

FINAL REPORT

NOISE ANALYSIS

FOR THE

BRIDGEWATER BYPASS

State Project: 0257-176-101, PE-101
UPC: 17541



Submitted to:



Virginia Department of Transportation
Environmental Division
1401 East Broad Street
Richmond, VA 23219

Submitted by:



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**December
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Preliminary Draft Report

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I. Executive Summary

As a means to promote safe and efficient traffic flow within this area, the Virginia Department of Transportation (VDOT) and the Federal Highway Administration (FHWA) have identified two 500-foot corridors on new alignment (Candidate Build Alternative A and Candidate Build Alternative B) and additional modifications to existing Route 257 (Dinkel Avenue), Route 704 (Oakwood Drive), and Route 42 (John Wayland Highway). The two proposed alternatives will span approximately 2.25 miles from Route 257, between Old Bridgewater Road and Mount Crawford Avenue, to Route 42, between Turner Ashby Drive and Killdeer Lane. Both will tie in with a modified alignment to Route 704. At this time, the planning study has only potential project corridors with no preliminary engineering currently developed.

This report documents the existing and future noise levels associated with both alternatives for the proposed bypass in the community of Bridgewater, Rockingham County, Virginia. Noise monitoring was performed at 11 locations, while noise modeling-*only* was conducted for nine additional sites to gain a thorough understanding of the existing noise environment. A project field view was performed to examine the project area, as well as document major sources of acoustic shielding (e.g., terrain lines, building rows, etc.) if present. Noise modeling was completed for existing (2007), Design Year No-Build (2030) and Design Year Build (2030) conditions. Existing (2007) worst-case noise levels exceed FHWA/VDOT Noise Abatement Criteria (NAC) at many of the front-row receptors in the project area. Future Design Year (2030) No-Build noise levels exceed the NAC in the same areas along Route 42 and Route 257, which is due to the increased traffic volumes. Design Year (2030) Build condition noise levels are projected to increase (from No-Build conditions) at certain sites throughout the project corridor; however, due to proposed Design Year travel speeds, some of the future Build (2030) sound levels are predicted to decrease compared to future No-Build levels.

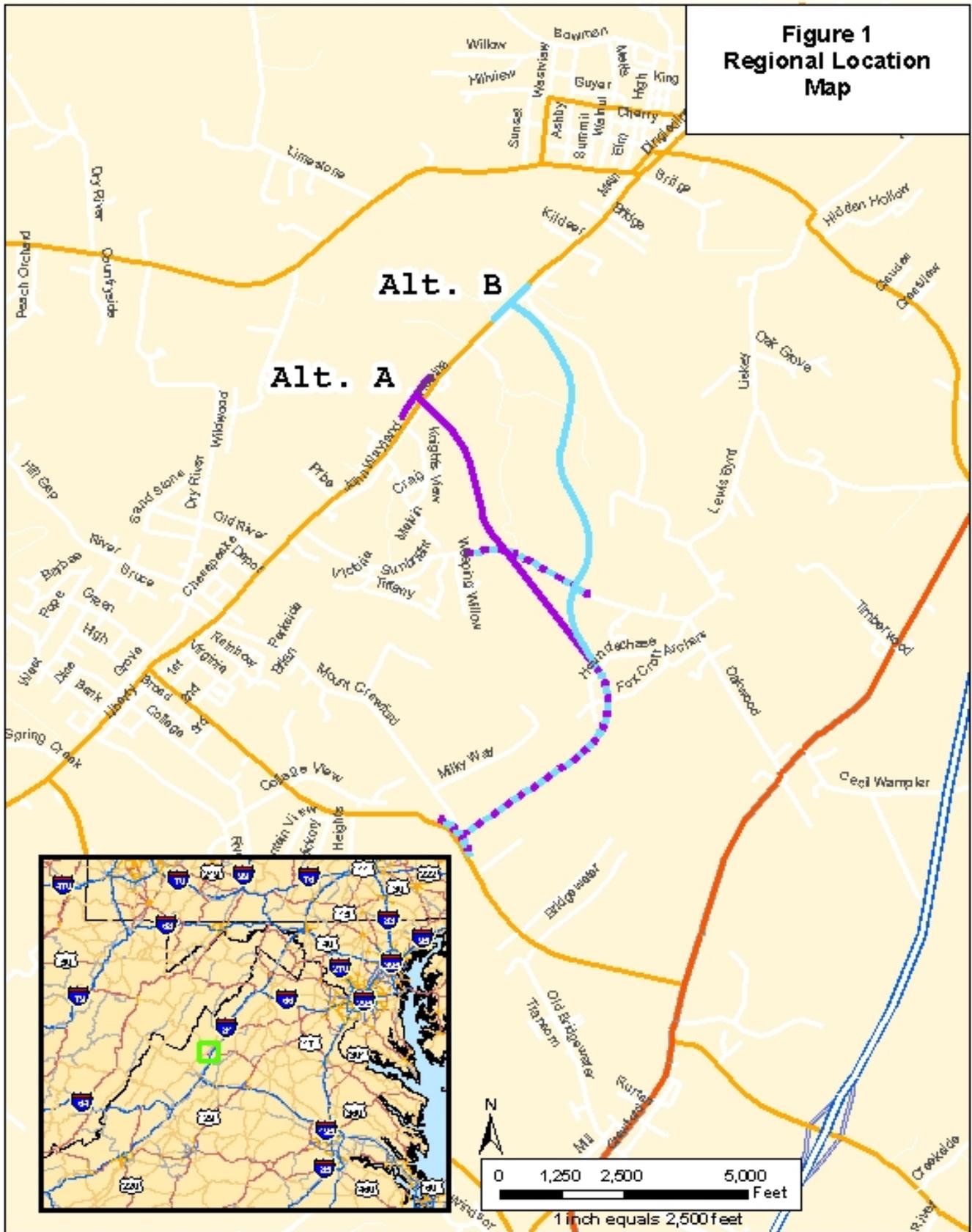
Future noise levels were predicted at each monitored and modeled receptor site under both alternatives. As identified in **Table 2**, by the shaded spaces in *column 9* and *column 10*, future Build (2030) noise levels are projected to approach or exceed the FHWA/VDOT NAC at five receptor sites under Alternative A, representing approximately 13 residences, and six receptor sites under Alternative B, representing approximately 14 residences. Because future noise levels are projected to exceed the NAC for numerous Category B residential land uses, noise mitigation would be considered. Following the selection and approval of an alternative, a Final Design noise analysis will be needed to thoroughly predict noise levels representative of that alternative.

II. Introduction

Impacts associated with noise are often a prime concern when evaluating roadway improvement projects. Roadway construction at a new location or improvements to the existing transportation network may cause negative impacts to the noise-sensitive environment located adjacent to the project area. 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.

VDOT and FHWA have identified two potential 500-foot corridors to better accommodate traffic movements in and around the community of Bridgewater, Rockingham County, Virginia. The project area can be seen in ***Figure 1-Regional Location Map***.

This report details the steps involved in the noise analysis for the Bridgewater Bypass, including noise modeling methodologies, results, impact evaluation, mitigation alternatives and abatement recommendations. The appendices attached at the end of this report include all relevant information that was incorporated into the noise modeling process.



III. Noise Analysis Terminology and Criteria

The methodologies applied to the noise analysis for the Bridgewater Bypass are in accordance with VDOT's "State Noise Abatement Policy", effective January 1, 1997. VDOT guidelines are based on the updated U.S. Department of Transportation, Federal Aid Policy Guide 23 CFR 772, U.S. Government Printing Office.

To determine the degree of highway noise impact, the NAC have been established for a number of different use categories. **Table 1** documents the NAC for the associated activity land use category shown in the adjacent column. The majority of the land uses within the project corridor are considered Category B. 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, whereas varying noise levels occur at a fixed point during a single vehicle pass by. Therefore, it is acceptable to characterize these fluctuating noise levels with a single number – thus the L_{eq} , or hourly, equivalent noise level. For highway noise assessments, L_{eq} is typically evaluated over a one-hour period.

Based on the existing noise levels modeled within the project area, 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" criterion. FHWA regulations state that if noise levels in any given location "approach" or exceed the appropriate abatement criterion, or if predicted traffic noise levels constitute a "substantial noise increase" above existing noise levels, abatement considerations are warranted.

The Federal guidelines require the State Department of Transportation to define the levels that are considered to "approach" the absolute criteria. For Activity Category B receivers, VDOT considers a noise level of 66 dBA or greater as approaching the Federal criterion of 67 dBA for Category B land uses and 71 dBA or greater as approaching the criterion of 72 dBA for Category C land uses. In addition, the Federal guidelines require the State DOT to define a "substantial noise increase" above existing conditions. VDOT has defined a "substantial noise increase" as an overall increase of 10 dBA, when comparing existing to future project-related noise levels. Areas that exceed the FHWA/VDOT NAC (as defined in **Table 1**) in the Design Year of the project typically warrant noise abatement considerations.

Table 1
Bridgewater Bypass
FHWA/VDOT Noise Abatement Criteria
Hourly A-Weighted Sound Level in Decibels (dBA)

Activity Category	L_{eq} (h)	Description of Activity Category
A	57 (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	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
<ul style="list-style-type: none"> • VDOT considers noise levels within 1 dBA of the above criteria to “approach” the criteria, and thus, warrant noise abatement consideration. • Source: VDOT, State Noise Abatement Policy, approved November 21, 1996, effective January 1, 1997. 		

IV. Noise Monitoring Methodology and Existing Conditions

The identification of noise-sensitive land uses and the location of existing Route 257, Route 42, Route 704, and the future proposed bypass alternatives guided the selection of noise monitoring locations. In order to determine the existing noise conditions within the project area, noise monitoring was conducted at 11 representative noise sensitive receptor sites. **Figure 2** identifies the project area and the locations of the 11 noise monitoring sites.

The following is an identification of each monitored and modeling-*only* receptor site that was evaluated for the Bridgewater Bypass. Individual noise receptor locations are shown on **Figure 2**. Noise Sensitive Areas (NSA) were not developed due to the lack of dense residential structures with a common noise environment. Individual receptor sites will be used to evaluate traffic noise impacts and potential noise mitigation options, as well as for consideration of feasibility and reasonableness of possible noise abatement measures.

Receptor R1 (1915 Mt. Crawford Avenue) represents two single-family residences between Mt. Crawford Avenue and Route 257 (Dinkel Avenue), approximately 85 feet from the edge of the westbound roadway of Route 257. The residence has direct access to Mt. Crawford Avenue, via a private driveway. The predominant noise source is Route 257.

Modeling-Only Receptor M-1 represents two single-family residences between Mt. Crawford Avenue and Route 257, approximately 185 feet from the edge of the westbound lanes of Route

257. These residences have direct access to Mt. Crawford Avenue, via a private driveway. The predominant noise source is Route 257.

Modeling-Only Receptor M-2 represents two single-family residences along the eastbound lanes of Route 257, approximately 65 feet from the center of Route 257. These residences have direct access to Route 257, via a private driveway. The predominant noise source is Route 257.

Modeling-Only Receptor M-3 represents one two story, single-family farmhouse residence northeast of Mt. Crawford Avenue, approximately 1200 feet from the edge of roadway. Access is provided by a private drive to Mt. Crawford Avenue. Since this residence is isolated, there is no predominant highway noise source.

Receptor R2 (Oakwood Drive) represents one two story, single-family farmhouse residence on the south side of Oakwood Drive, approximately 900 feet from the edge of Oakwood Drive. Access is provided by a private drive to Oakwood Drive. Since this residence is isolated, there is no predominant highway noise source.

Receptor R3 (1095 Oakwood Drive) represents one single story, single-family residence, approximately 25 feet from the edge of Oakwood Drive. Access is provided by a private drive to Oakwood Drive, which is the predominant roadway noise source in the area.

Modeling-Only Receptor M-4 represents one single-family farmhouse residence on the south side of Oakwood Drive, approximately 340 feet from the edge of Oakwood Drive. Access is provided by a private drive to Oakwood Drive, which is the predominant noise source in the area.

Modeling-Only Receptor M-5 represents one single-family farmhouse residence on the north side of Oakwood Drive, approximately 50 feet from the edge of Oakwood Drive. Access is provided via private drive to Oakwood Drive, which is the predominant roadway noise source in the area.

Receptor R4 (106/107 Sycamore Lane) represents two multi-family structures, accounting for eight residences. This receptor is located approximately 590 feet from the edge of Oakwood Drive. Access to Oakwood Drive is provided via Weeping Willow Lane. Since these residences are isolated, there is no predominant highway noise source.

Modeling-Only Receptor M-6 represents two multi-family structures, accounting for eight residences. This receptor is located approximately 200 feet from Oakwood Drive. Access to Oakwood Drive, which is the predominant noise source in the area, is provided via Weeping Willow Lane.

Receptor R5 (101 Weeping Willow Lane) represents one multi-family structure, accounting for four residences. This receptor is located approximately 80 feet from Oakwood Drive. Access to Oakwood Drive, which is the predominant noise source in the area, is provided via Weeping Willow Lane.

Receptor R6 (1436 Oakwood Drive) represents one single-family farmhouse residence on the north side of Oakwood Drive, approximately 195 feet from the edge of Oakwood Drive. Access is provided via private drive to Oakwood Drive, which is the predominant roadway noise source in the area.

Receptor R7 (Turner Ashby High School) represents one high school athletic field on the east side of Turner Ashby Lane, approximately 780 feet from the edge of roadway. Access is provided to John Wayland Highway, via Turner Ashby Lane. Since this location is isolated, there is no predominant highway noise source.

Receptor R8 (5403 Big Side Farms Road) represents one single-family farmhouse residence, southeast of John Wayland Highway, approximately 3500 feet from the edge of the northbound roadway. Access to John Wayland Highway is provided via Big Side Farms Road. Since this residence is isolated, there is no predominant highway noise source.

Receptor R9 (5704 Herring Lane) represents one single-family residence and four apartments on the south side of John Wayland Highway, approximately 50 feet from the edge of the John Wayland Highway northbound roadway. Access to John Wayland Highway is provided via Herring Lane. The predominant traffic noise source is John Wayland Highway.

Receptor R10 (5708 Logans Hill Lane) represents two single-family residences along the southbound lanes of John Wayland Highway, approximately 90 feet from the edge of roadway. Access to John Wayland Highway is provided via Logans Hill Lane. The predominant traffic noise source is John Wayland Highway.

Modeling-Only Receptor M-7 represents two single-family residences along the northbound lanes of John Wayland Highway, approximately 125 feet from the edge of roadway. Access to John Wayland Highway is provided via Herring Lane. The predominant traffic noise source is John Wayland Highway.

Modeling-Only Receptor M-8 represents one single-family residence along the southbound lanes of John Wayland Highway, approximately 100 feet from the edge of roadway. Access to John Wayland Highway is provided via Herring Lane. The predominant traffic noise source is John Wayland Highway.

Modeling-Only Receptor M-9 represents one single-family residence along the southbound lanes of John Wayland Highway, approximately 105 feet from the edge of roadway. Access to John Wayland Highway is provided via private drive. The predominant traffic noise source is John Wayland Highway.

Receptor R11 (5099/5101 John Wayland Highway) represents two single-family residences along the northbound lanes of John Wayland Highway, approximately 50 feet from the edge of roadway. Access to John Wayland Highway is provided via private drive. The predominant traffic noise source is John Wayland Highway.

Monitoring was performed at each site represented by an “R” (i.e., R1, R2, etc...) using Metrosonics dB-3080 dosimeters. Readings were taken on the A-weighted scale and reported in decibels (dBA). 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 meet 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).

By placing the meters as close to the existing roadways as practical, the monitoring site locations provided an absolute worst-case existing noise level adjacent to the existing roadway corridor, and allowed for minimal influence from background noise sources. The monitoring process focused on the AM and PM traffic noise periods. These peak traffic-noise periods correlate to peak hour traffic volumes, which occur during rush hours throughout the corridor.

Short-term noise monitoring was conducted at the 11 representative receptor sites. Monitoring was conducted at the majority of the locations during both AM and PM peak traffic periods. Due to the project’s new alignment alternatives and subsequent distances from existing roadway networks, four receptor sites (R2, R3, R7, and R8) were monitored during the off-peak hours. These sites are not directly influenced by roadway noise sources and are dominated by background noise sources. Monitored traffic volumes concluded that the PM peak hours period was the worse case period during field testing, thus the PM (3:00-6:00 PM) monitoring data were concluded to represent the most accurate monitored scenario for determining worst-case highway traffic noise.

Monitoring, during the peak travel period, aids in establishing existing worst-case noise levels at the noise-sensitive locations within the corridor. The AM peak period was monitored between 6:00 and 9:00 in the morning on October 31, 2007, while PM monitoring was conducted between 3:00 and 6:00 in the evening on October 30, 2007. Monitoring was conducted at each site for 10-minute durations within each of the monitoring periods.

Noise levels were recorded at 10-second intervals for the 10-minute duration of each test. Data collected by the sound analyzers included time, average noise level (L_{av}), maximum noise level (L_{max}), and instantaneous peak noise level (L_{pk}) for each 10-second interval. Additional data collected at each monitoring location included atmospheric conditions, wind speed, background noise sources, and unusual noise events. Traffic data (vehicle volume and speed) were also recorded on all roadways, which were visible from the monitoring sites and significantly contributed to the overall noise levels. Traffic was grouped into one of three categories: cars, medium trucks, and heavy trucks, as per VDOT procedures.

The resulting hourly equivalent monitored noise level ($L_{eq}(h)$) at each receptor is shown in *column 3* of **Table 2**. The results of the monitoring analysis indicated existing noise levels range from 41 to 65 dBA during the peak noise hour(s). Sites R2, R4, R7, and R8 represent ambient noise environments throughout the project area.

Table 2
Bridgewater Bypass
Sound Level Summary

	1	2	3	4	5	6	7	8	9	10
	Receptor Site	Site Representation	Monitored Noise Level	Modeled Noise Level	Difference (Mon.-Mod.)	Existing Worst-Case Noise Level	Criteria*	Future No-Build (2030)	Future Build (2030) Alternative A	Future Build (2030) Alternative B
Monitored Site	R1	2 Residences	58.4	61.1	-3	61	66	62	62	63
	R2	1 Residence	48.8	33.8	15	49	59	49	52	52
	R3	1 Residence	61.2	60.5	1	61	66	65	65	65
	R4	8 Residences	47.7	38.7	9	48	58	48	53	46
	R5	4 Residences	48.8	51	-2	52	62	56	59	58
	R6	1 Residence, Agricultural Use	49.7	47.1	3	49	59	53	55	52
	R7	1 School	42.1	38.5	4	42	52	45	51	44
	R8	1 Residence	41.1	34.6	7	41	51	41	41	54
	R9	5 Residences	60.7	61.4	-1	66	66	68	67	66
	R10	2 Residences	64.8	64.7	0	69	66	72	70	69
	R11	2 Residences	62.8	64.9	-2	68	66	70	68	67
Modeling-Only Site	M-1	2 Residences	--	--	--	58	66	60	60	60
	M-2	2 Residences	--	--	--	67	66	70	70	71
	M-3	1 Residence, Agricultural Use	--	--	--	38	48	40	44	43
	M-4	1 Residence	--	--	--	43	53	47	49	48
	M-5	1 Residence	--	--	--	57	66	61	53	54
	M-6	8 Residences	--	--	--	48	58	52	53	52
	M-7	2 Residences	--	--	--	63	66	65	63	63
	M-8	1 Residence	--	--	--	60	66	63	61	60
	M-9	2 Residences	--	--	--	68	66	70	68	68

* Impacted Receptor
Criteria based on levels "approaching" the absolute criteria or that meets the "substantial increase" criterion

Figure 2
Future Build
Conditions
(2030)





V. Noise Modeling Methodology and Existing Conditions

Computer modeling is the accepted technique for predicting existing and future 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: conceptual alignment design, traffic data, 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. The majority of the land uses in the project area are residential, and thus will be categorized as Category B land uses.

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 volume speeds and composition that were witnessed during the monitoring effort. This comparison ensures that reported changes in noise levels between existing and future conditions are due to changes in traffic conditions and not to discrepancies between monitoring and modeling techniques. A difference of three decibels 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 2007 monitored conditions. *Column 5* represents the difference between the monitored level (*column 3*) and the modeled level produced by the noise model (*column 4*). Due to the remote location of the proposed alternatives, monitoring sites R2, R4, R7, and R8 are not directly influenced by local roadways and could not be validated in the modeling process. The data obtained at these sites are considered the ambient noise environment.

Since most of the analyzed receptors show less than a 3-dBA difference between the monitored and modeled noise levels, the model is considered an accurate representation of actual existing conditions throughout the project area. Following validation of the existing conditions model, additional modeling sites were added to thoroughly predict existing noise levels throughout the project corridor.

Following the validation of the existing conditions noise model, additional noise modeling was performed for existing conditions using traffic data supplied by the traffic engineers (reference **Appendix D**). This modeling step was performed to evaluate existing “worst-case” conditions associated with existing worst-case traffic volumes and composition. *Column 6* of **Table 2** provides a summary of worst-case existing noise levels, based on supplied worst-case existing 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” above existing conditions criterion.

Traffic noise levels were predicted at all noise-sensitive land uses along existing roadways in the project corridor, using the latest version of the FHWA Traffic Noise Model (TNM 2.5). A field view and noise monitoring was conducted on October 30 and October 31, 2007, respectively, to

determine the relationship of these sensitive land uses to the existing roadway network. Existing worst-case (2007) noise levels were determined by incorporating detailed surveying of the existing transportation network into the noise model. All primary and secondary roadways in close proximity to receptor sites that carry significant traffic volumes were added to the noise model. For the purposes of this noise analysis, it was determined through field verification that Route 257, Route 704, and Route 42 are the dominant noise sources in the project area.

Traffic data, including volumes, speeds, and composition, derived from VDOT were added to the noise model to predict existing noise levels throughout the project corridor. Posted roadway speeds were identified during the field view and were also incorporated into the noise model. Free flow, hourly traffic volumes were used for the noise analysis as shown in *Appendix D*, which can be viewed at the end of this report.

Column 6 of Table 2 provides a summary of worst-case, existing (2007) noise levels, based on the supplied worst-case existing traffic volumes. As shown, existing, worst-case noise levels range from 38 to 69 dBA, with impacts identified at sites R9, R10, R11, M-2, and M-9 representing approximately 13 residences. Sites R2, R4, R7, R8, M-3, and M-4 are modeled ambient noise environments with no influence from roadway sources under existing conditions.

VI. Evaluation of Design Year Noise Levels & Noise Impact Assessment

Following the development of the existing conditions model and the prediction of existing (worst-case) noise levels, the assessment continued with the projection of future, Design Year (2030) noise levels. This task was accomplished by accounting for the proposed improvements and applying Design Year (2030) traffic volumes and composition to the validated computer model. Design Year (2030) noise levels were predicted with the proposed alternatives (A or B) in place and in use.

The information applied to the future modeling effort includes conceptual bypass alternatives, traffic data derived from modeling efforts for future Build (2030) conditions, and terrain. Base mapping and field views were used to further identify noise-sensitive land uses within the project corridor. The future conditions model was created by adding the proposed future conceptual roadway alignments (Alternatives A and B) to the existing computer model. Since detailed engineering was not developed during this phase of the project, the centerline of each 500-foot corridor was modeled using existing topography throughout the project area. This future build model scenario for Alternatives A and B provides a worst-case future build noise level, and does not account for any proposed engineering specifics including cut/fill data. Following the selection and approval of an alternative, a Final Design noise analysis will be needed to thoroughly predict noise levels representative of that alternative.

Design Year (2030) 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 performed during the planning phase of the project.

Future (2030) noise levels were modeled for the No-Build condition for comparison to noise levels under the Build condition. The No-Build alternative was modeled with the assumption that the roadway improvements proposed would not be in place in the Design Year (2030) of the project, but the existing roadways would carry future traffic volumes, speeds and composition. The noise levels associated with the No-Build modeling analysis are summarized in *column 8* of **Table 2**. As shown, No-Build noise levels range from 48 to 72 dBA and are projected to approach or exceed the FHWA/VDOT NAC at five of the 20 noise receptor sites, representing 13 residences. Sites R2, R4, R7, R8, M-3, and M-4 are modeled ambient noise environments with no influence from roadway sources under existing conditions.

The next step in the noise analysis is to project future (Build condition), Design Year (2030) noise levels and to determine if receptors will approach or exceed the FHWA/VDOT NAC. If the criteria are approached or exceeded at any receptor, under either alternative, noise mitigation would be considered and evaluated in an attempt to reduce future noise to acceptable levels. The noise levels associated with the Build modeling analysis are summarized in *column 9* (Alternative A) and *column 10* (Alternative B) of **Table 2**.

As shown under Alternative A, future Build noise levels range from 41 to 70 dBA and are predicted to approach or exceed the FHWA/VDOT NAC at five of the 20 receptor sites, representing 13 residences. Sites R9, R10, R11, M-2, and M-9 are identified noise impacts as a result of the future Build (2030) Alternative A alignment and warrant noise mitigation.

As shown under Alternative B, future Build noise levels range from 43 to 71 dBA and are predicted to approach or exceed the FHWA/VDOT NAC at six of the 20 receptor sites, representing 14 residences. Sites R8, R9, R10, R11, M-2, and M-9 are identified noise impacts as a result of the future Build (2030) Alternative B alignment and warrant noise mitigation. Site R8 is predicted to be 54 dBA and is impacted by the “substantial increase” criterion, which is defined by VDOT as a 10 dBA increase over existing conditions.

VII. Noise Contours

Noise level contours are lines of equal noise exposure that typically parallel roadway alignments. Highway traffic noise is considered a linear noise source and sound levels can drop significantly over distance. The degree that sound levels drop 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). 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, locality officials can restrict future development inside the noise impact zone (i.e., the area within the 66-dBA noise contour). *Table 3* summarizes the approximate noise level contours when considering the proposed bypass alternatives and the future traffic volumes, speeds, and composition. On average, the 66 dBA noise contour falls between 68 feet and 80 feet from each of the centerlines of the potential 500-foot roadway corridors. Until complete engineering is obtained from the project coordinators, an absolute noise contour cannot be properly defined. Ultimately, noise contours will be developed during the Final Design Phase of the project.

Table 3 Specific Noise Contours Distance from Centerline (feet)*		
Alternative	Design Year (2030) Noise Level Contours	
	66 dBA	
	Receptor Site	Distance
A	R7	75 feet
B	R8	80 feet
A & B	R2	68 feet
A & B	R3	75 feet

* From centerline of dominant noise source

VIII. Noise Abatement Evaluation

Within the project area, Design Year noise levels are projected to approach or exceed the FHWA/VDOT NAC at multiple sites, under each alternative. Therefore, as per FHWA/VDOT procedures, noise abatement considerations are warranted for these impacted properties. This section of the report documents the noise abatement options that were considered to reduce noise levels in the areas identified with Design Year noise impacts and evaluates potential mitigation measures for feasibility and reasonableness.

FHWA and VDOT guidelines recommend a variety of mitigation measures which 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 mitigation, additional mitigation measures exist which have the potential to provide considerable noise reductions, under certain circumstances. Mitigation measures typically considered include:

- Construction of noise barriers and/or earth berms.
- Acquisition (by purchase or condemnation) of additional right-of-way for noise barriers.
- Acquisition (by purchase or condemnation) of additional right-of-way to supply buffer zones between the highway and adjacent noise-sensitive land uses.
- Unique mitigation measures above and beyond traditional techniques for residential areas with noise levels of 75 dBA or greater (e.g., insulation, property acquisition).
- Traffic management measures (e.g., speed restrictions and vehicle limitations).
- Alignment (vertical or horizontal) modifications.

