
24M	I64 WB - Exits 255 to 250 Managed	1%	1%												
25	I64 EB Exits 247 to 250	4%	1%	3,053	2,931	31	91	4,105	3,941	41	123	4,485	4,306	45	134
25M	I64 EB Exits 247 to 250 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

Existing data from VDOT 2010 Newport News counts

# AREA 8 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Tr Total	%MT	Total Veh	cars	MT	HT
1	Merrimac Trail EB	2%	1%	2,354	2,307	24	23
2	Merrimac Trail WB	2%	1%	2,354	2,307	24	23
3	Rt 60 WB			N/A	--	--	--
4	Rt 60 EB			N/A	--	--	--
5	Rt. 60 Combined			N/A	--	--	--
6	Exit 250 Area: Jefferson Hwy (Rt 143) West of Rt 105			1,215	1,215	0	0
7	Exit 250 Ramp G: 143 to 64 WB	9%	1%	705	642	7	56
8	Exit 250 Ramp D: 64 WB to 105 SB	4%	1%	1,515	1,454	15	46
9	Exit 250 Ramp F: 105 SB to 64 EB	3%	1%	760	737	8	15
10	Exit 250 Ramp B: 64 EB to 105 NB	9%	1%	545	496	5	44
11	Exit 250 Ramp H: 105 NB to 64 WB	5%	1%	415	394	4	17
12	Exit 250 Ramp E: 105 NB to 64 EB	3%	1%	865	839	9	17
13	Exit 250 Ramp C: 64 WB to 143 WB	4%	1%	420	403	4	13
14	Exit 250 Area: Rt 105 NB - North of 143	9%	1%	790	719	8	63
15	Exit 250 Area: Rt 105 SB - North of 143	4%	1%	1,580	1,517	16	47
16	Exit 250 Area: Rt 105 NB - South of 64	3%	1%	1,830	1,775	18	37
17	Exit 250 Area: Rt 105 SB - South of 64	4%	1%	3,575	3,432	36	107
18	MP 251: Industrial Park Dr			N/A	--	--	--
19	Richnick Rd - West of Denbigh Rd			N/A	--	--	--
20	MP 253: Denbigh Rd NB	0%	0%		--	--	--
21	MP 253: Denbigh Rd SB	0%	0%		--	--	--
22	I64 WB Exits 250 to 247	5%	1%	3,650	3,468	37	145
		5%	1%	865	822	9	34
22M	I64 WB Exits 250 to 247 Managed	1%	1%	405	401	4	0
23	I64 EB Exits 250 to 255	3%	1%	4,405	4,273	44	88
23M	I64 EB Exits 250 to 255 Managed	1%	1%	1,470	1,455	15	0
24	I64 WB - Exits 255 to 250	4%	1%	3,995	3,835	40	120
24M	I64 WB - Exits 255 to 250 Managed	1%	1%	1,000	990	10	0
25	I64 EB Exits 247 to 250	9%	1%	4,430	4,031	44	355
		9%	1%	414	377	4	33
25M	I64 EB Exits 247 to 250 Managed	1%	1%	1,105	1,094	11	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

Existing data from VDOT 2010 Newport News counts

# AREA 8 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Tr Total	%MT	Total Veh	cars	MT	HT
1	Merrimac Trail EB	2%	1%	2,040	1,999	20	21
2	Merrimac Trail WB	2%	1%	2,040	1,999	20	21
3	Rt 60 WB			N/A	--	--	--
4	Rt 60 EB			N/A	--	--	--
5	Rt. 60 Combined			N/A	--	--	--
6	Exit 250 Area: Jefferson Hwy (Rt 143) West of Rt 105			1,825	1,825	0	0
7	Exit 250 Ramp G: 143 to 64 WB	8%	1%	660	607	7	46
8	Exit 250 Ramp D: 64 WB to 105 SB	3%	1%	800	776	8	16
9	Exit 250 Ramp F: 105 SB to 64 EB	3%	1%	500	485	5	10
10	Exit 250 Ramp B: 64 EB to 105 NB	4%	1%	570	547	6	17
11	Exit 250 Ramp H: 105 NB to 64 WB	8%	1%	615	566	6	43
12	Exit 250 Ramp E: 105 NB to 64 EB	3%	1%	1,570	1,523	16	31
13	Exit 250 Ramp C: 64 WB to 143 WB	3%	1%	565	548	6	11
14	Exit 250 Area: Rt 105 NB - North of 143	4%	1%	1,380	1,325	14	41
15	Exit 250 Area: Rt 105 SB - North of 143	3%	1%	855	829	9	17
16	Exit 250 Area: Rt 105 NB - South of 64	3%	1%	3,365	3,264	34	67
17	Exit 250 Area: Rt 105 SB - South of 64	3%	1%	1,885	1,828	19	38
18	MP 251: Industrial Park Dr			N/A	--	--	--
19	Richnick Rd - West of Denbigh Rd			N/A	--	--	--
20	MP 253: Denbigh Rd NB	0%	0%		--	--	--
21	MP 253: Denbigh Rd SB	0%	0%		--	--	--
22	I64 WB Exits 250 to 247	8%	1%	4,165	3,832	42	291
22M	I64 WB Exits 250 to 247 Managed	1%	1%	1,040	1,030	10	0
23	I64 EB Exits 250 to 255	3%	1%	4,180	4,055	42	83
23M	I64 EB Exits 250 to 255 Managed	1%	1%	1,395	1,381	14	0
24	I64 WB - Exits 255 to 250	3%	1%	4,250	4,123	43	84
24M	I64 WB - Exits 255 to 250 Managed	1%	1%	1,415	1,401	14	0
25	I64 EB Exits 247 to 250	4%	1%	4,350	4,176	44	130
25M	I64 EB Exits 247 to 250 Managed	1%	1%	230	228	2	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Henrico counts

Existing data from VDOT 2010 Newport News counts

# AREA 9 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	MP 254: Bland Blvd NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
2	MP 254: Bland Blvd SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
3	Exit 255 Area: Brick Kiln Blvd WB	3%	1%	533	517	5	11	730	708	7	15	730	708	7	15
4	Exit 255 Area: Brick Kiln Blvd EB	3%	1%	290	281	3	6	400	388	4	8	400	388	4	8
5	Exit 256 Ramp G: 171 SB to 64 WB	4%	1%	132	127	1	4	210	202	2	6	350	336	4	10
6	Exit 256 Ramp A: 64 EB to 171 SB	3%	1%	247	240	2	5	300	291	3	6	395	383	4	8
7	Exit 256 Ramp E: 171 NB to 64 EB	3%	1%	783	760	8	15	1,280	1,242	13	25	1,465	1,421	15	29
8	Exit 256 Ramp C: 64 WB to 171 NB	4%	1%	579	556	6	17	740	710	7	23	760	730	8	22
9	Exit 256 Ramp D: 64 WB to 171 SB	4%	1%	384	369	4	11	505	485	5	15	610	586	6	18
10	Exit 256 Ramp F: 171 SB to 64 EB	3%	1%	885	858	9	18	1,135	1,101	11	23	1,200	1,164	12	24
11	Exit 256 Ramp B: 64 EB to 171 NB	3%	1%	198	192	2	4	255	247	3	5	400	388	4	8
12	Exit 256 Ramp H: 171 NB to 64 WB	4%	1%	620	595	6	19	770	739	8	23	825	792	8	25
13	Exit 256 Area: Rt 171 NB - North of 64	4%	1%	1,560	1,498	16	46	2,298	2,206	23	69	2,679	2,572	27	80
14	Exit 256 Area: Rt 171 SB - North of 64	1%	1%	2,623	2,597	26	0	3,864	3,825	39	0	4,453	4,408	45	0
15	Exit 256 Area: Rt 171 NB - South of 64	4%	1%	2,445	2,347	24	74	3,936	3,779	39	118	4,397	4,221	44	132
16	Exit 256 Area: Rt 171 SB - South of 64	3%	1%	1,867	1,811	19	37	3,006	2,916	30	60	3,753	3,640	38	75
17	MP 256.5 Old Oyster Point Rd	1%	1%	504	499	5	0	700	693	7	0	700	693	7	0
18	Exit 258 Ramp G: 17 SB to 64 WB	4%	1%	396	380	4	12	520	499	5	16	545	523	5	17
19	Exit 258 Ramp D: 64 WB to 17 SB	4%	1%	513	492	5	16	665	638	7	20	880	845	9	26
20	Exit 258 Ramp C: 64 WB to 17 NB	4%	1%	1,187	1,140	12	35	1,365	1,310	14	41	1,755	1,685	18	52
21	Exit 258 Ramp A: 64 EB to 17 SB	3%	1%	1,154	1,119	12	23	1,500	1,455	15	30	1,500	1,455	15	30
22	Exit 258 Ramp F: 17 SB to 64 EB	3%	1%	210	204	2	4	280	272	3	5	525	509	5	11
23	Exit 258 Ramp H: 17 NB to 64 WB	4%	1%	218	209	2	7	280	269	3	8	410	394	4	12
24	Exit 258 Ramp B: 64 EB to 17 NB	3%	1%	492	477	5	10	655	635	7	13	785	761	8	16
25	Exit 258 Ramp E: 17 NB to 64 EB	3%	1%	535	519	5	11	695	674	7	14	885	858	9	18
26	Exit 258 Area: Rt 17 NB - North of 64	4%	1%	1,731	1,662	17	52	2,198	2,110	22	66	2,764	2,653	28	83
27	Exit 258 Area: Rt 17 SB - North of 64	4%	1%	1,311	1,259	13	39	1,665	1,598	17	50	2,227	2,138	22	67
28	Exit 258 Area: Rt 17 NB - South of 64	3%	1%	994	964	10	20	1,225	1,188	12	25	1,627	1,578	16	33
29	Exit 258 Area: Rt 17 SB - South of 64	3%	1%	1,448	1,405	14	29	1,785	1,731	18	36	1,962	1,903	20	39
30	MP 258.5: Harpersville Rd			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
31	MP 260: Big Bethel Rd NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
32	MP 260: Big Bethel Rd SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
35	I64 WB Exits 256 to 255	4%	1%	4,276	4,105	43	128	5,405	5,189	54	162	5,795	5,563	58	174
35M	I64 WB Exits 256 to 255 Managed	1%	1%												
36	I64 EB Exits 255 to 256	3%	1%	5,058	4,906	51	101	6,020	5,839	60	121	6,455	6,261	65	129
36M	I64 EB Exits 255 to 256 Managed	1%	1%												
37	I64 WB Exits 258 to 256	4%	1%	4,487	4,308	45	134	5,670	5,443	57	170	5,990	5,750	60	180
37M	I64 WB Exits 258 to 256 Managed	1%	1%												
38	I64 EB Exits 256 to 258	3%	1%	6,281	6,093	63	125	7,880	7,644	79	157	8,325	8,075	83	167
38M	I64 EB Exits 256 to 258 Managed'	1%	1%												
39	I64 WB Exits 261 to 258	4%	1%	5,573	5,350	56	167	6,900	6,624	69	207	7,670	7,363	77	230
39M	I64 WB Exits 261 to 258 Managed	1%	1%												
40	I64 EB Exits 258 to 261	3%	1%	5,380	5,219	54	107	6,700	6,499	67	134	7,450	7,227	75	148
40M	I64 EB Exits 258 to 261 Managed	1%	1%	5,380	5,326	54	0	6,700	6,633	67	0	7,450	7,376	75	-1

MT = Medium Truck (2 axes with 6 wheels)

HT = Heavy Truck (3 or more axes)

Existing data from VDOT 2010 Newport News counts

# AREA 9 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	MP 254: Bland Blvd NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
2	MP 254: Bland Blvd SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
3	Exit 255 Area: Brick Kiln Blvd WB	3%	1%	811	787	8	16	1,115	1,082	11	22	1,115	1,082	11	22
4	Exit 255 Area: Brick Kiln Blvd EB	3%	1%	644	625	6	13	880	854	9	17	880	854	9	17
5	Exit 256 Ramp G: 171 SB to 64 WB	3%	1%	233	226	2	5	295	286	3	6	470	456	5	9
6	Exit 256 Ramp A: 64 EB to 171 SB	3%	1%	460	446	5	9	565	548	6	11	675	655	7	13
7	Exit 256 Ramp E: 171 NB to 64 EB	3%	1%	396	384	4	8	715	694	7	14	855	829	9	17
8	Exit 256 Ramp C: 64 WB to 171 NB	3%	1%	897	870	9	18	1,145	1,111	11	23	1,240	1,203	12	25
9	Exit 256 Ramp D: 64 WB to 171 SB	3%	1%	768	745	8	15	1,010	980	10	20	1,100	1,067	11	22
10	Exit 256 Ramp F: 171 SB to 64 EB	3%	1%	705	684	7	14	910	883	9	18	965	936	10	19
11	Exit 256 Ramp B: 64 EB to 171 NB	3%	1%	137	133	1	3	175	170	2	3	305	296	3	6
12	Exit 256 Ramp H: 171 NB to 64 WB	3%	1%	385	373	4	8	475	461	5	9	510	495	5	10
13	Exit 256 Area: Rt 171 NB - North of 64	3%	1%	1,560	1,513	16	31	2,298	2,229	23	46	2,690	2,609	27	54
14	Exit 256 Area: Rt 171 SB - North of 64	3%	1%	2,623	2,544	26	53	3,864	3,748	39	77	4,602	4,463	46	93
15	Exit 256 Area: Rt 171 NB - South of 64	3%	1%	2,445	2,372	24	49	3,936	3,818	39	79	4,515	4,379	45	91
16	Exit 256 Area: Rt 171 SB - South of 64	3%	1%	1,867	1,811	19	37	3,006	2,916	30	60	3,388	3,286	34	68
17	MP 256.5 Old Oyster Point Rd	1%	1%	504	499	5	0	700	693	7	0	700	693	7	0
18	Exit 258 Ramp G: 17 SB to 64 WB	3%	1%	432	419	4	9	570	553	6	11	600	582	6	12
19	Exit 258 Ramp D: 64 WB to 17 SB	3%	1%	762	739	8	15	990	960	10	20	1,310	1,271	13	26
20	Exit 258 Ramp C: 64 WB to 17 NB	3%	1%	1,024	993	10	21	1,265	1,227	13	25	1,645	1,596	16	33
21	Exit 258 Ramp A: 64 EB to 17 SB	3%	1%	768	745	8	15	985	955	10	20	1,055	1,023	11	21
22	Exit 258 Ramp F: 17 SB to 64 EB	3%	1%	122	118	1	3	165	160	2	3	380	369	4	7
23	Exit 258 Ramp H: 17 NB to 64 WB	3%	1%	171	166	2	3	220	213	2	5	295	286	3	6
24	Exit 258 Ramp B: 64 EB to 17 NB	3%	1%	489	474	5	10	645	626	6	13	755	732	8	15
25	Exit 258 Ramp E: 17 NB to 64 EB	3%	1%	504	489	5	10	660	640	7	13	900	873	9	18
26	Exit 258 Area: Rt 17 NB - North of 64	3%	1%	1,731	1,679	17	35	2,198	2,132	22	44	2,762	2,679	28	55
27	Exit 258 Area: Rt 17 SB - North of 64	3%	1%	1,311	1,272	13	26	1,665	1,615	17	33	2,220	2,153	22	45
28	Exit 258 Area: Rt 17 NB - South of 64	3%	1%	994	964	10	20	1,225	1,188	12	25	1,663	1,614	17	32
29	Exit 258 Area: Rt 17 SB - South of 64	3%	1%	1,448	1,405	14	29	1,785	1,731	18	36	2,137	2,073	21	43
30	MP 258.5: Harpersville Rd			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
31	MP 260: Big Bethel Rd NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
32	MP 260: Big Bethel Rd SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
35	I64 WB Exits 256 to 255	3%	1%	5,043	4,892	50	101	6,380	6,189	64	127	6,840	6,635	68	137
35m	I64 WB Exits 256 to 255 Managed	1%	1%												
36	I64 EB Exits 255 to 256	3%	1%	4,811	4,667	48	96	5,715	5,544	57	114	6,130	5,946	61	123
36m	I64 EB Exits 255 to 256 Managed	1%	1%												
37	I64 WB Exits 258 to 256	3%	1%	6,091	5,908	61	122	7,765	7,532	78	155	8,200	7,954	82	164
37m	I64 WB Exits 258 to 256 Managed	1%	1%												
38	I64 EB Exits 256 to 258	3%	1%	5,315	5,156	53	106	6,600	6,402	66	132	6,970	6,761	70	139
38m	I64 EB Exits 256 to 258 Managed	1%	1%												
39	I64 WB Exits 261 to 258	3%	1%	7,274	7,056	73	145	9,230	8,953	92	185	10,260	9,952	103	205
39m	I64 WB Exits 261 to 258 Managed	1%	1%												
40	I64 EB Exits 258 to 261	3%	1%	4,684	4,543	47	94	5,795	5,621	58	116	6,440	6,247	64	129
40m	I64 EB Exits 258 to 261 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Newport News counts