Due to the project purpose and need and the nature of the proposed improvements, traffic control measures were not considered an appropriate solution. Property acquisition to provide noise mitigation was not necessary or supported by the analysis. Therefore, noise barriers and/or earth berms were considered the only form of mitigation having the potential to reduce future noise levels.

Noise walls and earth berms are often implemented into 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 mitigation. 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 significant property acquisition to accommodate noise mitigation. Due to limited right-of-way throughout the proposed roadway corridor and the potential impact (and acquisition) to adjacent residential properties that would be required to provide berms, earth berms were not considered a viable mitigation option for the majority of the

project. However, due to open space adjacent to R8, a berm could be a possible mitigation option dependant upon final engineering and corridor selection. In all other areas where warranted, noise barriers were evaluated in an attempt to reduce future noise levels below criteria.

The effectiveness of a noise barrier is measured by examining the barrier's capability to reduce future noise levels. Noise reduction is measured by comparing future (Design Year) pre-and post-barrier noise levels. This difference between unabated and abated noise levels is known as "insertion loss" (IL). The following discussion presents potential mitigation measures for the sites within the Bridgewater Bypass corridor. Where noise barriers were evaluated, the effectiveness of the barrier was measured in terms of achievable IL (reference *Table 4*).

According to VDOT procedures, potential abatement measures must also be assessed for feasibility and reasonableness. Noise barrier feasibility deals specifically with acoustical and engineering considerations such as:

- Noise barriers must achieve at least 5 dBA IL at the majority of the impacted receptors to be considered feasible.
- A 5 dBA IL at an impacted residence is categorized as a protected residence.
- A 5 dBA IL at a non-impacted residence is categorized as a benefited residence.
- The barrier cannot deny access to local vehicular and/or pedestrian travel.
- There cannot be significant engineering and/or safety problems associated with the barrier which would preclude construction.

Once noise abatement for a particular area is deemed to be feasible, the abatement is examined for reasonableness criteria. Reasonableness, essentially, deals with the costs of the mitigation versus the benefits provided to the sensitive land uses. VDOT policy states \$30,000 will be allocated towards the construction of noise abatement for each protected or benefited residential land use (i.e., receives at least 5 dBA reductions).

Future Build (2030) noise levels have been predicted to exceed the FHWA/VDOT NAC at 14 residential land uses, represented by sites R8, R9, R10, R11, M-2, and M-9. The following is a discussion of evaluated barriers for each impacted receptor site where noise abatement is warranted.

Modeling-Only Receptor M-2 represents two single-family residences along the eastbound lanes of Route 257 (Dinkel Avenue), approximately 65 feet from the edge of Route 257. The future Build (2030) noise level is 70 dBA under Alternative A and 71 dBA under Alternative B. Noise mitigation at this site is warranted; however, it is not feasible due to the need for residential driveway access.

Receptor R9 and Modeling-Only Receptor M-7 (Herring Lane) represent three single-family residences and four apartments on the south side of John Wayland Highway, along the northbound lanes. Access is provided to John Wayland Highway, via Herring Lane. The increase in future traffic volumes along John Wayland Highway, not the new alternatives, has resulted in

a noise impact throughout this community. The future Build (2030) noise level at R9 is 67 dBA under Alternative A and 66 dBA under Alternative B. A noise barrier analysis was completed in an attempt to mitigate this impact. Non-impacted receptor site (M-7) was included in the barrier evaluation after defining the logical termini for barrier placement. This barrier would attain additional benefits for two residences represented by sites M-7. A continuous noise barrier was evaluated for this area at heights ranging from 8-14 feet (reference **Figure 2**). As shown in **Table 4**, this noise barrier would achieve feasible reductions for the majority of the evaluated residences (under both alternatives) at a height of approximately 8-feet. Assuming a cost index of \$32 per square-foot at an estimated length of 746 feet, this barrier would cost approximately \$190,976 and would protect five residences, as well as benefit two additional residences (reference **Table 5**). Considering these factors, the cost per benefited residence would be approximately \$27,282, which is within VDOT's allowable cost. The evaluated noise barrier designed for these sites has been found to be warranted, feasible, and reasonable. Further analysis of this barrier scenario is recommended in the Final Design phase of the project.

Receptor R10 (5708 Logans Hill Lane) represents two one-story single-family residences along the southbound lanes of John Wayland Highway, approximately 90 feet from the edge of roadway. Access is provided to John Wayland Highway, via Logans Hill Lane. The increase in future traffic volumes along John Wayland Highway, not the new alternatives, has resulted in a noise impact throughout this community. The future Build (2030) noise level at R9 is 70 dBA under Alternative A and 69 dBA under Alternative B. A noise barrier analysis was completed in an attempt to mitigate this impact.

A continuous noise barrier was evaluated for this area at heights ranging from 8-14 feet (reference **Figure 2**). As shown in **Table 4**, this noise barrier would achieve feasible reductions for the majority of the evaluated residences (under both alternatives) at a height of approximately 10-feet. Assuming a cost index of \$32 per square-foot at an estimated length of 376 feet, this barrier would cost approximately \$120,320 and would protect two residences (reference **Table 5**). Considering these factors, the cost per benefited residence would be approximately \$60,160, which is not within VDOT's allowable cost. Although the evaluated noise barrier designed for this site has been found to be warranted and feasible, it is not cost effective (reasonable) at this time. Further analysis of this barrier scenario is recommended in the Final Design phase of the project.

Modeling-Only Receptor M-9 represents two single-family residences along the southbound lanes of John Wayland Highway, approximately 105 feet from the edge of roadway. Access is provided via private drive to John Wayland Highway. The increase in future traffic volumes along John Wayland Highway, not the new alternatives, has resulted in a noise impact at this site. The future Build (2030) noise level at M-9 is 68 dBA for both alternatives. A noise barrier analysis was completed in an attempt to mitigate this impact.

A continuous noise barrier was evaluated for this area at heights ranging from 8-14 feet (reference **Figure 2**). As shown in **Table 4**, this noise barrier would achieve feasible reductions for the majority of the evaluated residences (under both alternatives) at a height of approximately

8-feet. Assuming a cost index of \$32 per square-foot at an estimated length of 467 feet, this barrier would cost approximately \$119,552 and would protect two residences (reference **Table 5**). Considering these factors, the cost per benefited residence would be approximately \$59,776, which is not within VDOT's allowable cost. Although the evaluated noise barrier designed for this site has been found to be warranted and feasible, it is not cost effective (reasonable) at this time. Further analysis of this barrier scenario is recommended in the Final Design phase of the project.

Receptor R11 (5099/5101 John Wayland Highway) represents two single-family residences along the northbound lanes of John Wayland Highway, approximately 50 feet from the edge of roadway. The future Build (2030) noise level is 68 dBA under Alternative A and 67 dBA under Alternative B. Noise mitigation at this site is warranted; however, it is not feasible due to the need for residential driveway access.

Receptor R8 (5403 Big Side Farms Road) represents one single-family farmhouse residence, southeast of John Wayland Highway, approximately 3500 feet from the edge of the northbound roadway. Access is provided by via Big Side Farms Road to John Wayland Highway. Since this residence is isolated, there is no predominant highway noise source. The future Build (2030) noise level is 41 dBA under Alternative A and 54 dBA under Alternative B. Under proposed Alternative B, this site is impacted based on the VDOT "substantial increase" criterion.

A continuous noise barrier was evaluated for this area at heights ranging from 8-14 feet (reference **Figure 2**). As shown in **Table 4**, this noise barrier would achieve feasible reductions for the majority of the evaluated residences (under Alternative B) at a height of approximately 8-feet. Assuming a cost index of \$32 per square-foot at an estimated length of 1,526 feet, this barrier would cost approximately \$390,656 and would protect one residence (reference **Table 5**). Considering these factors, the cost per benefited residence would be approximately \$390,656, which is not within VDOT's allowable cost. Although the evaluated noise barrier designed for this site has been found to be warranted and feasible, it is not cost effective (reasonable) at this time.

Table 4
Bridgewater Bypass
Summary Noise Mitigation Evaluation

NSA	Receptor Site	Site Representation	Future Build Noise Level (2030)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
Alternative A	R9	5 Residences	67	61	6	61	6	61	7	60	7	60	7
	M-7	2 Residences	63	58	5	58	5	58	5	58	5	58	5
	R10	2 Residences	70	67	4	65	5	63	7	61	9	60	10
	R11	Not Feasible											
	M-2	Not Feasible											
	M-9	2 Residences	70	59	11	58	12	58	12	58	12	58	13

NSA	Receptor Site	Site Representation	Future Build Noise Level (2030)	Barrier Height 8 Feet		Barrier Height 10 Feet		Barrier Height 12 Feet		Barrier Height 14 Feet		Barrier Height 16 Feet	
				Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)	Mitigated Noise Level	Insertion Loss (IL)
Alternative B	R8	1 Residences	54	48	7	47	7	47	7	47	7	47	7
	R9	5 Residences	66	60	6	59	7	59	7	58	8	58	8
	M-7	2 Residences	63	58	5	58	5	58	5	58	5	58	5
	R10	2 Residences	69	66	3	64	5	62	7	60	9	59	10
	R11	Not Feasible											
	M-2	Not Feasible											
	M-9	2 Residences	68	58	10	57	11	57	11	56	12	56	12

- Impacted Receptor
- Protected Residences
- Benefitted Residences

Table 5
Bridgewater Bypass
Noise Abatement Feasibility/Reasonableness Evaluation

Receptor	Number of Benefitted Residences	Combined Noise Barrier Length	Average Noise Barrier Height	Square Footage	Total Cost of Barrier (\$32/sq.ft.)	Cost per Benefitted Residence	Feasible?	Reasonable?
R8 Barrier								
R8	1	1526	8	12208	\$390,656	\$390,656	yes	no
R9/M-7 Barrier								
R9/ M-7	7	746	8	5968	\$190,976	\$27,282	yes	yes
R10 Barrier								
R10	2	376	10	3760	\$120,320	\$60,160	yes	no
M-9 Barrier								
M-9	2	467	8	3736	\$119,552	\$59,776	yes	no

IX. 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 types and number of equipment used and the proximity to the noise-sensitive land uses within the project area.

Based on review of the project area, no significant, 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 will cease upon completion of the project construction phase.

To help minimize these construction-related noise impacts, the contractor shall use equipment adapted to operate within reasonable noise levels and will conduct construction work in a responsible manner. VDOT has implemented a specific set of guidelines to control and minimize construction-related noise levels. In summary, these guidelines specify that the contractor shall limit construction noise levels to 80-dBA in areas that are in close proximity to the noise-sensitive areas outlined in this report. Additionally, VDOT may monitor construction noise and may require noise abatement where noise levels exceed the 80-dBA threshold. The contractor is advised to limit annoying noise levels between the hours of 10 PM-6 AM. Finally, the construction equipment may not be altered in any way, so that noise levels exceed the original equipment specifications. A detailed discussion of VDOT's construction noise policy can be viewed in Section 107.14(b) 3 Noise, VDOT's Road and Bridge Specifications (VDOT, 2002).

X. Conclusion

In summary, the results of the preliminary noise analysis for the Bridgewater Bypass indicate that Design Year (2030) noise levels are anticipated to approach or exceed the FHWA/VDOT Noise Abatement Criteria at several front-row noise-sensitive receptor sites along the improved sections of the Route 257 and Route 42 throughways. Additional engineering for Alternative A and Alternative B is necessary to determine further noise impacts. A noise abatement evaluation to protect and/or benefit receptors R10 and M-9 concluded that noise abatement would not be cost effective (reasonable) as per VDOT cost per protected/benefited residence policy; however, noise mitigation for sites R9 and M-7 appears to be warranted, feasible, and reasonable. Although not feasible, a further noise abatement evaluation to protect receptor R8 will be needed during future phases of this project. It is recommended that further analysis of this project be completed during the Final Design phase of the project. VDOT is not committed to any of the aforementioned mitigation recommendations until the Final Design phase is completed.

Appendix A

**NOISE METER AND ACOUSTICAL CALIBRATOR CALIBRATION
CERTIFICATES**

West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

ACOUSTICAL CALIBRATOR

Manufactured by: METROSONICS
Model No: CL304
Serial No: 7135
Calibration Recall No: 16213

Submitted By:

Customer: JACK CRAMER
Company: McCORMICK TAYLOR, INC.
Address: 75 SHANNON ROAD
HARRISBURG PA 17112

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. CL304 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 9001:2000 and ISO 17025.

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

Approved by:

Calibration Date: 24-Apr-07

Fc

Certificate No: 16213 - 6

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.

ISO 9001:2000
Registered Company

Calibration Traceable
To N. I. S. T.

Phone: (585) 586-3900 Fax.: (585) 586-4327



West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by: METROSONICS
Model No: db-3080
Serial No: 2555
Calibration Recall No: 16213

Submitted By:

Customer: JACK CRAMER
Company: McCORMICK TAYLOR, INC.
Address: 75 SHANNON ROAD
HARRISBURG PA 17112

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 9001:2000 and ISO 17025.

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

Approved by:

Calibration Date: 24-Apr-07

Certificate No: 16213 - 1

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

Certificate Page 1 of 1


Felix Christopher
Quality Manager


uncompromised calibration
1575 State Route 96, Victor, NY 14564, U.S.A.

ISO 9001:2000
Registered Company

Calibration Traceable
To N. I. S. T.

Phone: (585) 586-3900 Fax: (585) 586-4327



West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by: METROSONICS
Model No: db-3080
Serial No: 2557
Calibration Recall No: 16213

Submitted By:

Customer: JACK CRAMER
Company: McCORMICK TAYLOR, INC.
Address: 75 SHANNON ROAD
HARRISBURG PA 17112

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 9001:2000 and ISO 17025.

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

Approved by:

Calibration Date: 24-Apr-07

Fc

Certificate No: 16213 - 3

Felix Christopher
Quality Manager

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

Certificate Page 1 of 1

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

ISO 9001:2000
Registered Company

Calibration Traceable
To N. I. S. T.

Phone: (585) 586-3900 Fax.: (585) 586-4327



West Caldwell Calibration Laboratories Inc.

Certificate of Calibration

for

METROLOGGER

Manufactured by: METROSONICS
Model No: db-3080
Serial No: 2558
Calibration Recall No: 16213

Submitted By:

Customer: JACK CRAMER
Company: McCORMICK TAYLOR, INC.
Address: 75 SHANNON ROAD
HARRISBURG PA 17112

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 9001:2000 and ISO 17025.

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

Approved by:

Calibration Date: 24-Apr-07

FC

Certificate No: 16213 - 4

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.

ISO 9001:2000
Registered Company

Calibration Traceable
To N. I. S. T.

Phone: (585) 586-3900 Fax.: (585) 586-4327



Appendix B

NOISE MONITORING DATA FORMS

Data Sheet

Description : 5099 John Wayland Highway

Site # R11

Done By: JCL

Meter: →

Monitoring Data:

Date
 Start Time
 End Time
 Duration

AM Peak
 10/30/07
 7:04 AM
 7:14 AM
 10 MIN

PM Peak
 10/29/07
 4:10 PM
 4:20 PM
 10 MIN

Leq.

Atmospheric Data

Wind Speed (mph)
 Calm

Temp. (°F)

Traffic Data

Roadway

Direction

Traffic Total:

Cars

MT

HT

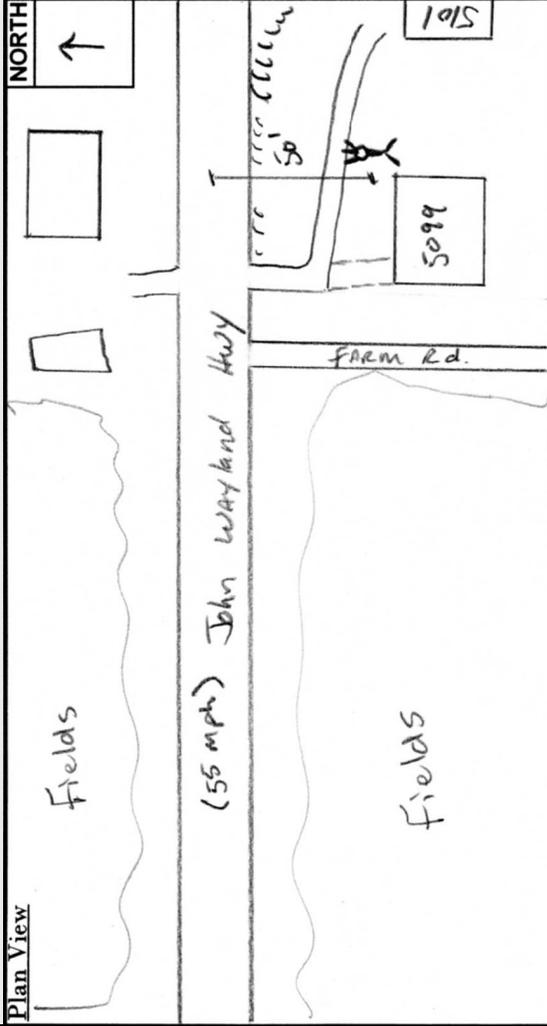
JW HWY		JW HWY	
654	0	0	0
648	0		
0			
6			
		1402	0
		1360	
		18	
		24	

Weather Conditions

Site Data: Site Surface (alpha): Shielding Factor: Pavement Type:



Plan View



Profile View:



Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

Data Sheet



Site # R10 **Description :** 5708 Logans Hill Lane

Done By: JCL
Meter:

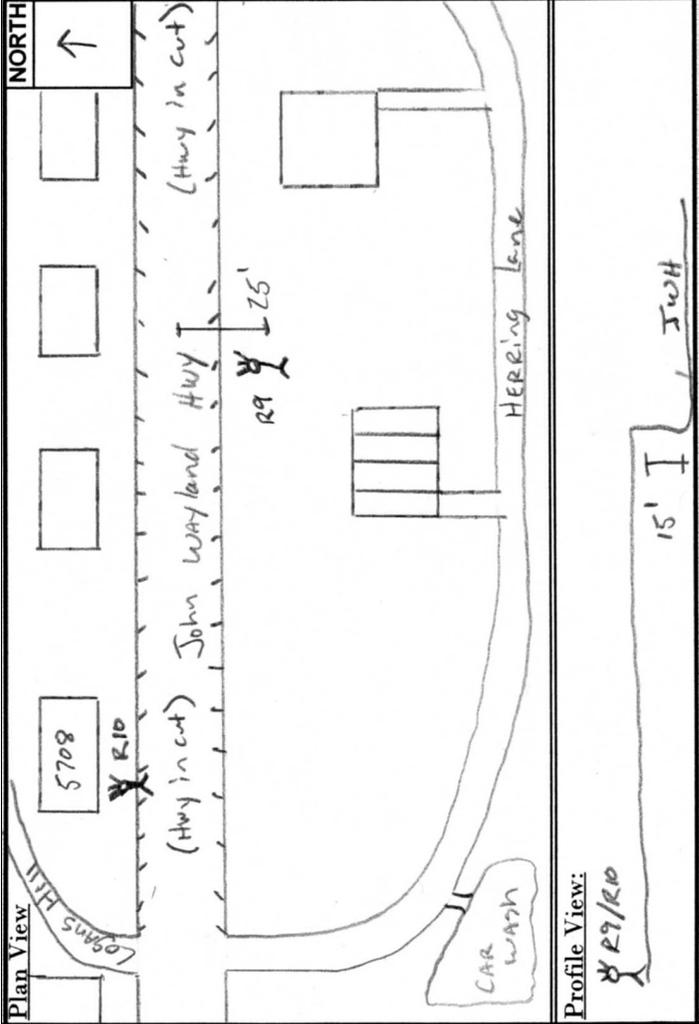
2555 2555

Monitoring Data:	
Date	10/29/07
Start Time	3:50 PM
End Time	4:00 PM
Duration	10 MIN
Leq.	64.8
Atmospheric Data	
Wind Speed (mph)	2-3
Temp. (°F)	54
Humidity (%)	

Traffic Data	
Roadway	JW HWY
Direction	
Traffic Total:	
Cars	978
MT	960
HT	12
	6

Weather Conditions	
AM Peak	64.6
Off-Peak	
Shielding Factor :	
Pavement Type :	

Site Data: Site Surface (alpha): _____ Shielding Factor : _____ Pavement Type : _____



Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak: _____

Data Sheet

Site # R6 **Description :** 1436 Oakwood Ave.

Done By: JCL
Meter:

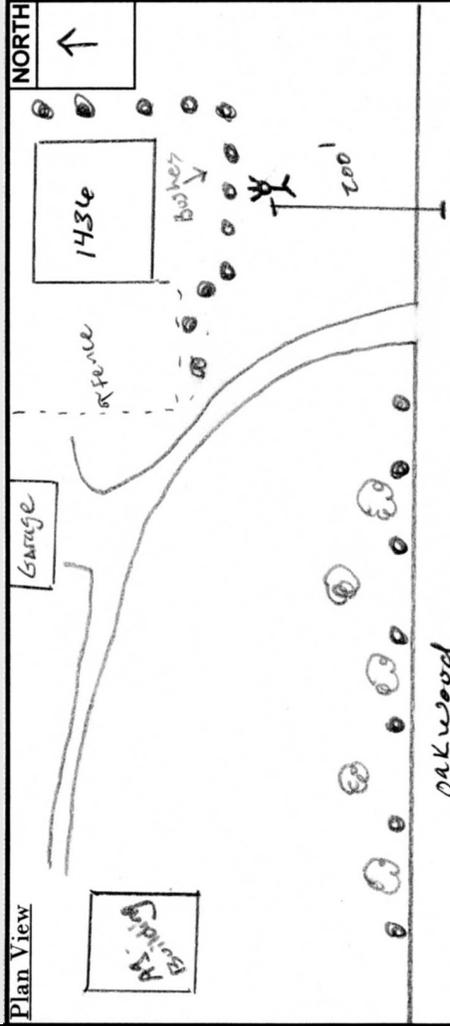
2555 2555

Monitoring Data:

Date	AM Peak	Off-Peak	PM Peak
10/30/07	10/30/07	10/29/07	10/29/07
Start Time	6:00 AM	3:00 PM	3:00 PM
End Time	6:10 AM	3:10 PM	3:10 PM
Duration	10 MIN	MIN	10 MIN
Leq.	49.2		50.3
Traffic Data	Oakwood		
Direction	99	0	0
Traffic Total:	96	0	0
Cars	3		
MT	0		
HT	0		6
Weather Conditions	Oakwood		
Atmospheric Data	52		
Wind Speed (mph)	0-2		
Temp. (°F)	Humidity (%)		



Site Data: Site Surface (alpha): Shielding Factor: Pavement Type:



Profile View:



Monitoring Notes

AM Peak: _____

Off-Peak: _____

PM Peak _____

Data Sheet

Site # R5

Description : 101 Weeping Willow Lane

Done By: JCL

Meter: →

Monitoring Data:

Date 10/30/07
 Start Time 6:00 AM
 End Time 6:10 AM
 Duration 10 MIN

Leq.

49.0

AM Peak 10/30/07
 6:00 AM
 6:10 AM
 10 MIN

Off-Peak

 MIN

PM Peak 10/29/07
 3:00 PM
 3:10 PM
 10 MIN

Atmospheric Data

Wind Speed
 (mph)

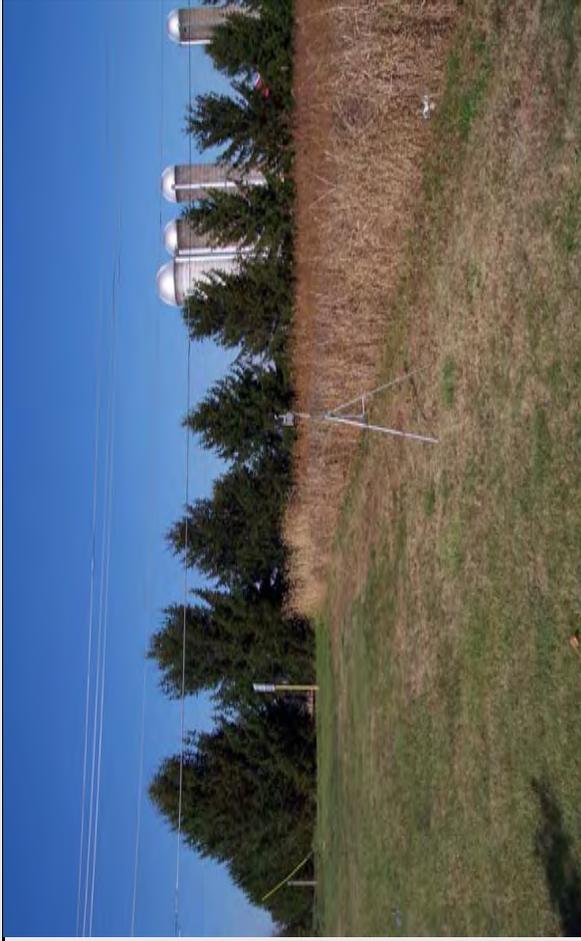
Temp. (°F) 48.8

Traffic Data

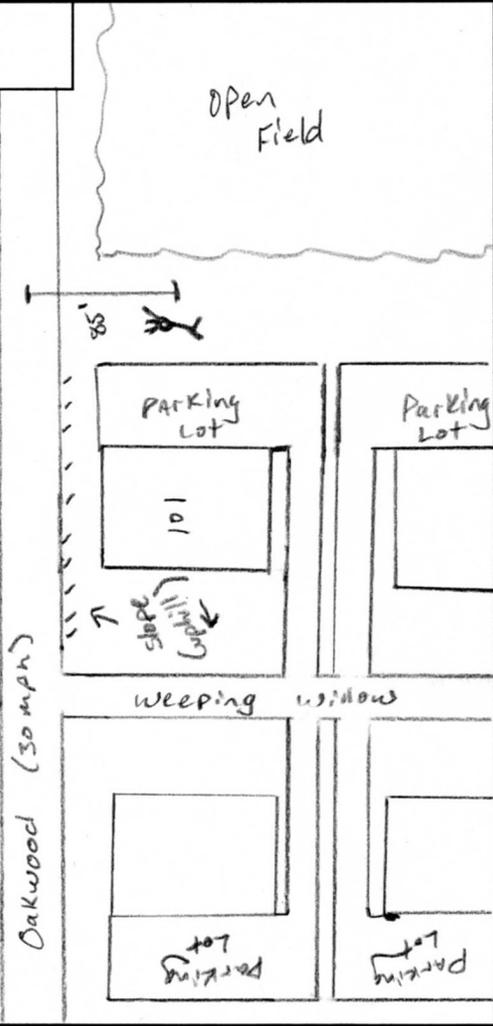
Roadway	Oakwood	
Direction	Oakwood	
Traffic Total:	99	0
Cars	96	0
MT	3	0
HT	0	6

Weather Conditions

Site Data: Site Surface (alpha): Shielding Factor: Pavement Type:



Plan View



Profile View:

Monitoring Notes

AM Peak:

Off-Peak:

PM Peak

Oakwood is the dominant noise source in the area.
 Pretty quiet area
 not a lot of traffic influence
 Wind Gust 15:09

Data Sheet

Site # R3
 Done By: JCL
 Meter: →

Description : 1095 Oakwood Drive

2555	2555
AM Peak 10/3/07	PM Peak 10/29/07
6:23 AM	3:22 PM
6:33 AM	3:32 PM
MIN	10 MIN
NO DATA	61.2

Atmospheric Data	
Wind Speed (mph)	3-Feb
Temp. (°F)	48
Humidity (%)	