# AREA 9 TRAFFIC

## AM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT
1	MP 254: Bland Blvd NB			N/A	--	--	--
2	MP 254: Bland Blvd SB			N/A	--	--	--
3	Exit 255 Area: Brick Kiln Blvd WB	3%	1%	730	708	7	15
4	Exit 255 Area: Brick Kiln Blvd EB	3%	1%	400	388	4	8
5	Exit 256 Ramp G: 171 SB to 64 WB	4%	1%	385	370	4	11
6	Exit 256 Ramp A: 64 EB to 171 SB	3%	1%	365	354	4	7
7	Exit 256 Ramp E: 171 NB to 64 EB	3%	1%	1,420	1,377	14	29
8	Exit 256 Ramp C: 64 WB to 171 NB	4%	1%	740	710	7	23
9	Exit 256 Ramp D: 64 WB to 171 SB	4%	1%	600	576	6	18
10	Exit 256 Ramp F: 171 SB to 64 EB	3%	1%	1,170	1,135	12	23
11	Exit 256 Ramp B: 64 EB to 171 NB	3%	1%	385	373	4	8
12	Exit 256 Ramp H: 171 NB to 64 WB	4%	1%	770	739	8	23
13	Exit 256 Area: Rt 171 NB - North of 64	4%	1%	3,072	2,949	31	92
14	Exit 256 Area: Rt 171 SB - North of 64	1%	1%	4,941	4,892	49	0
15	Exit 256 Area: Rt 171 NB - South of 64	4%	1%	4,646	4,461	46	139
16	Exit 256 Area: Rt 171 SB - South of 64	3%	1%	3,921	3,803	39	79
17	MP 256.5 Old Oyster Point Rd	1%	1%	700	693	7	0
18	Exit 258 Ramp G: 17 SB to 64 WB	4%	1%	530	509	5	16
19	Exit 258 Ramp D: 64 WB to 17 SB	4%	1%	930	893	9	28
20	Exit 258 Ramp C: 64 WB to 17 NB	4%	1%	1,770	1,699	18	53
21	Exit 258 Ramp A: 64 EB to 17 SB	3%	1%	1,460	1,416	15	29
22	Exit 258 Ramp F: 17 SB to 64 EB	3%	1%	550	534	6	10
23	Exit 258 Ramp H: 17 NB to 64 WB	4%	1%	435	418	4	13
24	Exit 258 Ramp B: 64 EB to 17 NB	3%	1%	765	742	8	15
25	Exit 258 Ramp E: 17 NB to 64 EB	3%	1%	860	834	9	17
26	Exit 258 Area: Rt 17 NB - North of 64	4%	1%	2,981	2,862	30	89
27	Exit 258 Area: Rt 17 SB - North of 64	4%	1%	2,456	2,358	25	73
28	Exit 258 Area: Rt 17 NB - South of 64	3%	1%	1,759	1,706	18	35
29	Exit 258 Area: Rt 17 SB - South of 64	3%	1%	2,210	2,143	22	45
30	MP 258.5: Harpersville Rd			N/A	--	--	--
31	MP 260: Big Bethel Rd NB			N/A	--	--	--
32	MP 260: Big Bethel Rd SB			N/A	--	--	--
35	I64 WB Exits 256 to 255	4%	1%	5,280	5,069	53	158
35M	I64 WB Exits 256 to 255 Managed	1%	1%	280	277	3	0
36	I64 EB Exits 255 to 256	3%	1%	6,075	5,893	61	121
36M	I64 EB Exits 255 to 256 Managed	1%	1%	320	317	3	0
37	I64 WB Exits 258 to 256	4%	1%	5,460	5,242	55	163
37M	I64 WB Exits 258 to 256 Managed	1%	1%	285	282	3	0
38	I64 EB Exits 256 to 258	3%	1%	6,590	6,392	66	132
38M	I64 EB Exits 256 to 258 Managed'	1%	1%	1,645	1,629	16	0
39	I64 WB Exits 261 to 258	4%	1%	6,360	6,106	64	190
39M	I64 WB Exits 261 to 258 Managed	1%	1%	1,120	1,109	11	0
40	I64 EB Exits 258 to 261	3%	1%	6,305	6,116	63	126
40M	I64 EB Exits 258 to 261 Managed	1%	1%	1,115	1,104	11	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Newport News counts

# AREA 9 TRAFFIC

## PM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT
1	MP 254: Bland Blvd NB			N/A	--	--	--
2	MP 254: Bland Blvd SB			N/A	--	--	--
3	Exit 255 Area: Brick Kiln Blvd WB	3%	1%	1,115	1,082	11	22
4	Exit 255 Area: Brick Kiln Blvd EB	3%	1%	880	854	9	17
5	Exit 256 Ramp G: 171 SB to 64 WB	3%	1%	530	514	5	11
6	Exit 256 Ramp A: 64 EB to 171 SB	3%	1%	620	601	6	13
7	Exit 256 Ramp E: 171 NB to 64 EB	3%	1%	835	810	8	17
8	Exit 256 Ramp C: 64 WB to 171 NB	3%	1%	1,210	1,174	12	24
9	Exit 256 Ramp D: 64 WB to 171 SB	3%	1%	1,070	1,038	11	21
10	Exit 256 Ramp F: 171 SB to 64 EB	3%	1%	940	912	9	19
11	Exit 256 Ramp B: 64 EB to 171 NB	3%	1%	290	281	3	6
12	Exit 256 Ramp H: 171 NB to 64 WB	3%	1%	475	461	5	9
13	Exit 256 Area: Rt 171 NB - North of 64	3%	1%	2,977	2,888	30	59
14	Exit 256 Area: Rt 171 SB - North of 64	3%	1%	5,291	5,132	53	106
15	Exit 256 Area: Rt 171 NB - South of 64	3%	1%	4,746	4,604	47	95
16	Exit 256 Area: Rt 171 SB - South of 64	3%	1%	3,559	3,453	36	70
17	MP 256.5 Old Oyster Point Rd	1%	1%	700	693	7	0
18	Exit 258 Ramp G: 17 SB to 64 WB	3%	1%	585	567	6	12
19	Exit 258 Ramp D: 64 WB to 17 SB	3%	1%	1,385	1,343	14	28
20	Exit 258 Ramp C: 64 WB to 17 NB	3%	1%	1,660	1,610	17	33
21	Exit 258 Ramp A: 64 EB to 17 SB	3%	1%	1,030	999	10	21
22	Exit 258 Ramp F: 17 SB to 64 EB	3%	1%	390	378	4	8
23	Exit 258 Ramp H: 17 NB to 64 WB	3%	1%	315	306	3	6
24	Exit 258 Ramp B: 64 EB to 17 NB	3%	1%	730	708	7	15
25	Exit 258 Ramp E: 17 NB to 64 EB	3%	1%	875	849	9	17
26	Exit 258 Area: Rt 17 NB - North of 64	3%	1%	2,963	2,874	30	59
27	Exit 258 Area: Rt 17 SB - North of 64	3%	1%	2,413	2,340	24	49
28	Exit 258 Area: Rt 17 NB - South of 64	3%	1%	1,782	1,728	18	36
29	Exit 258 Area: Rt 17 SB - South of 64	3%	1%	2,454	2,380	25	49
30	MP 258.5: Harpersville Rd			N/A	--	--	--
31	MP 260: Big Bethel Rd NB			N/A	--	--	--
32	MP 260: Big Bethel Rd SB			N/A	--	--	--
35	I64 WB Exits 256 to 255	3%	1%	6,345	6,155	63	127
35m	I64 WB Exits 256 to 255 Managed	1%	1%	335	332	3	0
36	I64 EB Exits 255 to 256	3%	1%	5,735	5,563	57	115
36m	I64 EB Exits 255 to 256 Managed	1%	1%	300	297	3	0
37	I64 WB Exits 258 to 256	3%	1%	6,365	6,174	64	127
37m	I64 WB Exits 258 to 256 Managed	1%	1%	1,590	1,574	16	0
38	I64 EB Exits 256 to 258	3%	1%	6,555	6,358	66	131
38m	I64 EB Exits 256 to 258 Managed	1%	1%	345	342	3	0
39	I64 WB Exits 261 to 258	3%	1%	8,080	7,838	81	161
39m	I64 WB Exits 261 to 258 Managed	1%	1%	2,020	2,000	20	0
40	I64 EB Exits 258 to 261	3%	1%	6,085	5,902	61	122
40m	I64 EB Exits 258 to 261 Managed	1%	1%	320	317	3	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Existing data from VDOT 2010 Newport News counts