Traffic Data meter malfunction

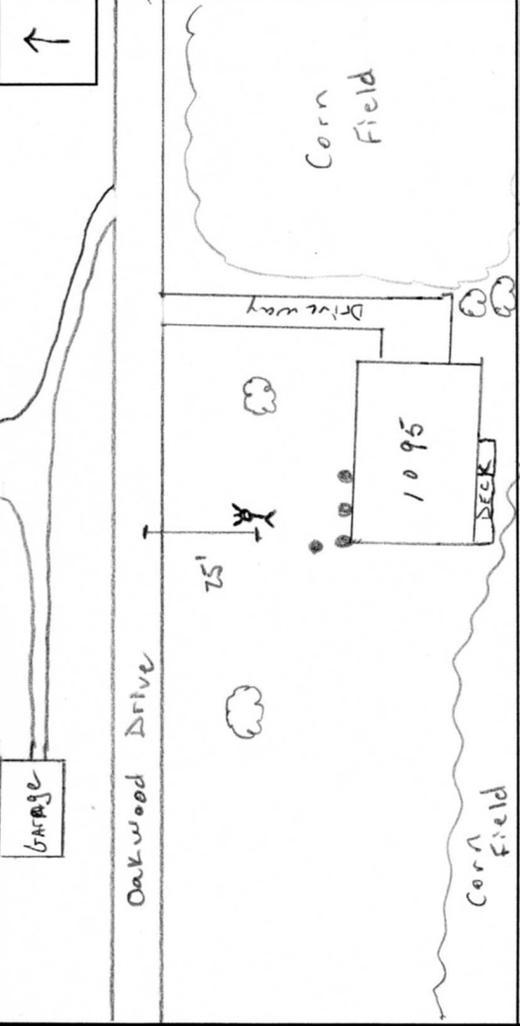
Roadway			
Direction			
Traffic Total:	108	0	0
Cars	108	0	0
MT	0	12	
HT	0	0	

Weather Conditions

Site Data: Site Surface (alpha): Shielding Factor: Pavement Type:



Monitoring Notes



AM Peak:
 Meter Malfunction - No data obtained

Off-Peak:

PM Peak
 Plane: 15:23
 Crows in background the entire testing period

Appendix C

NOISE MONITORING DATA (2007)
METROSONICS PRINTOUTS

R1

AM						Leq	PM						Leq
TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA	58.8	TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA	58.4
10/30/2007							10/29/2007						
7:29:00	55	56	UNDER	55.1	54.1	316227.766	16:35:00	61.1	61.5	UNDER	61.9	60.9	1288249.552
7:29:05	55.9	57.4	UNDER	57.1	54.1	389045.145	16:35:05	61.2	62.8	UNDER	62.9	59.9	1318256.739
7:29:10	54.4	54.8	UNDER	54.1	53.1	275422.8703	16:35:10	61.4	62.5	UNDER	62.9	60.9	1380384.265
7:29:15	56.1	58.7	UNDER	58.1	53.1	407380.2778	16:35:15	58.1	60.6	UNDER	60.9	55.9	645654.229
7:29:20	57.7	58.7	UNDER	58.1	56.1	588843.6554	16:35:20	55.9	58.8	UNDER	58.9	54.9	389045.145
7:29:25	57.2	57.9	UNDER	57.1	56.1	524807.4602	16:35:25	60.9	62.5	UNDER	62.0	58.9	1230268.771
7:29:30	55.1	56.2	UNDER	55.1	54.1	323593.6568	16:35:30	61.7	62.4	UNDER	62.9	60.9	1479108.388
7:29:35	56.5	58.3	UNDER	57.1	55.1	446683.5922	16:35:35	63.9	66.4	UNDER	66.9	60.9	2454708.916
7:29:40	58.1	59.5	UNDER	59.1	57.1	645654.229	16:35:40	57.3	60.3	UNDER	59.9	52.9	537031.7964
7:29:45	57.4	59.2	UNDER	58.1	56.1	549540.8739	16:35:45	53.6	55.6	UNDER	55.9	51.9	229086.7653
7:29:50	59.4	60.3	UNDER	60.1	58.1	870963.59	16:35:50	54	55.7	UNDER	55.9	52.9	251188.6432
7:29:55	58.1	59.1	UNDER	58.1	56.1	645654.229	16:35:55	56.3	56.8	UNDER	56.9	55.9	426579.5188
7:30:00	59.6	60.7	UNDER	60.1	57.1	912010.8394	16:36:00	55.4	56.7	UNDER	56.9	53.9	346736.8505
7:30:05	57.8	60.5	UNDER	60.1	55.1	602559.5861	16:36:05	52.6	53.6	UNDER	53.9	51.9	181970.0859
7:30:10	58.8	59.9	UNDER	59.1	55.1	758577.575	16:36:10	57.2	58.7	UNDER	58.9	53.9	524807.4602
7:30:15	58.3	59.2	UNDER	59.1	56.1	676082.9754	16:36:15	55.9	57.7	UNDER	57.9	54.9	389045.145
7:30:20	61.8	64	UNDER	63.1	59.1	1513561.248	16:36:20	55.4	56.3	UNDER	56.9	54.9	346736.8505
7:30:25	59.8	63.9	UNDER	63.1	54.1	954992.586	16:36:25	53.9	54.7	UNDER	54.9	53.9	245470.8916
7:30:30	55.4	56.3	UNDER	56.1	54.1	346736.8505	16:36:30	52.2	53.1	UNDER	52.9	50.9	165958.6907
7:30:35	55	56.2	UNDER	55.1	54.1	316227.766	16:36:35	52	55.9	UNDER	54.9	49.9	158489.3192
7:30:40	54.9	56.8	UNDER	56.1	52.1	309029.5433	16:36:40	51.3	52.8	UNDER	52.9	50.9	134896.2883
7:30:45	54.2	56.2	UNDER	55.1	52.1	263026.7992	16:36:45	55.3	56.6	UNDER	56.9	52.9	338844.1561
7:30:50	56.3	58.4	UNDER	58.1	53.1	426579.5188	16:36:50	52.9	54.6	UNDER	54.9	51.9	194984.46
7:30:55	53.2	53.5	UNDER	53.1	52.1	208929.6131	16:36:55	54.1	55.4	UNDER	55.9	52.9	257039.5783
7:31:00	52.4	53.5	UNDER	53.1	51.1	173780.0829	16:37:00	58.7	60.3	UNDER	60.9	55.9	741310.2413
7:31:05	51.9	54.5	UNDER	53.1	51.1	154881.6619	16:37:05	56.9	57.6	UNDER	57.9	56.9	489778.8194
7:31:10	55.8	56.7	UNDER	56.1	54.1	380189.3963	16:37:10	58.2	61.3	UNDER	61.9	55.9	860693.448
7:31:15	56.8	58.1	UNDER	58.1	54.1	478530.0923	16:37:15	60.6	61.9	UNDER	61.9	59.9	1148153.621
7:31:20	59.4	60.4	UNDER	60.1	57.1	870963.59	16:37:20	61.1	62.1	UNDER	62.9	59.9	1288249.552
7:31:25	59.3	60.1	UNDER	59.1	57.1	851138.0382	16:37:25	59.5	61.4	UNDER	60.9	58.9	891250.9381
7:31:30	58.3	63.2	UNDER	61.1	56.1	676082.9754	16:37:30	56.1	58.7	UNDER	58.9	52.9	407380.2778
7:31:35	64.6	66.6	UNDER	66.1	61.1	2884031.503	16:37:35	50.8	52.7	UNDER	51.9	49.9	120226.4435
7:31:40	61.8	64	UNDER	63.1	59.1	1513561.248	16:37:40	56	59.1	UNDER	58.9	51.9	398107.1706
7:31:45	63.1	64.3	UNDER	64.1	60.1	2041737.945	16:37:45	57.6	59.3	UNDER	59.9	54.9	575439.9373
7:31:50	58.2	60	UNDER	59.1	56.1	660693.448	16:37:50	55.9	57.9	UNDER	57.9	53.9	389045.145
7:31:55	59.3	59.9	UNDER	59.1	58.1	851138.0382	16:37:55	56.6	57.5	UNDER	57.9	55.9	457088.1896
7:32:00	57.9	58.2	UNDER	58.1	57.1	618595.0019	16:38:00	58.4	59.5	UNDER	59.9	56.9	691630.9709
7:32:05	57	57.7	UNDER	57.1	56.1	501187.2336	16:38:05	66.4	69.2	UNDER	69.9	59.9	4365158.322
7:32:10	57.2	57.5	UNDER	57.1	56.1	524807.4602	16:38:10	59	62.7	UNDER	61.9	55.9	794328.2347
7:32:15	58.4	58.9	UNDER	58.1	57.1	691830.9709	16:38:15	53.5	55.8	UNDER	55.9	51.9	223872.1139
7:32:20	56.9	58.4	UNDER	58.1	55.1	489778.8194	16:38:20	52.7	54.7	UNDER	53.9	51.9	186208.7137
7:32:25	56	57.6	UNDER	57.1	55.1	398107.1706	16:38:25	55.9	56.6	UNDER	56.9	54.9	389045.145
7:32:30	56.9	58.3	UNDER	57.1	56.1	489778.8194	16:38:30	54.5	55.2	UNDER	55.9	53.9	281838.2931
7:32:35	61.3	63.2	UNDER	63.1	58.1	134896.2883	16:38:35	56.4	57.5	UNDER	57.9	54.9	436515.8322
7:32:40	57.4	59	UNDER	58.1	55.1	549540.8739	16:38:40	55	56	UNDER	55.9	54.9	316227.766
7:32:45	53.5	55.6	UNDER	55.1	51.1	223872.1139	16:38:45	54.3	55.5	UNDER	55.9	52.9	269153.4804
7:32:50	63.3	69.2	UNDER	68.1	61.1	2137962.09	16:38:50	51	52.7	UNDER	52.9	50.9	125892.5412
7:32:55	64.8	69.2	UNDER	68.1	60.1	3019951.72	16:38:55	50.8	51.9	UNDER	51.9	49.9	120226.4435
7:33:00	62.7	63.4	UNDER	63.1	61.1	186208.7137	16:39:00	55.7	57.3	UNDER	57.9	51.9	371535.2291
7:33:05	61.8	63.3	UNDER	63.1	59.1	1513561.248	16:39:05	56.2	57.6	UNDER	57.9	55.9	416869.3835
7:33:10	59.4	61.9	UNDER	60.1	58.1	870963.59	16:39:10	58.3	60.2	UNDER	59.9	57.9	676082.9754
7:33:15	66.1	68	UNDER	67.1	62.1	407380.2778	16:39:15	61.3	62.1	UNDER	61.9	60.9	134896.2883
7:33:20	62.9	65.6	UNDER	65.1	58.1	194984.46	16:39:20	63.2	64.7	UNDER	64.9	61.9	208929.6131
7:33:25	57.9	59.2	UNDER	59.1	56.1	616595.0019	16:39:25	64.4	66.1	UNDER	65.9	62.9	275422.8703
7:33:30	59.4	60.3	UNDER	60.1	58.1	870963.59	16:39:30	64.6	70	UNDER	68.9	61.9	2884031.503
7:33:35	56.4	58.5	UNDER	58.1	54.1	436515.8322	16:39:35	66.3	70.2	UNDER	69.9	60.9	426579.5188
7:33:40	52.9	54.8	UNDER	54.1	51.1	194984.46	16:39:40	57.6	60.3	UNDER	60.9	54.9	575439.9373
7:33:45	53.5	56.3	UNDER	55.1	52.1	223872.1139	16:39:45	56.7	57.9	UNDER	57.9	54.9	467735.1413
7:33:50	57.2	58	UNDER	57.1	56.1	524807.4602	16:39:50	56.8	57.6	UNDER	57.9	55.9	478630.9923
7:33:55	60	61.3	UNDER	61.1	57.1	1000000	16:39:55	54.1	55.1	UNDER	54.9	53.9	257039.5783
7:34:00	60.4	61.5	UNDER	61.1	58.1	1096478.196	16:40:00	54	54.7	UNDER	54.9	50.9	251188.6432
7:34:05	55.8	57.9	UNDER	57.1	54.1	380189.3963	16:40:05	52.4	54.3	UNDER	54.9	50.9	173780.0829
7:34:10	56.6	60.2	UNDER	59.1	53.1	457088.1896	16:40:10	54.2	57.2	UNDER	56.9	50.9	283026.7992
7:34:15	59	60.4	UNDER	60.1	58.1	794328.2347	16:40:15	56.2	57.6	UNDER	57.9	54.9	416869.3835
7:34:20	59.7	61.8	UNDER	61.1	58.1	933254.3008	16:40:20	60.9	63.5	UNDER	63.9	54.9	1230268.771
7:34:25	60.4	61.9	UNDER	61.1	58.1	1096478.196	16:40:25	60	63.4	UNDER	63.9	56.9	1000000
7:34:30	57.1	58.7	UNDER	58.1	55.1	512861.384	16:40:30	56.6	57.9	UNDER	57.9	54.9	457088.1896
7:34:35	56.4	57.5	UNDER	57.1	54.1	436515.8322	16:40:35	53.1	54.4	UNDER	53.9	52.9	204173.7945
7:34:40	53.2	54.6	UNDER	54.1	52.1	208929.6131	16:40:40	52.8	53.9	UNDER	53.9	51.9	190546.0718
7:34:45	52.4	53.3	UNDER	53.1	52.1	173780.0829	16:40:45	52.4	52.8	UNDER	52.9	51.9	173780.0829
7:34:50	52.9	54.6	UNDER	53.1	52.1	194984.46	16:40:50	50.7	53.2	UNDER	52.9	46.9	117489.7555
7:34:55	57.3	59.2	UNDER	59.1	54.1	537031.7964	16:40:55	48.6	51.4	UNDER	50.9	46.9	72443.59601
7:35:00	53.6	55.6	UNDER	55.1	52.1	229086.7653	16:41:00	54.4	56	UNDER	55.9	51.9	275422.8703
7:35:05	53.4	56	UNDER	55.1	52.1	218776.1624	16:41:05	56.7	59.6	UNDER	59.9	54.9	467735.1413
7:35:10	55.5	56.3	UNDER	56.1	54.1	354813.3892	16						

7:36:15	59	60.4	UNDER	59.1	57.1	794328.2347	16:42:15	61.5	62.7	UNDER	62.9	56.9	1412537.545
7:36:20	55.1	57.8	UNDER	57.1	51.1	323593.6569	16:42:20	59.5	62.6	UNDER	61.9	55.9	891250.9381
7:36:25	51.9	53.6	UNDER	53.1	50.1	154881.6619	16:42:25	55.4	56.8	UNDER	56.9	54.9	346736.8505
7:36:30	55.2	58.3	UNDER	57.1	53.1	331131.1215	16:42:30	56	57.9	UNDER	57.9	53.9	398107.1706
7:36:35	62.1	63.2	UNDER	63.1	58.1	1621810.097	16:42:35	54.2	56	UNDER	55.9	52.9	263026.7992
7:36:40	62	62.9	UNDER	62.1	59.1	1584893.192	16:42:40	57.7	58.8	UNDER	58.9	56.9	588843.6554
7:36:45	57.5	59.8	UNDER	59.1	55.1	562341.3252	16:42:45	55.2	56.7	UNDER	56.9	53.9	331131.1215
7:36:50	54.9	55.9	UNDER	55.1	54.1	309029.5433	16:42:50	53.5	55.1	UNDER	55.9	51.9	223872.1139
7:36:55	57	60.3	UNDER	59.1	55.1	501187.2336	16:42:55	54.1	54.5	UNDER	54.9	53.9	257039.5783
7:37:00	63.8	64.5	UNDER	64.1	60.1	2398832.919	16:43:00	54.7	55.5	UNDER	55.9	53.9	295120.9227
7:37:05	63.5	64.3	UNDER	64.1	61.1	2236721.139	16:43:05	56.6	58.3	UNDER	58.9	53.9	457088.1896
7:37:10	60.2	61.9	UNDER	61.1	58.1	1047128.548	16:43:10	53.6	54	UNDER	53.9	53.9	229086.7653
7:37:15	59.6	61.3	UNDER	61.1	58.1	912010.8394	16:43:15	52.8	53.4	UNDER	53.9	52.9	190546.0718
7:37:20	59.3	61.3	UNDER	61.1	56.1	851138.0382	16:43:20	53.7	54.7	UNDER	54.9	53.9	234422.8815
7:37:25	56.3	57	UNDER	56.1	55.1	426579.5188	16:43:25	56.9	58	UNDER	57.9	54.9	489778.8194
7:37:30	58.3	59.2	UNDER	59.1	56.1	676082.9754	16:43:30	58	58.7	UNDER	58.9	57.9	630957.3445
7:37:35	55.3	57.5	UNDER	56.1	53.1	338844.1561	16:43:35	57.9	58.7	UNDER	58.9	55.9	616595.0019
7:37:40	51.8	53.6	UNDER	52.1	51.1	151356.1248	16:43:40	52.1	55.4	UNDER	54.9	49.9	162181.0097
7:37:45	54	56.3	UNDER	55.1	52.1	251188.6432	16:43:45	55.8	59.3	UNDER	59.9	50.9	380189.3963
7:37:50	55.1	56.5	UNDER	56.1	52.1	323593.6569	16:43:50	57.9	59.1	UNDER	58.9	55.9	616595.0019
7:37:55	51.5	52.8	UNDER	52.1	50.1	141253.7545	16:43:55	52.6	55.1	UNDER	54.9	50.9	181970.0859
7:38:00	49.7	50.7	UNDER	50.1	49.1	93325.43008	16:44:00	51.8	53.1	UNDER	53.9	50.9	151356.1248
7:38:05	51.1	51.4	UNDER	51.1	50.1	128824.9552	16:44:05	51.2	53.1	UNDER	53.9	47.9	131825.6739
7:38:10	53.2	57.1	UNDER	55.1	51.1	208929.6131	16:44:10	49.7	53.4	UNDER	52.9	47.9	93325.43008
7:38:15	56.2	58.4	UNDER	58.1	54.1	416869.3835	16:44:15	57	58.7	UNDER	58.9	53.9	501187.2336
7:38:20	60.5	62.5	UNDER	62.1	55.1	1122018.454	16:44:20	60.4	61.1	UNDER	61.9	58.9	1096478.196
7:38:25	57.4	59.5	UNDER	58.1	54.1	549540.8739	16:44:25	58.3	60.3	UNDER	60.9	53.9	676082.9754
7:38:30	55.7	57.9	UNDER	57.1	53.1	371535.2291	16:44:30	55.4	55.7	UNDER	55.9	54.9	346736.8505
7:38:35	59.5	60.5	UNDER	60.1	57.1	891250.9381	16:44:35	58.1	59.2	UNDER	59.9	55.9	645654.229
7:38:40	60.4	61.4	UNDER	61.1	57.1	1096478.196	16:44:40	56.3	57.5	UNDER	57.9	53.9	426579.5188
7:38:45	56.7	57.5	UNDER	57.1	56.1	467735.1413	16:44:45	56.5	59.6	UNDER	58.9	54.9	446683.5922
7:38:50	57.9	59.3	UNDER	59.1	56.1	616595.0019	16:44:50	58.6	59.7	UNDER	59.9	57.9	724435.9601
7:38:55	59	59.9	UNDER	59.1	57.1	794328.2347	16:44:55	55.4	57.1	UNDER	56.9	54.9	346736.8505

R2

Offpeak						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	48.8
10/29/2007						
11:35:00	48.6	50	UNDER	49.9	47.9	72443.59601
11:35:05	48.2	51.3	UNDER	50.9	47.9	66069.3448
11:35:10	48.9	50	UNDER	49.9	48.9	77624.71166
11:35:15	47.8	48.4	UNDER	48.9	47.9	60255.95861
11:35:20	48	48.8	UNDER	48.9	47.9	63095.73445
11:35:25	49	49.2	UNDER	49.9	48.9	79432.82347
11:35:30	49.2	49.2	UNDER	49.9	49.9	83176.37711
11:35:35	49.3	49.6	UNDER	49.9	49.9	85113.80382
11:35:40	49.1	49.2	UNDER	49.9	48.9	81283.05162
11:35:45	49.2	49.6	UNDER	49.9	48.9	83176.37711
11:35:50	49.2	49.5	UNDER	49.9	49.9	83176.37711
11:35:55	49.5	50.2	UNDER	50.9	48.9	89125.09381
11:36:00	50.4	50.9	UNDER	50.9	50.9	109647.8196
11:36:05	50.3	51.2	UNDER	50.9	49.9	107151.9305
11:36:10	50.9	52	UNDER	51.9	50.9	123026.8771
11:36:15	50.3	51.1	UNDER	50.9	50.9	107151.9305
11:36:20	50	50.6	UNDER	50.9	49.9	100000
11:36:25	49.1	49.7	UNDER	49.9	48.9	81283.05162
11:36:30	49.2	49.9	UNDER	49.9	48.9	83176.37711
11:36:35	49.1	49.2	UNDER	49.9	48.9	81283.05162
11:36:40	48.7	49.2	UNDER	49.9	48.9	74131.02413
11:36:45	48.7	48.9	UNDER	48.9	48.9	74131.02413
11:36:50	48.4	48.6	UNDER	48.9	48.9	69183.09709
11:36:55	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:37:00	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:37:05	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:37:10	48.2	48.8	UNDER	48.9	48.9	66069.3448
11:37:15	48.1	48.8	UNDER	48.9	47.9	64565.4229
11:37:20	48.1	48.5	UNDER	48.9	48.9	64565.4229
11:37:25	48.4	48.5	UNDER	48.9	48.9	69183.09709
11:37:30	48.3	48.8	UNDER	48.9	48.9	67608.29754
11:37:35	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:37:40	48.5	49.1	UNDER	48.9	48.9	70794.57844
11:37:45	49.4	50	UNDER	49.9	48.9	87096.359
11:37:50	50.4	52.3	UNDER	51.9	49.9	109647.8196
11:37:55	54	56.8	UNDER	56.9	51.9	251188.6432
11:38:00	56.8	58.8	UNDER	58.9	54.9	476630.0923
11:38:05	61	63.3	UNDER	62.9	58.9	1258925.412
11:38:10	65.2	66.7	UNDER	66.9	63.9	3311311.215
11:38:15	60	63.1	UNDER	62.9	57.9	1000000
11:38:20	54.1	57.2	UNDER	56.9	50.9	257039.5783
11:38:25	50.5	51.2	UNDER	51.9	50.9	112201.8454
11:38:30	50.7	51.6	UNDER	51.9	49.9	117489.7555
11:38:35	48.5	49.7	UNDER	49.9	47.9	70794.57844
11:38:40	47.5	48	UNDER	47.9	47.9	56234.13252
11:38:45	47.4	47.6	UNDER	47.9	47.9	54954.08739
11:38:50	48	48.8	UNDER	48.9	47.9	63095.73445
11:38:55	47.1	47.3	UNDER	47.9	46.9	51286.1384
11:39:00	46.6	46.9	UNDER	46.9	46.9	45708.81896
11:39:05	46.6	47.5	UNDER	47.9	46.9	45708.81896
11:39:10	47.4	47.6	UNDER	47.9	47.9	54954.08739
11:39:15	47.4	47.6	UNDER	47.9	47.9	54954.08739
11:39:20	47.1	47.3	UNDER	47.9	46.9	51286.1384
11:39:25	47.3	48.4	UNDER	48.9	46.9	53703.17964
11:39:30	47.1	48.4	UNDER	48.9	46.9	51286.1384
11:39:35	46.5	46.8	UNDER	46.9	46.9	44668.35922
11:39:40	47.5	48	UNDER	47.9	46.9	56234.13252
11:39:45	47.8	48.2	UNDER	48.9	47.9	60255.95861
11:39:50	47.7	48	UNDER	48.9	47.9	58884.36554
11:39:55	47.9	48	UNDER	48.9	47.9	61659.50019
11:40:00	47.9	48	UNDER	48.9	47.9	61659.50019
11:40:05	48.1	48.5	UNDER	48.9	47.9	64565.4229
11:40:10	48.7	48.8	UNDER	48.9	48.9	74131.02413
11:40:15	48.4	48.8	UNDER	48.9	48.9	69183.09709
11:40:20	47.9	48.3	UNDER	48.9	47.9	61659.50019
11:40:25	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:40:30	48.8	49.2	UNDER	49.9	48.9	75857.7575
11:40:35	48.5	48.8	UNDER	48.9	48.9	70794.57844
11:40:40	48.8	48.9	UNDER	48.9	48.9	75857.7575
11:40:45	49.3	49.6	UNDER	49.9	48.9	85113.80382
11:40:50	48.8	49.6	UNDER	49.9	48.9	75857.7575
11:40:55	48.8	49.2	UNDER	49.9	48.9	75857.7575
11:41:00	48.9	49.2	UNDER	49.9	48.9	77624.71166
11:41:05	48.9	49.2	UNDER	49.9	48.9	77624.71166
11:41:10	48.8	49.2	UNDER	49.9	48.9	75857.7575
11:41:15	48.6	49.1	UNDER	48.9	48.9	72443.59601
11:41:20	48.8	49.2	UNDER	49.9	48.9	75857.7575
11:41:25	48.8	49.2	UNDER	49.9	48.9	75857.7575
11:41:30	47.6	48	UNDER	48.9	47.9	57543.99373
11:41:35	47.9	48.4	UNDER	48.9	47.9	61659.50019
11:41:40	48.4	48.8	UNDER	48.9	47.9	69183.09709
11:41:45	48.8	49.6	UNDER	49.9	47.9	75857.7575
11:41:50	49.1	49.6	UNDER	49.9	48.9	81283.05162
11:41:55	49.1	49.6	UNDER	49.9	48.9	81283.05162
11:42:00	49.2	49.8	UNDER	49.9	48.9	83176.37711
11:42:05	49	49.2	UNDER	49.9	48.9	79432.82347
11:42:10	49.1	49.2	UNDER	49.9	48.9	81283.05162

48.8

Plane Flyover

11:42:15	48.9	49.2	UNDER	49.9	48.9	77624.71166
11:42:20	49	49.4	UNDER	49.9	48.9	79432.82347
11:42:25	49.3	49.7	UNDER	49.9	49.9	85113.80382
11:42:30	49.8	50.1	UNDER	50.9	49.9	95499.2586
11:42:35	49.4	50	UNDER	49.9	49.9	87096.359
11:42:40	49.5	49.7	UNDER	49.9	49.9	89125.09381
11:42:45	49.5	50	UNDER	49.9	49.9	89125.09381
11:42:50	50	50.4	UNDER	50.9	49.9	100000
11:42:55	49.9	50.4	UNDER	50.9	49.9	97723.7221
11:43:00	50.8	51.2	UNDER	51.9	50.9	120228.4435
11:43:05	50.7	51.2	UNDER	51.9	50.9	117489.7555
11:43:10	51.2	51.8	UNDER	51.9	50.9	131825.6739
11:43:15	51.8	52	UNDER	52.9	51.9	151356.1248
11:43:20	50.3	51.6	UNDER	51.9	49.9	107151.9305
11:43:25	49.8	50.8	UNDER	50.9	49.9	95499.2586
11:43:30	50.4	51.2	UNDER	50.9	50.9	109647.8196
11:43:35	50.3	51	UNDER	50.9	49.9	107151.9305
11:43:40	50	50.2	UNDER	50.9	49.9	100000
11:43:45	49.7	50	UNDER	50.9	49.9	93325.43008
11:43:50	49.8	50.4	UNDER	50.9	49.9	95499.2586
11:43:55	49.6	50.4	UNDER	50.9	48.9	91201.08394
11:44:00	48	48.4	UNDER	48.9	47.9	63095.73445
11:44:05	47.9	48.7	UNDER	48.9	47.9	61659.50019
11:44:10	48.1	48.8	UNDER	48.9	47.9	64565.4229
11:44:15	48.2	48.5	UNDER	48.9	47.9	66069.3448
11:44:20	48.4	48.8	UNDER	48.9	48.9	69183.09709
11:44:25	48.9	49.2	UNDER	49.9	48.9	77624.71166
11:44:30	48.4	49	UNDER	48.9	48.9	69183.09709
11:44:35	48.5	49.1	UNDER	48.9	48.9	70794.67844
11:44:40	48.7	49.4	UNDER	49.9	48.9	74131.02413
11:44:45	49	49.4	UNDER	49.9	48.9	79432.82347
11:44:50	49	49.2	UNDER	49.9	48.9	79432.82347
11:44:55	49.6	50.9	UNDER	50.9	49.9	91201.08394

Plane Flyover

R3

AM		L_{eq}
		#DIV/0!

PM						L _{eq}
	TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	
						61.2
10/29/2007						
15:22:00	44	45	UNDER	44.9	43.9	25118.86432
15:22:05	44.4	44.7	UNDER	44.9	44.9	27542.28703
15:22:10	48.6	54.3	UNDER	52.9	44.9	72443.59601
15:22:15	62.1	65.7	UNDER	64.9	54.9	1621810.097
15:22:20	70.7	73	UNDER	72.9	65.9	11748975.55
15:22:25	66	68.4	UNDER	67.9	64.9	3981071.706
15:22:30	64.4	67.5	UNDER	67.9	56.9	2754228.703
15:22:35	58.1	64.2	UNDER	62.9	53.9	645654.229
15:22:40	61.8	64.8	UNDER	64.9	53.9	1513561.248
15:22:45	52.6	56.7	UNDER	55.9	50.9	181970.0859
15:22:50	59.6	61.4	UNDER	61.9	56.9	912010.8394
15:22:55	53.6	56.3	UNDER	55.9	50.9	229086.7653
15:23:00	47.8	50.7	UNDER	50.9	43.9	60255.95861
15:23:05	42.7	43.3	UNDER	43.9	42.9	18620.87137
15:23:10	42.6	42.7	UNDER	42.9	42.9	18197.00859
15:23:15	43.1	43.7	UNDER	43.9	42.9	20417.37945
15:23:20	43.7	46.2	UNDER	44.9	42.9	23442.28815
15:23:25	62.6	66.3	UNDER	66.9	46.9	1819700.859
15:23:30	65.2	67.7	UNDER	67.9	58.9	3311311.215
15:23:35	54.7	58	UNDER	56.9	50.9	295120.9227
15:23:40	53	56.3	UNDER	56.9	48.9	199526.2315
15:23:45	54.9	61.4	UNDER	59.9	50.9	309029.5433
15:23:50	61.5	64.1	UNDER	63.9	54.9	1412537.545
15:23:55	51.2	54.3	UNDER	53.9	49.9	131825.6739
15:24:00	63.8	67.1	UNDER	66.9	50.9	2398632.919
15:24:05	63.7	67.3	UNDER	67.9	53.9	2344228.815
15:24:10	53.1	56.8	UNDER	54.9	50.9	204173.7945
15:24:15	62	64	UNDER	63.9	57.9	1584893.192
15:24:20	60.1	63.4	UNDER	63.9	55.9	1023292.992
15:24:25	59.7	63.2	UNDER	62.9	55.9	933254.3008
15:24:30	60.9	63	UNDER	62.9	56.9	1230268.771
15:24:35	60.6	62.5	UNDER	62.9	55.9	1148153.621
15:24:40	50.7	55.1	UNDER	53.9	45.9	117489.7555
15:24:45	43.7	45.4	UNDER	44.9	42.9	23442.28815
15:24:50	42.7	42.9	UNDER	42.9	42.9	18620.87137
15:24:55	42.5	42.7	UNDER	42.9	42.9	17762.7941
15:25:00	42	42.2	UNDER	42.9	41.9	15848.93192
15:25:05	42.3	42.6	UNDER	42.9	42.9	16982.43652
15:25:10	43.5	45.1	UNDER	44.9	42.9	22387.21139
15:25:15	49.6	51.6	UNDER	51.9	45.9	91201.08394
15:25:20	62.5	66.8	UNDER	66.9	51.9	1778279.41
15:25:25	65.1	66.8	UNDER	66.9	60.9	3235936.569
15:25:30	66.6	69.6	UNDER	69.9	59.9	4570881.896
15:25:35	60.5	66.4	UNDER	64.9	51.9	1122018.454
15:25:40	50.2	52.9	UNDER	52.9	47.9	104712.8548
15:25:45	50.6	53.9	UNDER	53.9	46.9	114815.3621
15:25:50	48	51.1	UNDER	50.9	44.9	63095.73445
15:25:55	45.2	45.5	UNDER	45.9	44.9	33113.11215
15:26:00	48.1	50.7	UNDER	49.9	45.9	64565.4229
15:26:05	61.3	65	UNDER	64.9	50.9	1348962.883
15:26:10	67.9	70.3	UNDER	69.9	64.9	6165950.019
15:26:15	60.3	66	UNDER	64.9	53.9	1071519.305
15:26:20	50.7	53.1	UNDER	52.9	49.9	117489.7555
15:26:25	63.9	66	UNDER	65.9	52.9	2454708.916
15:26:30	58.9	63.5	UNDER	62.9	55.9	776247.1166
15:26:35	60.7	62.7	UNDER	62.9	55.9	1174897.555
15:26:40	52	54.8	UNDER	53.9	51.9	158489.3192
15:26:45	49.7	51.6	UNDER	51.9	46.9	93325.43008
15:26:50	46	46.7	UNDER	46.9	44.9	39810.71706
15:26:55	44	44.9	UNDER	44.9	42.9	25118.86432
15:27:00	42.3	42.4	UNDER	42.9	42.9	16982.43652
15:27:05	44.3	47	UNDER	46.9	41.9	26915.34804
15:27:10	63.2	66	UNDER	65.9	46.9	2089296.131
15:27:15	59.5	64.6	UNDER	63.9	53.9	891250.9381
15:27:20	61.9	64.3	UNDER	64.9	55.9	1548816.619
15:27:25	54.7	56.8	UNDER	55.9	53.9	295120.9227
15:27:30	68.6	72.4	UNDER	72.9	57.9	7244359.601
15:27:35	58.2	63.1	UNDER	61.9	52.9	660693.448
15:27:40	49.8	52.3	UNDER	51.9	47.9	95499.2586
15:27:45	45.2	47.7	UNDER	47.9	43.9	33113.11215
15:27:50	42.9	43.1	UNDER	43.9	42.9	19498.446
15:27:55	42.7	42.9	UNDER	42.9	42.9	18620.87137
15:28:00	42.6	42.8	UNDER	42.9	42.9	18197.00859
15:28:05	42.8	44	UNDER	43.9	42.9	18054.60718
15:28:10	49.8	56.8	UNDER	54.9	44.9	95499.2586
15:28:15	60.8	62.7	UNDER	62.9	57.9	1202264.435
15:28:20	60.1	61.6	UNDER	61.9	55.9	1023292.992
15:28:25	59	62.3	UNDER	60.9	55.9	794328.2347
15:28:30	66.4	68	UNDER	67.9	62.9	4365156.322
15:28:35	59.2	64.1	UNDER	63.9	52.9	831763.7711
15:28:40	48.7	52.3	UNDER	51.9	44.9	74131.02413
15:28:45	43.2	44.3	UNDER	43.9	42.9	20892.95131
15:28:50	43.1	43.5	UNDER	43.9	42.9	20417.37945
15:28:55	43	43.9	UNDER	43.9	42.9	19952.62315
15:29:00	46.7	49	UNDER	48.9	43.9	46773.51413
15:29:05	61.2	64.7	UNDER	64.9	48.9	1318256.739
15:29:10	59.9	63.5	UNDER	62.9	57.9	977237.221

NO DATA
Monitor Malfunction

15:29:15	62.1	64.4	UNDER	64.9	57.9	1621810.097
15:29:20	54	58.7	UNDER	57.9	49.9	251188.6432
15:29:25	60.3	63.5	UNDER	63.9	49.9	1071519.305
15:29:30	60.9	62.5	UNDER	62.9	57.9	1230268.771
15:29:35	64.5	68.4	UNDER	68.9	55.9	2818382.931
15:29:40	59.2	65.8	UNDER	64.9	48.9	831763.7711
15:29:45	45.8	48.6	UNDER	47.9	43.9	38018.93983
15:29:50	42.8	43.3	UNDER	43.9	42.9	19054.60718
15:29:55	45.9	51.8	UNDER	49.9	42.9	38904.5145
15:30:00	59.1	61.5	UNDER	61.9	52.9	812830.5162
15:30:05	49.4	54.4	UNDER	52.9	45.9	87096.359
15:30:10	45.7	47	UNDER	46.9	44.9	37153.52291
15:30:15	49.4	55.9	UNDER	53.9	46.9	87096.359
15:30:20	61.9	63.5	UNDER	63.9	56.9	1548816.619
15:30:25	64.4	66.3	UNDER	66.9	61.9	2754228.703
15:30:30	62.3	64.8	UNDER	64.9	54.9	1698243.652
15:30:35	50.6	54.1	UNDER	52.9	47.9	114815.3621
15:30:40	45	47.1	UNDER	46.9	44.9	31622.7766
15:30:45	44.5	44.8	UNDER	44.9	44.9	28183.82931
15:30:50	44	44.4	UNDER	44.9	43.9	25118.86432
15:30:55	43	43.5	UNDER	43.9	42.9	19952.62315
15:31:00	50.4	59.5	UNDER	54.9	43.9	109647.8196
15:31:05	73.2	76.5	UNDER	76.9	60.9	20892961.31
15:31:10	62.6	68.8	UNDER	67.9	51.9	1819700.859
15:31:15	49	51.5	UNDER	50.9	47.9	79432.82347
15:31:20	52.1	58.1	UNDER	55.9	47.9	162181.0097
15:31:25	73.8	77.2	UNDER	77.9	58.9	23986329.19
15:31:30	67.1	73.1	UNDER	71.9	60.9	5128613.84
15:31:35	59.6	61.5	UNDER	61.9	54.9	912010.8394
15:31:40	50	53.9	UNDER	52.9	46.9	100000
15:31:45	44.2	45.9	UNDER	45.9	42.9	26302.67992
15:31:50	42.2	42.8	UNDER	42.9	41.9	18585.86907
15:31:55	42.5	42.7	UNDER	42.9	42.9	17782.7941

R4

L _{eq}						L _{eq}					
AM	Lav	Lmax	Lpk	L(10.0)	L(99.9)	PM	Lav	Lmax	Lpk	L(10.0)	L(99.9)
TIME	dBA	dBA	dBC	dBA	dBA	TIME	dBA	dBA	dBC	dBA	dBA
					47.7						40.7
10/30/2007						10/29/2007					
6:00:00	47	47.3	UNDER	47.1	46.1	15:00:00	40.4	40.9	UNDER	40.1	40.1
6:00:05	47.4	47.6	UNDER	47.1	47.1	15:00:05	40.1	40.4	UNDER	40.1	39.1
6:00:10	47.5	48	UNDER	47.1	47.1	15:00:10	40	40.2	UNDER	40.1	39.1
6:00:15	47	47.3	UNDER	47.1	46.1	15:00:15	40	40.2	UNDER	40.1	39.1
6:00:20	47.4	47.9	UNDER	47.1	46.1	15:00:20	40	40.1	UNDER	40.1	39.1
6:00:25	47.1	47.8	UNDER	47.1	46.1	15:00:25	40	40.3	UNDER	40.1	39.1
6:00:30	47.7	48.6	UNDER	48.1	46.1	15:00:30	40.1	40.3	UNDER	40.1	39.1
6:00:35	48	48.9	UNDER	48.1	47.1	15:00:35	40.2	40.4	UNDER	40.1	39.1
6:00:40	48.9	50.1	UNDER	50.1	47.1	15:00:40	40.1	40.3	UNDER	40.1	40.1
6:00:45	48.8	50.2	UNDER	50.1	48.1	15:00:45	40.2	40.3	UNDER	40.1	40.1
6:00:50	48.4	48.8	UNDER	48.1	48.1	15:00:50	40.6	41.6	UNDER	41.1	40.1
6:00:55	48	48.6	UNDER	48.1	47.1	15:00:55	40.5	40.8	UNDER	40.1	40.1
6:01:00	48	48.9	UNDER	48.1	47.1	15:01:00	40.3	40.4	UNDER	40.1	40.1
6:01:05	48	48.3	UNDER	48.1	47.1	15:01:05	40.1	40.3	UNDER	40.1	40.1
6:01:10	48.3	49.2	UNDER	49.1	47.1	15:01:10	40.5	40.9	UNDER	40.1	40.1
6:01:15	48.8	49.7	UNDER	49.1	47.1	15:01:15	40.8	40.9	UNDER	40.1	40.1
6:01:20	50	51.3	UNDER	51.1	48.1	15:01:20	40.7	40.8	UNDER	40.1	40.1
6:01:25	48.3	48.8	UNDER	48.1	47.1	15:01:25	41	41.3	UNDER	41.1	40.1
6:01:30	47.7	48.1	UNDER	47.1	47.1	15:01:30	41.1	41.3	UNDER	41.1	40.1
6:01:35	48.1	48.6	UNDER	48.1	47.1	15:01:35	40.5	40.8	UNDER	40.1	40.1
6:01:40	47	47.5	UNDER	47.1	46.1	15:01:40	40.8	41.1	UNDER	40.1	40.1
6:01:45	47.1	47.4	UNDER	47.1	46.1	15:01:45	40.8	41.2	UNDER	41.1	40.1
6:01:50	47	47.4	UNDER	47.1	46.1	15:01:50	41.2	41.6	UNDER	41.1	40.1
6:01:55	46.8	47	UNDER	46.1	46.1	15:01:55	40.6	40.8	UNDER	40.1	40.1
6:02:00	46.6	46.8	UNDER	46.1	46.1	15:02:00	40.4	40.6	UNDER	40.1	40.1
6:02:05	46.5	46.8	UNDER	46.1	46.1	15:02:05	40.5	40.8	UNDER	40.1	40.1
6:02:10	46.7	47	UNDER	46.1	46.1	15:02:10	40.4	41.1	UNDER	40.1	40.1
6:02:15	46.4	46.8	UNDER	46.1	46.1	15:02:15	41.1	41.7	UNDER	41.1	40.1
6:02:20	46.6	46.8	UNDER	46.1	46.1	15:02:20	40.4	40.7	UNDER	40.1	40.1
6:02:25	46.7	47.1	UNDER	47.1	46.1	15:02:25	40.9	41.2	UNDER	41.1	40.1
6:02:30	46.7	47	UNDER	46.1	46.1	15:02:30	40.5	40.8	UNDER	40.1	40.1
6:02:35	46.6	46.7	UNDER	46.1	46.1	15:02:35	40.3	40.4	UNDER	40.1	40.1
6:02:40	47	47.4	UNDER	47.1	46.1	15:02:40	40.3	40.4	UNDER	40.1	40.1
6:02:45	47.3	48.3	UNDER	48.1	46.1	15:02:45	40.2	40.3	UNDER	40.1	40.1
6:02:50	47.2	47.9	UNDER	47.1	46.1	15:02:50	41	42	UNDER	41.1	40.1
6:02:55	47	47.4	UNDER	47.1	46.1	15:02:55	40.6	41.2	UNDER	40.1	40.1
6:03:00	47.2	47.6	UNDER	47.1	47.1	15:03:00	42.9	51	UNDER	41.1	40.1
6:03:05	47.3	47.6	UNDER	47.1	47.1	15:03:05	44.3	49.3	UNDER	47.1	41.1
6:03:10	47	47.3	UNDER	47.1	46.1	15:03:10	40.8	41.2	UNDER	41.1	40.1
6:03:15	47.2	47.6	UNDER	47.1	46.1	15:03:15	40.5	40.7	UNDER	40.1	40.1
6:03:20	47.7	48.2	UNDER	48.1	47.1	15:03:20	40.2	40.5	UNDER	40.1	40.1
6:03:25	47.6	48.4	UNDER	48.1	47.1	15:03:25	40.5	40.9	UNDER	40.1	40.1
6:03:30	49.4	49.9	UNDER	49.1	48.1	15:03:30	40.3	40.4	UNDER	40.1	40.1
6:03:35	49.9	50.4	UNDER	50.1	49.1	15:03:35	40.5	40.8	UNDER	40.1	40.1
6:03:40	49.8	50.6	UNDER	50.1	49.1	15:03:40	40.8	40.9	UNDER	40.1	40.1
6:03:45	50.2	51.3	UNDER	51.1	49.1	15:03:45	40.6	40.8	UNDER	40.1	40.1
6:03:50	48.3	49.2	UNDER	49.1	47.1	15:03:50	40.7	41.1	UNDER	40.1	40.1
6:03:55	47.4	47.8	UNDER	47.1	47.1	15:03:55	41.4	41.9	UNDER	41.1	41.1
6:04:00	47.9	48.3	UNDER	48.1	47.1	15:04:00	41.3	41.9	UNDER	41.1	40.1
6:04:05	48.1	48.8	UNDER	48.1	47.1	15:04:05	40.7	40.9	UNDER	40.1	40.1
6:04:10	48.2	48.8	UNDER	48.1	48.1	15:04:10	40.7	40.9	UNDER	40.1	40.1
6:04:15	48.2	48.8	UNDER	48.1	47.1	15:04:15	40.2	40.3	UNDER	40.1	40.1
6:04:20	48.3	48.7	UNDER	48.1	48.1	15:04:20	40.2	40.4	UNDER	40.1	40.1
6:04:25	47.9	48.5	UNDER	48.1	47.1	15:04:25	40.3	40.6	UNDER	40.1	40.1
6:04:30	47.9	48.4	UNDER	48.1	47.1	15:04:30	40.6	41.5	UNDER	41.1	39.1
6:04:35	47.3	47.6	UNDER	47.1	47.1	15:04:35	40.8	41.1	UNDER	40.1	40.1
6:04:40	47.1	47.6	UNDER	47.1	46.1	15:04:40	40.8	41.2	UNDER	41.1	40.1
6:04:45	48.1	48.7	UNDER	48.1	47.1	15:04:45	40.4	40.7	UNDER	40.1	40.1
6:04:50	48.6	49.1	UNDER	48.1	48.1	15:04:50	40.2	40.3	UNDER	40.1	40.1
6:04:55	49.2	49.5	UNDER	49.1	48.1	15:04:55	40	40.3	UNDER	40.1	39.1
6:05:00	48.7	49.6	UNDER	49.1	48.1	15:05:00	40.1	40.1	UNDER	40.1	40.1
6:05:05	50.1	51.1	UNDER	50.1	49.1	15:05:05	40.1	40.3	UNDER	40.1	39.1
6:05:10	50	50.8	UNDER	50.1	49.1	15:05:10	40.2	40.3	UNDER	40.1	40.1
6:05:15	49.2	49.5	UNDER	49.1	48.1	15:05:15	40.1	40.3	UNDER	40.1	40.1
6:05:20	48.6	49.1	UNDER	48.1	48.1	15:05:20	40.1	40.3	UNDER	40.1	40.1
6:05:25	48.1	48.3	UNDER	48.1	47.1	15:05:25	40.2	40.5	UNDER	40.1	39.1
6:05:30	48.1	48.3	UNDER	48.1	47.1	15:05:30	40.2	40.4	UNDER	40.1	40.1
6:05:35	48	48.3	UNDER	48.1	47.1	15:05:35	40.4	40.7	UNDER	40.1	40.1
6:05:40	48.2	48.7	UNDER	48.1	48.1	15:05:40	40.3	40.5	UNDER	40.1	40.1
6:05:45	47.7	48.1	UNDER	48.1	47.1	15:05:45	40.6	40.9	UNDER	40.1	40.1
6:05:50	47.4	47.6	UNDER	47.1	47.1	15:05:50	40.7	40.8	UNDER	40.1	40.1
6:05:55	47.9	48.2	UNDER	48.1	47.1	15:05:55	40.4	40.7	UNDER	40.1	40.1
6:06:00	48	48.3	UNDER	48.1	47.1	15:06:00	40.7	42.3	UNDER	41.1	40.1
6:06:05	47.8	48	UNDER	47.1	47.1	15:06:05	41.8	42.3	UNDER	42.1	41.1
6:06:10	47.6	48.1	UNDER	48.1	47.1	15:06:10	41.7	42	UNDER	41.1	41.1
6:06:15	47.6	48.1	UNDER	48.1	47.1	15:06:15	40.6	40.9	UNDER	40.1	40.1
6:06:20	47.1	47.3	UNDER	47.1	46.1	15:06:20	40.5	40.7	UNDER	40.1	40.1
6:06:25	47	47.3	UNDER	47.1	46.1	15:06:25	40.5	40.7	UNDER	40.1	40.1
6:06:30	47.4	47.8	UNDER	47.1	47.1	15:06:30	40.4	40.7	UNDER	40.1	40.1
6:06:35	47.1	47.5	UNDER	47.1	46.1	15:06:35	40.2	40.4	UNDER	40.1	39.1
6:06:40	47.3	47.6	UNDER	47.1	47.1	15:06:40	40.3	40.4	UNDER	40.1	40.1
6:06:45	47.3	47.6	UNDER	47.1	46.1	15:06:45	40.2	40.3	UNDER	40.1	40.1
6:06:50	46.9	47.2	UNDER	47.1	46.1	15:06:50	40.3	40.5	UNDER	40.1	40.1
6:06:55	46.5	46.7	UNDER	46.1	46.1	15:06:55	40.3	40.5	UNDER	40.1	40.1
6:07:00	46.5	46.7	UNDER	46.1	46.1	15:07:00	40.4	40.7	UNDER	40.1	40.1
6:07:05	46.4	46.7	UNDER	46.1	46.1	15:07:05	40.3	40.7	UNDER	40.1	40.1
6:07:10	46.6	46.8	UNDER	46.1	46.1	15:07:10	40.2	40.3	UNDER	40.1	40.1
6:07:15	46.7	47.1	UNDER	47.1	46.1	15:07:15	40.2	40.3	UNDER	40.1	39.1
6:07:20	46.7	46.9	UNDER	46.1	46.1	15:07:20	40.1	40.3	UNDER	40.1	40.1
6:07:25	46.8	47.1	UNDER	47.1	46.1	15:07:25	40.2	40.3	UNDER	40.1	40.1
6:07:30	46.3	46.7	UNDER	46.1	46.1	15:07:30	40.2	40.3	UNDER	40.1	40.1
6:07:35	46.7	46.8	UNDER	46.1	46.1	15:07:35	40	40.3	UNDER	40.1	39.1
6:07:40	46.7	47.1	UNDER	46.1	46.1	15:07:40	39.9	40	UNDER	40.1	39.1
6:07:45	46.6	47	UNDER	46.1	46.1						

6:08:30	46.7	47.3	UNDER	47.1	46.1	46773.51413	15:08:30	42.8	43.2	UNDER	43.1	42.1	19054.60718
6:08:35	46.3	46.6	UNDER	46.1	46.1	42657.95188	15:08:35	41.5	42.7	UNDER	42.1	40.1	14125.37545
6:08:40	46.5	46.7	UNDER	46.1	46.1	44668.35922	15:08:40	40.4	40.7	UNDER	40.1	40.1	10964.78196
6:08:45	46.8	47.2	UNDER	47.1	46.1	47863.00923	15:08:45	40.8	41.2	UNDER	41.1	40.1	12022.64435
6:08:50	47.4	47.9	UNDER	47.1	47.1	54954.08739	15:08:50	40.3	40.7	UNDER	40.1	40.1	10715.19305
6:08:55	47.2	47.6	UNDER	47.1	46.1	52480.74602	15:08:55	41.4	42.4	UNDER	42.1	40.1	13803.84265
6:09:00	47.5	48	UNDER	47.1	47.1	56234.13252	15:09:00	41.2	41.7	UNDER	41.1	40.1	13182.56739
6:09:05	48.2	48.8	UNDER	48.1	47.1	86069.3448	15:09:05	40.5	40.9	UNDER	40.1	40.1	11220.18454
6:09:10	47.8	48.3	UNDER	48.1	47.1	60255.95661	15:09:10	40.2	40.4	UNDER	40.1	40.1	10471.28548
6:09:15	48.1	48.4	UNDER	48.1	47.1	64565.4229	15:09:15	40.5	40.9	UNDER	40.1	40.1	11220.18454
6:09:20	47.7	48.3	UNDER	48.1	47.1	58884.36554	15:09:20	40.4	40.7	UNDER	40.1	40.1	10964.78196
6:09:25	48	49	UNDER	48.1	47.1	63095.73445	15:09:25	40.3	40.4	UNDER	40.1	40.1	10715.19305
6:09:30	47.2	48	UNDER	47.1	46.1	52480.74602	15:09:30	40.4	40.9	UNDER	40.1	40.1	10964.78196
6:09:35	48	48.8	UNDER	48.1	47.1	63095.73445	15:09:35	40.3	40.5	UNDER	40.1	40.1	10715.19305
6:09:40	47.6	48.3	UNDER	48.1	47.1	57543.99373	15:09:40	40.3	40.7	UNDER	40.1	40.1	10715.19305
6:09:45	47.7	48.1	UNDER	48.1	47.1	58884.36554	15:09:45	40.2	40.3	UNDER	40.1	40.1	10471.28548
6:09:50	47.9	49.1	UNDER	49.1	47.1	61659.50019	15:09:50	40.3	40.8	UNDER	40.1	40.1	10715.19305
6:09:55	47.7	48.3	UNDER	48.1	47.1	58884.36554	15:09:55	40.8	41.2	UNDER	41.1	40.1	12022.64435