# AREA 10 TRAFFIC

		AM Peak													
Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Tr Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 261 Area: Hampton Roads Center Pkwy WB West of 64	1%	0%	2,923	2,896	13	14	5,141	5,094	23	24	6,750	6,688	31	31
2	Exit 261 Area: Hampton Roads Center Pkwy WB East of 64	1%	0%	2,403	2,381	11	11	4,226	4,187	19	20	5,173	5,126	24	23
3	Exit 261 Area: Hampton Roads Center Pkwy EB West of 64	1%	0%	4,554	4,512	21	21	8,010	7,936	37	37	9,730	9,640	44	46
4	Exit 261 Area: Hampton Roads Center Pkwy EB East of 64	1%	0%	4,802	4,758	22	22	8,446	8,368	38	40	10,038	9,945	46	47
5	Exit 261 Ramp A: 64 EB to Parkway SB	3%	1%	381	370	4	7	550	534	6	10	750	728	8	14
6	Exit 261 Ramp F: Parkway SB to 64 WB	4%	1%	772	741	8	23	1,160	1,114	12	34	1,420	1,363	14	43
7	Exit 261 Ramp D: Parkway NB to 64 EB	3%	1%	804	780	8	16	1,105	1,072	11	22	1,330	1,290	13	27
8	Exit 261 Ramp C: 64 WB to Parkway SB	4%	1%	420	403	4	13	600	576	6	18	760	730	8	22
9	Exit 261 Ramp B: 64 EB to Parkway NB	3%	1%	849	824	8	17	1,300	1,261	13	26	1,545	1,499	15	31
10	Exit 261 Ramp E: Parkway NB to 64 WB	4%	1%	366	351	4	11	525	504	5	16	650	624	7	19
11	Magruder Blvd SB approaching I-64			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
12	Exit 262 Ramp A: 64 WB to Magruder Blvd (Rt 134) NB	4%	1%	1,162	1,116	12	34	1,650	1,584	17	49	1,590	1,526	16	48
13	Exit 262 Ramp B: Magruder Blvd (Rt 134) SB to I-64 EB	3%	1%	1,115	1,082	11	22	1,575	1,528	16	31	1,535	1,489	15	31
14	Exit 262 Ramp X: 134 to 152 SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
15	MP 262.5: Rt 152 NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
16	MP 262.5: Rt 152 SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
17	MP 263.5 Pine Chapel Rd NB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
18	MP 263.5: Pine Chapel Rd SB			N/A	--	--	--	N/A	--	--	--	N/A	--	--	--
19	I64 WB Exits 261 to 258	4%	1%	5,573	5,350	56	167	6,900	6,624	69	207	7,670	7,363	77	230
19M	I64 WB Exits 261 to 258 Managed	1%	1%												
20	I64 EB Exits 258 to 261	3%	1%	5,380	5,219	54	107	6,700	6,499	67	134	7,450	7,227	75	148
20M	I64 EB Exits 258 to 261 Managed	1%	1%												
21	I64 WB Exits 262 to 261	4%	1%	4,855	4,661	49	145	5,815	5,582	58	175	6,360	6,106	64	190
21M	I64 WB Exits 262 to 261 Managed	1%	1%												
22	I64 EB Exits 261 to 262	3%	1%	4,954	4,805	50	99	5,955	5,776	60	119	6,485	6,290	65	130
22M	I64 EB Exits 261 to 262 Managed	1%	1%												
23	I64 WB Exits 263 to 262	4%	1%	6,017	5,776	60	181	7,465	7,166	75	224	7,950	7,632	80	238
23M	I64 WB Exits 263 to 262 Managed	1%	1%												
24	I64 EB Exits 262 to 263	3%	1%	6,069	5,887	61	121	7,530	7,304	75	151	8,020	7,779	80	161
24M	I64 EB Exits 262 to 263 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Data from VDOT SPS data system (see Exit 261 spreadsheet)  
 Truck %'s from VDOT SPS data system for Primary road in  
 City of Hampton.

# AREA 10 TRAFFIC

PM Peak															
Location	Link Description	Trucks		Existing (2011)				Future No-Build (2040)				Future Design (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT	Total Veh	cars	MT	HT
1	Exit 261 Area: Hampton Roads Center Pkwy WB West of 64	1%	0%	5,573	5,522	25	26	9,802	9,712	45	45	12,418	12,303	57	58
2	Exit 261 Area: Hampton Roads Center Pkwy WB East of 64	1%	0%	5,418	5,368	25	25	13,151	13,030	60	61	15,816	15,671	72	73
3	Exit 261 Area: Hampton Roads Center Pkwy EB West of 64	1%	0%	2,981	2,954	14	13	5,243	5,195	24	24	6,111	6,054	28	29
4	Exit 261 Area: Hampton Roads Center Pkwy EB East of 64	1%	0%	2,990	2,962	14	14	7,258	7,191	33	34	7,211	7,145	33	33
5	Exit 261 Ramp A: 64 EB to Parkway SB	3%	1%	576	559	6	11	835	810	8	17	1,145	1,111	11	23
6	Exit 261 Ramp F: Parkway SB to 64 WB	3%	1%	1,238	1,201	12	25	1,875	1,819	19	37	2,255	2,187	23	45
7	Exit 261 Ramp D: Parkway NB to 64 EB	3%	1%	638	619	6	13	865	839	9	17	970	941	10	19
8	Exit 261 Ramp C: 64 WB to Parkway SB	3%	1%	662	642	7	13	945	917	9	19	1,110	1,077	11	22
9	Exit 261 Ramp B: 64 EB to Parkway NB	3%	1%	425	412	4	9	780	757	8	15	775	752	8	15
10	Exit 261 Ramp E: Parkway NB to 64 WB	3%	1%	366	355	4	7	525	509	5	11	650	631	7	12
11	Magruder Blvd SB approaching I-64				--	--	--		--	--	--		--	--	--
12	Exit 262 Ramp A: 64 WB to Magruder Blvd (Rt 134) NB	3%	1%	1,337	1,297	13	27	1,640	1,591	16	33	1,560	1,513	16	31
13	Exit 262 Ramp B: Magruder Blvd (Rt 134) SB to I-64 EB	3%	1%	1,096	1,063	11	22	1,505	1,460	15	30	1,485	1,440	15	30
14	Exit 262 Ramp X: 134 to 152 SB				--	--	--		--	--	--		--	--	--
15	MP 262.5: Rt 152 NB				--	--	--		--	--	--		--	--	--
16	MP 262.5: Rt 152 SB				--	--	--		--	--	--		--	--	--
17	MP 263.5: Pine Chapel Rd NB				--	--	--		--	--	--		--	--	--
18	MP 263.5: Pine Chapel Rd SB				--	--	--		--	--	--		--	--	--
19	I64 WB Exits 261 to 258	3%	1%	7,274	7,056	73	145	9,230	8,953	92	185	10,260	9,952	103	205
19M	I64 WB Exits 261 to 258 Managed	1%	1%												
20	I64 EB Exits 258 to 261	3%	1%	4,684	4,543	47	94	5,795	5,621	58	116	6,440	6,247	64	129
20M	I64 EB Exits 258 to 261 Managed	1%	1%												
21	I64 WB Exits 262 to 261	3%	1%	6,332	6,142	63	127	7,775	7,542	78	155	8,465	8,211	85	169
21M	I64 WB Exits 262 to 261 Managed	1%	1%												
22	I64 EB Exits 261 to 262	3%	1%	4,322	4,192	43	87	5,045	4,894	50	101	5,490	5,325	55	110
22M	I64 EB Exits 261 to 262 Managed	1%	1%												
23	I64 WB Exits 263 to 262	3%	1%	7,668	7,438	77	153	9,415	9,133	94	188	10,025	9,724	100	201
23M	I64 WB Exits 263 to 262 Managed	1%	1%												
24	I64 EB Exits 262 to 263	3%	1%	5,418	5,255	54	109	6,550	6,354	66	130	6,975	6,766	70	139
24M	I64 EB Exits 262 to 263 Managed	1%	1%												

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

Data from VDOT SPS data system (see Exit 261 spreadsheet)  
 Truck %'s from VDOT SPS data system for Primary road in  
 City of Hampton.

# AREA 10 TRAFFIC

				AM Peak			
Link		Trucks		Alternative 3 (2040)			
Location	Description	% Tr Total	%MT	Total Veh	cars	MT	HT
1	Exit 261 Area: Hampton Roads Center Pkwy WB West of 64	1%	0%	7,756	7,685	35	36
2	Exit 261 Area: Hampton Roads Center Pkwy WB East of 64	1%	0%	6,339	6,281	29	29
3	Exit 261 Area: Hampton Roads Center Pkwy EB West of 64	1%	0%	11,548	11,442	53	53
4	Exit 261 Area: Hampton Roads Center Pkwy EB East of 64	1%	0%	11,759	11,651	54	54
5	Exit 261 Ramp A: 64 EB to Parkway SB	3%	1%	885	858	9	18
6	Exit 261 Ramp F: Parkway SB to 64 WB	4%	1%	1,630	1,565	16	49
7	Exit 261 Ramp D: Parkway NB to 64 EB	3%	1%	1,455	1,411	15	29
8	Exit 261 Ramp C: 64 WB to Parkway SB	4%	1%	735	706	7	22
9	Exit 261 Ramp B: 64 EB to Parkway NB	3%	1%	1,685	1,634	17	34
10	Exit 261 Ramp E: Parkway NB to 64 WB	4%	1%	705	677	7	21
11	Magruder Blvd SB approaching I-64			N/A	--	--	--
12	Exit 262 Ramp A: 64 WB to Magruder Blvd (Rt 134) NB	4%	1%	1,600	1,536	16	48
13	Exit 262 Ramp B: Magruder Blvd (Rt 134) SB to I-64 EB	3%	1%	1,680	1,630	17	33
14	Exit 262 Ramp X: 134 to 152 SB			N/A	--	--	--
15	MP 262.5: Rt 152 NB			N/A	--	--	--
16	MP 262.5: Rt 152 SB			N/A	--	--	--
17	MP 263.5 Pine Chapel Rd NB			N/A	--	--	--
18	MP 263.5: Pine Chapel Rd SB			N/A	--	--	--
19	I64 WB Exits 261 to 258	4%	1%	6,360	6,106	64	190
19M	I64 WB Exits 261 to 258 Managed	1%	1%	1,120	1,109	11	0
20	I64 EB Exits 258 to 261	3%	1%	6,305	6,116	63	126
20M	I64 EB Exits 258 to 261 Managed	1%	1%	1,115	1,104	11	0
21	I64 WB Exits 262 to 261	4%	1%	5,585	5,362	56	167
21M	I64 WB Exits 262 to 261 Managed	1%	1%	295	292	3	0
22	I64 EB Exits 261 to 262	3%	1%	5,990	5,810	60	120
22M	I64 EB Exits 261 to 262 Managed	1%	1%	315	312	3	0
23	I64 WB Exits 263 to 262	4%	1%	5,985	5,746	60	179
23M	I64 WB Exits 263 to 262 Managed	1%	1%	1,495	1,480	15	0
24	I64 EB Exits 262 to 263	3%	1%	6,390	6,198	64	128
24M	I64 EB Exits 262 to 263 Managed	1%	1%	1,595	1,579	16	0