R5

AM						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	49.0
10/30/2007						
6:00:00	49.2	49.8	UNDER	49.7	48.7	83176.37711
6:00:05	49.2	50.2	UNDER	49.7	48.7	83176.37711
6:00:10	53.8	56.6	UNDER	56.7	50.7	239883.2919
6:00:15	55.6	56.9	UNDER	56.7	52.7	363078.0548
6:00:20	50.1	52.6	UNDER	52.7	47.7	102329.2992
6:00:25	47.9	48.9	UNDER	48.7	47.7	61659.50019
6:00:30	50.9	53.4	UNDER	53.7	48.7	123026.8771
6:00:35	51.1	53.4	UNDER	53.7	49.7	128824.9552
6:00:40	48.9	49.4	UNDER	49.7	47.7	77624.71166
6:00:45	48.8	50.1	UNDER	49.7	48.7	75857.7575
6:00:50	49.9	50.9	UNDER	50.7	49.7	97723.7221
6:00:55	49.8	51.8	UNDER	50.7	48.7	95499.2586
6:01:00	50	51.8	UNDER	51.7	48.7	100000
6:01:05	49.8	50.3	UNDER	50.7	48.7	95499.2586
6:01:10	51.2	52.2	UNDER	51.7	50.7	131825.6739
6:01:15	50.6	52.3	UNDER	51.7	49.7	114815.3621
6:01:20	48.5	50.2	UNDER	49.7	47.7	70794.57844
6:01:25	48.8	49.3	UNDER	49.7	48.7	75857.7575
6:01:30	47.4	48.6	UNDER	48.7	46.7	54954.08739
6:01:35	46.5	47.8	UNDER	47.7	45.7	44668.35922
6:01:40	47.6	47.8	UNDER	47.7	47.7	57543.99373
6:01:45	47.9	48.9	UNDER	48.7	47.7	61659.50019
6:01:50	47.4	48.2	UNDER	48.7	46.7	54954.08739
6:01:55	46.4	47	UNDER	47.7	45.7	43651.58322
6:02:00	46.3	47.8	UNDER	46.7	45.7	42657.95188
6:02:05	47.2	48.2	UNDER	48.7	46.7	52480.74602
6:02:10	46.8	47	UNDER	47.7	46.7	47863.00923
6:02:15	46.7	47	UNDER	47.7	46.7	46773.51413
6:02:20	46.4	46.7	UNDER	46.7	46.7	43651.58322
6:02:25	46.3	46.6	UNDER	46.7	45.7	42657.95188
6:02:30	46.1	46.6	UNDER	46.7	45.7	40738.02778
6:02:35	46.7	47.4	UNDER	47.7	45.7	46773.51413
6:02:40	46.7	46.9	UNDER	46.7	46.7	46773.51413
6:02:45	46.3	46.6	UNDER	46.7	46.7	42657.95188
6:02:50	45.8	46.5	UNDER	46.7	45.7	38018.93963
6:02:55	47.2	48.2	UNDER	47.7	46.7	52480.74602
6:03:00	50.4	51.8	UNDER	51.7	48.7	109647.8196
6:03:05	49.3	51.7	UNDER	51.7	46.7	85113.80392
6:03:10	46.6	47	UNDER	46.7	46.7	45708.81896
6:03:15	47	47.4	UNDER	47.7	46.7	50118.72336
6:03:20	49.7	53.8	UNDER	52.7	47.7	93325.43008
6:03:25	55.2	55.9	UNDER	55.7	53.7	331131.1215
6:03:30	51.2	54.2	UNDER	53.7	48.7	131825.6739
6:03:35	47.8	48.2	UNDER	48.7	47.7	60255.95861
6:03:40	47.8	49	UNDER	48.7	47.7	60255.95861
6:03:45	49.2	50.1	UNDER	49.7	48.7	83176.37711
6:03:50	49.4	49.7	UNDER	49.7	48.7	87096.359
6:03:55	49	50.1	UNDER	49.7	47.7	79432.82347
6:04:00	47	47.4	UNDER	47.7	46.7	50118.72336
6:04:05	47.6	48.6	UNDER	48.7	46.7	57543.99373
6:04:10	48.9	49.4	UNDER	49.7	48.7	77624.71166
6:04:15	49.6	51	UNDER	50.7	48.7	91201.08394
6:04:20	53	53.9	UNDER	53.7	51.7	199526.2315
6:04:25	53.4	54.2	UNDER	54.7	52.7	218776.1624
6:04:30	50.4	52.2	UNDER	51.7	49.7	109647.8196
6:04:35	48.9	49.8	UNDER	49.7	47.7	77624.71166
6:04:40	47.3	47.8	UNDER	47.7	46.7	53703.17964
6:04:45	47.1	47.5	UNDER	47.7	46.7	51286.1384
6:04:50	48.3	49.4	UNDER	49.7	47.7	67608.29754
6:04:55	49.9	50.6	UNDER	50.7	49.7	97723.7221
6:05:00	49.9	51.4	UNDER	51.7	49.7	97723.7221
6:05:05	50.9	51.7	UNDER	51.7	49.7	123026.8771
6:05:10	49.7	51.2	UNDER	51.7	48.7	93325.43008
6:05:15	53	54.6	UNDER	54.7	50.7	199526.2315
6:05:20	53.5	54.6	UNDER	54.7	51.7	223872.1139
6:05:25	49.2	51.1	UNDER	50.7	47.7	83176.37711
6:05:30	47.3	47.8	UNDER	47.7	47.7	53703.17964
6:05:35	47.6	48	UNDER	47.7	47.7	57543.99373
6:05:40	47.9	48.2	UNDER	48.7	47.7	61659.50019
6:05:45	47.6	47.8	UNDER	47.7	47.7	57543.99373
6:05:50	48	49.7	UNDER	49.7	47.7	63095.73445
6:05:55	51.3	52.3	UNDER	52.7	49.7	134896.2883
6:06:00	48.2	49.8	UNDER	49.7	47.7	66069.3448
6:06:05	47.6	47.8	UNDER	47.7	47.7	57543.99373
6:06:10	47.4	47.8	UNDER	47.7	47.7	54954.08739
6:06:15	47.3	47.4	UNDER	47.7	46.7	53703.17964
6:06:20	46.9	47.1	UNDER	47.7	46.7	48977.88194
6:06:25	46.4	47	UNDER	47.7	45.7	43651.58322
6:06:30	46.3	46.5	UNDER	46.7	45.7	42657.95188
6:06:35	46.4	46.6	UNDER	46.7	46.7	43651.58322
6:06:40	46.9	47.8	UNDER	47.7	46.7	48977.88194
6:06:45	46.8	47.7	UNDER	47.7	46.7	47863.00923
6:06:50	47.2	47.7	UNDER	47.7	46.7	52480.74602
6:06:55	48.8	49.5	UNDER	49.7	47.7	75857.7575
6:07:00	47.4	48.2	UNDER	48.7	46.7	54954.08739
6:07:05	52.8	56.6	UNDER	56.7	47.7	190546.0718
6:07:10	53.7	56.8	UNDER	56.7	48.7	234422.8815

PM						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	48.8
10/29/2007						
15:00:00	40.2	40.5	UNDER	40.7	40.7	10471.28548
15:00:05	40.8	42.2	UNDER	41.7	40.7	12022.64435
15:00:10	42.5	45.3	UNDER	44.7	40.7	17782.7941
15:00:15	40.2	40.7	UNDER	40.7	39.7	10471.28548
15:00:20	39.9	40.2	UNDER	40.7	39.7	9772.37221
15:00:25	39.6	39.9	UNDER	39.7	39.7	9120.108394
15:00:30	39.9	40.2	UNDER	40.7	39.7	9772.37221
15:00:35	40	40.5	UNDER	40.7	39.7	10000
15:00:40	40.7	42.1	UNDER	41.7	40.7	11748.97555
15:00:45	42.1	43.4	UNDER	43.7	41.7	18218.10097
15:00:50	48.3	53	UNDER	52.7	43.7	67608.29754
15:00:55	56.2	58.6	UNDER	58.7	53.7	416869.3835
15:01:00	52.9	54.6	UNDER	54.7	48.7	194984.46
15:01:05	45.1	48.3	UNDER	47.7	42.7	32359.36569
15:01:10	41.3	42.1	UNDER	41.7	41.7	13489.62883
15:01:15	41.9	43.4	UNDER	43.7	40.7	15488.16619
15:01:20	45.4	45.9	UNDER	45.7	43.7	34673.68505
15:01:25	48.1	49.4	UNDER	49.7	43.7	64565.4229
15:01:30	44	47.4	UNDER	46.7	41.7	25118.86432
15:01:35	41.4	41.8	UNDER	41.7	41.7	13803.84265
15:01:40	41.6	41.8	UNDER	41.7	41.7	14454.39771
15:01:45	45	49	UNDER	48.7	41.7	31622.7766
15:01:50	53.4	54.6	UNDER	54.7	48.7	218776.1624
15:01:55	50.8	54.2	UNDER	53.7	46.7	120226.4435
15:02:00	44.3	45.9	UNDER	45.7	42.7	26915.34804
15:02:05	44.3	46.7	UNDER	46.7	42.7	26915.34804
15:02:10	49.3	50.6	UNDER	50.7	46.7	85113.80382
15:02:15	46.7	48.5	UNDER	48.7	45.7	46773.51413
15:02:20	45.7	48.2	UNDER	48.7	42.7	37153.52291
15:02:25	42.8	44.3	UNDER	43.7	42.7	19054.60718
15:02:30	48.3	50.4	UNDER	50.7	44.7	67608.29754
15:02:35	44.6	47.8	UNDER	47.7	41.7	28840.31503
15:02:40	40.9	41.4	UNDER	41.7	40.7	12302.68771
15:02:45	40.7	41.2	UNDER	41.7	40.7	11748.97555
15:02:50	40.4	40.6	UNDER	40.7	40.7	10964.78196
15:02:55	40.2	40.6	UNDER	40.7	39.7	10471.28548
15:03:00	40.9	41.7	UNDER	41.7	40.7	12302.68771
15:03:05	41.9	42.7	UNDER	42.7	40.7	15488.16619
15:03:10	41.6	43	UNDER	42.7	40.7	14454.39771
15:03:15	48	51.4	UNDER	50.7	43.7	63095.73445
15:03:20	49.8	51.5	UNDER	51.7	47.7	95499.2586
15:03:25	52.3	53.8	UNDER	53.7	47.7	169824.3652
15:03:30	53.3	54.2	UNDER	54.7	52.7	213796.209
15:03:35	50.2	52.6	UNDER	52.7	47.7	104712.8548
15:03:40	47.7	49	UNDER	48.7	45.7	58884.38554
15:03:45	46.4	50.2	UNDER	49.7	44.7	43651.58322
15:03:50	50.6	52.5	UNDER	52.7	47.7	114815.3621
15:03:55	44.2	47.1	UNDER	46.7	41.7	26302.67992
15:04:00	41.9	42.5	UNDER	42.7	41.7	15488.16619
15:04:05	41.7	42.2	UNDER	42.7	41.7	14791.08388
15:04:10	41.2	41.8	UNDER	41.7	40.7	13182.58739
15:04:15	42.2	43.5	UNDER	43.7	41.7	16595.86907
15:04:20	44.1	48.6	UNDER	46.7	41.7	25703.95783
15:04:25	50.5	51.8	UNDER	51.7	48.7	112201.8454
15:04:30	53.8	54.7	UNDER	54.7	51.7	239883.2919
15:04:35	49	52.6	UNDER	51.7	43.7	79432.82347
15:04:40	42	43.5	UNDER	43.7	40.7	15848.93192
15:04:45	40.5	41	UNDER	40.7	40.7	11220.18454
15:04:50	40.2	40.6	UNDER	40.7	39.7	10471.28548
15:04:55	39.7	39.9	UNDER	39.7	39.7	9332.543008
15:05:00	40	40.2	UNDER	40.7	39.7	10000
15:05:05	39.9	40.2	UNDER	40.7	39.7	9772.37221
15:05:10	40.7	42.6	UNDER	41.7	40.7	11748.97555
15:05:15	45	48	UNDER	46.7	42.7	31622.7766
15:05:20	49	51.8	UNDER	49.7	47.7	79432.82347
15:05:25	52.3	54.6	UNDER	54.7	47.7	169824.3652
15:05:30	43.6	47	UNDER	46.7	41.7	22908.67653
15:05:35	44.9	47.3	UNDER	47.7	41.7	30902.95433
15:05:40	46	47.5	UNDER	47.7	44.7	39810.71706
15:05:45	47.6	49.4	UNDER	49.7	45.7	57543.99373
15:05:50	44.2	47.4	UNDER	46.7	41.7	26302.67992
15:05:55	42.3	43	UNDER	43.7	41.7	

6:07:15	47.6	48.5	UNDER	48.7	47.7	57543.99373	15:07:15	40.2	40.6	UNDER	40.7	39.7	10471.28548	
6:07:20	46.7	47.1	UNDER	47.7	46.7	46773.51413	15:07:20	40.9	41.9	UNDER	41.7	40.7	12302.68771	
6:07:25	46.7	47	UNDER	47.7	46.7	46773.51413	15:07:25	46.2	50.6	UNDER	49.7	41.7	41686.93835	
6:07:30	46.8	47.1	UNDER	47.7	46.7	47863.00923	15:07:30	54.5	56.1	UNDER	55.7	50.7	281838.2931	
6:07:35	47.4	47.9	UNDER	47.7	46.7	54954.08739	15:07:35	51	54.9	UNDER	53.7	48.7	125892.5412	
6:07:40	48.8	50.1	UNDER	49.7	47.7	75857.7575	15:07:40	46.8	49	UNDER	48.7	43.7	47863.00923	
6:07:45	48.1	49.7	UNDER	49.7	46.7	64565.4229	15:07:45	41.5	43	UNDER	42.7	40.7	14125.37545	
6:07:50	45.9	46.6	UNDER	46.7	45.7	38904.5145	15:07:50	40.1	40.6	UNDER	40.7	39.7	10232.92992	
6:07:55	46.6	47.4	UNDER	47.7	46.7	45708.81896	15:07:55	39.9	40.2	UNDER	40.7	39.7	9772.37221	
6:08:00	48.3	48.6	UNDER	48.7	47.7	67608.29754	15:08:00	40.7	41	UNDER	41.7	39.7	11748.97555	
6:08:05	47.4	48	UNDER	47.7	47.7	54954.08739	15:08:05	41.4	42.5	UNDER	42.7	40.7	13803.84265	
6:08:10	46.8	47.9	UNDER	47.7	46.7	47863.00923	15:08:10	43.5	44.1	UNDER	43.7	42.7	22387.21139	
6:08:15	46.4	47.6	UNDER	47.7	45.7	43651.58322	15:08:15	46.3	50	UNDER	49.7	43.7	42657.95188	
6:08:20	45.7	46.1	UNDER	45.7	45.7	37153.52291	15:08:20	53.2	54.9	UNDER	54.7	49.7	208929.6131	
6:08:25	45.9	46.2	UNDER	46.7	45.7	38904.5145	15:08:25	66.6	74.7	UNDER	72.7	54.7	4570881.896	
6:08:30	46.8	47.4	UNDER	47.7	46.7	47863.00923	15:08:30	75.6	78.2	UNDER	77.7	69.7	36307805.48	Traction
6:08:35	47.4	47.8	UNDER	47.7	47.7	54954.08739	15:08:35	63.6	69.4	UNDER	67.7	53.7	2290867.653	
6:08:40	45.9	47	UNDER	46.7	45.7	38904.5145	15:08:40	49.7	53.4	UNDER	52.7	46.7	93325.43008	
6:08:45	45.9	46.4	UNDER	46.7	45.7	38904.5145	15:08:45	55.1	57.7	UNDER	57.7	48.7	323593.6569	
6:08:50	46.5	46.9	UNDER	46.7	45.7	44668.35922	15:08:50	51.2	54.2	UNDER	53.7	47.7	131825.6739	
6:08:55	48.2	49.6	UNDER	49.7	46.7	66069.3448	15:08:55	50.3	51.8	UNDER	51.7	47.7	107151.9305	
6:09:00	48.7	49.5	UNDER	49.7	47.7	74131.02413	15:09:00	48.2	51.5	UNDER	50.7	46.7	66069.3448	
6:09:05	47.3	48.2	UNDER	47.7	46.7	53703.17964	15:09:05	47.7	49.8	UNDER	49.7	45.7	58864.36554	
6:09:10	48.6	49.5	UNDER	49.7	47.7	72443.59601	15:09:10	50.7	51.8	UNDER	51.7	49.7	117489.7555	
6:09:15	48.2	48.9	UNDER	48.7	47.7	66069.3448	15:09:15	46.4	49.3	UNDER	48.7	43.7	43651.58322	
6:09:20	47.3	48.2	UNDER	47.7	46.7	53703.17964	15:09:20	42.9	43.4	UNDER	43.7	42.7	19498.446	
6:09:25	47.5	48.1	UNDER	47.7	47.7	56234.13252	15:09:25	41.7	42.2	UNDER	41.7	41.7	14791.08388	
6:09:30	47.3	48.1	UNDER	47.7	46.7	53703.17964	15:09:30	41.3	41.8	UNDER	41.7	41.7	13489.62883	
6:09:35	47.5	48.1	UNDER	47.7	47.7	56234.13252	15:09:35	43.1	45	UNDER	44.7	41.7	20417.37945	
6:09:40	46.5	47.4	UNDER	47.7	45.7	44668.35922	15:09:40	48.7	50	UNDER	49.7	44.7	74131.02413	
6:09:45	46.4	47.4	UNDER	47.7	45.7	43651.58322	15:09:45	49.2	50.6	UNDER	50.7	47.7	83176.37711	
6:09:50	46.3	47	UNDER	46.7	45.7	42657.95188	15:09:50	46.6	50.2	UNDER	49.7	43.7	45708.81896	
6:09:55	46.2	46.8	UNDER	46.7	45.7	41686.93835	15:09:55	46.2	48.6	UNDER	48.7	43.7	41686.93835	

R6

AM						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	49.2
10/30/2007						
6:00:00	51.5	52.4	UNDER	51.9	50.9	141253.7545
6:00:05	52	53.9	UNDER	53.9	50.9	158489.3192
6:00:10	48.7	50.2	UNDER	49.9	47.9	74131.02413
6:00:15	48.7	49.2	UNDER	49.9	48.9	74131.02413
6:00:20	49	49.3	UNDER	49.9	48.9	79432.82347
6:00:25	48.7	49.5	UNDER	49.9	48.9	74131.02413
6:00:30	49.6	50.4	UNDER	50.4	48.9	91201.08394
6:00:35	49.1	51.3	UNDER	51.9	47.9	81283.05162
6:00:40	50.6	52.3	UNDER	51.9	49.9	114815.3621
6:00:45	49.7	50.2	UNDER	50.9	49.9	93325.43008
6:00:50	49.8	51.1	UNDER	51.0	48.9	95490.2586
6:00:55	50.4	51.1	UNDER	50.9	49.9	109647.8198
6:01:00	48.8	49.5	UNDER	49.9	47.9	75857.7575
6:01:05	48.1	49	UNDER	48.9	47.9	64565.4229
6:01:10	47	47.5	UNDER	47.9	46.9	50118.72336
6:01:15	47.5	48.5	UNDER	48.0	46.9	56234.13252
6:01:20	47.8	48.4	UNDER	48.0	47.9	60255.95861
6:01:25	48.2	49.2	UNDER	49.9	47.9	66069.3448
6:01:30	47.6	48.3	UNDER	48.9	46.9	57543.99373
6:01:35	46.7	47.5	UNDER	47.9	46.9	46773.51413
6:01:40	46.9	47.4	UNDER	47.9	46.9	48977.88194
6:01:45	46.9	47.5	UNDER	47.9	46.9	48977.88194
6:01:50	47.3	47.8	UNDER	47.9	47.9	53703.17964
6:01:55	47.4	47.9	UNDER	47.9	46.9	54954.08739
6:02:00	47.5	49.9	UNDER	49.9	46.9	56234.13252
6:02:05	48	49.4	UNDER	49.9	46.9	63095.73445
6:02:10	46.2	46.5	UNDER	46.9	46.9	41686.93835
6:02:15	46.8	47.1	UNDER	47.9	46.9	47863.00923
6:02:20	46.3	46.6	UNDER	46.9	45.9	42657.95188
6:02:25	46.6	47.1	UNDER	47.9	46.9	45708.81896
6:02:30	47.2	47.5	UNDER	47.9	46.9	52480.74602
6:02:35	48	48.4	UNDER	48.9	47.9	63095.73445
6:02:40	47.7	48.3	UNDER	48.9	47.9	58884.36554
6:02:45	47.4	47.9	UNDER	47.9	46.9	54954.08739
6:02:50	48.5	51.1	UNDER	50.9	47.9	70794.57844
6:02:55	48.4	49.1	UNDER	48.9	47.9	69183.09709
6:03:00	48.4	48.7	UNDER	48.9	48.9	69183.09709
6:03:05	47.7	48.2	UNDER	48.9	47.9	58884.36554
6:03:10	47.7	47.9	UNDER	47.9	47.9	58884.36554
6:03:15	48.2	48.8	UNDER	48.9	47.9	66069.3448
6:03:20	47.8	48.1	UNDER	48.9	47.9	60255.95861
6:03:25	48	48.4	UNDER	48.9	47.9	63095.73445
6:03:30	50.5	51.9	UNDER	51.9	48.9	112201.8454
6:03:35	51.8	52.4	UNDER	52.9	50.9	151356.1248
6:03:40	49.4	50.8	UNDER	50.9	48.9	87096.359
6:03:45	51.9	53.5	UNDER	53.9	48.9	154881.6619
6:03:50	52.7	53.1	UNDER	53.9	51.9	186208.7137
6:03:55	50.9	51.9	UNDER	51.9	50.9	123026.8771
6:04:00	51.1	51.5	UNDER	51.9	50.9	128824.9552
6:04:05	51.5	51.9	UNDER	51.9	51.9	141253.7545
6:04:10	51.7	53.8	UNDER	53.9	50.9	147910.8388
6:04:15	51.4	53.9	UNDER	53.9	49.9	138038.4265
6:04:20	48.9	49.9	UNDER	49.9	48.9	77624.71166
6:04:25	50.8	51.9	UNDER	51.9	48.9	120226.4435
6:04:30	52.1	53.5	UNDER	53.9	51.9	162181.0097
6:04:35	51	51.6	UNDER	51.9	49.9	125892.5412
6:04:40	50.5	51.1	UNDER	51.9	49.9	112201.8454
6:04:45	49.9	50.3	UNDER	50.9	49.9	97723.7221
6:04:50	50.6	51.3	UNDER	51.9	49.9	114815.3621
6:04:55	50.6	51.3	UNDER	51.9	49.9	114815.3621
6:05:00	51.1	52.3	UNDER	52.9	50.9	128824.9552
6:05:05	52.7	53.9	UNDER	53.9	51.9	186208.7137
6:05:10	52.1	53	UNDER	52.9	51.9	162181.0097
6:05:15	52.4	53.9	UNDER	53.9	51.9	173780.0829
6:05:20	51	51.6	UNDER	51.9	50.9	125892.5412
6:05:25	50.7	51.1	UNDER	51.9	50.9	117489.7555
6:05:30	49.9	50.8	UNDER	50.9	49.9	97723.7221
6:05:35	49.2	49.5	UNDER	49.9	49.9	83176.37711
6:05:40	49.6	50.2	UNDER	49.9	49.9	91201.08394
6:05:45	50	52.4	UNDER	52.9	48.9	100000
6:05:50	48.2	49.3	UNDER	49.9	47.9	66069.3448
6:05:55	47.7	48.4	UNDER	48.9	47.9	58884.36554
6:06:00	48.3	48.9	UNDER	48.9	47.9	67608.29754
6:06:05	47.9	48.3	UNDER	48.9	47.9	61659.50019
6:06:10	47.7	48.2	UNDER	48.9	47.9	58884.36554
6:06:15	47.1	47.5	UNDER	47.9	46.9	51286.1384
6:06:20	47.3	47.5	UNDER	47.9	47.9	53703.17964
6:06:25	47.1	47.5	UNDER	47.9	46.9	51286.1384
6:06:30	47.3	47.5	UNDER	47.9	47.9	53703.17964
6:06:35	47.9	49.1	UNDER	48.9	47.9	61659.50019
6:06:40	49.6	50.8	UNDER	50.9	48.9	91201.08394
6:06:45	51.1	51.9	UNDER	51.9	50.9	128824.9552
6:06:50	50	51.2	UNDER	50.9	49.9	100000
6:06:55	51.7	52.4	UNDER	52.9	50.9	147910.8388
6:07:00	52.1	55.1	UNDER	54.9	49.9	162181.0097
6:07:05	47.8	49.6	UNDER	49.9	47.9	60255.95861
6:07:10	48.1	48.8	UNDER	48.9	47.9	64565.4229
6:07:15	49.3	49.8	UNDER	49.9	48.9	85113.80382
6:07:20	47.9	48.6	UNDER	48.9	47.9	61659.50019
6:07:25	47.2	47.5	UNDER	47.9	47.9	52480.74602
6:07:30	47.8	48.4	UNDER	48.9	47.9	60255.95861
6:07:35	48.2	48.6	UNDER	48.9	47.9	66069.3448
6:07:40	47.1	47.3	UNDER	47.9	46.9	51286.1384
6:07:45	48.2	50.2	UNDER	50.9	46.9	66069.3448
6:07:50	49.7	51.4	UNDER	50.9	48.9	93325.43008
6:07:55	48.8	49.1	UNDER	49.9	48.9	75857.7575

PM						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	49.7
10/29/2007						
15:00:00	43.8	44.2	UNDER	44.9	43.9	23988.32919
15:00:05	43.6	43.8	UNDER	43.9	43.9	22908.67653
15:00:10	43.3	43.7	UNDER	43.9	43.9	22387.21139
15:00:15	43.3	43.6	UNDER	43.9	43.9	22387.21139
15:00:20	43.7	44.1	UNDER	44.9	43.9	23442.28815
15:00:25	43.5	43.9	UNDER	43.9	43.9	22387.21139
15:00:30	44.5	45.6	UNDER	45.9	43.9	28183.82931
15:00:35	48.4	51.1	UNDER	50.9	45.9	69183.09709
15:00:40	48.6	51.3	UNDER	51.9	46.9	72443.59601
15:00:45	48.1	49.6	UNDER	48.9	46.9	64565.4229
15:00:50	51	54.4	UNDER	53.9	48.9	125892.5412
15:00:55	48.5	50.7	UNDER	50.9	47.9	70794.57844
15:01:00	51.4	52.8	UNDER	52.9	48.9	138038.4265
15:01:05	51.1	52.4	UNDER	52.9	48.9	128824.9552
15:01:10	50.2	52.2	UNDER	51.9	48.9	104712.8548
15:01:15	50.8	53.5	UNDER	53.9	48.9	120226.4435
15:01:20	49.8	51.2	UNDER	50.9	48.9	95499.2586
15:01:25	47	48.2	UNDER	47.9	46.9	50118.72336
15:01:30	49.1	50.7	UNDER	50.9	47.9	81283.05162
15:01:35	51.9	53.5	UNDER	52.9	50.9	154881.6619
15:01:40	52.9	55	UNDER	54.9	50.9	194984.46
15:01:45	51.2	53.1	UNDER	52.9	49.9	131825.6739
15:01:50	47.9	49.7	UNDER	49.9	47.9	61659.50019
15:01:55	48.9	49.9	UNDER	49.9	47.9	77624.71166
15:02:00	51	54.2	UNDER	53.9	48.9	125892.5412
15:02:05	48.5	50.2	UNDER	49.9	47.9	70794.57844
15:02:10	46.4	47.2	UNDER	47.9	45.9	43651.58322
15:02:15	45.9	46.5	UNDER	46.9	45.9	38904.5145
15:02:20	46.4	47.2	UNDER	47.9	45.9	43651.58322
15:02:25	48.4	50.1	UNDER	49.9	47.9	69183.09709
15:02:30	47.2	48	UNDER	47.9	46.9	52480.74602
15:02:35	47.2	48.3	UNDER	48.9	46.9	52480.74602
15:02:40	49	51.3	UNDER	50.9	47.9	79432.82347
15:02:45	46.8	48.2	UNDER	47.9	45.9	47863.00923
15:02:50	47	47.9	UNDER	47.9	45.9	50118.72336
15:02:55	47.6	48.7	UNDER	48.9	46.9	57543.99373
15:03:00	49.1	50.7	UNDER	50.9	46.9	81283.05162
15:03:05	49.6	50.7	UNDER	50.9	47.9	91201.08394
15:03:10	49.3	50.8	UNDER	50.9	47.9	85113.80382
15:03:15	51.2	53.7	UNDER	53.9	49.9	131825.6739
15:03:20	50.5	52.9	UNDER	52.9	49.9	112201.8454
15:03:25	49	50.8	UNDER	50.9	47.9	79432.82347
15:03:30	47.6	48.7	UNDER	48.9	46.9	57543.99373
15:03:35	49.5	51.9	UNDER	51.9	46.9	89125.09381
15:03:40	52.6	54.5	UNDER	53.9	51.9	181970.0859
15:03:45	51.9	53.4	UNDER	53.9	50.9	154881.6619
15:03:50	51.2	52.3	UNDER	52.9	49.9	131825.6739
15:03:55	52	53.7	UNDER	53.9	50.9	158489.3192
15:04:00	51.4	52.4	UNDER	52.9	50.9	138038.4265
15:04:05	51.7	52.2	UNDER	52.9	51.9	147910.8388
15:04:10	51	52	UNDER	52.9	49.9	125892.5412
15:04:15	49.8	52.1	UNDER	51.9	48.9	95499.2586
15:04:20	46.2	48.6	UNDER	48.9	44.9	41686.93835
15:04:25	43.7	44.1	UNDER	44.9	43.9	23442.28815
15:04:30	44.5	45.9	UNDER	45.9	43.9	28183.82931
15:04:35	46.2	47.9	UNDER	47.9	45.9	41686.93835
15:04:40	49.5	51.5	UNDER	51.9	48.9	89125.09381
15:04:45	49	50.3	UNDER	49.9	48.9	79432.82347
15:04:50	52.8	55.5	UNDER	55.9	49.9	190546.0718
15:04:55	54	55.8	UNDER	55.9	50.9	251188.6432
15:05:00	49.7	51.8	UNDER	51.9	48.9	93325.43008
15:05:05	47.6	49.9	UNDER	49.9	45.9	57543.99373
15:05:10	45.9	46.3	UNDER	46.9		