MT = Medium Truck (2 axles with 6 wheels)

HT = Heavy Truck (3 or more axles)

Data from VDOT SPS data system (see Exit 261 spreadsheet)  
 Truck %'s from VDOT SPS data system for Primary road in  
 City of Hampton.

# AREA 10 TRAFFIC

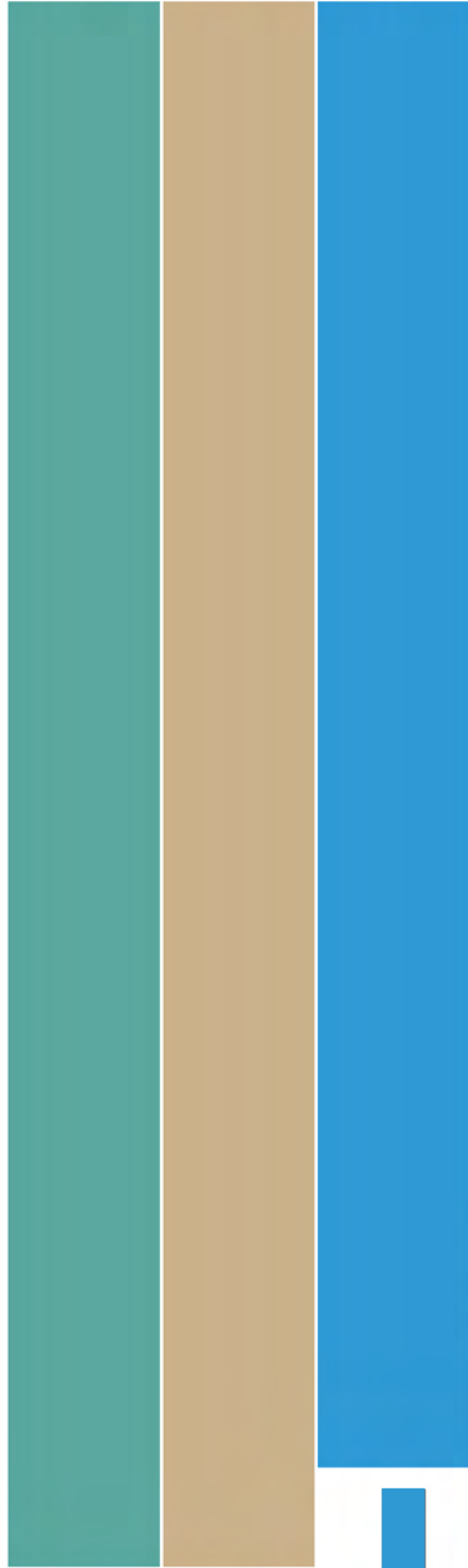
## PM Peak

Location	Link Description	Trucks		Alternative 3 (2040)			
		% Trucks Total	%MT	Total Veh	cars	MT	HT
1	Exit 261 Area: Hampton Roads Center Pkwy WB West of 64	1%	0%	13,464	13,340	61	63
2	Exit 261 Area: Hampton Roads Center Pkwy WB East of 64	1%	0%	19,463	19,284	89	90
3	Exit 261 Area: Hampton Roads Center Pkwy EB West of 64	1%	0%	7,299	7,232	33	34
4	Exit 261 Area: Hampton Roads Center Pkwy EB East of 64	1%	0%	9,166	9,081	42	43
5	Exit 261 Ramp A: 64 EB to Parkway SB	3%	1%	1,195	1,159	12	24
6	Exit 261 Ramp F: Parkway SB to 64 WB	3%	1%	2,595	2,517	26	52
7	Exit 261 Ramp D: Parkway NB to 64 EB	3%	1%	1,070	1,038	11	21
8	Exit 261 Ramp C: 64 WB to Parkway SB	3%	1%	1,075	1,043	11	21
9	Exit 261 Ramp B: 64 EB to Parkway NB	3%	1%	925	897	9	19
10	Exit 261 Ramp E: Parkway NB to 64 WB	3%	1%	705	684	7	14
11	Magruder Blvd SB approaching I-64			N/A	--	--	--
12	Exit 262 Ramp A: 64 WB to Magruder Blvd (Rt 134) NB	3%	1%	1,570	1,523	16	31
13	Exit 262 Ramp B: Magruder Blvd (Rt 134) SB to I-64 EB	3%	1%	1,490	1,445	15	30
14	Exit 262 Ramp X: 134 to 152 SB			N/A	--	--	--
15	MP 262.5: Rt 152 NB			N/A	--	--	--
16	MP 262.5: Rt 152 SB			N/A	--	--	--
17	MP 263.5 Pine Chapel Rd NB			N/A	--	--	--
18	MP 263.5: Pine Chapel Rd SB			N/A	--	--	--
19	I64 WB Exits 261 to 258	3%	1%	8,080	7,838	81	161
19M	I64 WB Exits 261 to 258 Managed	1%	1%	2,020	2,000	20	0
20	I64 EB Exits 258 to 261	3%	1%	6,085	5,902	61	122
20M	I64 EB Exits 258 to 261 Managed	1%	1%	320	317	3	0
21	I64 WB Exits 262 to 261	3%	1%	5,905	5,728	59	118
21M	I64 WB Exits 262 to 261 Managed	1%	1%	1,970	1,950	20	0
22	I64 EB Exits 261 to 262	3%	1%	5,085	4,932	51	102
22M	I64 EB Exits 261 to 262 Managed	1%	1%	270	267	3	0
23	I64 WB Exits 263 to 262	3%	1%	7,555	7,328	76	151
23M	I64 WB Exits 263 to 262 Managed	1%	1%	1,890	1,871	19	0
24	I64 EB Exits 262 to 263	3%	1%	6,505	6,310	65	130
24M	I64 EB Exits 262 to 263 Managed	1%	1%	340	337	3	0

MT = Medium Truck (2 axles with 6 wheels)  
 HT = Heavy Truck (3 or more axles)

Data from VDOT SPS data system (see Exit 261 spreadsheet)  
 Truck %'s from VDOT SPS data system for Primary road in  
 City of Hampton.

**INTERSTATE 64** PENINSULA STUDY



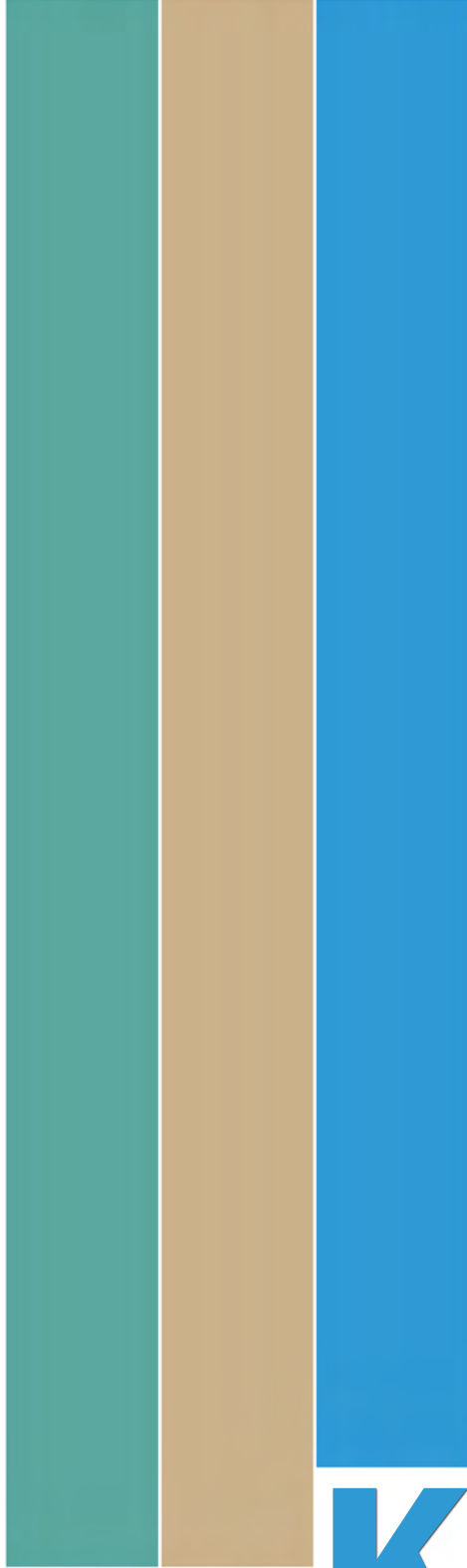
TNM Inputs

**APPENDIX J**

The print out of all TNM runs including input and output is provided upon request. This print-out is very voluminous and is provided in electronic PDF format.



**INTERSTATE 64** PENINSULA STUDY



**APPENDIX K**

HB 2577 Documentation



## COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
RICHMOND, VIRGINIA 23219-2000

**Gregory A. Whirley**  
Commissioner

October 8, 2012

### MEMORANDUM

**TO:** Nicholas Nies, Project Manager

**FROM:** Robyn Hartz (McCormick Taylor, Inc.), Noise Abatement Engineer

**SUBJECT:** UPC 92212

The 2009 General Assembly passed Chapter 120 (HB 2577, as amended by HB2025), which amends the Code of Virginia by adding in Article 15 of Chapter 1 of Title 33.1 a section numbered 33.1-223.2:21, relating to highway noise abatement.

House Bill 2025 States: Requires that whenever the Commonwealth Transportation Board or the Department plan for or undertake any highway construction or improvement project and such project includes or may include the requirement for the mitigation of traffic noise impacts, first consideration should be given to the use of noise reducing design and low noise pavement materials and techniques in lieu of construction of noise walls or sound barriers. Vegetative screening, such as the planting of appropriate conifers, in such a design would be utilized to act as a visual screen if visual screening is required.

In an effort to honor the intent of HB 2025 we are asking for your input (per [Chapter VI of Materials Division's Manual of Instruction](#) and [Section 2B-3 Determination of Roadway Design](#) of the VDOT Road Design manual (pages 2B-5 and 2B-6)). As part of the Noise Technical Report and technical files, we are seeking your professional opinion by providing comments for the project noted above. Please distribute this memorandum to the appropriate District staff and combine all responses into one response.

Should you have any questions, please contact me at (804) 762-5800. Thank you for your time and consideration regarding this request.

Comment: Is noise reducing design feasible in lieu of construction of noise walls or sound barriers? For example, the roadway alignment can be shifted away from noise sensitive receptors or the roadway can be placed in deep cut (Location & Design to address)

Response: Generally speaking, no, there are noise sensitive receptors present on both sides of the interstate highway; shifting the road alignment would not be practicable. The I-64 improvement project will widen the roadway for the entire length. The majority of this can be accomplished within the existing right-of-way. There will be right of way impacts associated with many of the interchanges, but the exact scope of these impacts will not be fully known until after the completion of this study once detailed design is completed. Additionally, the relatively flat terrain encountered throughout the corridor does not lend itself to placing the roadway in a deep cut to lessen potential noise impacts.

---

Comment: Can the project support the use of low noise pavement in lieu of construction of noise walls or sound barriers? (Materials Division to address)

Response: The Virginia Department of Transportation is not authorized by the Federal Highway Administration to use “quiet pavement” at this time as a form of noise mitigation. Upon completion of the Quiet Pavement Pilot Program and approval from FHWA, the use of “quiet pavement” will be given additional consideration.

---

Comment: Can landscaping be utilized to act as a visual screen if visual screening is required? (Location & Design to address)

Response: Possibly, if deemed necessary landscaping could be used as a visual screening in areas where it can be placed outside of the clear zone, where it will not decrease sight distance, and where it won't require additional right of way.

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Note: Please provide the name of each responder.



## COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
1401 EAST BROAD STREET  
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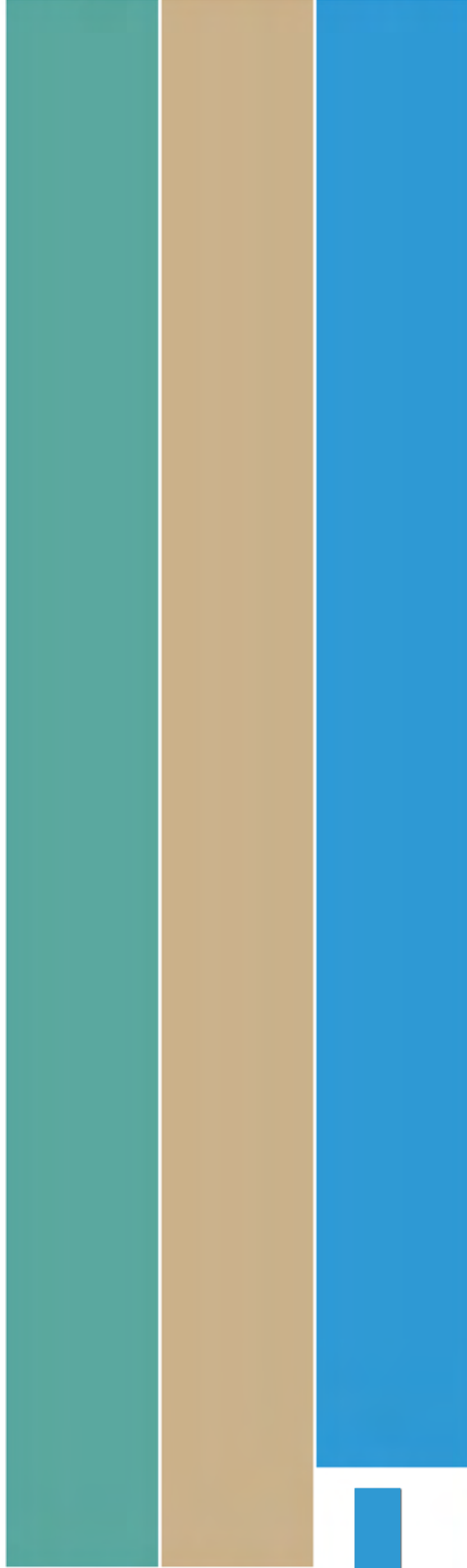
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---

Note: Please provide the name of each responder.