6:08:00	48.7	49.5	UNDER	49.9	48.9	74131.02413	15:08:00	30.1	31.5	UNDER	51.9	47.9	102329.2992
6:08:05	48.8	49.5	UNDER	49.9	48.9	75857.7575	15:08:05	30.2	32.1	UNDER	51.9	49.9	104712.8548
6:08:10	48.5	49.7	UNDER	49.9	47.9	70794.57844	15:08:10	32.8	33.8	UNDER	53.9	51.9	190546.0718
6:08:15	47.7	48.5	UNDER	48.9	47.9	58884.36554	15:08:15	32.9	34.6	UNDER	54.9	51.9	194984.46
6:08:20	47.8	48.5	UNDER	48.9	47.9	60255.95861	15:08:20	32.5	34	UNDER	53.9	51.9	177627.941
6:08:25	47.3	47.6	UNDER	47.9	47.9	53703.17964	15:08:25	32.6	33.4	UNDER	53.9	52.9	181970.0859
6:08:30	48.1	48.4	UNDER	48.9	47.9	64565.4229	15:08:30	37.5	39.2	UNDER	59.9	52.9	562341.3252
6:08:35	47.6	48.2	UNDER	48.9	47.9	57543.99373	15:08:35	60.1	63.5	UNDER	63.9	57.9	1023292.992
6:08:40	47.4	47.6	UNDER	47.9	47.9	54954.08739	15:08:40	63.7	64.5	UNDER	64.9	61.9	2344228.815
6:08:45	47.4	47.9	UNDER	47.9	47.9	54954.08739	15:08:45	37.2	61.9	UNDER	60.9	53.9	524807.4802
6:08:50	47.2	47.6	UNDER	47.9	47.9	52480.74602	15:08:50	37.2	39.6	UNDER	59.9	53.9	524807.4802
6:08:55	47.4	47.5	UNDER	47.9	47.9	54954.08739	15:08:55	37.7	39.3	UNDER	59.9	55.9	588843.6554
6:09:00	47.8	48	UNDER	48.9	47.9	60255.95861	15:09:00	67.1	71.2	UNDER	70.9	55.9	5128613.84
6:09:05	48.7	49.6	UNDER	49.9	47.9	74131.02413	15:09:05	62	67.8	UNDER	66.9	53.9	1584893.192
6:09:10	50.2	51.9	UNDER	51.9	48.9	104712.8548	15:09:10	55	57.7	UNDER	57.9	53.9	316227.766
6:09:15	49.3	49.9	UNDER	49.9	48.9	85113.80382	15:09:15	53.2	55	UNDER	54.9	51.9	208929.6131
6:09:20	48.9	49.7	UNDER	49.9	48.9	77624.71166	15:09:20	53.5	55.8	UNDER	55.9	51.9	223872.1139
6:09:25	49.8	50	UNDER	50.9	49.9	95499.2586	15:09:25	51.8	53.5	UNDER	52.9	50.9	151356.1248
6:09:30	49.1	49.6	UNDER	49.9	48.9	81283.05162	15:09:30	50.4	51.1	UNDER	51.9	49.9	109647.8196
6:09:35	48.4	49.2	UNDER	49.9	47.9	69183.09709	15:09:35	50	50.3	UNDER	50.9	49.9	100000
6:09:40	47.8	48.2	UNDER	48.9	47.9	60255.95861	15:09:40	49.9	50.4	UNDER	50.9	49.9	97723.7221
6:09:45	47.6	48.1	UNDER	48.9	47.9	57543.99373	15:09:45	50.6	51.6	UNDER	51.9	49.9	114815.3621
6:09:50	47.7	48	UNDER	47.9	47.9	58884.36554	15:09:50	52.2	53.6	UNDER	53.9	51.9	165958.6907
6:09:55	48.5	49.1	UNDER	49.9	47.9	70794.57844	15:09:55	52.1	52.7	UNDER	52.9	51.9	162181.0097

Dog Barking

Tractor Passby

R7

Offpeak						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	42.1
10/29/2007						
12:10:00	41.9	42.1	UNDER	42.1	41.1	15488.16619
12:10:05	42.7	43.2	UNDER	43.1	42.1	18620.87137
12:10:10	42.3	42.8	UNDER	42.1	42.1	16982.43652
12:10:15	42.5	42.8	UNDER	42.1	42.1	17782.7941
12:10:20	42.9	43.3	UNDER	43.1	42.1	19498.446
12:10:25	41.6	42	UNDER	41.1	41.1	14454.39771
12:10:30	41.3	41.5	UNDER	41.1	41.1	13489.62883
12:10:35	42	42.5	UNDER	42.1	41.1	15848.93192
12:10:40	42.6	43.2	UNDER	43.1	42.1	18197.00859
12:10:45	43.3	43.6	UNDER	43.1	42.1	21379.6209
12:10:50	42.3	42.9	UNDER	42.1	41.1	16982.43652
12:10:55	42.6	43.2	UNDER	43.1	41.1	18197.00859
12:11:00	43	43.9	UNDER	43.1	41.1	19952.62315
12:11:05	43.2	43.6	UNDER	43.1	42.1	20892.96131
12:11:10	43.1	43.6	UNDER	43.1	42.1	20417.37945
12:11:15	43.1	43.9	UNDER	43.1	42.1	20417.37945
12:11:20	43.5	45.6	UNDER	44.1	42.1	22387.21139
12:11:25	45.5	47.7	UNDER	47.1	43.1	35481.33892
12:11:30	43.1	45.1	UNDER	44.1	42.1	20417.37945
12:11:35	41.8	44.5	UNDER	41.1	41.1	15135.61248
12:11:40	43.3	45.6	UNDER	44.1	42.1	21379.6209
12:11:45	47.2	48.4	UNDER	48.1	45.1	52480.74602
12:11:50	44.4	47.3	UNDER	46.1	42.1	27542.28703
12:11:55	44.9	46.7	UNDER	46.1	42.1	30902.95433
12:12:00	44.9	47.2	UNDER	46.1	43.1	30902.95433
12:12:05	44.6	45.3	UNDER	44.1	43.1	28840.31503
12:12:10	44.5	46	UNDER	45.1	42.1	28183.82931
12:12:15	42.3	43.1	UNDER	42.1	41.1	16982.43652
12:12:20	42.7	43.1	UNDER	43.1	42.1	18620.87137
12:12:25	42.5	42.9	UNDER	42.1	42.1	17782.7941
12:12:30	42.5	42.8	UNDER	42.1	42.1	17782.7941
12:12:35	41.6	42.1	UNDER	42.1	41.1	14454.39771
12:12:40	41.8	43.2	UNDER	42.1	41.1	15135.61248
12:12:45	43.7	44.9	UNDER	44.1	42.1	23442.28615
12:12:50	42.3	43.6	UNDER	43.1	41.1	16982.43652
12:12:55	41.9	42	UNDER	42.1	41.1	15488.16619
12:13:00	42.3	43.1	UNDER	42.1	41.1	16982.43652
12:13:05	42.2	42.9	UNDER	42.1	41.1	16595.86907
12:13:10	41.9	42.4	UNDER	42.1	41.1	15488.16619
12:13:15	41.7	42.1	UNDER	42.1	41.1	14791.08388
12:13:20	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:13:25	42	42.4	UNDER	42.1	41.1	15848.93192
12:13:30	42.2	42.7	UNDER	42.1	41.1	16595.86907
12:13:35	41.6	42.1	UNDER	42.1	41.1	14454.39771
12:13:40	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:13:45	41.8	42	UNDER	41.1	41.1	15135.61248
12:13:50	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:13:55	41.9	42.1	UNDER	42.1	41.1	15488.16619
12:14:00	41.5	42.2	UNDER	42.1	40.1	14125.37545
12:14:05	41.3	41.7	UNDER	41.1	40.1	13489.62883
12:14:10	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:14:15	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:14:20	41.5	42	UNDER	42.1	41.1	14125.37545
12:14:25	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:14:30	41.8	42.3	UNDER	42.1	41.1	15135.61248
12:14:35	41.6	42.2	UNDER	41.1	41.1	14454.39771
12:14:40	42.3	42.5	UNDER	42.1	42.1	16982.43652
12:14:45	42.1	42.5	UNDER	42.1	41.1	16218.10097
12:14:50	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:14:55	41.5	41.6	UNDER	41.1	41.1	14125.37545
12:15:00	41.2	41.6	UNDER	41.1	40.1	13182.56739
12:15:05	41	41.2	UNDER	41.1	40.1	12589.25412
12:15:10	41	41.1	UNDER	41.1	40.1	12589.25412
12:15:15	41	41.2	UNDER	41.1	40.1	12589.25412
12:15:20	41	41.2	UNDER	41.1	40.1	12589.25412
12:15:25	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:15:30	41	41.1	UNDER	41.1	40.1	12589.25412
12:15:35	41.3	41.7	UNDER	41.1	40.1	13489.62883
12:15:40	41.3	41.7	UNDER	41.1	40.1	13489.62883
12:15:45	41.7	42.1	UNDER	42.1	41.1	14791.08388
12:15:50	41.4	41.7	UNDER	41.1	41.1	13803.84265
12:15:55	41.3	41.6	UNDER	41.1	41.1	13489.62883
12:16:00	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:16:05	41.7	42.1	UNDER	42.1	41.1	14791.08388
12:16:10	41.7	42.3	UNDER	42.1	41.1	14791.08388
12:16:15	41.3	41.5	UNDER	41.1	40.1	13489.62883
12:16:20	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:16:25	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:16:30	41.6	41.7	UNDER	41.1	41.1	14454.39771
12:16:35	41.8	42	UNDER	42.1	41.1	15135.61248
12:16:40	41.9	42	UNDER	42.1	41.1	15488.16619
12:16:45	42.1	42.7	UNDER	42.1	41.1	16218.10097
12:16:50	42	42.6	UNDER	42.1	41.1	15848.93192
12:16:55	42.1	42.5	UNDER	42.1	41.1	16218.10097
12:17:00	41.9	42.2	UNDER	42.1	41.1	15488.16619
12:17:05	41.9	42.1	UNDER	42.1	41.1	15488.16619
12:17:10	41.7	42	UNDER	42.1	41.1	14791.08388

12:17:15	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:17:20	41.3	41.5	UNDER	41.1	41.1	13489.62883
12:17:25	41.3	41.5	UNDER	41.1	41.1	13489.62883
12:17:30	41.3	41.5	UNDER	41.1	41.1	13489.62883
12:17:35	41	41.2	UNDER	41.1	40.1	12589.25412
12:17:40	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:17:45	41.2	41.5	UNDER	41.1	40.1	13182.56739
12:17:50	41.6	42	UNDER	41.1	41.1	14454.39771
12:17:55	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:18:00	41.5	41.6	UNDER	41.1	41.1	14125.37545
12:18:05	41.3	41.6	UNDER	41.1	41.1	13489.62883
12:18:10	41.2	41.6	UNDER	41.1	41.1	13182.56739
12:18:15	41.4	41.5	UNDER	41.1	41.1	13803.84265
12:18:20	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:18:25	41	41.3	UNDER	41.1	40.1	12589.25412
12:18:30	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:18:35	40.8	41	UNDER	40.1	40.1	12022.64435
12:18:40	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:18:45	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:18:50	41	41.1	UNDER	41.1	40.1	12589.25412
12:18:55	41	41.2	UNDER	41.1	40.1	12589.25412
12:19:00	41.2	41.3	UNDER	41.1	41.1	13182.56739
12:19:05	41.6	42.4	UNDER	42.1	40.1	14454.39771
12:19:10	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:19:15	41.4	41.9	UNDER	41.1	41.1	13803.84265
12:19:20	41.2	41.3	UNDER	41.1	41.1	13182.56739
12:19:25	41.2	41.5	UNDER	41.1	40.1	13182.56739
12:19:30	41.3	41.5	UNDER	41.1	41.1	13489.62883
12:19:35	41	41.1	UNDER	41.1	40.1	12589.25412
12:19:40	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:19:45	42.1	42.7	UNDER	42.1	41.1	16218.10097
12:19:50	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:19:55	41.5	41.9	UNDER	41.1	41.1	14125.37545

R8

Offpeak						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	41.1
10/29/2007						
12:46:00	40.4	40.7	UNDER	40.1	40.1	10964.78196
12:46:05	40.3	40.4	UNDER	40.1	40.1	10715.19305
12:46:10	40.4	41.1	UNDER	40.1	40.1	10964.78196
12:46:15	41.1	41.3	UNDER	41.1	40.1	12882.49552
12:46:20	40.8	40.9	UNDER	40.1	40.1	12022.64435
12:46:25	40.7	41.1	UNDER	40.1	40.1	11748.97555
12:46:30	40.5	41.3	UNDER	41.1	40.1	11220.18454
12:46:35	41	41.2	UNDER	41.1	40.1	12589.25412
12:46:40	40.4	40.6	UNDER	40.1	40.1	10964.78196
12:46:45	40.4	40.5	UNDER	40.1	40.1	10964.78196
12:46:50	40.5	40.7	UNDER	40.1	40.1	11220.18454
12:46:55	40.6	40.8	UNDER	40.1	40.1	11481.53621
12:47:00	41.1	41.5	UNDER	41.1	40.1	12882.49552
12:47:05	40.8	41.3	UNDER	41.1	40.1	12022.64435
12:47:10	40.4	40.7	UNDER	40.1	40.1	10964.78196
12:47:15	40.8	41.2	UNDER	41.1	40.1	12022.64435
12:47:20	41	42.3	UNDER	41.1	40.1	12589.25412
12:47:25	41.3	41.9	UNDER	41.1	40.1	13489.62883
12:47:30	40.4	40.7	UNDER	40.1	40.1	10964.78196
12:47:35	40.8	41.2	UNDER	41.1	40.1	12022.64435
12:47:40	40.6	40.8	UNDER	40.1	40.1	11481.53621
12:47:45	40.3	40.4	UNDER	40.1	40.1	10715.19305
12:47:50	40.5	41.2	UNDER	40.1	40.1	11220.18454
12:47:55	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:48:00	41	41.6	UNDER	41.1	40.1	12589.25412
12:48:05	41.3	41.9	UNDER	41.1	40.1	13489.62883
12:48:10	41.4	41.8	UNDER	41.1	41.1	13803.84265
12:48:15	40.5	41.1	UNDER	40.1	40.1	11220.18454
12:48:20	40.3	40.4	UNDER	40.1	40.1	10715.19305
12:48:25	40.4	40.6	UNDER	40.1	40.1	10964.78196
12:48:30	40.6	41.1	UNDER	41.1	40.1	11481.53621
12:48:35	40.7	41.9	UNDER	41.1	40.1	11748.97555
12:48:40	41.5	42.7	UNDER	42.1	40.1	14125.37545
12:48:45	41.6	43	UNDER	42.1	40.1	14454.39771
12:48:50	41.4	42.3	UNDER	41.1	40.1	13803.84265
12:48:55	42.7	44.9	UNDER	44.1	40.1	18620.87137
12:49:00	44	47.2	UNDER	46.1	41.1	25118.86432
12:49:05	40.8	41.5	UNDER	41.1	40.1	12022.64435
12:49:10	41.1	41.6	UNDER	41.1	40.1	12882.49552
12:49:15	41.6	41.9	UNDER	41.1	41.1	14454.39771
12:49:20	40.9	41.3	UNDER	41.1	40.1	12302.68771
12:49:25	41.5	41.9	UNDER	41.1	41.1	14125.37545
12:49:30	41	41.7	UNDER	41.1	40.1	12589.25412
12:49:35	41	41.7	UNDER	41.1	40.1	12589.25412
12:49:40	41.1	41.6	UNDER	41.1	40.1	12882.49552
12:49:45	40.9	41.3	UNDER	41.1	40.1	12302.68771
12:49:50	40.7	41.6	UNDER	41.1	40.1	11748.97555
12:49:55	40.8	41.1	UNDER	41.1	40.1	12022.64435
12:50:00	41.1	41.5	UNDER	41.1	40.1	12882.49552
12:50:05	40.3	40.5	UNDER	40.1	40.1	10715.19305
12:50:10	41	42	UNDER	41.1	40.1	12589.25412
12:50:15	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:50:20	41.4	42.5	UNDER	42.1	40.1	13803.84265
12:50:25	41.5	42.7	UNDER	42.1	40.1	14125.37545
12:50:30	41.4	41.7	UNDER	41.1	41.1	13803.84265
12:50:35	41	41.6	UNDER	41.1	40.1	12589.25412
12:50:40	40.2	40.3	UNDER	40.1	40.1	10471.28548
12:50:45	40.5	41.1	UNDER	40.1	40.1	11220.18454
12:50:50	41.1	41.5	UNDER	41.1	40.1	12882.49552
12:50:55	40.7	41.2	UNDER	41.1	40.1	11748.97555
12:51:00	40.6	41.1	UNDER	40.1	40.1	11481.53621
12:51:05	40.8	41.3	UNDER	41.1	40.1	12022.64435
12:51:10	41.1	41.5	UNDER	41.1	40.1	12882.49552
12:51:15	40.5	40.7	UNDER	40.1	40.1	11220.18454
12:51:20	40.4	40.5	UNDER	40.1	40.1	10964.78196
12:51:25	40.2	40.5	UNDER	40.1	40.1	10471.28548
12:51:30	40.4	40.7	UNDER	40.1	40.1	10964.78196
12:51:35	40.7	41	UNDER	40.1	40.1	11748.97555
12:51:40	40.8	40.9	UNDER	40.1	40.1	12022.64435
12:51:45	40.6	40.7	UNDER	40.1	40.1	11481.53621
12:51:50	40.5	40.7	UNDER	40.1	40.1	11220.18454
12:51:55	40.7	40.9	UNDER	40.1	40.1	11748.97555
12:52:00	40.8	40.9	UNDER	40.1	40.1	12022.64435
12:52:05	40.7	41.1	UNDER	40.1	40.1	11748.97555
12:52:10	40.6	40.8	UNDER	40.1	40.1	11481.53621
12:52:15	40.7	41	UNDER	40.1	40.1	11748.97555
12:52:20	40.9	41.1	UNDER	41.1	40.1	12302.68771
12:52:25	41	41.2	UNDER	41.1	40.1	12589.25412
12:52:30	41.2	41.5	UNDER	41.1	40.1	13182.56739
12:52:35	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:52:40	41.7	41.9	UNDER	41.1	41.1	14791.08388
12:52:45	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:52:50	41.4	42	UNDER	41.1	40.1	13803.84265
12:52:55	41.8	42.2	UNDER	42.1	41.1	15135.61248
12:53:00	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:53:05	40.7	41	UNDER	40.1	40.1	11748.97555
12:53:10	41	41.3	UNDER	41.1	40.1	12589.25412

12:53:15	41.2	41.3	UNDER	41.1	40.1	13182.56739
12:53:20	41.3	41.6	UNDER	41.1	40.1	13489.62883
12:53:25	41.1	41.5	UNDER	41.1	41.1	12882.49552
12:53:30	41	41.9	UNDER	41.1	40.1	12589.25412
12:53:35	40.6	41.2	UNDER	41.1	40.1	11481.53621
12:53:40	41.3	41.7	UNDER	41.1	41.1	13489.62883
12:53:45	41.2	41.5	UNDER	41.1	40.1	13182.56739
12:53:50	41.6	42.8	UNDER	42.1	41.1	14454.39771
12:53:55	42.4	42.9	UNDER	42.1	41.1	17378.00829
12:54:00	42.5	42.9	UNDER	42.1	42.1	17782.7941
12:54:05	42.8	43.8	UNDER	43.1	41.1	19054.60718
12:54:10	41.7	42	UNDER	42.1	41.1	14791.08388
12:54:15	41.7	42.1	UNDER	42.1	41.1	14791.08388
12:54:20	41.1	41.6	UNDER	41.1	40.1	12882.49552
12:54:25	41.5	42	UNDER	41.1	40.1	14125.37545
12:54:30	42	42.4	UNDER	42.1	41.1	15848.93192
12:54:35	41.6	42.3	UNDER	42.1	40.1	14454.39771
12:54:40	41.3	41.9	UNDER	41.1	40.1	13489.62883
12:54:45	42.1	42.8	UNDER	42.1	41.1	16218.10097
12:54:50	41.2	41.9	UNDER	41.1	40.1	13182.56739
12:54:55	41	41.2	UNDER	41.1	40.1	12589.25412
12:55:00	41.1	41.2	UNDER	41.1	40.1	12882.49552
12:55:05	41.2	41.5	UNDER	41.1	41.1	13182.56739
12:55:10	41.1	41.3	UNDER	41.1	41.1	12882.49552
12:55:15	41.1	41.2	UNDER	41.1	40.1	12882.49552
12:55:20	41	41.2	UNDER	41.1	40.1	12589.25412
12:55:25	41	41.5	UNDER	41.1	40.1	12589.25412
12:55:30	40.8	40.9	UNDER	40.1	40.1	12022.64435
12:55:35	40.7	40.8	UNDER	40.1	40.1	11748.97555
12:55:40	40.9	41.3	UNDER	41.1	40.1	12302.68771
12:55:45	41.1	41.5	UNDER	41.1	40.1	12882.49552
12:55:50	40.8	40.9	UNDER	40.1	40.1	12022.64435
12:55:55	40.7	40.9	UNDER	40.1	40.1	11748.97555