**Warranted, Feasible, & Reasonable Worksheet**



**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 1 Alternative 3
Community Name and/or CNE#	CNE 2
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	5,940 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	5,940 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	297 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$285,120
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 1 Alternative A&B
Community Name and/or CNE#	CNE 2
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	5,940 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	5,940 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	297 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$285,120
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 1
Community Name and/or CNE#	CNE 2
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	4,752 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	4,752 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	297 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$228,096
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 2 Alternative 3
Community Name and/or CNE#	CNE 3
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	53
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	49
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	92%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	36,720 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	49
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d. Total number of benefited receptors.	55
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	668 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,836 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,762,560
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 2 Alternative A&B
Community Name and/or CNE#	CNE 3
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
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2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	78
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	60
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	77%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	36,720 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	60
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d. Total number of benefited receptors.	66
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	556 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,836 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,762,560
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 2 Alternative B
Community Name and/or CNE#	CNE 3
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	78
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	54
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	69%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	36,720 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	54
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
d. Total number of benefited receptors.	66
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	556 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,836 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,762,560
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 3 Alternative A
Community Name and/or CNE#	CNE 4
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	30
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	33%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	17,088 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
d. Total number of benefited receptors.	25
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	684 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,068 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$820,224
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 3 Alternative B
Community Name and/or CNE#	CNE 4
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	30
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	33%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	17,088 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
d. Total number of benefited receptors.	25
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	684 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,068 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$820,224
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 4 Alternative 3
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	20
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	14
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	70%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,892 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	14
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
d. Total number of benefited receptors.	15
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,993 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,741 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,154,816
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 4 Alternative A
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	21
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	71%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,892 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
d. Total number of benefited receptors.	17
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,641 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,741 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,154,816
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 4 Alternative B
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	21
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	15
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	71%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,892 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	15
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
d. Total number of benefited receptors.	16
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,806 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,741 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,154,816
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 5 Alternative 3
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	6
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	50%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	38,660 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	19
d. Total number of benefited receptors.	22
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,757 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,933 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,855,680
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 5 Alternative A
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	6
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	50%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	30,928 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	18
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,473 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,933 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,484,544
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 5 Alternative B
Community Name and/or CNE#	CNE 6
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	6
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	50%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	30,928 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	18
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,473 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,933 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,484,544
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 6 Alternative 3
Community Name and/or CNE#	CNE 9
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	38
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	38
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,340 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	38
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	91
d. Total number of benefited receptors.	129
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	429 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,656,320
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 6 Alternative A
Community Name and/or CNE#	CNE 9
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	53
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	53
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,340 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	53
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	60
d. Total number of benefited receptors.	113
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	490 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,656,320
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 6 Alternative B
Community Name and/or CNE#	CNE 9
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	38
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	38
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,340 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	38
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	55
d. Total number of benefited receptors.	93
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	595 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,656,320
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 7 Alternative 3
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	127
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	112
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	69,472 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	112
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	54
d. Total number of benefited receptors.	166
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	419 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,342 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,334,656
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 7 Alternative A
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	163
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	123
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	75%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	69,472 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	123
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	43
d. Total number of benefited receptors.	166
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	419 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,342 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,334,656
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 7 Alternative B
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	87
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	72
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	83%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	69,472 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	72
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	94
d. Total number of benefited receptors.	166
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	419 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,342 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,334,656
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 8 Alternative 3
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	62
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	32
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	52%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,216 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	32
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d. Total number of benefited receptors.	38
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	716 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,701 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,306,368
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 8 Alternative A
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	62
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	32
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	52%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,216 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	32
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	7
d. Total number of benefited receptors.	39
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	698 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,701 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,306,368
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 8 Alternative B
Community Name and/or CNE#	CNE 5
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	62
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	32
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	52%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,216 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	32
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	7
d. Total number of benefited receptors.	39
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	698 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,701 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,306,368
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 9 Alternative 3
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	45,520 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	20
d. Total number of benefited receptors.	30
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,517 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,845 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,184,960
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 9 Alternative A
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	45,520 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	20
d. Total number of benefited receptors.	30
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,517 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,845 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,184,960
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 9 Alternative B
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	45,520 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	20
d. Total number of benefited receptors.	30
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,517 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,845 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,184,960
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 10 Alternative 3
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	25,443 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	18
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,212 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,379 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,221,242
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 10 Alternative A
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	22,064 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	18
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,051 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,379 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,059,072
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 10 Alternative B
Community Name and/or CNE#	CNE 10
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	25,443 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	18
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,212 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,379 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,221,242
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 16 Alternative 3
Community Name and/or CNE#	CNE 16
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	20
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	20
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	59,744 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	20
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
d. Total number of benefited receptors.	22
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,716 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,734 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,867,712
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 16 Alternative A
Community Name and/or CNE#	CNE 16
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	22
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	22
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	59,744 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	22
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	8
d. Total number of benefited receptors.	30
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,991 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,734 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,867,712
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 16 Alternative B
Community Name and/or CNE#	CNE 16
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	26
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	22
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	85%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	59,744 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	22
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	8
d. Total number of benefited receptors.	30
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,991 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,734 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,867,712
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 17 Alternative A
Community Name and/or CNE#	CNE 17
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,740 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	14
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,981 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,734 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,675,520
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 17 Alternative B
Community Name and/or CNE#	CNE 17
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,740 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	14
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,981 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,734 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,675,520
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 18 Alternative 3
Community Name and/or CNE#	CNE 18
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	12
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,616 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,218 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,218 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,277,568
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 18 Alternative A
Community Name and/or CNE#	CNE 18
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	12
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,616 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,218 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,218 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,277,568
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 18 Alternative B
Community Name and/or CNE#	CNE 18
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	12
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,616 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,218 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,218 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,277,568
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 19 & 20 System Alternative 3
Community Name and/or CNE#	CNE 19
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	11
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	70,496 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,357 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,406 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,383,808
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 19 & 20 System Alternative A
Community Name and/or CNE#	CNE 19
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	11
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	70,496 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,357 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,406 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,383,808
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 19 & 20 System Alternative B
Community Name and/or CNE#	CNE 19
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	70,496 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	20
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,525 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,406 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,383,808
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 24 Alternative B
Community Name and/or CNE#	CNE 23
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	18,032 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	9,016 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,127 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$865,536
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 24 Alternative A
Community Name and/or CNE#	CNE 23
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	18,032 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	9,016 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,127 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$865,536
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 24 Alternative B
Community Name and/or CNE#	CNE 23
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	13,524 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,762 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,127 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$649,152
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 25 Alternative 3
Community Name and/or CNE#	CNE 24
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	12,928 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	12,928 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	808 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$620,544
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 25 Alternative A
Community Name and/or CNE#	CNE 24
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	12,928 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	12,928 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	808 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$620,544
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 25 Alternative B
Community Name and/or CNE#	CNE 24
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	12,928 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	12,928 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	808 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$620,544
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 27 Alternative 3
Community Name and/or CNE#	CNE 29
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	14
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,388 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,199 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,199 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,266,624
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 27 Alternative A
Community Name and/or CNE#	CNE 29
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	14
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,388 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,199 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,199 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,266,624
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 27 Alternative B
Community Name and/or CNE#	CNE 29
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	14
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	12
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	26,388 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	12
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	12
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,199 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,199 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,266,624
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 28 Alternative 3
Community Name and/or CNE#	CNE 32
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	19,812 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	3
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,604 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,651 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$950,976
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 28 Alternative A
Community Name and/or CNE#	CNE 32
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	19,812 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	3
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,604 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,651 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$950,976
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 28 Alternative B
Community Name and/or CNE#	CNE 32
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	19,812 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	3
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,604 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,651 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$950,976
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 29 Alternative 3
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	23,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	4
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	5,980 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,495 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,148,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 29 Alternative A
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	23,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	4
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	5,980 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,495 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,148,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 29 Alternative B
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	4
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	4
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	23,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	4
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	5,980 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,495 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,148,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 30 Alternative 3
Community Name and/or CNE#	CNE 33
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	17
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	17
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	30,984 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	17
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,823 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,582 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,487,232
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 30 Alternative A
Community Name and/or CNE#	CNE 33
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	17
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	17
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	30,984 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	17
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,823 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,582 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,487,232
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 30 Alternative B
Community Name and/or CNE#	CNE 33
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	17
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	17
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	30,984 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	17
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,823 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,582 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,487,232
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 31 Alternative 3
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	29,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d. Total number of benefited receptors.	7
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	4,274 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,870 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,436,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 31 Alternative A
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	29,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d. Total number of benefited receptors.	7
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	4,274 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,870 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,436,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 31 Alternative B
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	29,920 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	4
d. Total number of benefited receptors.	7
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	4,274 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,870 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,436,160
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 32 Alternative A
Community Name and/or CNE#	CNE 33
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,440 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	27,440 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,372 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,317,120
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 32 Alternative B
Community Name and/or CNE#	CNE 33
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	1
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	1
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,440 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	1
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	1
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	27,440 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,372 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,317,120
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 33 Alternative 3
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	57,648 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d. Total number of benefited receptors.	9
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,405 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,870 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,767,104
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 33 Alternative B
Community Name and/or CNE#	CNE 34
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	3
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	3
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	57,648 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	3
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
d. Total number of benefited receptors.	9
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	6,405 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,870 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,767,104
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 34&35 System Alternative 3
Community Name and/or CNE#	CNE 36
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	16
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	16
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,060 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	16
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	16
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,691 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,255 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,298,880
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 34&35 System Alternative A
Community Name and/or CNE#	CNE 36
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	16
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	16
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,060 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	16
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	16
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,691 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,255 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,298,880
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 34&35 System Alternative B
Community Name and/or CNE#	CNE 36
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	16
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	16
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	27,060 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	16
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	16
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,691 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,255 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,298,880
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 36 Alternative 3
Community Name and/or CNE#	CNE 37
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	7,956 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,978 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	663 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$381,888
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 36 Alternative A
Community Name and/or CNE#	CNE 37
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	7,956 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,978 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	663 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$381,888
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 36 Alternative B
Community Name and/or CNE#	CNE 37
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	2
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	7,956 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	2
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	2
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	3,978 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	663 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$381,888
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 37 Alternative 3
Community Name and/or CNE#	CNE 39
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	7
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	46,368 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	22
d. Total number of benefited receptors.	28
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,656 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,898 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,225,664
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 37 Alternative A
Community Name and/or CNE#	CNE 39
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	7
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	46,368 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	22
d. Total number of benefited receptors.	28
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,656 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,898 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,225,664
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 37 Alternative B
Community Name and/or CNE#	CNE 39
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	7
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	86%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	46,368 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	22
d. Total number of benefited receptors.	28
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,656 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,898 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,225,664
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 38&39 Alternative 3
Community Name and/or CNE#	CNE 40
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	11
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	62,208 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	13
d. Total number of benefited receptors.	24
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,592 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,888 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,985,984
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 38&39 Alternative A
Community Name and/or CNE#	CNE 40
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	11
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	46,656 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	5
d. Total number of benefited receptors.	16
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,916 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,888 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,239,488
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 38&39 Alternative B
Community Name and/or CNE#	CNE 40
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	11
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	62,208 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
d. Total number of benefited receptors.	21
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,962 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	3,888 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,985,984
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 40&41 Alternative 3
Community Name and/or CNE#	CNE 41
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	21
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	17
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	81%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	42,846 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	28
d. Total number of benefited receptors.	45
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	952 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,242 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	19 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,056,608
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 40&41 Alternative A
Community Name and/or CNE#	CNE 41
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	35
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	24
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	69%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	42,846 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	24
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	28
d. Total number of benefited receptors.	52
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	824 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,242 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	19 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,056,608
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 40&41 Alternative B
Community Name and/or CNE#	CNE 41
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	35
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	24
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	69%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	42,846 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	24
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	28
d. Total number of benefited receptors.	52
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	824 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,242 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	19 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,056,608
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 42 Alternative 3
Community Name and/or CNE#	CNE 43
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	19
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	19
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	41,100 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	19
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	19
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,163 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,055 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,972,800
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 42 Alternative A
Community Name and/or CNE#	CNE 43
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	34
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	34
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	41,100 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	34
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	34
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,209 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,055 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,972,800
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 42 Alternative B
Community Name and/or CNE#	CNE 43
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	29
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	29
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	41,100 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	29
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	29
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,417 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,055 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	20 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$1,972,800
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 43 Alternative 3
Community Name and/or CNE#	CNE 44
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 43 Alternative A
Community Name and/or CNE#	CNE 44
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 43 Alternative B
Community Name and/or CNE#	CNE 44
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 44 Alternative 3
Community Name and/or CNE#	CNE 45
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 44 Alternative A
Community Name and/or CNE#	CNE 45
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 44 Alternative B
Community Name and/or CNE#	CNE 45
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	2
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	0
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	0%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	N/A
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	0
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	#VALUE!
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	#VALUE!
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	NA

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	N/A
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	N/A
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	#VALUE!
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	No
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 45 Alternative 3
Community Name and/or CNE#	CNE 47
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	75%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	15,384 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	6
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,564 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,282 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$738,432
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 45 Alternative A
Community Name and/or CNE#	CNE 47
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	75%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	15,384 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	6
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,564 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,282 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$738,432
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 45 Alternative B
Community Name and/or CNE#	CNE 47
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	8
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	6
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	75%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	15,384 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	6
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	6
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	2,564 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,282 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$738,432
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 46 Alternative 3
Community Name and/or CNE#	CNE 48
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	265
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	209
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	79%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	65,632 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	209
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	256
d. Total number of benefited receptors.	465
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	141 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,102 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,150,336
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 46 Alternative A
Community Name and/or CNE#	CNE 48
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	160
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	160
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	65,632 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	160
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	259
d. Total number of benefited receptors.	419
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	157 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,102 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,150,336
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 46 Alternative B
Community Name and/or CNE#	CNE 48
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	185
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	185
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness****1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	65,632 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	185
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	86
d. Total number of benefited receptors.	271
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	242 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,102 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$3,150,336
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 47&48 Alternative 3
Community Name and/or CNE#	CNE 49
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	272
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	257
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	94%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	85,380 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	257
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	123
d. Total number of benefited receptors.	380
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	225 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	7,115 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$4,098,240
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 47&48 Alternative A
Community Name and/or CNE#	CNE 49
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	250
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	244
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	98%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	85,380 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	244
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	113
d. Total number of benefited receptors.	357
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	239 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	7,115 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$4,098,240
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 47&48 Alternative B
Community Name and/or CNE#	CNE 49
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	578
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	267
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	46%
d.	Is the percentage 50 or greater?	No
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	85,380 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	267
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	114
d. Total number of benefited receptors.	381
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	224 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	7,115 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$4,098,240
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 49 Alternative A
Community Name and/or CNE#	CNE 62
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	182
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	182
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	45,568 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	182
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	76
d. Total number of benefited receptors.	258
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	177 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,848 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,187,264
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 49 Alternative A
Community Name and/or CNE#	CNE 62
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	182
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	182
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	45,568 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	182
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	76
d. Total number of benefited receptors.	258
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	177 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,848 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,187,264
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 50 Alternative A
Community Name and/or CNE#	CNE 63
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	16
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	13
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	81%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	14,160 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	13
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	13
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,089 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,080 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$679,680
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 50 Alternative B
Community Name and/or CNE#	CNE 63
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	13
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	11
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	85%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	14,160 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	11
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	11
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,287 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	1,180 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$679,680
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 50A Alternative 3
Community Name and/or CNE#	CNE 59
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	49
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	43
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	88%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,356 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	43
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	0
d. Total number of benefited receptors.	43
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,287 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,613 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,657,088
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	19-Sep-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 50A Alternative A
Community Name and/or CNE#	CNE 59
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	48
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	46
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	96%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	NA
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	55,356 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	46
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	7
d. Total number of benefited receptors.	53
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,044 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	Yes

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	4,613 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	12 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,657,088
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	Yes

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	15-Oct-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 51 Alternative A
Community Name and/or CNE#	CNE 64
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	48
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	48
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,272 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	48
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	21
d. Total number of benefited receptors.	69
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	642 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,125,056
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	15-Oct-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 51 Alternative B
Community Name and/or CNE#	CNE 64
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	48
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	48
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,272 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	48
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	21
d. Total number of benefited receptors.	69
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	642 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	Yes
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,125,056
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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**VDOT Highway Traffic Noise Abatement  
Warranted, Feasible, and Reasonable Worksheet**

Note: Not all questions apply depending on the design phase which may cause differing answers between preliminary and final design phase. Answers to the questions may change depending on the design phase of the project.

Date:	15-Oct-12
Project No. and UPC:	I-64
County:	City of Richmond
District:	
Barrier System ID:	Barrier 51 Alternative 3
Community Name and/or CNE#	CNE 64
Noise Abatement Category(s)	
Design phase:	Preliminary design

**Warranted**

1	Community Documentation (if applicable)	
a.	Date community was permitted. (Per 23CFR 772 this is the date the building permit was issued).	N/A
b.	Date of approval for the Categorical Exclusion (CE), Record of Decision (ROD), or Finding of No Significant Impact (FONSI):	N/A
c.	Does the date in 1.a precede the date in 1.b? If yes, proceed to Warranted Item 2. If no, consideration of noise abatement is not warranted. Proceed to "Decision" block and answer "no" to warranted question. As the reason for this decision, state that "Community was permitted after the date of approval of CE, ROD, or FONSI, as appropriate."	Yes
2	Criteria requiring consideration of noise abatement	
a.	Project causes design year noise levels to approach or exceed the Noise Abatement Criteria?	Yes
b.	Project causes a substantial noise increase of 10 dB(A) or more?	No

**Feasibility**

1	Impacted receptor units	
a.	Number of impacted receptor units:	10
b.	Number of impacted receptor units receiving 5 dB(A) or more insertion loss (IL):	10
c.	Percentage of impacted receptor units receiving 5 dB(A) or more IL	100%
d.	Is the percentage 50 or greater?	Yes
2	Will placement of the noise barrier cause engineering or safety conflicts, e.g drainage issues or site distance issues?	
3	Will placement of the noise barrier restrict access to vehicular or pedestrian travel?	NA
4	Will placement of the noise barrier conflict with existing utility locations?	NA

**Reasonableness**

**1 Surface Area (Square foot)-Benefit Factors**

a. Surface Area (Total square foot) of the proposed noise barrier. (ft <sup>2</sup> )	44,272 SF
b. Impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	10
c. Non-impacted noise sensitive receptor(s) receiving 5 dB(A) IL or more.	17
d. Total number of benefited receptors.	27
e. Surface Area per benefited receptor unit. (ft <sup>2</sup> /BR)	1,640 SF/BR
f. Is (1e) less than or equal to the maximum square feet per benefited receptor (MaxSF/BR) value of 1600?	No
g. Does the barrier provide an IL of at least 7 dB(A) for at least one impacted receptor in the design year?	No

**2 Additional Noise Barrier Details**

a. Length of the proposed noise barrier. (ft)	2,767 ft
b. Height range of the proposed noise barrier. (ft)	
c. Average height of the proposed noise barrier. (ft)	16 ft
d. Cost per square foot. (\$/ft <sup>2</sup> )	\$48/SF
e. Total Barrier Cost (\$)	\$2,125,056
f. Barrier Material	NA

**3 Community Desires Related to the Barrier**

Do at least 50 percent of the benefited receptor unit owner(s) and renters desire the noise barrier? If yes, continue to "decision" block. If no, the barrier can be considered not to be reasonable. Proceed to "decision" block and answer "no" to reasonableness question. As the reason for this decision, state that "The majority of the impacted receptor unit owners do not desire the barrier."

**Decision**

Is the Noise Barrier(s) WARRANTED?	Yes
Is the Noise Barrier(s) FEASIBLE?	Yes
Is the Noise Barrier(s) REASONABLE?	No

Additional Reasons for Decision:

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