AM						Leq	PM						Leq
TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA	61.3	TIME	Lav dBA	Lmax dBA	Lpk dBC	L(10.0) dBA	L(99.9) dBA	60.7
10/30/2007							10/29/2007						
6:45:00	55.6	58.1	UNDER	57.7	53.7	363078.0548	15:50:00	48.1	51.1	UNDER	50.7	46.7	64565.4229
6:45:05	61	62.6	UNDER	62.7	58.7	1258925.412	15:50:05	55.8	58.6	UNDER	58.7	51.7	380189.3963
6:45:10	60.1	61.8	UNDER	61.7	57.7	1023292.992	15:50:10	58.2	58.9	UNDER	58.7	57.7	606093.448
6:45:15	55.6	57.1	UNDER	56.7	54.7	363078.0548	15:50:15	58.6	60.2	UNDER	59.7	56.7	724435.9601
6:45:20	54.8	56.3	UNDER	56.7	52.7	301995.172	15:50:20	52.7	56.6	UNDER	55.7	48.7	186208.7137
6:45:25	51.1	52.6	UNDER	52.7	50.7	128824.9552	15:50:25	51.3	54.2	UNDER	54.7	48.7	134896.2883
6:45:30	51.5	52.2	UNDER	52.7	50.7	141253.7545	15:50:30	55	55.4	UNDER	55.7	54.7	316227.766
6:45:35	50.6	51.4	UNDER	51.7	50.7	114815.3621	15:50:35	58.9	62.2	UNDER	61.7	55.7	776247.1166
6:45:40	50.7	51.6	UNDER	51.7	50.7	117489.7555	15:50:40	62.8	63.8	UNDER	63.7	61.7	1905460.718
6:45:45	54.8	58.1	UNDER	57.7	51.7	301995.172	15:50:45	64.1	65.4	UNDER	65.7	61.7	2570395.783
6:45:50	62	63.5	UNDER	63.7	58.7	1584893.192	15:50:50	65.3	66.1	UNDER	66.7	63.7	3388441.561
6:45:55	64.3	65	UNDER	65.7	63.7	2691534.804	15:50:55	63.1	63.9	UNDER	63.7	62.7	2041737.945
6:46:00	61.2	63.2	UNDER	62.7	59.7	1318256.739	15:51:00	61.3	62.6	UNDER	62.7	59.7	1348962.883
6:46:05	61.9	63.9	UNDER	63.7	59.7	1548816.619	15:51:05	62.2	64.1	UNDER	63.7	60.7	1659586.907
6:46:10	64.7	65	UNDER	65.7	63.7	2951209.227	15:51:10	67.3	68.6	UNDER	68.7	63.7	5370317.954
6:46:15	61.3	63.8	UNDER	63.7	57.7	1348962.883	15:51:15	64.2	67	UNDER	66.7	60.7	2630267.992
6:46:20	55.9	57.8	UNDER	57.7	53.7	389045.145	15:51:20	61.3	62.2	UNDER	62.7	59.7	1348962.883
6:46:25	54.1	55.8	UNDER	55.7	53.7	257039.5783	15:51:25	58.7	61.5	UNDER	60.7	57.7	741310.2413
6:46:30	58.1	61	UNDER	59.7	55.7	645654.229	15:51:30	55.6	57.8	UNDER	57.7	52.7	363078.0548
6:46:35	61.6	62.3	UNDER	62.7	61.7	1445439.771	15:51:35	49.3	51.8	UNDER	51.7	47.7	85113.80382
6:46:40	63.8	65.4	UNDER	65.7	61.7	2398832.919	15:51:40	47.2	48.2	UNDER	48.7	45.7	52480.74602
6:46:45	63.4	64.3	UNDER	64.7	63.7	2187761.624	15:51:45	46.5	50.1	UNDER	49.7	45.7	44668.35922
6:46:50	64.9	66.6	UNDER	66.7	62.7	3090295.433	15:51:50	52.9	57	UNDER	56.7	48.7	194984.46
6:46:55	66	67.4	UNDER	67.7	63.7	3981071.706	15:51:55	60	61.8	UNDER	61.7	57.7	1000000
6:47:00	60.8	63.4	UNDER	62.7	59.7	1202264.435	15:52:00	58.1	59.7	UNDER	59.7	56.7	645654.229
6:47:05	59.6	60.2	UNDER	60.7	59.7	912010.8394	15:52:05	60.7	62.6	UNDER	61.7	59.7	1174897.555
6:47:10	59.9	60.5	UNDER	60.7	59.7	977237.221	15:52:10	63.7	64.3	UNDER	64.7	62.7	2344228.815
6:47:15	57.3	59.4	UNDER	58.7	55.7	537031.7964	15:52:15	62.3	63.1	UNDER	63.7	60.7	1698243.652
6:47:20	54.9	55.6	UNDER	55.7	53.7	309029.5433	15:52:20	58.9	60.3	UNDER	60.7	56.7	776247.1166
6:47:25	54.7	56.5	UNDER	56.7	53.7	295120.9227	15:52:25	53.8	56.2	UNDER	55.7	52.7	239883.2919
6:47:30	60.2	63.8	UNDER	62.7	56.7	1047128.548	15:52:30	58	60.5	UNDER	60.7	54.7	630957.3445
6:47:35	65.2	66.6	UNDER	66.7	63.7	3311311.215	15:52:35	66.4	69.8	UNDER	69.7	60.7	4365158.322
6:47:40	63.9	65.9	UNDER	65.7	62.7	2454708.916	15:52:40	68.1	69.9	UNDER	69.7	64.7	6456542.29
6:47:45	64.1	65	UNDER	64.7	62.7	2570395.783	15:52:45	64.2	64.8	UNDER	64.7	63.7	2630267.992
6:47:50	61.2	62.6	UNDER	62.7	60.7	1318256.739	15:52:50	63.5	64.6	UNDER	64.7	62.7	2238721.139
6:47:55	63.3	64.3	UNDER	64.7	60.7	2137962.09	15:52:55	64.1	65.4	UNDER	65.7	62.7	2570395.783
6:48:00	63.4	64.5	UNDER	64.7	61.7	2187761.624	15:53:00	60.1	62.5	UNDER	61.7	56.7	1023292.992
6:48:05	60.6	62.6	UNDER	61.7	59.7	1148153.621	15:53:05	52.6	55.9	UNDER	54.7	49.7	181970.0859
6:48:10	62.8	64.4	UNDER	64.7	61.7	1905460.718	15:53:10	47.5	49.3	UNDER	49.7	45.7	56234.13252
6:48:15	62	64.2	UNDER	63.7	60.7	1584893.192	15:53:15	45	45.8	UNDER	45.7	44.7	31622.7766
6:48:20	60.3	63	UNDER	62.7	58.7	1071519.305	15:53:20	44.4	44.7	UNDER	44.7	43.7	27542.28703
6:48:25	61.5	64.2	UNDER	63.7	58.7	1412537.545	15:53:25	49	52.6	UNDER	52.7	44.7	79432.82347
6:48:30	66.7	68.6	UNDER	68.7	64.7	4677351.413	15:53:30	55.4	56.2	UNDER	56.7	52.7	346736.8505
6:48:35	66.7	68.6	UNDER	68.7	63.7	4677351.413	15:53:35	53.3	56.2	UNDER	55.7	50.7	213796.209
6:48:40	62.1	63.9	UNDER	63.7	60.7	1621810.097	15:53:40	56.8	57.7	UNDER	57.7	55.7	478630.0923
6:48:45	61	63.7	UNDER	63.7	58.7	1258925.412	15:53:45	59.3	59.9	UNDER	59.7	57.7	851138.0382
6:48:50	64	69.4	UNDER	68.7	58.7	2511886.432	15:53:50	60.2	62.2	UNDER	61.7	58.7	1047128.548
6:48:55	65.9	69.4	UNDER	69.7	61.7	3890451.45	15:53:55	63.3	64.2	UNDER	64.7	61.7	2137962.09
6:49:00	58.9	61.4	UNDER	60.7	56.7	776247.1166	15:54:00	61.2	61.8	UNDER	61.7	60.7	1318256.739
6:49:05	54.1	56	UNDER	55.7	52.7	257039.5783	15:54:05	60.6	61.8	UNDER	61.7	59.7	1148153.621
6:49:10	54.7	57	UNDER	56.7	52.7	295120.9227	15:54:10	59.7	60.8	UNDER	60.7	57.7	933254.3008
6:49:15	59	62.6	UNDER	61.7	57.7	794328.2347	15:54:15	55.9	57.6	UNDER	57.7	54.7	389045.145
6:49:20	61.6	63.3	UNDER	63.7	60.7	1445439.771	15:54:20	58.9	61.4	UNDER	61.7	55.7	776247.1166
6:49:25	59.7	61.8	UNDER	61.7	57.7	933254.3008	15:54:25	62	62.7	UNDER	62.7	61.7	1584893.192
6:49:30	54.6	57.3	UNDER	56.7	52.7	288403.1503	15:54:30	60.1	61.4	UNDER	61.7	58.7	1023292.992
6:49:35	53.1	53.4	UNDER	53.7	52.7	204173.7945	15:54:35	56.6	58.7	UNDER	58.7	53.7	457038.1896
6:49:40	57.2	60	UNDER	59.7	53.7	524807.4602	15:54:40	51.8	53.6	UNDER	53.7	50.7	151356.1248
6:49:45	60.5	60.8	UNDER	60.7	59.7	1122018.454	15:54:45	51.2	52.2	UNDER	52.7	49.7	131825.6739
6:49:50	58.8	60.2	UNDER	59.7	58.7	758577.575	15:54:50	47.5	49.3	UNDER	48.7	46.7	56234.13252
6:49:55	61	62	UNDER	61.7	60.7	1258925.412	15:54:55	46.5	47.7	UNDER	47.7	45.7	44668.35922
6:50:00	63	64.4	UNDER	64.7	61.7	1995262.315	15:55:00	49.6	50.2	UNDER	50.7	47.7	91201.08394
6:50:05	57.9	61	UNDER	60.7	55.7	616595.0019	15:55:05	51.5	53.4	UNDER	53.7	49.7	141253.7545
6:50:10	60.2	62.2	UNDER	62.7	56.7	1047128.548	15:55:10	57.2	59	UNDER	58.7	53.7	524807.4602
6:50:15	57.1	58.6	UNDER	58.7	55.7	512861.384	15:55:15	57.8	59.4	UNDER	59.7	55.7	602559.5861
6:50:20	52.8	55.3	UNDER	54.7	50.7	190546.0718	15:55:20	64.5	67.4	UNDER	67.7	55.7	2818382.931
6:50:25	50.8	52.1	UNDER	51.7	49.7	120226.4435	15:55:25	66.7	67.1	UNDER	67.7	66.7	4677351.413
6:50:30	55.1	57.3	UNDER	56.7	52.7	323593.8569	15:55:30	65.7	66.7	UNDER	66.7	65.7	3715352.291
6:50:35	57.8	59	UNDER	58.7	57.7	602559.5861	15:55:35	64.5	65.9	UNDER	65.7	61.7	2818382.931
6:50:40	56.8	58.6	UNDER	58.7	56.7	478630.0923	15:55:40	62.6	64.2	UNDER	63.7	60.7	181970.859
6:50:45	59.7	61.1	UNDER	60.7	58.7	933254.3008	15:55:45	64.2	65.5	UNDER	65.7	62.7	2630267.992
6:50:50	55.1	58.2	UNDER	57.7	51.7	323593.8569	15:55:50	63.7	64.7	UNDER	64.7	62.7	2344228.815
6:50:55	50.9	51.4	UNDER	51.7	50.7	123026.8771	15:55:55	61	64.2	UNDER	63.7	58.7	1258925.412
6:51:00	51.2	51.7	UNDER	51.7	51.7	131825.6739	15:56:00	63.1	64.2	UNDER	64.7	59.7	2041737.945
6:51:05	53.4	54.6	UNDER	54.7	51.7	218776.1624	15:56:05	63.2	64.6	UNDER	64.7	60.7	2089296.131
6:51:10	59.4	62.7	UNDER	62.7	54.7	870963.59							

6:52:10	61	62.4	UNDER	62.7	59.7	1258925.412	15:57:15	54.8	59.4	UNDER	58.7	48.7	301995.172
6:52:15	58.5	60.6	UNDER	60.7	55.7	707945.7844	15:57:20	45.5	48.2	UNDER	47.7	44.7	35481.33892
6:52:20	53.8	55.4	UNDER	54.7	52.7	239883.2919	15:57:25	46.9	49.4	UNDER	49.7	45.7	48977.88194
6:52:25	56.6	59.9	UNDER	59.7	53.7	457088.1896	15:57:30	54.7	57	UNDER	56.7	49.7	295120.9227
6:52:30	63	63.8	UNDER	63.7	60.7	1995262.315	15:57:35	54.6	56.2	UNDER	56.7	50.7	288403.1503
6:52:35	61	63	UNDER	62.7	57.7	1258925.412	15:57:40	52.5	58.2	UNDER	56.7	49.7	177827.941
6:52:40	56.7	58.2	UNDER	57.7	55.7	467735.1413	15:57:45	62.9	64.2	UNDER	64.7	58.7	1949844.6
6:52:45	62.4	64.2	UNDER	64.7	58.7	1737800.829	15:57:50	61.9	63.5	UNDER	63.7	59.7	1548816.619
6:52:50	62.9	64	UNDER	63.7	61.7	1949844.6	15:57:55	56.6	59	UNDER	58.7	54.7	457088.1896
6:52:55	61.6	65.8	UNDER	63.7	60.7	1445439.771	15:58:00	64.2	65.8	UNDER	65.7	59.7	2630267.992
6:53:00	70.8	72.7	UNDER	72.7	66.7	12022644.35	15:58:05	61.2	65	UNDER	64.7	56.7	1318256.739
6:53:05	66.1	68.5	UNDER	68.7	62.7	4073802.778	15:58:10	57.4	58.2	UNDER	58.7	56.7	549540.8739
6:53:10	59.6	62.6	UNDER	62.7	56.7	912010.8394	15:58:15	57.5	61	UNDER	60.7	55.7	562341.3252
6:53:15	55.3	56.6	UNDER	56.7	53.7	338844.1581	15:58:20	58.2	60.6	UNDER	60.7	55.7	660693.448
6:53:20	54.8	57.6	UNDER	56.7	53.7	301995.172	15:58:25	58.3	59.4	UNDER	59.7	56.7	676082.9754
6:53:25	61	62.2	UNDER	62.7	57.7	1258925.412	15:58:30	61	62.6	UNDER	62.7	57.7	1258925.412
6:53:30	61.7	62.2	UNDER	62.7	61.7	1479108.388	15:58:35	59.1	61.4	UNDER	61.7	54.7	812830.5162
6:53:35	60.1	61.1	UNDER	61.7	58.7	1023292.992	15:58:40	51.7	54.7	UNDER	54.7	48.7	147910.8388
6:53:40	58.4	61	UNDER	60.7	57.7	691830.9709	15:58:45	47.6	48.5	UNDER	48.7	46.7	57543.99373
6:53:45	62.8	64.1	UNDER	63.7	61.7	1905460.718	15:58:50	57.9	61.9	UNDER	61.7	46.7	616595.0019
6:53:50	57.1	61	UNDER	60.7	54.7	512861.384	15:58:55	60.7	61.9	UNDER	61.7	56.7	1174897.555
6:53:55	57.2	58.6	UNDER	58.7	54.7	524807.4602	15:59:00	52.7	56.2	UNDER	55.7	50.7	186208.7137
6:54:00	56.3	57.9	UNDER	57.7	54.7	426579.5188	15:59:05	55.7	57.4	UNDER	57.7	53.7	371535.2291
6:54:05	56.4	58.2	UNDER	58.7	54.7	436515.8322	15:59:10	61.9	64.5	UNDER	64.7	57.7	1548816.619
6:54:10	58.7	60.6	UNDER	60.7	57.7	741310.2413	15:59:15	63.2	64.2	UNDER	64.7	61.7	2089296.131
6:54:15	59.2	60.6	UNDER	60.7	56.7	831763.7711	15:59:20	62.2	64	UNDER	63.7	59.7	1659586.907
6:54:20	57.1	59.9	UNDER	58.7	55.7	512861.384	15:59:25	59.7	61.7	UNDER	60.7	58.7	933264.3008
6:54:25	60.8	61.9	UNDER	61.7	59.7	1202264.435	15:59:30	63.2	63.8	UNDER	63.7	61.7	2089296.131
6:54:30	60	61	UNDER	61.7	59.7	1000000	15:59:35	63.5	64.2	UNDER	64.7	62.7	2238721.139
6:54:35	58.4	60.7	UNDER	60.7	55.7	691830.9709	15:59:40	63.8	65	UNDER	64.7	62.7	2398832.919
6:54:40	56.2	58.2	UNDER	57.7	55.7	418869.3835	15:59:45	63.9	65.8	UNDER	65.7	62.7	2454708.916
6:54:45	60.2	61.4	UNDER	61.7	58.7	1047128.548	15:59:50	64.5	65.3	UNDER	65.7	63.7	2816382.931
6:54:50	57.1	59.8	UNDER	59.7	55.7	512861.384	15:59:55	64.1	65.5	UNDER	65.7	60.7	2570395.783
6:54:55	58.5	59.8	UNDER	59.7	55.7	707945.7844							

R10

AM						L _{eq}	PM						L _{eq}
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	64.6	TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA	64.8
10/30/2007							10/29/2007						
6:45:00	50.2	52.6	UNDER	51.9	49.9	104712.8548	15:50:00	49	53.6	UNDER	52.9	44.9	79432.82347
6:45:05	56.5	60.8	UNDER	59.9	52.9	446683.5922	15:50:05	57.1	58	UNDER	57.9	53.9	512861.384
6:45:10	67.2	69.4	UNDER	69.9	61.9	5248074.602	15:50:10	63.4	67.6	UNDER	67.9	56.9	2187761.624
6:45:15	64.8	67.9	UNDER	67.9	57.9	3019951.72	15:50:15	63.1	67.5	UNDER	66.9	58.9	2041737.945
6:45:20	56.3	59	UNDER	58.9	53.9	426579.5188	15:50:20	64.7	66	UNDER	65.9	61.9	2951209.227
6:45:25	59.6	61.6	UNDER	61.9	54.9	912101.8394	15:50:25	59.2	62.7	UNDER	61.9	57.9	831763.7711
6:45:30	51.3	54.5	UNDER	53.9	48.9	134896.2883	15:50:30	59.4	59.9	UNDER	59.9	59.9	870983.59
6:45:35	49	49.2	UNDER	49.9	48.9	79432.82347	15:50:35	62.8	63.9	UNDER	63.9	59.9	1905460.718
6:45:40	48.9	49.1	UNDER	49.9	48.9	77624.71166	15:50:40	65.2	66.9	UNDER	66.9	63.9	3311311.215
6:45:45	51	53.4	UNDER	52.9	49.9	125892.5412	15:50:45	67.1	68.4	UNDER	68.9	64.9	5128613.84
6:45:50	63.1	68.8	UNDER	67.9	53.9	2041737.945	15:50:50	66.7	69.4	UNDER	69.9	64.9	4677351.413
6:45:55	70.3	72.4	UNDER	72.9	68.9	10715193.05	15:50:55	66.7	69.3	UNDER	69.9	62.9	4677351.413
6:46:00	71.2	72.5	UNDER	72.9	69.9	13182567.39	15:51:00	63.4	65.7	UNDER	65.9	62.9	2187761.624
6:46:05	67.6	69.3	UNDER	68.9	65.9	5754399.373	15:51:05	65.1	66.4	UNDER	66.9	61.9	3235936.569
6:46:10	60.6	65.2	UNDER	64.9	54.9	1148153.621	15:51:10	58.9	61.9	UNDER	61.9	56.9	776247.1166
6:46:15	52.2	54.4	UNDER	53.9	51.9	165958.6907	15:51:15	72.2	75.3	UNDER	74.9	59.9	16595869.07
6:46:20	50.6	51.6	UNDER	51.9	49.9	1148153.621	15:51:20	70.5	74.6	UNDER	74.9	63.9	11220184.54
6:46:25	49.4	49.8	UNDER	49.9	49.9	87096.359	15:51:25	66.7	69.1	UNDER	68.9	60.9	4677351.413
6:46:30	52	54.3	UNDER	53.9	49.9	158489.3192	15:51:30	61.5	66.6	UNDER	66.9	54.9	1412537.545
6:46:35	61.2	66.5	UNDER	64.9	54.9	1318256.739	15:51:35	62.1	66.4	UNDER	66.9	52.9	1621810.097
6:46:40	64.2	67	UNDER	66.9	60.9	2630267.992	15:51:40	49.5	53.1	UNDER	52.9	45.9	89125.09381
6:46:45	69.3	71.5	UNDER	71.9	62.9	8511380.382	15:51:45	55.9	58.6	UNDER	58.9	52.9	389045.145
6:46:50	69.7	70.7	UNDER	70.9	68.9	9332543.008	15:51:50	57.1	58.7	UNDER	58.9	52.9	512861.384
6:46:55	70.9	73.5	UNDER	73.9	67.9	12302687.71	15:51:55	52.5	57.8	UNDER	55.9	49.9	177827.941
6:47:00	67.1	72.1	UNDER	70.9	62.9	5128613.84	15:52:00	66.2	68	UNDER	67.9	58.9	4168693.835
6:47:05	64.2	66.4	UNDER	66.9	58.9	2630267.992	15:52:05	67.2	69.6	UNDER	69.9	64.9	5248074.602
6:47:10	54	57.9	UNDER	57.9	50.9	251188.6432	15:52:10	67.5	69.2	UNDER	68.9	66.9	5623413.252
6:47:15	50.9	51.2	UNDER	51.9	50.9	123026.8771	15:52:15	66.7	69.1	UNDER	68.9	59.9	4677351.413
6:47:20	52.6	53.1	UNDER	53.9	51.9	181970.0859	15:52:20	53.4	58.9	UNDER	57.9	47.9	218776.1624
6:47:25	58.8	62.4	UNDER	61.9	52.9	759577.575	15:52:25	47.7	49.1	UNDER	49.9	46.9	58884.36554
6:47:30	62	63.2	UNDER	63.9	59.9	1584893.192	15:52:30	52	55.4	UNDER	54.9	49.9	158489.3192
6:47:35	65	69.2	UNDER	68.9	58.9	3162277.66	15:52:35	65.1	69.7	UNDER	69.9	55.9	3235936.569
6:47:40	70.1	72.1	UNDER	72.9	68.9	10232929.92	15:52:40	74.3	77.5	UNDER	77.9	69.9	26915348.04
6:47:45	68	70.3	UNDER	69.9	65.9	6309573.445	15:52:45	73.3	77	UNDER	76.9	68.9	21379620.9
6:47:50	69	70.1	UNDER	70.9	65.9	7943282.347	15:52:50	64.6	68	UNDER	67.9	60.9	2884031.503
6:47:55	60.8	65.7	UNDER	64.9	57.9	1202264.435	15:52:55	64.2	66.9	UNDER	66.9	60.9	2630267.992
6:48:00	69.2	72.1	UNDER	72.9	59.9	8317637.111	15:53:00	66.6	67.8	UNDER	67.9	64.9	4570881.896
6:48:05	70.1	71.5	UNDER	71.9	65.9	10000000	15:53:05	63.5	67	UNDER	66.9	53.9	2238721.139
6:48:10	67.3	70	UNDER	69.9	62.9	5370317.964	15:53:10	49.9	53.6	UNDER	52.9	47.9	97723.7221
6:48:15	62.3	68	UNDER	66.9	56.9	1698243.652	15:53:15	47.5	48.1	UNDER	47.9	47.9	56234.13252
6:48:20	66.3	69	UNDER	68.9	57.9	4265795.188	15:53:20	46.8	47.7	UNDER	47.9	45.9	47863.00923
6:48:25	67.5	68.4	UNDER	68.9	66.9	5623413.252	15:53:25	45.3	47.6	UNDER	47.9	44.9	33884.41561
6:48:30	68.9	69.5	UNDER	69.9	67.9	7762471.166	15:53:30	52.8	58.7	UNDER	56.9	45.9	190546.0718
6:48:35	66.9	69.2	UNDER	68.9	62.9	4897788.194	15:53:35	63.8	65.7	UNDER	65.9	59.9	2398832.919
6:48:40	57.4	62.2	UNDER	60.9	53.9	549540.8739	15:53:40	57.5	61.2	UNDER	60.9	52.9	562341.3252
6:48:45	66.4	70.4	UNDER	70.9	55.9	4365158.322	15:53:45	61.5	65.7	UNDER	64.9	53.9	1412537.545
6:48:50	68	70.7	UNDER	70.9	62.9	6309573.445	15:53:50	68.1	69.5	UNDER	69.9	65.9	6456542.29
6:48:55	66	68.3	UNDER	68.9	62.9	3981071.706	15:53:55	68.2	69.6	UNDER	69.9	65.9	6606934.48
6:49:00	57.9	63.2	UNDER	61.9	52.9	616595.0019	15:54:00	61.6	63.3	UNDER	64.9	58.9	1445439.771
6:49:05	51.4	52.1	UNDER	51.9	50.9	138038.4265	15:54:05	60.5	62.2	UNDER	62.9	56.9	1122018.454
6:49:10	50.3	50.8	UNDER	50.9	50.9	107151.9305	15:54:10	55.4	57.6	UNDER	57.9	53.9	346736.8505
6:49:15	50.5	51.9	UNDER	51.9	49.9	112201.8454	15:54:15	60.6	61.7	UNDER	61.9	57.9	1148153.621
6:49:20	63.7	68.1	UNDER	68.9	51.9	2344228.815	15:54:20	57.9	60.6	UNDER	60.9	55.9	616595.0019
6:49:25	64.7	68	UNDER	67.9	61.9	2951209.227	15:54:25	64.2	66.2	UNDER	66.9	57.9	2630267.992
6:49:30	65.6	68	UNDER	67.9	58.9	3630780.548	15:54:30	68.2	70.1	UNDER	69.9	65.9	6606934.48
6:49:35	60.3	61.9	UNDER	61.9	58.9	1071519.305	15:54:35	59.7	66.1	UNDER	64.9	48.9	933254.3008
6:49:40	60.9	61.9	UNDER	61.9	57.9	1230268.771	15:54:40	45.6	48.1	UNDER	47.9	44.9	38307.80548
6:49:45	54.4	57.6	UNDER	56.9	52.9	275422.8703	15:54:45	47.8	53.9	UNDER	51.9	44.9	60255.95861
6:49:50	56.8	60.9	UNDER	59.9	52.9	478630.0923	15:54:50	61.6	63.5	UNDER	63.9	54.9	1445439.771
6:49:55	62.1	65.9	UNDER	64.9	60.9	1621810.097	15:54:55	54.3	59	UNDER	57.9	50.9	269153.4804
6:50:00	64.8	67.3	UNDER	67.9	61.9	3019951.72	15:55:00	59.9	61.8	UNDER	61.9	55.9	977237.221
6:50:05	63.2	66.7	UNDER	66.9	61.9	3311311.215	15:55:05	55.8	59.2	UNDER	58.9	50.9	380189.3963
6:50:10	57.5	61.3	UNDER	60.9	53.9	562341.3252	15:55:10	55.3	59.6	UNDER	58.9	50.9	338844.1561
6:50:15	52.6	53.6	UNDER	53.9	51.9	181970.0859	15:55:15	69.6	72.1	UNDER	72.9	59.9	9120108.394
6:50:20	52	52.7	UNDER	52.9	50.9	158489.3192	15:55:20	69.7	72.2	UNDER	72.9	64.9	9332543.008
6:50:25	50.4	50.8	UNDER	50.9	49.9	109647.8196	15:55:25	64.1	64.8	UNDER	64.9	63.9	2570395.783
6:50:30	49.4	49.8	UNDER	49.9	49.9	87096.359	15:55:30	64.1	67.5	UNDER	67.9	61.9	2570395.783
6:50:35	54.8	60.3	UNDER	59.9	49.9	301995.172	15:55:35	65	67.4	UNDER	66.9	63.9	3162277.66
6:50:40	62.9	65	UNDER	64.9	57.9	1949844.6	15:55:40	63.8	65.7	UNDER	65.9	59.9	2398832.919
6:50:45	58.5	64.3	UNDER	62.9	53.9	707945.7844	15:55:45	65.1	67.4	UNDER	67.9	59.9	3235936.569
6:50:50	66.2	68.1	UNDER	68.9	60.9	4168693.835	15:55:50	64.1	67.7	UNDER	67.9	60.9	2570395.783
6:50:55	54.8	60.1	UNDER	58.9	49.9	301995.172	15:55:55	69.9	71.3	UNDER	71.9	67.9	977237.221
6:51:00	50.6	52.5	UNDER	52.9	49.9	1148153.621	15:56:00	62.9	68.3	UNDER	67.9	55.9	1949844.6
6:51:05	57.8	61.3	UNDER	60.9	52.9	602559.5861	15:56:05	66.6	69.1	UNDER	68.9	57.9	4570881.896
6:51:10	61.3	62.5											

6:52:15	66	68	UNDER	67.9	63.9	3981071.706	15:57:10	48.1	52.4	UNDER	49.9	47.9	64565.4229
6:52:20	63.2	65.7	UNDER	65.9	58.9	2089296.131	15:57:15	64.4	67.3	UNDER	67.9	53.9	2754228.703
6:52:25	60.7	62.1	UNDER	61.9	58.9	1174897.555	15:57:20	54.5	60.7	UNDER	59.9	45.9	281838.2931
6:52:30	63.5	68.8	UNDER	67.9	59.9	2238721.139	15:57:25	44.5	45.5	UNDER	45.9	44.9	281838.82931
6:52:35	68.3	69.5	UNDER	69.9	67.9	6760829.754	15:57:30	49.9	51.2	UNDER	51.9	45.9	97723.7221
6:52:40	66.4	67.3	UNDER	67.9	63.9	4365158.322	15:57:35	61.9	67.1	UNDER	65.9	50.9	1548816.619
6:52:45	61.6	63.8	UNDER	63.9	60.9	1445439.771	15:57:40	66.7	67.1	UNDER	66.9	66.9	4677351.413
6:52:50	67.8	69.3	UNDER	69.9	63.9	6025595.861	15:57:45	63.9	66.7	UNDER	66.9	59.9	2454708.916
6:52:55	71.1	71.7	UNDER	71.9	68.9	12882495.52	15:57:50	62.6	64.5	UNDER	64.9	59.9	1819700.859
6:53:00	65.8	69.8	UNDER	69.9	59.9	3801893.963	15:57:55	60.9	61.6	UNDER	61.9	58.9	1230268.771
6:53:05	56	59.3	UNDER	58.9	52.9	398107.1706	15:58:00	58.6	63.9	UNDER	62.9	55.9	724435.9601
6:53:10	51.3	52.7	UNDER	52.9	50.9	134896.2883	15:58:05	68.8	70.1	UNDER	70.9	64.9	7585775.75
6:53:15	56.7	60.9	UNDER	60.9	51.9	467735.1413	15:58:10	62.8	67.9	UNDER	67.9	55.9	1905460.718
6:53:20	62	63.5	UNDER	63.9	59.9	1584893.192	15:58:15	62.4	64.6	UNDER	64.9	56.9	1737800.829
6:53:25	56.5	59.5	UNDER	59.9	52.9	446683.5922	15:58:20	64.4	67.1	UNDER	66.9	59.9	2754228.703
6:53:30	53	55.8	UNDER	54.9	52.9	199526.2315	15:58:25	63.7	66.5	UNDER	66.9	61.9	2344228.815
6:53:35	66.7	69.7	UNDER	69.9	56.9	4677351.413	15:58:30	61.3	63.9	UNDER	63.9	56.9	1348862.883
6:53:40	65.1	67.6	UNDER	66.9	61.9	3235936.569	15:58:35	66.1	68.3	UNDER	68.9	57.9	4073802.778
6:53:45	59.4	64.3	UNDER	62.9	56.9	870963.59	15:58:40	58.2	64	UNDER	62.9	49.9	660693.448
6:53:50	68.2	70.7	UNDER	70.9	63.9	6806934.48	15:58:45	59.6	62.8	UNDER	62.9	49.9	912010.8394
6:53:55	58.4	62.8	UNDER	61.9	55.9	691830.9709	15:58:50	60.1	62.9	UNDER	62.9	54.9	1023292.992
6:54:00	58.8	59.8	UNDER	59.9	56.9	758577.575	15:58:55	50.4	53.9	UNDER	52.9	48.9	109647.8196
6:54:05	56.4	58.7	UNDER	58.9	51.9	436515.8322	15:59:00	48.9	50.2	UNDER	50.9	47.9	77624.71186
6:54:10	50.4	52.2	UNDER	51.9	49.9	109647.8196	15:59:05	51.2	53.9	UNDER	53.9	49.9	131825.6739
6:54:15	64.1	67.9	UNDER	67.9	52.9	2570395.783	15:59:10	63.9	66.5	UNDER	66.9	54.9	2454708.916
6:54:20	60.5	66.1	UNDER	64.9	53.9	1122018.454	15:59:15	69.9	72.8	UNDER	72.9	62.9	9772372.21
6:54:25	65.2	68.9	UNDER	68.9	54.9	3311311.215	15:59:20	68.2	71.9	UNDER	71.9	63.9	6606934.48
6:54:30	66.5	69.3	UNDER	69.9	60.9	4466835.922	15:59:25	69.8	72.1	UNDER	71.9	66.9	9549925.86
6:54:35	66.3	69	UNDER	68.9	59.9	4265795.188	15:59:30	68	69.3	UNDER	68.9	66.9	6309573.445
6:54:40	62.8	67.9	UNDER	66.9	53.9	1905460.718	15:59:35	70.1	71	UNDER	70.9	67.9	10232929.92
6:54:45	56.6	62.7	UNDER	61.9	52.9	457088.1886	15:59:40	66.1	67.9	UNDER	67.9	64.9	4073802.778
6:54:50	66	68.2	UNDER	68.9	60.9	3981071.706	15:59:45	67	69.2	UNDER	68.9	63.9	5011872.336
6:54:55	56.9	61.1	UNDER	59.9	53.9	489778.8194	15:59:50	61.4	63.6	UNDER	63.9	59.9	1380384.265
							15:59:55	64.9	67.3	UNDER	67.9	60.9	3080295.433

R11

AM		L _{eq}					62.3
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA		
10/30/2007							
7:04:00	61	63.8	UNDER	62.7	57.7	1258925.412	
7:04:05	61.1	63.5	UNDER	63.7	57.7	1288249.552	
7:04:10	52.8	57.9	UNDER	56.7	47.7	190546.0718	
7:04:15	48.9	49.9	UNDER	49.7	47.7	77624.71166	
7:04:20	48.1	49.6	UNDER	49.7	47.7	64565.4229	
7:04:25	52.3	57.4	UNDER	55.7	49.7	169824.3652	
7:04:30	64.4	68	UNDER	67.7	57.7	2754228.703	
7:04:35	66	69	UNDER	68.7	62.7	3981071.706	
7:04:40	60.7	62.6	UNDER	62.7	56.7	1174897.555	
7:04:45	51.8	56.6	UNDER	55.7	47.7	151356.1248	
7:04:50	50.7	55.7	UNDER	54.7	47.7	117489.7555	
7:04:55	60.6	62.6	UNDER	62.7	55.7	1148153.621	
7:05:00	58.6	62.2	UNDER	61.7	53.7	724435.9601	
7:05:05	52.7	53.4	UNDER	53.7	51.7	186208.7137	
7:05:10	50.7	52.6	UNDER	51.7	50.7	117489.7555	
7:05:15	60.1	62.2	UNDER	61.7	52.7	1023292.992	
7:05:20	58.3	62.2	UNDER	61.7	54.7	676082.9754	
7:05:25	59.7	63.7	UNDER	62.7	55.7	933264.3008	
7:05:30	68.6	70.5	UNDER	70.7	63.7	7244359.601	
7:05:35	64.1	69.7	UNDER	68.7	53.7	2570395.783	
7:05:40	48.9	53.3	UNDER	51.7	45.7	77624.71166	
7:05:45	48.5	51	UNDER	50.7	45.7	70794.57844	
7:05:50	58	64.6	UNDER	62.7	51.7	630957.3445	
7:05:55	66.8	69	UNDER	68.7	62.7	4788300.923	
7:06:00	56.8	62.6	UNDER	61.7	50.7	478830.0923	
7:06:05	54.1	56.2	UNDER	55.7	51.7	257039.5783	
7:06:10	49.1	52.6	UNDER	51.7	46.7	81283.05162	
7:06:15	52.2	56.2	UNDER	55.7	46.7	165958.6907	
7:06:20	55.9	57.3	UNDER	57.7	54.7	389045.145	
7:06:25	60.6	65	UNDER	63.7	54.7	1148153.621	
7:06:30	60.7	65	UNDER	64.7	52.7	1174897.555	
7:06:35	50.5	52.5	UNDER	51.7	49.7	112201.8454	
7:06:40	55.3	59.4	UNDER	59.7	49.7	338844.1561	
7:06:45	61.6	63	UNDER	62.7	59.7	1445439.771	
7:06:50	57.5	61.7	UNDER	61.7	52.7	562341.3252	
7:06:55	59.2	62.9	UNDER	62.7	52.7	831763.7711	
7:07:00	65.7	67.5	UNDER	66.7	63.7	3715352.291	
7:07:05	70.7	72.7	UNDER	72.7	67.7	1174897.55	
7:07:10	66.8	68.2	UNDER	67.7	63.7	4788300.923	
7:07:15	60.6	63	UNDER	62.7	58.7	1148153.621	
7:07:20	61.5	64.6	UNDER	64.7	57.7	1412537.545	
7:07:25	59	60.2	UNDER	59.7	58.7	794328.2347	
7:07:30	56.1	59	UNDER	58.7	51.7	407380.2778	
7:07:35	51.9	53.8	UNDER	53.7	51.7	154881.6619	
7:07:40	60.7	65.6	UNDER	64.7	53.7	1174897.555	
7:07:45	67.9	69.9	UNDER	69.7	63.7	16165950.019	
7:07:50	58.3	63	UNDER	61.7	55.7	676082.9754	
7:07:55	63.8	66.6	UNDER	66.7	59.7	2398832.919	
7:08:00	55.3	61.2	UNDER	59.7	47.7	338844.1561	
7:08:05	47.8	51	UNDER	49.7	46.7	60255.95861	
7:08:10	55.7	58.3	UNDER	58.7	51.7	371535.2291	
7:08:15	57.4	58.6	UNDER	58.7	55.7	549540.8739	
7:08:20	58.7	62.6	UNDER	62.7	54.7	741310.2413	
7:08:25	65.4	67.8	UNDER	66.7	62.7	3467368.505	
7:08:30	62.8	67.8	UNDER	67.7	52.7	1905460.718	
7:08:35	49	52.6	UNDER	51.7	46.7	79432.82347	
7:08:40	48.2	50.6	UNDER	50.7	46.7	66069.3448	
7:08:45	50.8	53.2	UNDER	52.7	49.7	120226.4435	
7:08:50	58.8	63	UNDER	62.7	53.7	758577.575	
7:08:55	64.4	67.1	UNDER	67.7	57.7	2754228.703	
7:09:00	52.7	57.8	UNDER	56.7	49.7	186208.7137	
7:09:05	53.7	57.4	UNDER	56.7	50.7	234422.8815	
7:09:10	63.3	66.6	UNDER	65.7	57.7	2137962.09	
7:09:15	65.5	67.4	UNDER	67.7	60.7	3548133.892	
7:09:20	58.4	60.5	UNDER	60.7	56.7	691830.9709	
7:09:25	62.4	66.4	UNDER	66.7	56.7	1737800.829	
7:09:30	62.7	65.9	UNDER	65.7	55.7	1862087.137	
7:09:35	60.6	64.6	UNDER	63.7	55.7	1148153.621	
7:09:40	64	66.1	UNDER	65.7	61.7	2511886.432	
7:09:45	63.7	65.8	UNDER	65.7	62.7	2344228.815	
7:09:50	64.7	67.6	UNDER	67.7	62.7	2851209.227	
7:09:55	66.6	67.8	UNDER	67.7	63.7	4570881.896	
7:10:00	63.8	66.7	UNDER	66.7	57.7	2398832.919	
7:10:05	52	56.8	UNDER	55.7	47.7	158489.3192	
7:10:10	49.8	54.5	UNDER	52.7	47.7	95499.2586	
7:10:15	57	58.6	UNDER	58.7	54.7	501187.2336	
7:10:20	54.2	58.2	UNDER	57.7	50.7	263026.7992	
7:10:25	54.7	59	UNDER	58.7	49.7	285120.9227	
7:10:30	60.2	61.4	UNDER	61.7	58.7	1047128.548	
7:10:35	62.2	63.4	UNDER	63.7	60.7	1659586.907	
7:10:40	65.4	67.3	UNDER	67.7	63.7	3467368.505	
7:10:45	65.2	67.3	UNDER	67.7	59.7	3311311.215	
7:10:50	54.4	59.5	UNDER	58.7	50.7	275422.8703	
7:10:55	55.6	60.3	UNDER	59.7	50.7	363078.0548	
7:11:00	63.5	66	UNDER	65.7	60.7	2238721.139	
7:11:05	60.2	63.8	UNDER	63.7	56.7	1047128.548	
7:11:10	55.4	57.7	UNDER	57.7	53.7	346736.8505	

PM		L _{eq}					62.8
TIME	L _{av} dBA	L _{max} dBA	L _{pk} dBC	L(10.0) dBA	L(99.9) dBA		
10/29/2007							
16:10:00	47.1	49.1	UNDER	48.7	46.7	51286.1384	
16:10:05	51.7	57.4	UNDER	56.7	46.7	147910.8388	
16:10:10	63.7	65.4	UNDER	65.7	57.7	2344228.815	
16:10:15	63.3	65.4	UNDER	65.7	61.7	2137962.09	
16:10:20	65.4	67.3	UNDER	65.7	64.7	3467368.505	
16:10:25	67.2	68	UNDER	67.7	65.7	5248074.602	
16:10:30	63.6	65.8	UNDER	65.7	61.7	2290867.653	
16:10:35	65.3	66.6	UNDER	66.7	63.7	3388441.561	
16:10:40	64.5	66.2	UNDER	66.7	61.7	2818382.931	
16:10:45	39.3	62.6	UNDER	60.7	58.7	851138.0382	
16:10:50	61.8	63.6	UNDER	63.7	58.7	1513561.248	
16:10:55	58	58.6	UNDER	58.7	57.7	630957.3445	
16:11:00	63	66.2	UNDER	65.7	58.7	1995262.315	
16:11:05	61.9	64.5	UNDER	63.7	59.7	1548816.619	
16:11:10	57.5	61.1	UNDER	59.7	55.7	562341.3252	
16:11:15	59	61.5	UNDER	61.7	54.7	794328.2347	
16:11:20	61.3	66	UNDER	65.7	54.7	1348962.883	
16:11:25	64.8	67.4	UNDER	67.7	61.7	3019951.72	
16:11:30	63.1	64.2	UNDER	63.7	61.7	2041737.945	
16:11:35	66.6	68.2	UNDER	68.7	63.7	4570881.896	
16:11:40	61	63.8	UNDER	63.7	56.7	1258925.412	
16:11:45	56.9	60.3	UNDER	59.7	54.7	489778.8194	
16:11:50	61.7	63.9	UNDER	63.7	57.7	1479108.388	
16:11:55	51.9	55.4	UNDER	54.7	50.7	154881.6619	
16:12:00	49.6	52.9	UNDER	51.7	47.7	91201.08394	
16:12:05	56.7	59.6	UNDER	59.7	49.7	487735.1413	
16:12:10	57.1	58.6	UNDER	58.7	55.7	512861.384	
16:12:15	56.3	61.1	UNDER	59.7	53.7	426579.5188	
16:12:20	65.3	67	UNDER	66.7	61.7	3388441.561	
16:12:25	66.6	68.3	UNDER	68.7	62.7	4570881.896	
16:12:30	63.2	65.8	UNDER	65.7	61.7	2089296.131	
16:12:35	55.6	61.1	UNDER	59.7	48.7	363078.0548	
16:12:40	47.9	49	UNDER	48.7	46.7	61659.50019	
16:12:45	44.4	47	UNDER	46.7	42.7	27542.28703	
16:12:50	42.7	43.4	UNDER	43.7	42.7	18620.87137	
16:12:55	47.1	52.6	UNDER	50.7	43.7	51286.1384	
16:13:00	37.3	39.4	UNDER	38.7	33.7	537031.7964	
16:13:05	61.2	63	UNDER	63.7	57.7	1316256.739	
16:13:10	60.7	63.9	UNDER	63.7	56.7	1174897.555	
16:13:15	63.6	67.5	UNDER	67.7	56.7	2290867.653	
16:13:20	60.9	65.9	UNDER	65.7	51.7	1230268.771	
16:13:25	49.5	52.5	UNDER	51.7	47.7	89125.09381	
16:13:30	60.1	64.3	UNDER	63.7	52.7	1023292.992	
16:13:35	58.9	64.2	UNDER	63.7	50.7	776247.1166	
16:13:40	54.6	60.3	UNDER	59.7	49.7	288403.1503	
16:13:45	61.7	65.1	UNDER	64.7	53.7	1479108.388	
16:13:50	55.4	59.7	UNDER	59.7	51.7	346736.8505	
16:13:55	62.5	64.6	UNDER	63.7	59.7	1778279.41	
16:14:00	67.5	69.1	UNDER	69.7	61.7	5623413.252	
16:14:05	65.7	67.5	UNDER	67.7	61.7	3715352.291	
16:14:10	60.6	62.6	UNDER	62.7	59.7	1148153.621	
16:14:15	65.7	68.6	UNDER	68.7	62.7	3715352.291	
16:14:20	69.4	71	UNDER	70.7	66.7	8970635.9	
16:14:25	64.5	65.8	UNDER	65.7	62.7	2818382.931	
16:14:30	60.2	63	UNDER	62.7	57.7	1047128.548	
16:14:35	57.1	58.2	UNDER	58.7	54.7	512861.384	
16:14:40	50.4	54.4	UNDER	53.7	47.7	109647.8196	
16:14:45	46.9	47.5	UNDER	47.7	46.7	48977.88194	
16:14:50	54.9	61.3	UNDER	59.7	47.7	309029.5433	
16:14:55	64.7	67.8	UNDER	67.7	61.7	2951209.227	
16:15:00	62.1	65.8	UNDER	64.7	59.7	1621810.097	
16:15:05	56.4	61	UNDER	59.7	52.7	436515.8322	
16:15:10	64.9	66.7	UNDER	66.7	56.7	3090295.433	
16:15:15	61.3	64.2	UNDER	63.7	59.7	1348962.883	
16:15:20	62.4	65.8	UNDER	64.7	61.7	1737800.829	
16:15:25	69	70.5	UNDER	70.7	65.7	7943282.347	
16:15:30	65.3	69.5	UNDER	68.7	61.7	3388441.561	
16:15:35	68.1	69.4	UNDER	69.7	65.7	6455542.29	
16:15:40	66	67.9	UNDER	67.7	63.7	3981071.706	
16:15:45	63.7	65	UNDER	64.7	62.7	2344228.815	
16:15:50	63.8	65.3	UNDER	65.7	60.7	2308832.919	
16:15:55	54.3	59.8	UNDER				

7:11:15	63	65.8	UNDER	65.7	55.7	1995282.315	16:17:15	47.4	49.8	UNDER	49.7	45.7	54954.08739
7:11:20	67.2	69.5	UNDER	69.7	64.7	5248074.802	16:17:20	44	46.2	UNDER	45.7	42.7	25118.86432
7:11:25	64.6	67.4	UNDER	66.7	63.7	2884031.503	16:17:25	50.3	57.8	UNDER	55.7	42.7	107151.9305
7:11:30	66.3	68.1	UNDER	67.7	60.7	4265795.188	16:17:30	62.9	65.3	UNDER	65.7	58.7	1949844.6
7:11:35	63.7	69.4	UNDER	67.7	59.7	2344228.815	16:17:35	67.6	70.2	UNDER	70.7	62.7	5754399.373
7:11:40	70.4	71.9	UNDER	71.7	65.7	10984781.96	16:17:40	67.5	68.6	UNDER	68.7	65.7	5623413.252
7:11:45	63.8	66.7	UNDER	65.7	61.7	2398832.919	16:17:45	63.5	65.5	UNDER	65.7	61.7	2238721.139
7:11:50	64.2	67.4	UNDER	67.7	59.7	2630267.992	16:17:50	63.8	65.8	UNDER	65.7	62.7	2398832.919
7:11:55	58.7	59.7	UNDER	59.7	57.7	741310.2413	16:17:55	64	65.4	UNDER	65.7	62.7	2511886.432
7:12:00	54.1	57.9	UNDER	57.7	51.7	257039.5783	16:18:00	57.7	62.5	UNDER	61.7	54.7	588843.6554
7:12:05	52.6	55.4	UNDER	54.7	50.7	181970.0859	16:18:05	59.3	63.7	UNDER	63.7	54.7	851138.0382
7:12:10	57.1	59.6	UNDER	59.7	55.7	512861.384	16:18:10	64.8	65.8	UNDER	65.7	61.7	3019951.72
7:12:15	58.1	60.4	UNDER	59.7	55.7	645654.229	16:18:15	56.3	61.8	UNDER	60.7	51.7	426579.5188
7:12:20	55.7	59.7	UNDER	58.7	51.7	371535.2291	16:18:20	62.3	68.2	UNDER	66.7	53.7	1698243.652
7:12:25	53.7	55.9	UNDER	55.7	51.7	234422.8815	16:18:25	66.3	69	UNDER	68.7	62.7	4265795.188
7:12:30	63.2	68.2	UNDER	67.7	56.7	2089296.131	16:18:30	58.4	62.3	UNDER	61.7	51.7	691830.9709
7:12:35	66.9	69.3	UNDER	69.7	64.7	4887788.194	16:18:35	51.7	56.2	UNDER	55.7	48.7	147910.8388
7:12:40	61.6	65.8	UNDER	65.7	52.7	1445439.771	16:18:40	61.1	62.7	UNDER	62.7	56.7	1288249.652
7:12:45	49.6	52.2	UNDER	51.7	48.7	91201.08394	16:18:45	64.9	67.5	UNDER	67.7	61.7	3090295.433
7:12:50	51.6	56.2	UNDER	54.7	49.7	144543.9771	16:18:50	61.4	64.7	UNDER	63.7	59.7	1380384.265
7:12:55	63.5	67	UNDER	66.7	56.7	2238721.139	16:18:55	66.5	68.2	UNDER	68.7	62.7	4466835.922
7:13:00	67.8	69.8	UNDER	69.7	65.7	6025595.861	16:19:00	63.1	65.9	UNDER	65.7	61.7	2041737.945
7:13:05	65.3	68.3	UNDER	67.7	60.7	3388441.561	16:19:05	65	67.7	UNDER	67.7	60.7	3162277.66
7:13:10	63.1	66	UNDER	65.7	59.7	2041737.945	16:19:10	55.9	60.2	UNDER	59.7	53.7	389045.145
7:13:15	59.1	63.1	UNDER	61.7	55.7	812830.5162	16:19:15	63.1	65.9	UNDER	65.7	54.7	2041737.945
7:13:20	65.4	68.3	UNDER	67.7	59.7	3467368.505	16:19:20	64.7	67.7	UNDER	67.7	56.7	2951209.227
7:13:25	68.7	70.6	UNDER	70.7	62.7	7413102.413	16:19:25	55.5	59.4	UNDER	56.7	54.7	354813.3892
7:13:30	57.5	62.2	UNDER	60.7	54.7	562341.3252	16:19:30	65	68.3	UNDER	67.7	59.7	3162277.66
7:13:35	61.6	64.1	UNDER	63.7	58.7	1445439.771	16:19:35	67	69	UNDER	68.7	65.7	5011872.336
7:13:40	53.2	58.7	UNDER	57.7	46.7	208929.6131	16:19:40	63.6	66.2	UNDER	65.7	60.7	2290867.653
7:13:45	50.2	55.7	UNDER	54.7	46.7	104712.8548	16:19:45	62.9	64.6	UNDER	64.7	60.7	1949844.6
7:13:50	62.7	65.9	UNDER	65.7	55.7	1862087.137	16:19:50	56	59.9	UNDER	58.7	52.7	398107.1706
7:13:55	64.3	67.8	UNDER	67.7	56.7	2691534.804	16:19:55	61.2	64.2	UNDER	63.7	53.7	1318258.739

Appendix D

TRAFFIC DATA SUMMARY

AM Peak

Location	Worse-Case Existing (2007)				Future No-Build (2030)				Future Design (2030) Alt. A			
	Volume	cars	MT	HT	Volume	cars	MT	HT	Volume	cars	MT	HT
1	784	753	16	16	1431	1374	29	29	1714	1645	34	34
2	655	629	13	13	1310	1281	14	14	1310	1281	14	14
3	1071	1046	14	14	1687	1643	22	22	1789	1742	23	23
4	1071	1046	14	14	1688	1644	22	22	1790	1742	23	23
5	234	228	3	3	549	534	7	8	653	636	8	9
Alternatives A from Dinkel to Oakwood									382	372	5	5
Alternatives A from Oakwood to John Wayland									450	438	6	6
Alternatives B from Dinkel to Oakwood												
Alternatives B from Oakwood to John Wayland												

Future Design (2030) Alt. B			
Volume	cars	MT	HT
1657	1591	33	33
1374	1344	15	15
1789	1742	23	23
1789	1742	23	23
505	491	7	7

TNNM link 11-15
TNNM link 2-10

339	330	4	4	4
512	498	7	7	7

PM Peak

Location	Worse-Case Existing (2007)				Future No-Build (2030)				Future Design (2030) Alt. A			
	Volume	cars	MT	HT	Volume	cars	MT	HT	Volume	cars	MT	HT
1	733	708	8	17	1310	1258	26	26	1603	1539	32	32
2	612	591	7	14	1225	1198	13	13	1225	1198	13	13
3	1416	1388	15	13	2232	2183	25	25	2365	2313	26	26
4	1416	1388	15	13	2232	2183	25	25	2365	2313	26	26
5	333	324	5	4	779	757	12	10	928	901	15	12
Alternatives A from Dinkel to Oakwood									543	531	6	6
Alternatives A from Oakwood to John Wayland									639	623	7	7
Alternatives B from Dinkel to Oakwood												
Alternatives B from Oakwood to John Wayland												

Future Design (2030) Alt. B			
Volume	cars	MT	HT
1550	1488	31	31
1285	1257	14	14
2365	2313	26	26
2365	2313	26	26
718	697	11	9

TNNM link 11-15
TNNM link 2-10

482	471	5	5	5
727	711	8	8	8

MT = Medium Truck (2 axles with 6 wheels)
HT = Heavy Truck (3 or more axles)

Segment	Road Name	From	To	Base	No-Build	Alt A	Alt B
1	North Main St (Rt 11)	South of Parsons Ct		5,646	11,738	11,081	10,486
2	Parsons Ct	Rt 11	Friedens Church Rd (257)	3,903	5,931	6,448	6,387
3	Friedens Church Rd (257)	Rt 11	Parsons Ct	11,234	21,812	21,819	22,409
4	Rt 11	Parsons Ct	Friedens Church Rd (257)	7,758	11,821	10,648	10,114
5	Rt 11	North of Friedens Church Rd (257)		12,810	25,006	20,944	21,809
6	Rt 11	South of Oakwood Dr (704)		12,810	23,453	19,787	20,623
7	Rt 11	North of Cecil Wampler Rd (704)		12,166	21,178	19,544	18,953
8	Rt 11	South of Pike Church Rd		12,166	21,178	19,544	18,953
9	Dinkel Ave (257)	West of Rt 11		9,677	14,815	15,877	15,654
10	Dinkel Ave (257)	East of Bridgewater Rd		9,677	14,815	15,877	15,654
11	Dinkel Ave (257)	West of Bridgewater Rd		9,677	17,744	21,196	20,520
12	Dinkel Ave (257)	East of Mt Crawford Ave		8,131	16,198	16,237	17,004
13	Dinkel Ave (257)	West of Mt Crawford Ave		8,131	11,123	11,327	11,752
14	Dinkel Ave (257)	West of Hickory Ct		8,131	10,969	10,677	10,998
15	Dinkel Ave (257)	East of 1st St		8,131	11,287	11,172	11,372
16	Dinkel Ave (257)	Main St (42)	1st St	8,131	11,314	10,653	10,237
17	Main St (42)	South of Dinkel Ave		10,769	13,334	13,922	13,476
18	Main St (42)	Dinkel Ave	Mt Crawford Ave	13,365	17,258	17,738	17,346
19	Mt Crawford Ave	West of Dinkel Ave		2,602	7,242	5,433	5,990
20	Mt Crawford Ave	East of Parkside Dr		2,602	7,242	5,433	5,990
21	Mt Crawford Ave	East of Main St (42)		2,602	7,210	5,076	5,462
22	North Main St (42)	Mt Crawford Ave	N River Rd	17,102	25,603	23,949	23,943
23	N River Rd	West of Main St		2,412	5,738	5,721	5,692
24	North Main St (42)	North of N River Rd		16,950	26,124	25,764	25,329
25	North Main St (42)	South of Oakwood Dr (704)		16,950	27,971	28,796	28,038
26	Main St (42)	North of Oakwood Dr (704)		16,950	26,233	25,681	25,676
27	John Wayland Hwy (42)	North of Turner Ashby Dr		16,950	26,794	28,418	28,394
28	John Wayland Hwy (42)	South of Killdeer Lane		16,950	26,794	35,449	28,394
29	John Wayland Hwy (42)	North of Killdeer Lane		16,950	26,794	35,449	36,520
30	John Wayland Hwy (42)	South of Mason St (257)		16,950	28,350	36,824	37,715
31	John Wayland Hwy (42)	North of Mason St (257)		16,950	28,317	36,595	37,307
32	Mason St (257)	West of Wayland Hwy (42)		4,278	5,547	6,192	6,138
33	Oakwood Dr (704)	East of Main St (42)		3,603	6,730	6,665	5,914
34	Oakwood Dr (704)	East of Weeping Willow Ln		3,774	8,882	10,582	8,218
35	Lewis Byrd Rd (712)	North of Oakwood Dr (704)		3,874	4,543	4,221	4,230
36	Oakwood Dr (704)	West of Valley Pike Rd (11)		3,774	9,349	10,693	12,132
37	Old Bridgewater Rd (867)	South of Dinkel Ave (257)		799	5,781	7,725	7,218
38	Cecil Wampler Rd (704)	East of Valley Pike Rd (11)		3,841	11,938	14,206	14,201
39	Lewis Byrd Rd (712)	South of Liskey Rd (756)		3,874	4,543	4,221	4,230
40	Pike Church Rd (701)	East of Liskey Rd (712)		3,578	8,744	8,342	8,022
56	New Road South	Dinkel Ave (257)	Oakwood Dr (704)	0	0	6,221	5,521
57	New Road North	Oakwood Dr (704)	Wayland Hwy (42)	0	0	7,302	8,285

Appendix E

REFERENCES

References

- Virginia Department of Transportation, State Noise Abatement, approved November 21st, 1996, effective January 1st, 1997.
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Appendix F

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